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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1982

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HEARINGS

BEFORE A

SUBCOMMITTEE OF THE

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

NINETY-SEVENTH CONGRESS

FIRST SESSION

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

TOM BEVILL, Alabama, *Chairman*

EDWARD P. BOLAND, Massachusetts
LINDY (MRS. HALE) BOGGS, Louisiana
BILL CHAPPELL, Florida
VIC FAZIO, California
WES WATKINS, Oklahoma
ADAM BENJAMIN, JR., Indiana
JOHN T. MYERS, Indiana
CLAIR W. BURGENER, California
VIRGINIA SMITH, Nebraska
ELDON RUDD, Arizona

HUNTER L. SPILLAN, GEORGE A. URIAN, M. C. GREER, and DONALD P. SMITH, *Staff Assistants*

PART 10

(Pages 1241-2412)

TESTIMONY OF MEMBERS OF CONGRESS AND OTHER INTERESTED INDIVIDUALS AND ORGANIZATIONS

DOCUMENTS

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR 1982

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Printed for the use of the Committee on Appropriations



U.S. GOVERNMENT PRINTING OFFICE

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ENERGY AND WATER DEVELOPMENT APPROPRIATIONS FOR FISCAL YEAR 1982

TESTIMONY OF MEMBERS OF CONGRESS AND INTERESTED INDIVIDUALS AND ORGANIZATIONS

PORT OF STOCKTON

WITNESSES

ALEXANDER KRYGSMAN, DIRECTOR
JOSEPH BLANCHARD, COMMISSIONER

Mr. LANGNER. The Port of Stockton is represented by Alexander Krygsman, Director, Dr. Joseph Blanchard, Commissioner.

STATEMENT OF ALEXANDER KRYGSMAN

Mr. KRYGSMAN. In the interest of time, I know you are very familiar with our project.

I don't have to read the statement. I am happy if you can promise me that you will find it. As long as you are the Chairman, I know we have your support and we trust that we have the support of your committee, and we request the funding of $1.4 million for our Channel.

Thank you.

Mr. FAZIO. Thank you.

[The statement of Mr. Krygsman 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, Stockton, California.

The Port of Stockton Deepwater Channel deepening has been authorized since 1965.

The Port of Stockton is primarily a bulk port that serves industry and agriculture in the San Joaquin Valley in California and the bulk imports and exports of the Western States, including the coal areas of these States.

The Port of Stockton recognized as far back as 1952 that deeper channels would be needed for the movements of bulk cargoes, including coal, but not limited to coal. Grain, fertilizers and many other bulk materials have the same requirements and need deeper channels as much as does the movement of coal.

The Port of Stockton has a bulk export dock that has handled coal in the past, handles coke, clay, fertilizers, sulphur and other bulk exports and can handle coal now, but deeper water is urgently needed.

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 coal, agricultural products, and other 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 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, increase export capabilities and that will improve the Nation's balance of payments.

Funding of this project, therefore, is an investment that brings generous returns and will be anti-inflationary.

Mr. Chairman, this Nation needs to increase productivity, needs to conserve energy and needs to increase 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 the 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 1.4 million dollars to fund construction for fiscal year 1981/82.

Respectfully yours,

Alexander Krygsman
Director, Port of Stockton
Stockton, California

3/24/81

PORT OF REDWOOD CITY

WITNESS

FRED J. DiPIETRO, PORT DIRECTOR

Mr. LANGNER. The Port of Redwood City is represented by Fred DiPietro, Manager.

STATEMENT OF FRED J. DiPIETRO

Mr. DiPIETRO. Mr. Chairman, we are back again to get some more money to do the dredging on our Channel, and I have prepared a very excellent statement for your committee to review.

Mr. FAZIO. Thank you. We appreciate your coming.

[The statement of Mr. DiPietro follows:]

Port of Redwood City
475 Harbor Boulevard
Redwood City, California 94063
(415) 365-1613

STATEMENT OF

MR. FRED J. DI PIETRO

PORT DIRECTOR, PORT OF REDWOOD CITY, CALIFORNIA

TO

THE CONGRESSIONAL ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE

UNITED STATES HOUSE OF REPRESENTATIVES

MARCH 26, 1981

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 Corps 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 RICHARD A. DODGE GEORGE L. DRAGAN GERALD O. JOHNSON PAUL C. KECKLEY JR. L. M. MAUK

MR. CHAIRMAN, MEMBERS OF THE SUB-COMMITTEE:

I am Fred J. Di Pietro, Port Director, Port of Redwood City California.

I appreciate the opportunity to appear before your committee to encourage and support necessary federal appropriations to ensure the capability of the Corps 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 1981 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 Federal legislation passed by the Congress 45 years ago, and State Land Grants authorized by State Legislation 30 years ago.

Recognizing the need to maintain the Redwood City harbor channel because of increased vessel and commodity traffic, the Corps of Engineers is proceeding with a partial maintenance dredging project in the current fiscal year.

The Federal Budget, fiscal year 1980/81, includes $1.087 million dollars to complete maintenance dredging in Redwood City Harbor Channel. On original request for funding, the Corps of Engineers requested 1.6 million dollars to remove approximately 400,000 cubic yards of material to maintain the channel at project depth of 30 feet at mean lower low water. $1.087 million dollars was finally appropriated in FY 80/81 as a result of administration budget cuts prior to passage of budget legislation by the Congress.

The Corps of Engineers has prepared bids and specifications to remove only 290,000 cubic yards this fiscal year. Dredging is confined to the center of the deep draft channel in Redwood Creek and will exclude maintenance over San Bruno Shoals and the small craft recreation channel.

The Corps plans to remove the remaining material in fiscal year 81/82 if Congress will appropriate $650,000 dollars to complete.

Critical to the economics of ordinary maintenance dredging operations is the absolute requirement to dispose of dredged material at the acquatic site off Alcatraz Island, a distance of 27 miles from the project site. Cost of transporting dredge material reflects expenditure of half (50%) of the appropriated funds.

Considerable effort has been expended to bring to the attention of the Corps, U.S. Fish & Wildlife and State Regulatory Agencies alternate courses for the disposal of dredge materials on upland sites adjacent to the deep draft channel in Redwood City. Such disposal in the local project area will reflect efficient dispersal of federal funds to complete the project within budgeted appropriations.

Our efforts to divert disposal of the dredged material to adjacent properties are unsuccessful because of continuing environmental constraints. We will continue to pursue long range disposal plans, hopefully with the cooperation of the Corps of Engineers and U. S. Fish & Wildlife.

We urgently require the maintenance project to accomodate 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 complete maintenance dredging at Redwood City harbor.

Thank you.

PORT OF SACRAMENTO

WITNESS

MELVIN SHORE, PORT DIRECTOR

Mr. LANGNER. The Port of Sacramento is represented by its Port Director, Mr. Melvin Shore.

STATEMENT OF MELVIN SHORE

Mr. SHORE. Thank you.

I have a prepared statement which has been submitted for the record.

The last page of that statement has a graph on it. I call it to your attention only because it demonstrates once again that the Corps is extremely conservative in their projections. The Port of Sacramento is now handling at the rate projected for the year 2060, and my calendar says this is 1981. That only demonstrates that we will be well ahead.

We request an appropriation of $400,000 to permit the Corps of Engineers to begin construction.

Thank you.

Also a statement from Congressman Matsui of the 3rd District is submitted for the record.

[The statements of Mr. Shore and Congressman Matsui follow:]

COMMITTEE ON APPROPRIATIONS

SUBCOMMITTEE ON PUBLIC WORKS

STATEMENT OF MELVIN SHORE
PORT DIRECTOR, PORT OF SACRAMENTO

March, 1981

MR. CHAIRMAN AND MEMBERS OF THE COMMITTEE:

Summary of Request

After an eleven year study, the Feasibility Report and Environmental Impact Statement for the deepening of the Sacramento River Deep Water Ship Channel has been approved by the Board of Engineers for Rivers and Harbors and will presumably soon be approved by the Secretary of the Army.

Construction planning then can be begun in fiscal year 1982. Accordingly, we ask that your Committee include in the general investigations appropriations in the budget the amount of $400,000 which we understand the Corps can beneficially expand during that fiscal year.

BACKGROUND

The Sacramento River Deep Water Ship Channel Project was completed in 1963. From a volume of 41,000 tons handled that first year, our 1980 volume was over 3,250,000 tons - a stimulating increase of forty-five percent (45%) over the 1979 total. The Corps' original Project Review estimated that over the 50-year study life of the project, the average annual volume of deep draft traffic would be 857,000 tons. The vitality and success of this project to date is well demonstrated by the extent that the projections have been exceeded. Attached at the end of this statement is a graph illustrating the unusual growth of this project. Note that based upon the Corps' projections, we should not have achieved the 1980 volume until the year 2060.

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 $45 million. Additional expenditures are under active consideration at this time. Its land holdings are master planned for further expansion as the needs require.

At public hearings in 1970 and in 1979, there were many expressions of support from the shippers that use the Port and the community in general. Nearly 100 letters were received after the 1979 hearing, from U.S. Senators and Congressmen to private citizens, the over-whelmingly majority were strongly supportive of the deepening project. The Board of Engineers for Rivers and Harbors also received a large number of supportive letters, which we like to think contributed to the comparatively brief period of review received there before approval.

B.C. RATIO

The Corps' Feasibility Report shows that the deepening of the channel to Sacramento will produce a 2.5 benefit-cast ratio when evaluated at the interest rate of 7 1/8%. Recent updating using the higher rate of 7 3/8%, the benefit-cast ratio is 2.2. Typically, navigation projects have not shown well at these high interest rates which adversely affect the B/C ratio by tending to minimize annual benefits and exaggerate annual costs. 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 44% 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. It is even more dramatically evident now in the 1980's that water transport is many times more fuel-efficient per ton of cargo than land transportation.

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.

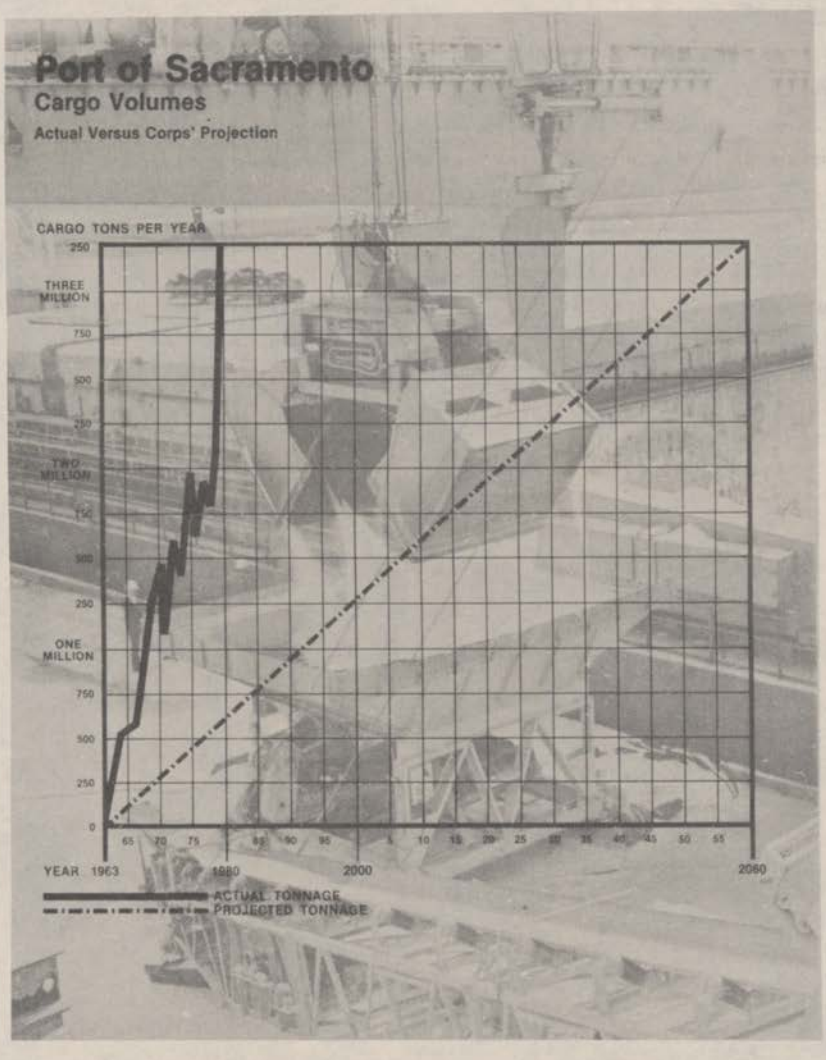
SUMMARY

The Port of Sacramento has well demonstrated its success in utilization of the Sacramento River Deep Water Ship Channel at its present depth. Cargo handling developments in general and specifically at Sacramento clearly indicate the need for deeper draft to accommodate the larger ships handling bulk cargoes.

I respectfully urge your Honorable Committee to approve an appropriation of $400,000 to permit the Corps of Engineers to begin construction planning in an efficient and economic manner.

# # #

MS/JTC/ns


Port of Sacramento
Cargo Volumes
Actual Versus Corps' Projection
CARGO TONS PER YEAR
250
THREE MILLION
750
500
250
TWO MILLION
750
500
250
ONE MILLION
750
500
250
0
65 70 75 80 90 95 5 10 15 20 25 30 35 40 45 50 55
YEAR 1963
1980
2000
2060
ACTUAL TONNAGE
PROJECTED TONNAGE

Testimony of

the Honorable Robert T. Matsui

March 26, 1981

Subcommittee on Energy and Water Development

House Committee on Appropriations

Mr. Chairman and members of the Subcommittee, I respectfully urge your approval of a $400,000 appropriation to be used in deepening the Sacramento River Deep Water Channel. Since a Feasability Report and an Environmental Impact Statement for this project are expected to be approved in the very near future, I am eager to see the funds appropriated so that work can begin on deepening the channel in fiscal year 1982.

The Sacramento River Deep Water Channel is in particular need of deepening if the Port of Sacramento is to receive vessels with deeper drafts and thereby be able to compete successfully in the world market. The need for this is clearly demonstrated by figures which indicate that 44 percent of the ships loading grain for export at Sacramento last year had to be topped off in deeper water. Similarly, receiving ports for Sacramento's wood chip exports currently offer a draft of over 39 feet, while Sacramento can only accomodate ships with 30-foot drafts.

Without deepening the channel, it can reasonably be expected that shippers will, in the near future, seek other ports from which to operate. This would put an end to the tremendous successes the

Port has enjoyed since the Sacramento River Deep Water Ship Channel was completed in 1963.

In that first year of operation, the Port of Sacramento handled 41,000 tons. In the following 17 years, tonnage handled at Sacramento increased nearly eighty-fold, to a volume of over 3,250,000 tons in 1980. This was a healthy 45 percent increase over the 1979 total.

These figures are particularly impressive when one realizes that the Army Corps of Engineers did not expect the Port to reach the 3,250,000-ton level until the year 2060. In fact, the Corps of Engineers' Feasability Report on this project indicated that it will have a profitable benefit-cost ratio of 2.2, further confirming the value of deepening the channel.

I hope that the Subcommittee will be able to include this project in the Energy and Water Development Appropriations for fiscal year 1982. It is an especially worthwhile investment, and will contribute significantly to the well-being of the Port, to commerce in California, and to our national economic health.

CALIFORNIA MARINE PARKS AND HARBORS ASSOCIATION

WITNESSES

SUSAN ANDERSON, PRESIDENT
CHARLES BENNETT
ROBERT WRIGHT, EXECUTIVE VICE PRESIDENT

Mr. LANGNER. Next we have a very active group representing Recreational Boating, California Marine Parks and Harbors Association.

Susan Anderson, the President is here.

STATEMENT OF SUSAN ANDERSON

Ms. ANDERSON. Our membership directly represents in excess of 20,000 through Yacht Clubs, Marina Developers, Harbor Administrative Districts and Municipalities, businesses providing services to boating interests and individual boaters.

Our organization has developed a statewide plan for small craft harbors and harbors of refuge serving over 250,000 coastal boaters and providing in excess of 40 million non-boater recreation days.

Each of the small craft harbors projects before you today is a part of this important plan.

I am here to offer broadbased support for each of those.

Mr. LANGNER. Mr. Bennett?

STATEMENT OF CHUCK BENNETT

Mr. BENNETT. Mr. Chairman, I feel somewhat of an oddity here. I don't represent any public organization. I am representing people, citizens, constituents.

Mr. MYERS. We like to think we do, too.

Mr. BENNETT. We are on the same side.

I want to speak in favor of the Corps of Engineers appropriation for the Sunset Harbor Bolsa Chico Project.

I represent a committee which is a coalition of citizen organizations, the California Marine Parks and Harbors Association.

If you will permit me, sir, I would like to let you know the citizens organizations that I am representing here:

Hunting Harbor Yacht Club;
Hunting Harbor Property Owners Association;
Hunting Harbor Anglers;
Sunset Aquatic Yacht Club;
Orange County Coast Association;
Hunting Marina Property Owners Association;
National Coalition for Marine Conservation;
Seal Beach Yacht Club;
Sea Gate Yacht Club;
Southern California Marine Association;
California Marine Parks and Harbors Association.

They have asked me to present to you a Resolution on behalf of those citizen organizations. Overall we are representing approximately 20,000 people.

If I may, I would like to read into your record this Resolution from our folks.

Mr. FAZIO. We would be happy to place it in the record.

Mr. BENNETT. Finally, I have a letter from our Congressman from the 34th District, Dan Lungren, which I would also like to place into the record or read into the record.

Mr. FAZIO. We would rather have that one placed in the record as well.

[The statement and resolution of Mr. Bennett follows:]

California Marine Parks and Harbors Assn. Inc.

Chairman
Chuck Bennett

Organization
Bill Hanson
Hank Johnson
Gar Matthews
Mike Stitizinger

Finance
Steve Anderson
John Silver

Engineering
Bill Hartge
Ken Bourguignon
Bill Ficker

Liaison
Jim Martin
Don Hartfelder
Bill Purcell

Publicity
Diane Fortuna

BOLSA CHICA COMMITTEE FOR CLEAN WATER AND OCEAN ACCESS

17164 Courtney Lane
Huntington Beach, CA, 92649

RESOLUTION

WHEREAS, IT IS THE CONCERN OF OUR COMMITTEE AND THE RESIDENTS OF HUNTINGTON HARBOUR, IN ORANGE COUNTY, CALIFORNIA, THAT OUR WATERS HAVE BECOME POLLUTED AND ARE A CATCH-BASIN FOR REFUSE AND URBAN RUNOFF FROM COUNTY FLOOD CONTROL CHANNELS; AND

WHEREAS, IT IS OUR BELIEF AND EXPECTATION THAT A NAVIGABLE CUT TO THE OCEAN AT BOLSA CHICA, IN CONJUNCTION WITH A NAVIGABLE CHANNEL TO HUNTINGTON HARBOUR, WILL PRODUCE THE TIDAL ACTION NECESSARY TO HELP CLEANSE THE WATERS OF HUNTINGTON HARBOUR; AND

WHEREAS, THE ASSISTANT DEPUTY COMMANDER FOR SURFACE WARFARE SYSTEMS, DEPARTMENT OF THE NAVY, HAS ASSERTED THAT THE EXISTING OCEAN ENTRANCE THROUGH THE NAVAL WEAPONS STATION AT ANAHEIM BAY HAS BEEN DECLARED "POTENTIALLY DANGEROUS" BY THE NAVY; AND

WHEREAS, THE PROVISION OF AN ADDITIONAL NAVIGABLE OCEAN ACCESS AT BOLSA CHICA WILL HELP RELIEVE THE GROWING TRAFFIC OF SMALL CRAFT THROUGH THE HAZARD ZONE OF THE NAVY'S AMMUNITION LOADING FACILITIES AT ANAHEIM BAY; AND

WHEREAS, OUR COMMITTEE BELIEVES THAT THE RESIDENTS OF HUNTINGTON HARBOUR, AND THE PEOPLE THROUGHOUT ORANGE COUNTY WHO UTILIZE THESE WATERS FOR ACCESS TO PUBLIC LAUNCHING FACILITIES AND HOME DOCKING HAVE A VESTED RIGHT TO A PERMANENT NAVIGABLE OCEAN ACCESS; AND

WHEREAS; THE ARMY CORPS OF ENGINEERS HAS HAD UNDER STUDY FOR FOUR YEARS A PLAN TO EFFECTUATE A NAVIGABLE CHANNEL TO THE PACIFIC OCEAN AT BOLSA CHICA WHICH WOULD PROVIDE AN ALTERNATE CHANNEL AND REDUCE CIVILIAN BOAT TRAFFIC THROUGH THE NAVY DANGER ZONE; AND

WHEREAS, THIS ARMY CORPS OF ENGINEERS STUDY IS NEARING COMPLETION; AND

WHEREAS; THE CLEANSING OF HUNTINGTON HARBOUR WATERS, THE REVITALIZATION OF THE BOLSA CHICA SALT MARSH, THE PROVISION OF NEEDED PUBLIC BOATING FACILITIES, AND RESIDENTIAL AND COMMERCIAL DEVELOPMENT ARE ALL DEPENDENT UPON COMPLETION OF THE ARMY CORPS OF ENGINEERS STUDY,

THEREFORE NOW BE IT RESOLVED THAT THE BOLSA CHICA COMMITTEE FOR CLEAN WATER AND OCEAN ACCESS DOES SUPPORT AND ENCOURAGE THE ARMY CORPS OF ENGINEERS STUDY TO THE END THAT THE WELFARE OF OUR COMMUNITY MAY BE ENHANCED AND THE BENEFITS ENUMERATED IN THIS RESOLUTION MAY BE REALIZED.

WE FURTHERMORE DO RESOLVE AND PETITION THE CONGRESS OF THE UNITED STATES TO RECOGNIZE AND SUPPORT THE URGENT PUBLIC NEEDS BY PROVIDING FUNDING NECESSARY TO CONTINUE THIS VITAL WORK.

PASSED AND ADOPTED BY BOLSA CHICA COMMITTEE FOR CLEAN WATER AND OCEAN ACCESS, IN THE CITY OF HUNTINGTON BEACH, CALIFORNIA, THE 16TH DAY OF MARCH, 1981.

Charles C. Bennett

CHARLES C. BENNETT, CHAIRMAN

THE AFORESTATED RESOLUTION IS HEREBY ENDORSED AND SUBSCRIBED TO BY THE FOLLOWING ORGANIZATIONS:

—HUNTINGTON HARBOUR YACHT CLUB

—HUNTINGTON HARBOUR PROPERTY OWNERS ASSOCIATION

—HUNTINGTON HARBOUR ANGLERS

—SUNSET AQUATIC YACHT CLUB

—ORANGE COUNTY COAST ASSOCIATION

—HUNTINGTON MARINA PROPERTY OWNERS ASSOCIATION

—NATIONAL COALITION FOR MARINE CONSERVATION

—SEAL BEACH YACHT CLUB

—SEA GATE YACHT CLUB

—SOUTHERN CALIFORNIA MARINE ASSOCIATION

—CALIFORNIA MARINE PARKS AND HARBOURS ASSOCIATION

BENNETT

DANIEL E. LUNGREN
34TH DISTRICT, CALIFORNIA

ROOM 1318
LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-5415

DISTRICT OFFICE:
5815 BRITTON DRIVE
LONG BEACH, CALIFORNIA 90815
(213) 866-0761

Congress of the United States
House of Representatives
Washington, D.C. 20515

COMMITTEES:
JUDICIARY
SUBCOMMITTEES:
CRIMINAL JUSTICE
IMMIGRATION, REFUGEES AND INTERNATIONAL LAW
SELECT COMMITTEE ON AGING
SUBCOMMITTEES:
HUMAN SERVICES
HOUSING AND CONSUMER INTERESTS

March 25, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water
Development
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Chairman:

Upon review of the Reagan Administration Revised Budget for FY82, I have noted that it contains $150,000 for continuation of the Sunset Harbor/Bolsa Chica Study currently being conducted by the Army Corps of Engineers. As you know, the Army Corps' partially completed project was initially authorized at $790,000 to review the feasibility of an ocean entrance or enhanced tidal flushing for an expanded marsh habitat/wildlife preserve at Bolsa Chica.

I support continuation of this study as it will provide vitally important data concerning alternative future uses of the Bolsa Chica area so that a fully informed decision can be made on an appropriate and cost effective project. Representatives from the State of California and effected local officials have advised me that they are in agreement that the Army Corps of Engineers study should be completed at the earliest possible time.

Accordingly, I would request that the budget item for continuation of the Sunset Harbor/Bolsa Chica Project be retained as it is a priority item for the State of California. Thank you for your attention to this request and please don't hesitate to contact me if I can provide further information on the study.

Sincerely,

Daniel E. Lungren
Member of Congress

Mr. BENNETT. I thank you for allowing me to speak before you and for the courtesy and hospitality you have afforded me.

DEPARTMENT OF SMALL CRAFT HARBORS

WITNESSES

HON. ROBERT K. DORNAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA
VICTOR ADORIAN, DIRECTOR

STATEMENT OF CONGRESSMAN DORNAN OF CALIFORNIA

Mr. DORNAN. It's a pleasure to come before you again this year to introduce Mr. Vic Adorian, director of the Los Angeles County Department of Small Craft Harbors.

Mr. Adorian will speak for the county regarding the Marina Del Rey small craft harbor. The harbor is one of the most successful Government-assisted complexes in the Nation. Housing over 6,000 boats, Marina Del Rey is the largest small craft harbor facility in the world

The marina is extra special, though, because of its phenomenal success. It is probable that the annual revenue received by the Federal Government in taxes may exceed the total Federal investment in the complex. A $13 million bond issued to financed development of the marina will be paid off this year, 18 years ahead of schedule!

With this bit of background, let me present to you Mr. Vic Adorian.

STATEMENT OF VICTOR ADORIAN

Mr. ADORIAN. Thank you for this opportunity.

We are looking for a small appropriation to conduct a Navigational Survey and Study. You have material before you, a small appropriation many years ago, about a 2 percent appropriation, which resulted in 98 percent private development out there.

We would like to do a little bit more of it.

Mr. FAZIO. I know your former Congressman, Julian Dixon, is very supportive of this.

Mr. ADORIAN. Thank you.

[The statement of Mr. Adorian follows:]

COUNTY OF LOS ANGELES
DEPARTMENT OF SMALL CRAFT HARBORS

13837 Fiji Way, Marina del Rey, California 90291
823-4571 / 870-6782

Victor Adorian
Director

Eric Bourdon
Assistant Director

March 25, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
2305 Rayburn House Office Building
Washington, D.C. 20515

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, March 4, 1980, and February 17, 1981 requesting the Congress of the United States to continue 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 facilities. We request the Congress authorize funding for the full $80,000 capability of the Corps of Engineers to conduct a priority feasibility study in F.Y. 1982.

In recognition of the growing demand for small craft facilities, and of the great financial success of the joint federal/county Marina del Rey Small Craft Harbor Project, the Congress authorized the $470,000 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 Malibu and 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 is investigating the possible expansion of berthing capacity into a privately owned land tract immediately adjacent to the harbor, and within the Marina del Rey itself.

Federal Participation and Economic Feasibility

Navigational projects may not proceed without the study and

approval of the federal government. This study will establish the feasibility of the proposed expansion and the degree of proposed federal participation, if any.

The success of the original Marina del Rey Harbor Project provides the best justification to the Congress for inclusion of the $80,000 required to proceed with the feasibility survey in F.Y. 1982. The 800 acre Project is the largest small craft harbor facility in the world housing some 6000 boats in the water and 700 boats in dry storage. Additionally, 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.

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.

Apart from these benefits the $4.6 million federal investment has resulted in the creation of jobs and wealth which, in turn, have contributed substantially to the coffers of federal, state and local jurisdictions. It is very probable that the annual return to the federal treasury alone greatly exceeds the initial investment.

Public Demand and Support for Boating Recreation

Since the federal north coast survey 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 more than 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.

The possible addition of small craft facilities and related

business activities 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.

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 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

VA:cr
Attachments
cc: Each Committee Member

SAN MATEO HARBOR DISTRICT

WITNESSES

JEAN FLOCKS, COMMISSIONER
DONALD FULLER, COMMISSIONER
FRANK LEE, JR., COMMISSIONER

Mr. LANGNER. San Mateo Harbor District is represented by Commissioner Donald Fuller, Commissioner Frank Lee, Jr., and Commissioner Jean Flocks.

STATEMENT OF JEAN FLOCKS

Ms. FLOCKS. Mr. Chairman, members of the subcommittee, my name is Jean Flocks.

I am an elected Commissioner and President of the San Mateo Harbor District.

I am here to express the concerns of my constituents relative to the development of the Pillar Point Harbor, which is a harbor of refuge on the Pacific Coast.

The Corps of Engineers constructed the existing outer breakwater and later added a "dog leg" in an attempt to correct a major surge problem. Unfortunately, the breakwater and "dog leg" did not reduce wave energy sufficiently to provide needed protection.

In a recent storm 4 boats were sunk in the harbor, and 16 were washed up on the beach. All in all, 121 boats have been beached or sunk since 1974.

Most of the boats moored in Pillar Point Harbor are commercial fishing boats, and this problem is further depressing an already depressed fishing industry.

A system of internal breakwaters is desperately needed to correct this problem.

Speaking for the Harbor District and for the Commercial Fishermen's Association, I urge this subcommittee to assist us in obtaining funds to construct an internal breakwater system as expeditiously as possible.

Thank you.

[The statement of Ms. Flocks follows:]

SAN MATEO COUNTY HARBOR DISTRICT

1 Johnson Pier
Half Moon Bay, CA 94019
(415) 726-4723

March 26, 1981

STATEMENT

TO

THE APPROPRIATIONS

COMMITTEE

OF

THE HOUSE OF REPRESENTATIVES

Chairman Bevill and members of the Sub-Committee, my name is Jean Flocks. I am an elected commissioner of the San Mateo County Harbor District and am presently serving as president of the Commission.

I am here today to express the concerns of the constituents of the Harbor District relative to the development of Pillar Point Harbor.

But first let me present some background information about the Harbor District and the Pillar Point Project.

The San Mateo County Harbor District is a County-wide Special District formed in 1933 to construct, maintain and operate harbor facilities within the county. Pillar Point Harbor, 319 acres in size, was created in 1961 when the Corps of Engineers constructed the existing outer breakwaters for the District, and added a "Dog Leg" to the west breakwater several years later to correct a surge problem. The District then constructed a pier for unloading and loading fish and other materials, a Harbor Master's Office, a concession building, warehouse and public restroom facility.

The breakwaters and "Dog Leg" as constructed did not reduce wave energy sufficiently to allow construction of berthing to accommodate recreational boats and commercial fishing vessels. It was concluded that a system of internal breakwaters would be necessary to provide wave and surge protection for the required floating dock systems and the boats moored within the marina basins.

In 1969 the Harbor District developed a detailed plan for development of Pillar Point Harbor. This plan was adopted by the District in 1970. In December of 1970 the District undertook to develop a portion of this plan referred to as the East Basin Project. Implementation of this plan was delayed and finally abandoned as a result of opposition from several environmental groups.

Since that time the District has considered many alternative schemes for developing the Harbor, ultimately adopting a final design in July, 1976. At that time this plan was considered to be the most acceptable compromise to the desires and needs of proponents, opponents and others connected with the development of the Harbor. The Central Coast Regional Coastal Commission denied the permit application submitted by the District for construction of the revised plan on the basis that the proposed project did not meet the requirements of the California Coastal Act of 1972.

An appeal was filed with the State Coastal Commission, which then approved the application subject to a number of conditions limiting the commercial (shoreside) development of the Harbor, e.g., restaurants, coffee shops and speciality shops. The plan as approved consisted of the following features:

Boat Berths	220 Commercial 220 Recreational
Area of Protected Water	38.5 acres
Length of Inner Breakwaters	3,290 Feet
Parking	700 vehicles
Launch Ramp	3 lanes
Car/Trailer Launch Ramp Parking	75 spaces
1-200 seat restaurant	
1 Chandlery	
1 Boat Repair Facility with Storage for 75 Boats	
Recreational Vehicle Parking Area	100 vehicles

Subsequent to the granting of the permit by the State Coastal Commission, three very important events occurred that had a disastrous effect on the project. First, the Corps of Army Engineers in response to pressure from environmental groups, determined that a public hearing should be held on the Corps permit application for the project. This hearing was held on March 17, 1977. Following the hearing it was decided that an Environmental Impact Statement (Federal) was required. This document was prepared, reviewed and commented upon, and finally approved in January 1979. The Corps permit was issued in July of 1979. The second event occurred when the State of California Department of Boating and Waterways reduced the loan funds for the project from $6.0 million to $4.6 million dollars because of reduced financial feasibility. $500,000 in additional funding was provided via legislation making the total loan funding available $5.1 million dollars. The third event was the passage of Proposition 13 by the California voters in 1978. This reduced annual tax revenues available to the District for capital construction from $1.7 million dollars to approximately $550,000.

Because of the protracted delays in implementing the construction program, project costs have continued to escalate while funding remains static. Today, the greatly reduced project will cost in excess of ten million dollars. Ironically, the original Pillar Point Project which would have provided facilities for 2,000 boats, many shoreside restaurants, shops and other facilities could have been constructed for $5.2 million dollars.

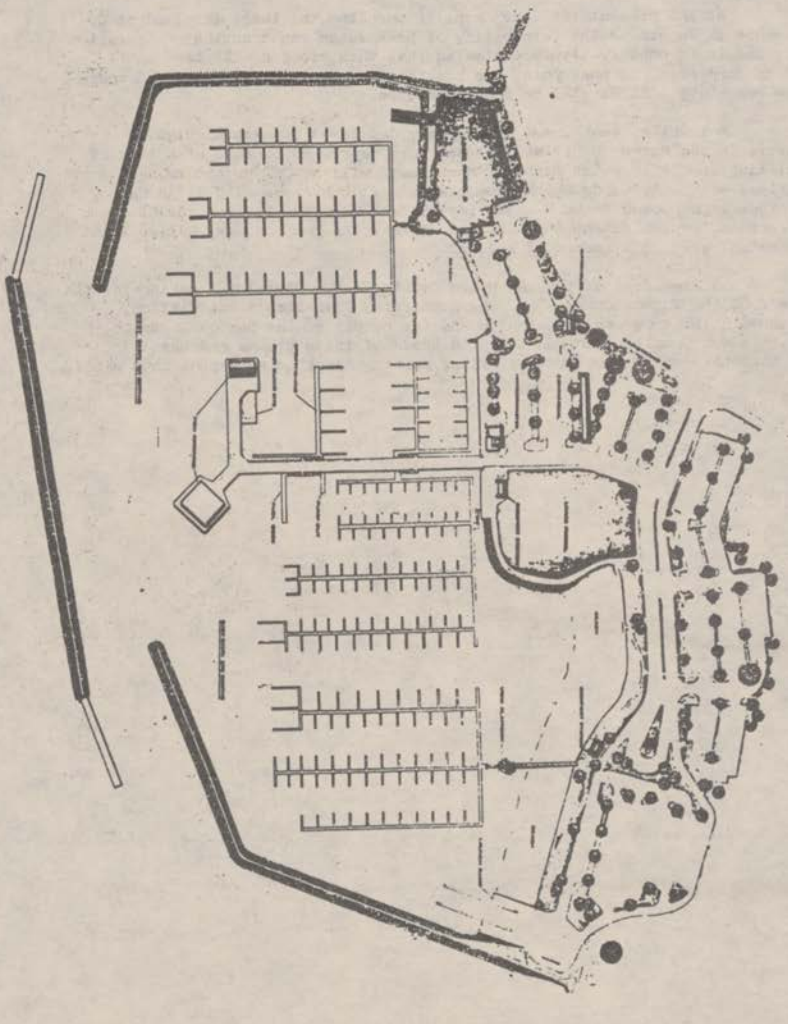
The Harbor District recognizing that additional funds would be needed to complete the Pillar Point Project, entered into discussions with the Corps of Engineers to determine if Corps local small project funding could be utilized to construct the commercial basin portion of the breakwater. By this method an additional $2.0 million dollars of Federal funds would be made available for the project.

At the present time the Corps is pursuing the long, involved study procedure to determine the feasibility of breakwater construction, cost ratios etc., and it is conservatively estimated that this process will take until 1983 to complete. At that point the battle for funds will commence and there is no certainty that it will be a quick battle.

Meanwhile, gentlemen, the already depressed commercial fishing industry in San Mateo County will become more depressed because of a lack of facilities at Pillar Point Harbor. More boats will be driven ashore by the merciless southerly winds which have claimed 121 boats since 1974. A Harbor of refuge is supposed to be a haven for boatmen who come in from the open sea for rest and replenishment during major storms. As you can see, Pillar Point is marginal even as a harbor of refuge.

As President of the San Mateo County Harbor District speaking for the members of the Harbor Commission, the Commercial Fishermen's Association, Pillar Point Boat Owners' Association and the people of the Harbor District, I urge this Sub-Committee to consider the needs of these groups and assist them in obtaining funding for the Pillar Point Project in an expeditious manner.

Thank you.



INTERNATIONAL BROTHERHOOD OF OPERATING ENGINEERS

WITNESS

GIL ANDERSON

Mr. LANGNER. We have the International Brotherhood of Engineers represented today by Gil Anderson on the Port Caucus issues.

STATEMENT OF GIL ANDERSON

Mr. ANDERSON. This is called "muddle over mud," Mr. Chairman, everything to do with the regulations, and perhaps at least, not necessarily, if you can't reduce the regulations, reduce the time frame in which they stand.

I represent about 15,000 to 20,000 California cat skinners.

Mr. LANGNER. This was an update of "muddle over mud" presented two years ago to the Port Caucus of the House.

Mr. ANDERSON. This is a whole horror story. I can't remember where the area was, but 25 percent of it was capital investment that went to permit the whole process of time and delay.

We are talking about waste at this time. I would like to see you try to save a couple of bucks.

Thank you.

[The statement of Mr. Anderson has been retained in committee files.]

PORT OF SAN FRANCISCO

WITNESSES

ANTHONY TAORMINA, DEPUTY PORT DIRECTOR
ERIC NORGAARD, CONSULTANT

Mr. LANGNER. Our last witness is the Port of San Francisco, Anthony Taormina, Deputy Port Director, and Eric Norgaard, Consultant.

STATEMENT OF ANTHONY TAORMINA

Mr. TAORMINA. Thank you, Mr. Chairman. We have been here before.

We have a project that has been in the mill since 1966. It is currently in the Water Resources Council. We have met with the Corps this week and they have an opportunity to continue the planning engineering on this project.

It is very important to San Francisco, to our commercial fishing industry, and we think to the Nation, eventually, and we are looking for your support in adding on a Corps capability to the appropriation for this project.

[The statement of Mr. Taormina follows:]

77-001 O - 81 (Pt. 10) - 3

TESTIMONY BEFORE

PUBLIC WORKS APPROPRIATIONS SUBCOMMITTEES

BY

ANTHONY J. TAORMINA
DEPUTY PORT DIRECTOR

IN 1966, A RESOLUTION WAS PASSED BY THE COMMITTEE OF PUBLIC WORKS IN THE HOUSE OF REPRESENTATIVES AUTHORIZING A REVIEW OF REPORTS TO DETERMINE WHETHER ANY MODIFICATIONS TO THE FISHERMAN'S WHARF AREA IN THE CITY AND COUNTY OF SAN FRANCISCO ARE IN ORDER.

AS A RESULT OF THIS RESOLUTION, A PLAN FOR A CONCRETE SHEET PILE AND BAFFLE BREAKWATER WAS RECOMMENDED. THIS BREAKWATER WOULD ENCLOSE AN AREA OF ABOUT 27 ACRES AND WOULD PROVIDE THE ABILITY FOR THE CITY AND COUNTY OF SAN FRANCISCO, AND ITS PORT, TO MAKE MAJOR IMPROVEMENTS. THESE IMPROVEMENTS WOULD HELP PRESERVE AND ENHANCE THE BAY AREA FISH HANDLING AND DISTRIBUTION INDUSTRY BY GREATLY REDUCING WAVE ACTION FROM ALL DIRECTIONS AND ALLOWING FOR GREATER EFFICIENCY IN THE DISCHARGING AND BERTHING OF FISHING VESSELS.

WHEREAS IN THE CORPS' REPORT, FISH HANDLING IN SAN FRANCISCO SHOWED AN INCREASE OVER THE EIGHT YEARS FROM 1968 THROUGH 1975, UNLESS THE FEDERAL GOVERNMENT AND THE LOCAL GOVERNMENTS UNDERTAKE THE PROPOSED MODIFICATIONS, THERE WILL BE A DIRECT AND ADVERSE EFFECT ON THE AMOUNT OF FISH LANDED IN SAN FRANCISCO.

PRIMARY IMPEDIMENTS TO THE EXPANSION OF THE FISHING INDUSTRY AT THE PORT OF SAN FRANCISCO INCLUDE DAMAGE TO FISHING VESSELS WITHIN THE HARBOR AREA DUE TO EXCESSIVE WAVE ACTION, AND THE EXISTING BERTHING AND LANDING FACILITIES AT FISHERMAN'S WHARF ARE INADEQUATE AND INCAPABLE OF MEETING PRESENT AND FUTURE USES DUE TO POOR CONDITIONS. HOWEVER, THE PORT OF SAN FRANCISCO CANNOT IMPROVE OR EXPAND

THE BERTHING, LANDING, AND SUPPORT FACILITIES UNLESS A PROTECTIVE STRUCTURE IS PART OF THE OVERALL PLAN FOR THE AREA.

IN 1980 THE U.S. ARMY CORPS OF ENGINEERS FORWARDED TO THE OFFICE OF MANAGEMENT AND BUDGET ITS FINAL REPORT ON FISHERMAN'S WHARF. UNDER NORMAL CIRCUMSTANCES, THAT REPORT WOULD HAVE BEEN REVIEWED AND FORWARDED TO CONGRESS FOR AUTHORIZATION AND EVENTUAL APPROPRIATION. HOWEVER, DUE TO AN EXECUTIVE ORDER, THIS REPORT WENT TO THE WATER RESOURCES COUNCIL. IT WAS THE FIRST SUCH PROGRAM TO BE FORWARDED TO THE COUNCIL AND HAS NEVER BEEN REVIEWED FURTHER NOR HAS IT BEEN FORWARDED TO CONGRESS FOR AUTHORIZATION.

THE DELAY EXPERIENCED ON THIS PROJECT HAS NOTHING TO DO WITH THE MERITS OF IT. YET, FACED WITH THE FACT THAT THIS PROJECT WAS HELD UP BY THE WATER RESOURCES COUNCIL, THE PORT OF SAN FRANCISCO UNDERTOOK MORE DETAILED DESIGN WORK WITHIN THE FISHERMAN'S WHARF AREA WITH THE HOPE THAT WHEN THE COUNCIL FORWARDED THE REPORT TO CONGRESS THE PORT WOULD BE ABLE TO ASSIST IN EXPEDITING THE ADVANCED ENGINEERING AND DESIGN. OUR ADVANCED PLANNING ALSO TOOK INTO ACCOUNT THE FACT THAT THE FEDERAL GOVERNMENT HAS INTRODUCED THE 200-MILE EXCLUSIVE ECONOMIC ZONE TO ASSIST IN THE EXPANSION OF U.S. FISHERIES. THESE ZONES CAME SOME TEN YEARS AFTER THE FIRST ACTION BY CONGRESS ON THIS PARTICULAR PROJECT.

THE INITIAL EXPECTATION OF EXPANSION OF FISHERIES WITH THE ADVENT OF THE 200 MILE LIMIT HAS NOT LIVED UP TO WHAT WAS EXPECTED. CONSUMER DEMAND IN THE UNITED STATES FOR FISH HAS NOT REACHED ITS POTENTIAL - IT IS SOME 12 LBS. PER CAPITA AS COMPARED TO 36 LBS. PER CAPITA IN WESTERN EUROPE. FURTHER, THE PRICE OF FISH PAID TO FISHERMEN HAS NOT INCREASED AND THE RISING COST OF FUEL TODAY IS BADLY HURTING THE EXISTING FISHERMEN.

IN ORDER TO ASSIST THE COMMERCIAL FISHING INDUSTRY IN SAN FRANCISCO AND TO REASONABLY FULFILL THE COMMITMENT OF ENHANCING THE COMMERCIAL FISHING INDUSTRY AS PART OF THE 200-MILE LIMIT, THE PORT HAS IDENTIFIED DEFINITE REQUIREMENTS WHICH INCLUDE:

1. PROTECTION OF WATER AREA THROUGH A BREAKWATER;
2. IMPROVED OFF-LOADING FACILITIES;
3. ADDITIONAL BERTHING FOR RARE COMMERCIAL VESSELS;
4. ADDITIONAL COLD STORAGE;
5. IMPROVEMENTS TO ACCESS AND INTERNAL TRANSPORTATION;
6. FUEL AND ICE STORAGE;
7. GEAR STORAGE;
8. NET LOFT;
9. FISH-HANDLING HALL;
10. TRAINING, INFORMATION AND EDUCATION.

THESE NEEDS CAN BE ACCOMMODATED IN AN AREA OF APPROXIMATELY 3 TO 3½ ACRES WITHIN FISHERMAN'S WHARF AND WOULD PROVIDE AN EFFICIENT AND SPEEDY HANDLING OF FISH FROM VESSEL TO DOCK TO ALLOW THE VESSEL'S PROMPT RETURN TO THE SEA TO CONTINUE ITS OPERATIONS. THE PRIMARY FACTOR IN MEETING THESE NEEDS IS THE DEVELOPMENT OF A PROTECTIVE BREAKWATER.

WITH THE AUTHORIZATION AND ADVANCED ENGINEERING COMMENCED BY THE U.S. ARMY CORPS OF ENGINEERS, SIGNIFICANT LOCAL AND PRIVATE RESOURCES WILL BE PUT TO USE, NOT ONLY IN CREATING AN IMPROVED COMMERCIAL FISHING HARBOR, BUT IN IMPROVING THE DISSEMINATION OF INFORMATION AND TRAINING OF FISHERMEN AND FISH PROCESSORS.

IN ASSISTING US WITH OUR DETAIL PLANNING, THE PORT OF SAN FRANCISCO ENGAGED THE SERVICES OF MR. ERIK NORGAARD, FISHERIES CONSULTANT FROM DENMARK. I HAVE INCLUDED HIS CONCLUSIONS AND RECOMMENDATIONS AS THEY PERTAIN TO SAN FRANCISCO'S

FISHERMAN'S WHARF, AS WELL AS A NUMBER OF TABLES AND CHARTS DEPICTING THE SITUATION AS IT CURRENTLY EXISTS IN SAN FRANCISCO.

IN OUR FURTHER EFFORT TO ASSIST THE COMMERCIAL FISHING INDUSTRY THROUGHOUT THE UNITED STATES, THE PORT OF SAN FRANCISCO AND THE PORT AUTHORITY OF NEW YORK NEW JERSEY HAVE JOINED TOGETHER IN AN EFFORT TO DEVELOP TWO MAJOR RESEARCH AND TRAINING INSTITUTES DEDICATED TO THE COMMERCIAL FISHING INDUSTRY IN THE UNITED STATES. THE PURPOSE AND OBJECTIVE OF THIS PROJECT IS THE PROMOTION OF EFFICIENCY AND DEVELOPMENT OF THE AMERICAN FISHING INDUSTRY BY THE ESTABLISHMENT OF MARINE FISHERIES CENTERS IN NEW YORK AND SAN FRANCISCO. THESE CENTERS, SIMILAR TO EUROPEAN INSTITUTIONS, WOULD PROVIDE THE PHYSICAL ENVIRONMENT FOR THE TRAINING OF FISHERMEN AND PROCESSORS, RESEARCH FACILITIES, CONSUMER BUREAUS, FISH MARKETING INFORMATION CENTERS, QUALITY CONTROL FACILITIES, PUBLIC EXHIBITION FACILITIES, CONFERENCE AND SEMINAR FACILITIES, AND ACCOMMODATIONS FOR ORGANIZATIONS AND PROFESSIONAL FIRMS ASSOCIATED WITH THE PROMOTION AND DEVELOPMENT OF FISHERIES. TECHNICAL ASSISTANCE THROUGH THE FISHERIES DEVELOPMENT AND UTILIZATION RESEARCH AND DEVELOPMENT GRANT PROGRAM OF THE NATIONAL MARINE FISHERIES SERVICE HAS BEEN REQUESTED. THESE FUNDS WOULD COME FROM THE SALTONSTALL-KENNEDY PROGRAM PASSED BY CONGRESS IN 1954.

IN SUMMARY, AS RECENTLY AS FEBRUARY 25, 1981 THE SAN FRANCISCO PORT COMMISSION HAS REAFFIRMED ITS COMMITMENT TO FISHERMAN'S WHARF AND THE COMMERCIAL FISHING INDUSTRY WITH THE PASSAGE OF PLANNING OBJECTIVES AS THEY RELATE TO THAT PARTICULAR AREA. ATTACHED YOU WILL FIND A COPY OF THESE APPROVED OBJECTIVES.

THE SUCCESS OF THE PORT OF SAN FRANCISCO IN MEETING THOSE OBJECTIVES IS OUR ABILITY TO BRING TO AN END THE 15-YEAR PROCESS AS IT RELATES TO THE BREAKWATER STUDY FOR LIGHT CRAFT NAVIGATION CONDUCTED BY THE U.S. ARMY CORPS OF ENGINEERS

IN SAN FRANCISCO'S FISHERMAN'S WHARF. WE SPECIFICALLY REQUEST CONGRESSIONAL AUTHORIZATION FOR THE CONSTRUCTION OF A PROTECTIVE BREAKWATER AND THAT THE U.S. ARMY CORPS OF ENGINEERS' SAN FRANCISCO DISTRICT OFFICE COMMENCE ADVANCED ENGINEERING AND DESIGN, INCORPORATING THAT WHICH HAS ALREADY BEEN CONDUCTED AT THE LOCAL LEVEL, IN 1981.

CONCLUSIONS &
RECOMMENDATIONS

- Fishing Business Community at Fisherman's Wharf is sound and should be maintained. They have certain legitimate needs for improvements.

- Large scale fishprocess plant will not be attracted to locate at Pier 45 for some time.

- The area requirements for improved facilities for the commercial fishing industry is some 3- 3,5 acres.

  This area should be located with direct access to the existing long leases of Fish Alley.

- Pier 45 is 10,5 acres or more than three times the requirements. Pier 45 is furthermore far removed from Fish Alley as far as existing transport links are concerned. Fishing developments at Pier 45 will require construction of an extensive and expensive breakwater.

- Hyde Street Pier should be reconstructed as a new fish pier, extending to form one side of a new harbor basin where Pier 45 is the other. Within this new basin, berthing for 50 commercial vessels will be available. Pier J7 should be reconstructed.

- On Hyde Street Pier the following facilities should be located:

  Off-loading for fishing vessels
  Fish handling hall
  Ice and fuel dock
  Co-op Cold store
  Netloft
  Gear storage for fishermen
  Restrooms, showers, lockers
  Additional process space.

- Capital costs for construction can not be expected to be recovered directly from the fishing industry which will only be able to pay for maintenance and for special services such as, e.g. cold storage.

  The financial basis of the construction should therefore rest either on public funding, or on part use of capital realized from other use of Pier 45, or a combination of both.

- In planning alternative uses of Pier 45 consideration should be given to fisheries related activities such as a National Fisheries Institute.

- Tourists and visiting residents must be given best opportunities for witnessing fishing operations.

- Consideration should be given to planning a new major modern fishing port, with large areas set aside for processing, further south of Pier 24.

13th February, 1981 Erik Nørgaard
EN/mb

Table 1

Present boats docked at Fisherman's Wharf:

Fishing boats:

Preferential assignments:

Length (ft).

Over	Not over	Nos.
0	24	8
24	32	65
32	40	32
40	50	15
50	and over	1

Non Preferential

Length (ft.)

50' and over	13

Transit

Varies from 8 to 15 per month.

Sport Fishing & Pleasure Boats

Length

Over	Not over	Nos.
0	20	2
	30	4
	40	5
	60	17
	80	2
	100	0

Table 1

FLEET BERTHING AT FISHERMAN'S WHARF

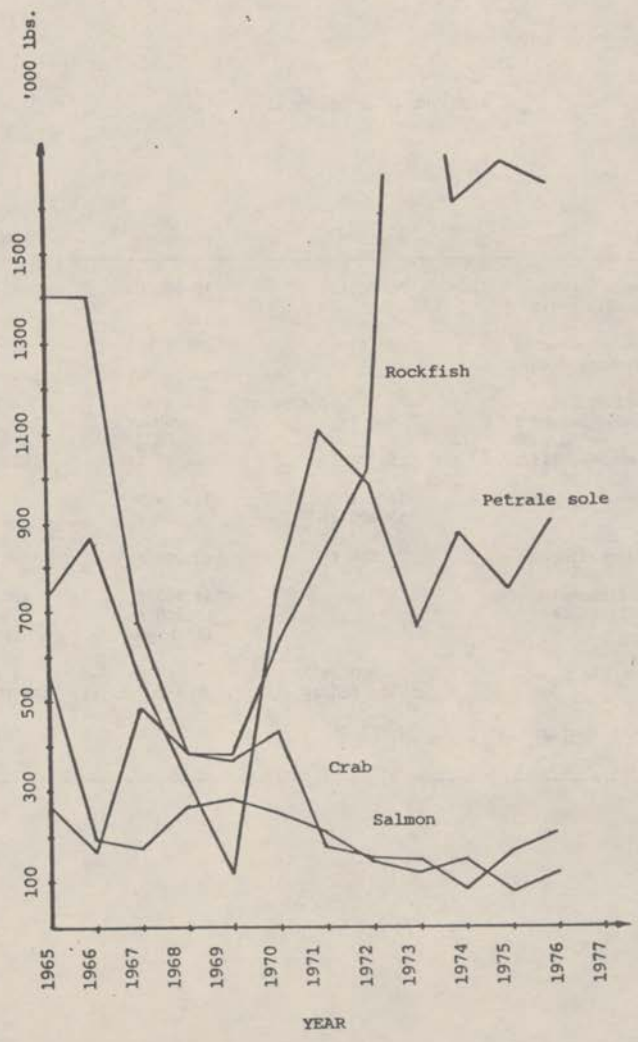
Length (ft)	Number of Vessls	Distribution (%)
0-20	1	0.6
21-25	8	4.7
26-30	66	38.8
31-35	31	18.2
36-40	22	12.9
41-45	14	8.2
46-50	11	6.5
51-55	3	1.8
56-60	4	2.4
61-65	5	2.9
66-70	2	1.2
71-75	3	1.8

Table 2

ALTERNATIVE DEVELOPMENTS

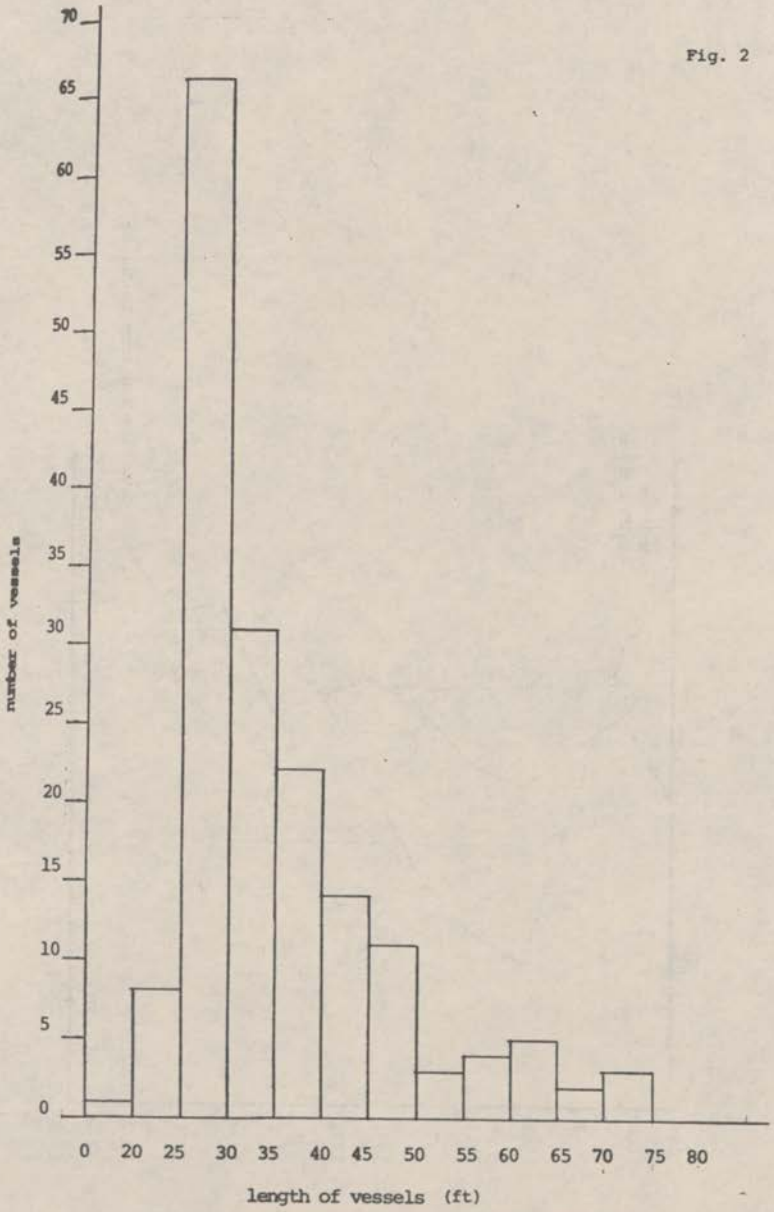
		MINIMUM	MODERATE	MAXIMUM
1.	Avg. annual Landings (lbs.)	9,000,000	16,000,000	35,000,000
2.	No. commercial fishing vessels	35 á 40'	50 á 45'	100 á 60'
3.	Offloading (nos. bays & lf.)	2 á 30', 2 á 50' 160 lf.	4 á 50' 200 lf.	4 á 50',3 á 70' 410 lf.
4.	Berthing (lf.)	583 lf.	917 lf.	2,333 lf.
5.	Handling hall	160' x 80' 12,800 ft^2	200' x 80' 16,000 ft^2	410' x 80' 32,800 ft^2
6.	Processing	22,500 ft^2	40,000 ft^2	87,500 ft^2
7.	Additional Cold Store	0	148,500 ft^3 10,600 ft^2 14' high	486,000 ft^3 30,400 ft^2 16' high
8.	Ice plant	660 ft^2 (6,600 ft^3/10 ft)	980 ft^2 (11,760 ft^3/12 ft)	2,150 ft^2 (25,800 ft^3/12 ft)
9.	Gear storage	3,500 ft^2	6,250 ft^2	15,000 ft^2

Fig. 1



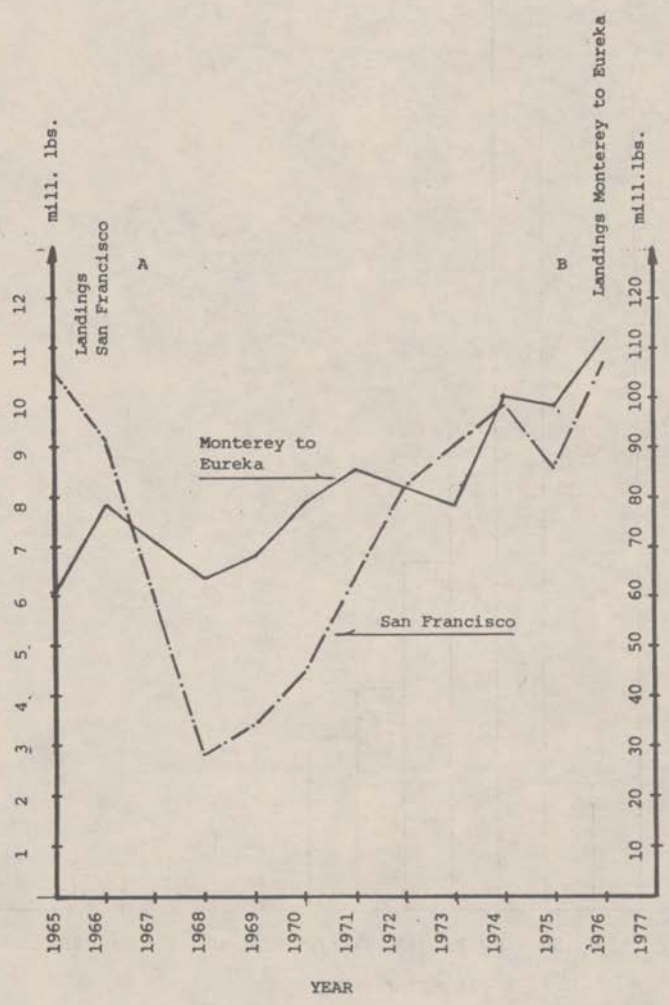
SPECIES LANDED IN SAN FRANCISCO

Fig. 2



LENGTH DISTRIBUTION OF SAN FRANCISCO COMMERCIAL FISHING FLEET.

Fig. 4



A Annual landings in San Francisco
B Annual landings between Monterey and Eureka

ANNUAL LANDINGS

Year	Ports in Area from Monterey to Eureka	San Francisco
1965	60,598,992	10,453,437
1966	76,474,703	9,142,852
1967	71,528,388	5,934,729
1968	64,251,892	2,785,915
1969	67,408,607	3,401,143
1970	78,655,047	4,529,068
1971	77,667,041	8,145,789
1972	85,713,185	6,327,878
1973	77,041,049	8,872,475
1974	99,064,003	9,724,050
1975	96,631,736	8,526,944
1976	111,991,647	10,691,790

(Indications from NMFS are that landings in San Francisco have steadily declined since 1976.)

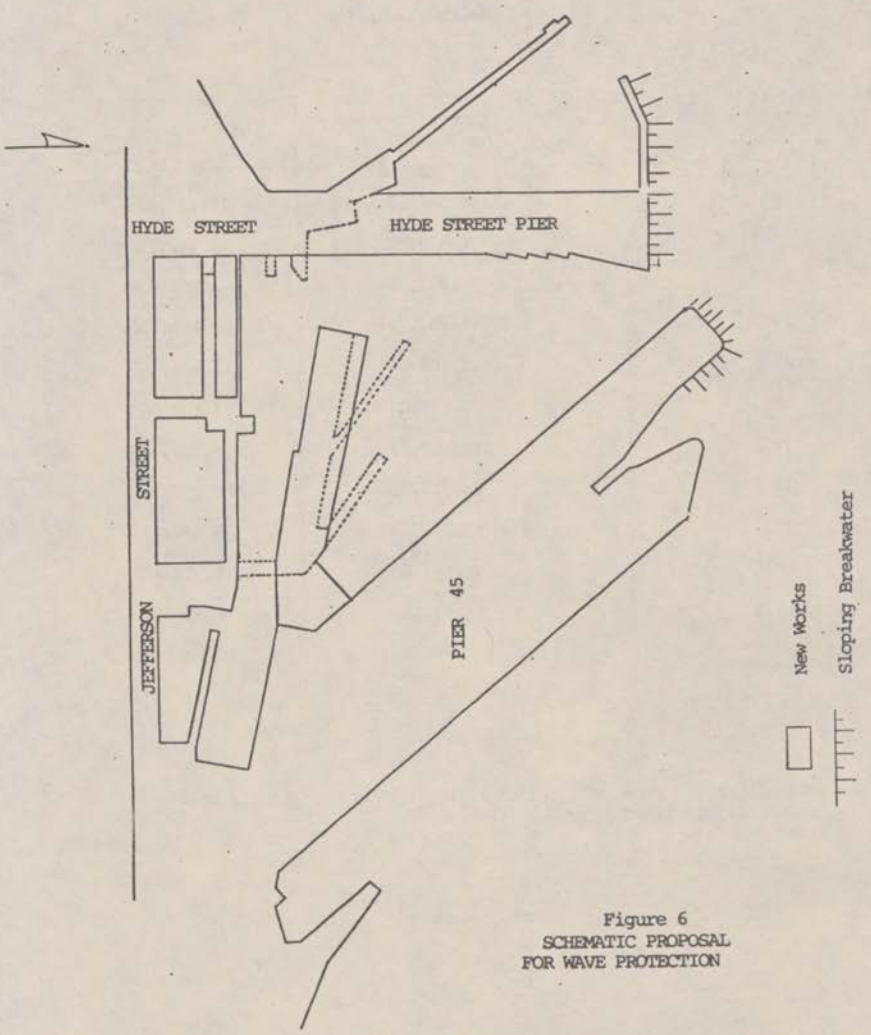


Figure 6
SCHEMATIC PROPOSAL
FOR WAVE PROTECTION

PROPOSED OBJECTIVES - REVISED

FISHERMAN'S WHARF ACTION PLAN
February 25, 1981

1. Fish Alley should be maintained as a fish handling and distribution center. Requests for changes of uses should be carefully evaluated to ensure the preservation of the fishing industry at this location. Requests for the retail sale of fresh fish should be encouraged.

2. Additional space and coop facilities related to the fishing industry should be provided adjacent to Fish Alley on a new and extended Hyde Street Pier which will also serve as a breakwater, thus creating an enlarged and protected basin adjacent to the inner lagoons. The pier should contain off-loading facilities, fuel dock, ice house, net loft, fish handling hall, cold storage, gear and other fish-related storage areas. It should include space for the relocation of fishing-related uses presently found on Pier 45 and room for berthing along it entire length. In addition, the pier should be designed to accomodate both viewing and public access areas along its west side to the historic ships and should allow for the extension of a breakwater for the shelter of the historic ships.

3. Modifications and improvements to the wharf areas adjacent to the lagoons should be made to improve protection of commercial fishing vessels and to improve pedestrian, emergency and service vehicle access. The improvements should include the reconstruction of the bulkhead and sidewalk adjacent to Jefferson Street and may include the extension of Wharf J-7 to the Embarcadero.

4. Consideration should be given to the location of a West Coast Marine Fisheries Center for the training and education of fishermen, processors and consumers in the Fisherman's Wharf area.

5. Pier 45 should be considered for a new mixed-use project which may include the location of a West Coast Marine Fisheries Center, hotel with conference rooms, and residential development with public access and open space areas as well as necessary support facilities.

6. Seawall lots 300 and 301 should be improved to become a plaza appropriate as a visual terminus to the Embarcadero roadway and gateway to the Wharf. This plaza should accomodate seasonal events designed to bring residents to the Wharf during off-season periods, as well as parking during peak periods. In addition, restroom facilities and public amenities serving the existing businesses in Fisherman's Wharf should be provided.

7. Pier 43 should be considered for the possible location of commercial uses which complement existing uses in the Wharf area. Consideration should be given to the location of a historic ship adjacent to the pier. Public access and open space improvements should be made in conjunction with any development of the pier.

8. The Embarcadero roadway, between Piers 35 and 45, should be improved to strengthen pedestrian linkages and provide access to Pier 45. Traffic system modifications should be made to improve clarity of the circulation system and reduce traffic congestion. The design of the roadway should reflect its importance as a major waterfront boulevard and major entryway to the Wharf.

9. Jefferson Street improvements should be made in consideration of the proposed MUNI transit improvements as well as the need for improved pedestrian circulation, the possible time management of vehicular access and the use of landscaping and other means to unify the area and improve its image and visual appearance. In addition, an interim transit system should be considered for implementation until permanent transit improvements are made.

10. A sign and facade ordinance should be prepared for the Fisherman's Wharf area aimed at improving its image and visual appearance. In addition, guidelines for lighting, landscaping, street furniture, noise and other aspects related to environmental quality of the Wharf area should be prepared.

Note: Underlined text indicates recent revisions or modifications.

Mr. LANGNER. Former president of the organization, the Conference, Kenneth Sampson of Orange County is here also today.

Mr. LANGNER. We also have members Les Westfall, president of Westfall Stevedoring Company; Brian Foss, Santa Cruz Port District, and we have the Ventura Port District, Gerald Barry, General Manager, Edward Jenks, Ocean Service Corporation; Lawrence Baggi, and Don Reily of Oceanside, Oceanside Harbor District.

Also we have the Port of Oakland represented by its Administrative Director, Gerald Pope.

We have Edwin Millan, former president of the Conference; Major Val Gill, City of San Leandro, and Leroy Riordan, City Manager.

Michael Cheney, who is consulting engineer to our committee; Frank Boerge, Chairman of our Dredging Committee; William and Dee Boland, Port Sonoma; and Cheng Ben "Peter" Wang, president of Encinal Terminal, one of our former public deep water facilities.

Mr. FAZIO. And Emanual Gorland.

[The statements of Mr. Gorland, Mr. Dillon and Mr. Foss follow:]

STATEMENT OF EMANUEL GORLAND

My name is Emanuel Gorland. I represent the Solano County Industrial Development Agency. 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 park 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 park. The Port is also a major import center of automobiles.

The crude oil supply for 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 larger 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 & 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, 1981-82. Thank you for the opportunity to make this presentation.

Statement Before The

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

On Behalf Of

WESTLANDS WATER DISTRICT

By

Timothy V. A. Dillon

March 26, 1981

Mr. Chairman and members of the Subcommittee:

The Westlands Water District is a public body organized and operated in accordance with the provisions of the Water Code of the State of California. The District manages the sale and delivery of water from the San Luis Unit of the Federal Central Project. Westlands' service area comprises some 600,000 acres of land situated on the west side of the San Joaquin Valley in Fresno and Kings counties, California.

My purposes in appearing here today are twofold. The first is to enlist the Subcommittee's approval of the following items in the President's budget pending before you:

Central Valley Project Feature	President's Budget
San Luis Drain	$4,700,000
Westlands W. D. Distribution System	400,000
Westlands W. D. Drainage Collector System	100,000

Additional appropriations authority will be needed to complete the Westlands Water District distribution and drainage collector systems. Such legislation will be sought in the current Congress upon successful completion of contract negotiations between Westlands and the United States. The amounts budgeted for thses items will finish work under two contracts that are essentially complete.

The $4.7 million included in the President's budget for the San Luis Drain will fund enlargement of the Kesterson Reservoir, a regulating reservoir, wildlife marsh, and evaporation basin which is an integral part of the Drain. At the present time 100,000 acres within the San Luis Unit have a perched saline water table within ten feet of the ground water surface. This situation is causing some lands to lose their productivity. As farmers install drain tiles to restore productivity, the drain water produced thereby will be ponded in an enlarged Kesterson Reservoir pending completion of the Drain to a final discharge point.

My second purpose today relates to an important matter currently under hearing before the California State Water Resources Control Board, namely, the issuance of a discharge permit for the disposal of subsurface saline agricultural drainage water into the Western Sacramento-San joaquin Delta. The Interior Department's Water and Power Resources Service (WPRS) is the applicant in that proceeding being conducted

pursuant to the provisions of the National Environmental Policy Act.

There are legislative precedents which are pertinent to the WPRS's pending permit application. One is this Subcommittee's consistent action in conditioning appropriations for the San Luis Drain on the discharge of drainage waters being done in an environmentally safe manner. Another is the recent act of October 3, 1980, Public Law 96-375 (95 Stat.1505) which, among other things, authorized the " San Joaquin Valley Drainage Investigation with a study area in the San Joaquin River Basin, Tulare Basin, and the Sacramento-San Joaquin Delta-Suisin Bay area of California".

Before the issuance of a discharge permit, the State Board will rightfully require studies aimed at assuring that disposal of drain waters will not be environmentally damaging.

In order to facilitate the conduct of these important studies, Westlands urges that $1.400,000 be appropriated to the WPRS for the fiscal year 1982 under the authorization contained in P.L. 96-375. Appropriation of $350,000 to the WPRS for the fiscal year 1981 would greatly expedite these vital studies.

Your approval of these funds is urgently recommended.

Statement Before The

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

William C. Walbridge
General Manager
Sacramento Municipal Utility District

March 26, 1981

Mr. Chairman and Members of the Subcommittee:

My name is William C. Walbridge. I am the General Manager of the Sacramento Municipal Utility District (SMUD), a publicly owned electric utility which provides service to consumers in a 750 square mile area in California's Central Valley which includes our State's capitol city of Sacramento.

For the past 20 months SMUD has been working with Acurex Solar Corporation on a photovoltaic project. My purpose today is to call your attention to that project.

Before proceeding with the main thrust of my testimony, I would like to take a few minutes to acquaint you with SMUD so that you may better understand our motivation in proposing a 100-megawatt photovoltaic powerplant and to apprise you of the capabilities we can bring to that project to assure its successful completion. Following that, I will provide an overview of the project and our thoughts on the appropriate role for the Federal Government in that effort. Finally, I would like to comment on the beneficial impact this project can have on the development of the photovoltaic industry in our Country and the acceptance of photovoltaic

generation by the electric utility industry.

SMUD operates under authority of the California Municipal Utility District Act. That Act conveys to us those powers necessary to conduct an electric utility operation, including the powers to purchase and sell electricity, to construct new facilities, to sell debt securities, to establish rates for electric service and to enter into such contractual relationships as may become necessary.

We are governed by a five-person Board of Directors elected by the voters within our 750-square mile service area. SMUD provides electric service to approximately 750,000 people within that area and currently sells surplus power to the Pacific Gas and Electric Company. We are well established in the financial marketplace, having issued more than $600 million, AA-rated bonds since 1959. In 1980, our assets were slightly in excess of $1 billion and our revenues were $188 million. Our peak load was 1,574 megawatts this past summer and our 1980 sales were 8.9 billion kilowatt-hours.

SMUD has been an innovator and a leader in the electric utility industry since it commenced operation in 1947. In the 1960s, we developed a stairstep of hydroelectric power in the Sierra Nevada. This project consists of six powerhouses with a combined output of 650 megawatts. In 1974, we brought on line a 900-megawatt nuclear generating station, the largest such plant west of the Mississippi River.

SMUD was an industry leader in providing underground

residential distribution system as a standard of service. In the early 1960s, we pioneered in equipment and design development that made such systems economically feasible. Continued attention to the aesthetics of utility design has brought SMUD national recognition.

Since the early 1970s, we have been developing innovative programs to bring about more efficient use of electrical energy. We currently have more than 15 active programs to educate and assist customers to more efficiently utilize energy. Among these are air conditioning load control, weatherization and attic insulation programs and passive solar design systems.

Our record of innovation and leadership extends to our efforts to develop new sources of generation. This spring we will be starting construction on a 72-megawatt geothermal plant utilizing the steam energy found in the earth. Additionally, we are a participant with four other utilities in developing the power generation benefits of hot water geothermal by using modular constructed, binary cycle power plants. We are also pursuing the opportunities offered by small hydroelectric generation, which was often neglected in the past. We have under construction a 400-kilowatt mini-generator on a fishwater release valve at a SMUD-owned dam to recover energy which was formerly dissipated. Additional enhancements to our hydroelectric project under design or licensing will add 10 megawatts and 50 million kilowatt-hours per year. In cooperation with others, we are installing, or propose to install, small generators on

existing dams.

These efforts, as well as others, have enabled us to develop a large, competent, dedicated staff well qualified to successfully manage innovative projects such as the proposed photovoltaic power plant.

Why does SMUD wish to construct a 100-megawatt photovoltaic power plant? Because we think it makes good sense. It fits well into our power supply planning, providing energy when our system demand is greatest.

Sacramento is a growing area. Since 1975, we have added more than 60,000 new customers. We project future load growth of more than 3 percent per year. To provide reliable electric service, we must add by 1992 about 700 megawatts of "baseload" generation to serve year-round energy needs and "peaking" capacity to meet peak hour and seasonal demands. Geothermal and coal are in our plans for baseload requirements. Hydro power and solar are our options for peaking supply.

As I stated earlier, we have been aggressively pursuing the development of small hydro power, both at new sites and by backfitting generating facilities into existing dams. From this experience, we have a good fix on the cost of the hydro alternative and it has formed the basis of our commitment to invest $2,700 per kilowatt (in 1980 dollars) into the development of a large photovoltaic power plant.

SMUD is uniquely suited to develop this first large-scale photovoltaic project for several reasons:

1. The power availability curve from a photovoltaic plant coincides well with SMUD's system demand, peaking during the long summer daylight hours.
2. The substantial land requirements (1,100 acres) is available at SMUD-owned property adjacent to its Rancho Seco nuclear plant.
3. Support facilities are already available at the site. This includes transportation, water, security and a transmission substation interconnecting five 230,000-volt transmission lines of SMUD and the Pacific Gas and Electric Company. Nearby are transmission lines of the Western Area Power Administration with whom SMUD is also interconnected.
4. Technically trained manpower is available at the site.
5. SMUD has the financial and management capabilities required for such a major undertaking.

Subsequent to discussions with the Department of Energy (DOE) starting in January 1980, we submitted to DOE a proposal for the project being reviewed today. That proposal, dated December 4, 1980, is being submitted for the record.

The 100-megawatt photovoltaic plant is based on a system designed by the Acurex Solar Corporation. The original concept was developed for Phase I of the DOE's Solar Photovoltaic Flat Panel Application Experiment program in which SMUD was also a participant. The design was further refined and optimized in

an Acurex-funded design effort to develop the cost basis for the proposed 100-megawatt project.

This design utilizes flat plate photovoltaic modules arranged in arrays producing approximately 17 kilowatts each. These arrays track the sun by use of a single axis clock drive. While adding 1-1/2 to 2 percent to the cost of the project, it will mean an increase in annual energy production of between 14 and 20 percent. This tracking design also provides for a closer match between power production and system demand. Because of the repetitive nature of the panel and array concept incorporated in the design, there is ample opportunity to develop mass production and field construction and installation techniques which will drive down capital costs.

The project comprises 12 sequential stages over a 12-year period. These stages will produce power increments starting at 1 megawatt and increasing to 35 megawatts in the final stage. The initial three stages will address the financial, technical and operational conditions, with the first 1 megawatt increment becoming operational approximately 18 months after project startup. By staging the project in this manner, SMUD will be able to incorporate increasingly cost-effective, mass-produced photovoltaic arrays.

The 12-stage approach offers the best in flexibility. The design will not be locked up as would be the case for a single-stage project. We plan to incorporate improvements or technological breakthroughs in material or design throughout

the project life as they become commercially available.

This staged approach also minimizes the risk and maximizes the management control of the project. At the completion of each installation increment, the project will be reviewed to measure accomplishments of technical and cost objectives. At the review points, decisions can be made to alter the installation schedule to achieve the project cost milestones. The commitment to proceed with each subsequent stage will not be made until specific cost milestones can be met or appropriately revised based on experience with previous stages. As these decisions will be made based on real data, not projections, this approach will provide minimum risk of cost overruns, while still providing generating capacity in a timely manner to meet SMUD requirements.

As I stated previously, SMUD will commit to an average capital cost of $2,700 per kilowatt. The first 1 megawatt increment is forecast to cost approximately $10,000/kw, but the final 35-megawatt stage will cost $2,160/kw, resulting in a project average cost of $2,700/kw. This projection of price reduction is based on a conservative interpretation of DOE's projections for both module and balance-of-system costs during the decade of the 1980s. It is important to note that our baseline cost projection for this plant provides a substantial margin between SMUD's commitment and the DOE goals.

SMUD is proposing that the entire capital cost of this project be borne by the utility district. No Federal funds

are required for its construction. SMUD has proposed two options for the DOE participation in our project. The first option is a contingent liability cooperative agreement under which money would transfer only if, by mutual agreement, the project were terminated prior to completion, or the cost exceeds the $2,700/kw average cost projection. With the second option, the Department of Energy would underwrite, on a reimbursable basis, the early year costs of the project to the extent that these costs exceed the $2,700/kw competitively determined value to the utility. At such time as we are able to construct photovoltaic systems for less than $2,700/kw, SMUD would repay the DOE for the monies advanced in the early years of the project. In either case, exposure for this project is estimated to peak at $26 million in the eighth year with the yearly incremental exposure being in the range of $1 to $4 million.

Thus, SMUD is not requesting Federal cost sharing of this project, but, rather, we are requesting that the Federal Government act as a catalyst in bringing about this commitment of private funds. Since implementation of the project requires that the initial stages be purchased at prices higher than conventional alternatives, SMUD is requesting that the Federal Government underwrite this exposure, not the cost associated with the initial purchases. The estimated $26 million Federal financing exposure is less than one-tenth of SMUD's total projected investment. With successful completion

of the project, no Federal funds will have been expended.

Federal participation can serve as a catalyst to bring large investments of private capital into the development of the photovoltaic industry and to establish the viability of photovoltaic generation as a proven technology for utilities to use in their resource planning.

In the best interest of their customers, electric utilities are reluctant to rely on unproven technologies for generating plants which will be needed to serve customer load. This 100-megawatt project operating on a utility system can prove the technology, the economics and the operability of photovoltaics.

The photovoltaic manufacturing industry has been grappling for years with the question: "Which comes first, supply or demand?" Industry cannot commit to the purchase of uneconomic power supply technologies. On the other hand, the photovoltaic industry cannot invest in research and development and produce capacity unless a market for their product exists. Without these investments, the costs will not reduce to meet the economics required for a broad market. This problem also will be addressed by SMUD's program, which provides for large-scale purchases throughout the transition from today's prices to those which are truly economic to a broad market base.

In summary, I would like to stress the following points:

1. Photovoltaic technology offers great potential for central station generation when it is shown to be economical and reliable.
2. A large photovoltaic project is required to develop the cost cutting benefits of mass production and repetitive construction techniques in the industry.
3. SMUD's proposal for the staged development of 100 megawatts provides the mechanism to bring photovoltaics to economic viability and offers the project flexibility to incorporate improvements in materials and designs.
4. SMUD's proposal is unique in that its size and location on an operating utility system will develop the photovoltaic market and will prove photovoltaics as a viable resource for electric generation.
5. SMUD's proposal is also unique in that we are not asking the Federal Government to fund the project. Rather, we ask the Government to act as a catalyst by underwriting on a reimbursable basis some of the exposure in the early stages of the project.

The Department of Energy is in a position to leverage $26 million in reimbursable Federal expenditures against private sector outlays of $270 million.

Finally, I wish to stress SMUD's demonstrated capability to carry this project to a successful conclusion and our willingness to commit our efforts and our money to the project.

I would appreciate your thorough consideration of this project as you deliberate on the energy programs for our country.

Thank you for this opportunity to appear today.

77-001 O - 81 (Pt. 10) - 5

Statement Before The

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES

On Behalf Of

WESTLANDS WATER DISTRICT

By

Timothy V. A. Dillon

March 26, 1981

Mr. Chairman and members of the Subcommittee:

The Westlands Water District is a public body organized and operated in accordance with the provisions of the Water Code of the State of California. The District manages the sale and delivery of water from the San Luis Unit of the Federal Central Project. Westlands' service area comprises some 600,000 acres of land situated on the west side of the San Joaquin Valley in Fresno and Kings counties, California.

My purposes in appearing here today are twofold. The first is to enlist the Subcommittee's approval of the following items in the President's budget pending before you:

Central Valley Project Feature	President's Budget
San Luis Drain	$4,700,000
Westlands W. D. Distribution System	400,000
Westlands W. D. Drainage Collector System	100,000



March 19, 1981

Honorable Tom Bevill
Chairman
Sub-committee on Energy & Water Development
of the House Committee on Appropriations
Rayburn House Office Building
Washington, D.C. 20505

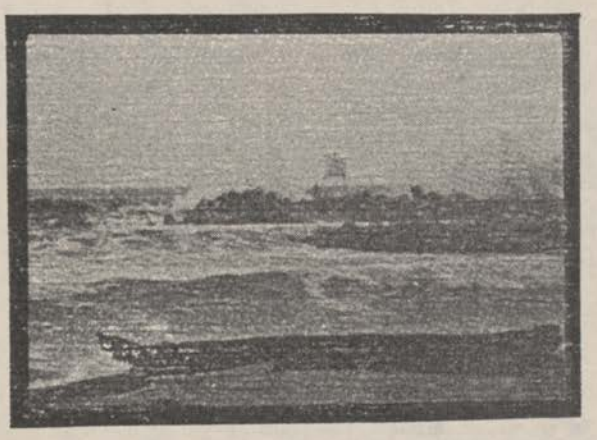
TESTIMONY FOR LEGISLATIVE APPROPRIATION

SUMMARY

PROJECT: Federal Navigation Channel at Santa Cruz Small Craft Harbor
Santa Cruz, California

PROPOSAL: Appropriation for the Continuation of Maintenance Dredging

Santa Cruz Port District
135 5th Ave., Santa Cruz, CA 95062 (408) 475-6161



STORM WAVES BATTER THE WESTERN JETTY
OF SANTA CRUZ HARBOR ENTRANCE

This scene shows the harbor entrance in a shoaled condition. It graphically illustrates the dangers that a mariner could find there. During the period 1964-1976, hundreds of incidents and accidents occurred, including three fatalities. Phased dredging, implemented in 1977, has eliminated nearly all of this potential.

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 ocean. 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 1,085 boat harbor. The entire complex is valued at $47.5 million.

COMMERCIAL FISHING - There are 265 commercial fishing vessels in the harbor to date. The value of these vessels is $6.8 million. The dollar value of fish landed by Santa Cruz based boats is in excess of $1.2 million a year. The associated industry -- fish buyers and retailers -- accounts for an additional $1 million 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 1,385 overnight accommodations for large commercial vessels from other ports; no monetary figure has been placed on this service. A new facility to be provided by Santa Cruz Port District will be a $1.7 million commercial fish transfer station and service center. It is 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 usable days is not unusual. Additionally, the launch ramp is used by 11,150 boats per year. Excess demand is very high -- there are 1,200 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. The following depicts the utilization of the harbor in regard to refuge:

Commercial Boats	1,385
Ocean-going Recreational Boats	13,631
Total Overnights per Year for Coastal Sailors	15,016

FISCAL YEAR 82 APPROPRIATION

The San Francisco District Corps of Engineers' full capability is $1,155,000.

WEST JETTY SEALING - $370,000 of the request is for sealing of the west jetty which allows sand to pass through. The sealing would prevent this and reduce dredging needs in the future by approximately 15% to 25%. We believe this request is cost effective and will pay for itself in four to seven years.

FULL-PHASE DREDGING - The remaining $785,000 would provide continued full-phase dredging of the harbor. This assures an open harbor 93% to 97% of the year. The economic consequence of closure due to shoaling is severe. During a delay in contract issuance the harbor shoaled during the period November 15 to December 15, 1979. The financial impact to on-premise harbor businesses was $151,000. The estimate for a closure during a similar period in FY 82 would be approximately $182,000. This does not include 26 other off-premise businesses which depend heavily on an open harbor.

The phase dredging has allowed Santa Cruz to become the fully productive, year-round facility that was envisioned, and more. Phase dredging sustains it. We ask that support for it be continued. We request the full $1,155,000 Corps' capability.

Alan B. Simpkins

Alan B. Simpkins, Chairman
Santa Cruz Port District Commission

March, 1981

STATISTICAL DATA

FY 1980

Total Permanent Boats Berthed:	
Recreational	875
Commercial Fishing	215
Launchings:	10,500
Overnight Accommodations:	
Recreational	13,631
Commercial	1,385
Value of Vessels in the Harbor:	
Recreational	$14,600,000
Commercial	$ 7,500,000
Replacement Value of Facility:	$47,500,000
Investment:	
Initial Federal	$ 2,700,000
Total Local and State	$ 7,800,000

SANTA CRUZ HARBOR SHOAL - FALL 1979

ACTUAL FINANCIAL IMPACT

Loss of Revenue of On-premise Businesses -- November 15 to December 15:

Charter Boats	$ 11,500
Ships Chandlery, Yacht Sales/Fuel	$ 39,200
Boat Repair*	$ 20,000
Commercial Fishing**	$ 75,000
Other	$ 6,200
Off-premise Businesses are Affected Because of the Low Activity of a Closed Harbor	Loss Not Quantifiable
	$ 151,900
Average Daily Loss	$ 5,064

* Critical time of year for fish boat repair. At least ten boats from other harbors have not come in to Santa Cruz because of shoal conditions. They have gone elsewhere.

**This is an approximation based on 2,000 pounds of fish a day at $1.25 per pound.

Mr. SAMPSON. Mr. Chairman, Congressman Badham was sorry he couldn't be here. He is at a meeting at the Pentagon and I believe has submitted a statement to the record, through the good offices of Clair Burgener.

Mr. FAZIO. It has already been placed in the record.

Mr. LANGNER. That concludes our presentation.

I refer back to my very condensed testimony, which summarizes our rationale over the years things which we anticipated that we might be in a little better situation today had we been able to move on these things, but we can't fault this committee.

Thank you very much for your time and attention.

Mr. FAZIO. We are almost back on schedule.

Thank you.

RAMONA MUNICIPAL WATER DISTRICT LOAN

WITNESSES

HON. GLENN ANDERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

D. J. LAUGHLIN, GENERAL MANAGER

Mr. BURGENER. Mr. Jim Laughlin is here.

Mr. FAZIO. We want to keep on going. We appreciate if everybody would give us the opportunity to do that.

Mr. BURGENER. Mr. Jim Laughlin is the General Manager of the Ramona Municipal Water District in the 43rd Congressional district.

It is really a revitalized, reorganized Water District, and I am most anxious to hear his testimony, even though I assume it will be a summary of your written statement, but this one is critically important. It has some problems.

STATEMENT OF D. J. LAUGHLIN

Mr. LAUGHLIN. Thank you very much, committee members.

I feel very flattered to have the opportunity with all of the high-powered testimony you have heard before me this morning.

The Ramona Municipal Water District has submitted a request for a Water and Power Resources Small Reclamation Projects Act Loan which was included in the 1982 budget.

However, it has since been removed during the budget revision of March 1981. I would like to state a few brief reasons why I would like to see it reinstated.

The Chairman of the San Diego Water Authority has stated the Ramona Dam Project as well as other off-line projects are very vital to the water requirements of San Diego County.

The Metropolitan Water District of Southern California recently adopted an interruptible water pricing system to encourage storage projects of the type that we are proposing.

The Ramona Lake, which would store 13,000 acre feet, would increase San Diego County's ability to store imported water.

This water would be needed for agricultural purposes and is a very viable, economic aid to our community.

The Small Projects Loan Program allows the small local entities of our type to develop water projects paid for by the consumers. This eliminates, in my opinion, the need for federally funded grant projects, and I feel it is important and is in keeping with the present Administration's program, to have more local responsibility and less federally funded projects.

However, due to inflationary trends, many of these small projects which are presently being planned may with a year's delay exceed the financial capabilities of the area.

Secretary Watt in a recent presentation stated, "We hope to be requesting new starts, depending on the economic climate, as early as fiscal year 1983."

He also stated, "We are committed to new starts."

Ramona is also committed to a new start, and we are prepared to pay our $3.4 million of the $22 million project. We would like to request that you consider this being placed back in the budget.

Thank you very much.

[The statement of Mr. Laughlin follows:]

RAY "G" STOCK
DIVISION I
JOHN WILSON
DIVISION II
GORDON R. ZICK
DIVISION III
OSCAR PIKE
DIVISION IV
ROBERT W. SHUMATE
DIVISION V

D.J. LAUGHLIN
GENERAL MANAGER

TELEPHONE 789-1330

Ramona MUNICIPAL WATER DISTRICT

105 W. EARLHAM STREET
POST OFFICE BOX 848 • RAMONA, CALIFORNIA 92065

STATEMENT

HOUSE APPROPRIATIONS COMMITTEE
Sub-Committee on Energy
and Water Development

SUMMARY OF REQUEST

The Ramona Municipal Water District has submitted a loan application to the Water and Power Resources Service Branch of the Department of Interior under the Small Reclamation Projects Act of 1956, (Public Law 84-984), to construct a dam, reservoir and appurtenant facilities.

The $2,490,000 allocated to commence the project in the 1982 budget was withdrawn during the Budget Revision of March 1981.

It is requested that the loan be reinstated for the following reasons:

1. The Chairman of the San Diego County Water Authority has stated that the Ramona Dam project and other "off-line" storage projects are vital to supply the water requirements of San Diego County. The Metropolitan Water District of Southern California recently adopted an interruptible water pricing system to encourage storage projects, both surface and underground.

2. Ramona Lake, storing 13,000 acre feet, would materially increase San Diego County's ability to store imported water during periods of availability to meet peak and drought period demands.

3. Agriculture peaking demands, both present and future, within the 75 square mile Water District require a storage as proposed.

4. This project is also important from an energy saving standpoint allowing the District to take advantage of "off-peak" power rates during winter months for resevoir filling.

5. The energy saved means cheaper water for agriculture which uses in excess of 90% of the water during peak demand periods.

6. The Small Projects Loan Program, (P.L. 84-984), allows small local entities to finance projects important to water development throughout the United States, but paid for by the consumers. This eliminates the need for federally funded or grant projects. I feel this is important and in keeping with the present administation's program of more local responsibility and less federal intervention. However, due to inflationary trends, many of these Small Projects, including Ramona, may, with a years delay, exceed the financial capabilities of the area.

7. Secretary of Interior Watt, in a recent presentation, stated, " We hope to be requesting new starts, depending on the economic climate, as early as fiscal year 1983". He further stated, " We are committed to new starts."

8. Ramona is prepared to continue with its committment of $3,400,000.00 to the $22,000,000.00 project. The District has a present investment in the project in excess of $300,000.

CONCLUSION

Ramona M.W.D. submits to you an important storage project, paid for by consumers, and ready to start moving dirt next October. We request that your committee consider an appropriation for the project be made in the 1982 budget.

Mr. BEVILL. Thank you.

I see our good friend Congressman Glenn Anderson is in the committee room.

The Chair recognizes you at this time, and you may proceed as you wish.

STATEMENT OF HON. GLENN ANDERSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. ANDERSON. Thank you very much for permitting me to testify before your committee today.

The details of what I will address have been submitted for the record.

We also have had more testimony in detail from Mr. Raymond Berbower, representative of the Port of Long Beach, and Mr. Jack Wells, a representative of the Port of Los Angeles, and they have already presented their testimony.

My remarks will be very brief. I know you have a full plate of witnesses, most of whom have already gone out the door.

Both of these great Ports, which combined handle nearly 100 million revenue tons of cargo annually, are located in the District I am privileged to represent. And I would especially like to make note of the fact here that both of the Ports are working closely together for their common good to develop the San Pedro Bay Navigation and Maritime Facilities and related land transport access and egress routes.

I think this is particularly significant, as we do not see a sometimes wasteful competition for Federal dollars, but rather collaboration to gain the most from these dollars.

In 1976, the Congress authorized the deepening of the Los Angeles main Channel to minus 45 feet. Thanks to your support in past years, the actual dredging commenced the 16th of this month.

The $11 million contained in the President's budget for fiscal year 1982 to continue this project is in consonance with the Corps of Engineers capability, and I strongly urge that this money be appropriated.

The President's budget also includes $480,000 to complete a comprehensive study of water and land transportation needs resulting from expansion and further development of the Ports in the years ahead. This was authorized by the Water Resource Development Act of 1976, and the requested fiscal year 1982 appropriation completes this study.

The 1976 Act also authorized the operation and maintenance of the Long Beach-Los Angeles Harbor hydraulic model at Vicksburg. The President's budget contains $100,000 for the maintenance of this model, and I respectfully request that this sum be appropriated. It is commensurate with the Corps' expressed capability.

The last item I wish to address is not included in the President's budget, but it is one that I strongly feel is extremely vital and it is commensurate with the Corps capability.

There is a requirement to use the model, whose maintenance I have just discussed, to study the effects that additional landfills and companion deepwater channels and berths will have upon the Bay.

The Ports' planned expansion and modernization programs total in excess of $700 million in the next five or so years, and include development of facilities to accommodate large bulk carriers. Design of these programs is dependent on data obtainable from hydraulic monitoring of San Pedro Bay and Hydraulic Model Testing, which must be done at Vicksburg; $880,000 is needed in fiscal year 1982 to commence this project.

Mr. Chairman, these programs are extremely modest when compared to the overall benefits which not only California but our entire Nation will derive from their successful completion.

I therefore respectfully request your support in appropriating the funds needed to accomplish them.

I want to thank you very much, Mr. Chairman.

The gentlemen who were to have followed me and give the actual details have already made their presentation.

Mr. BEVILL. We appreciate your coming before our committee and certainly we will work with you.

NORTH CENTRAL NEBRASKA RECLAMATION DISTRICT

WITNESSES

HON. VIRGINIA SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

ALFRED DRAYTON, PRESIDENT

CLAIR EVANS, VICE PRESIDENT AND SECRETARY-TREASURER

WARREN PATEFIELD, PAST PRESIDENT, NEBRASKA NATURAL RESOURCES COMMISSION

JACK ODGAARD, EXECUTIVE VICE PRESIDENT

CLYDE BURDICK, DIRECTOR, MIDDLE NIOBRARA NATURAL RESOURCES DISTRICT, PRESIDENT, NIOBRARA BASIN DEVELOPMENT ASSOCIATION

SHORTY MILES, PUBLISHER, HOLT COUNTY INDEPENDENT

FRANCOIS BEJOT, FARMER AND RANKCHER, AINSWORTH IRRIGATION

R. T. AMIS, PRESIDENT, NEBRASKA WATER RESOURCES ASSOCIATION

LEONARD SCHAEFER, SECRETARY, OMAHA BUILDING AND CONSTRUCTION TRADES COUNCIL, BUSINESS MANAGER FOR LABOR UNION

Mr. BEVILL. We have some of Mrs. Smith's constituents and I will ask our distinguished colleague, Mrs. Smith, to present her constituents and you asked for another five minutes in addition to the five you have; and of course, we always give you what you ask for.

STATEMENT OF HON. VIRGINIA SMITH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

Mrs. SMITH. I certainly appreciate that, Mr. Chairman, and I am proud to introduce the folks who are here from the Third District of Nebraska.

Most of these folks have spent much of their lives trying to make the O'Neill Irrigation Project a reality. They have spent much of their own money and hundreds of thousands of hours of their time.

The issue in Nebraska still is water, land, and energy. This is what the O'Neill Unit is all about—to use our water resources wisely for the benefit of all.

Would you folks come up to the table. I would like to introduce you.

We have with us today Alfred Drayton, president of the North Central Nebraska Reclamation District and president of the Niobrara Basin Irrigation District;

Clair Evans, vice president and secretary-treasurer, North Central Nebraska Reclamation District;

Warren Patefield, our past president, Nebraska Natural Resources Commission;

Jack Odgaard, executive vice president, Nebraska Water Resources Association;

Clyde Burdick, director, Middle Niobrara Natural Resources District and president, Niobrara Basin Development Association;

Shorty Miles, publisher, Holt County Independent;

Francis Bejot, farmer and rancher, Ainsworth Irrigation;

R. T. Amis, president, Nebraska Water Resources Association; and

Leonard Schaefer, secretary, Omaha Building and Construction Trades Council, and business manager, AFL–CIO.

Mr. Drayton, the floor is yours. We certainly appreciate your being here.

Mr. BEVILL. It is always a pleasure to have Mrs. Smith's constituents here. I know you appreciate her.

You mention energy and land and water, and I don't know of anybody in the Congress that does more in those three areas. Energy, gasohol—she is right out in front!

You may proceed as you wish.

STATEMENT OF ALFRED DRAYTON

Mr. DRAYTON. Well, first, I would like to thank you for taking the time to listen to us.

We have some unusual reports to make. I want to thank our wonderful Congresswoman, Virginia Smith, for her continued support.

The second supplemental to our final impact statement is just about completed and will be delivered to the Corps of Engineers about June 1. It has been reviewed by special consultants on both dam safety and alternatives.

Our ground water still continues to decline, and what is left is being seriously polluted by nitrates. Charts showing the extent of each are attached to our statement.

We have over 200 letters of endorsement and support, but due to the change in the time of our hearing, we were unable to get them assembled to bring in. We needed a few more days.

The last and most important part of my statement is two resolutions that are attached to my statement. These resolutions recognize the fact that the directors of the North Central Nebraska Reclamation District and the Niobrara Basin Irrigation District all understand how serious the inflation of the past few years has been in the cost of construction of our project.

So, these two resolutions that are in the attached statement there will show you that we are offering to increase our repayment contracts by approximately 50 percent. That is the annual water charge.

What it will do will change our fixed repayment figure of $45,245,000 to $66,997,700, or an increase of $21,752,000.

This would also change the annual water charge from $11.30 to $16.95 per acre. I don't think you have very many districts come in and offer to do that.

If you have any questions, we will try to answer them.

[The statement of Mr. Drayton follows:]

North Central Nebraska Reclamation District



STATEMENT SUPPORTING APPROPRIATION FOR THE O'NEILL UNIT, A 77,000 ACRE MISSOURI BASIN PICK-SLOAN PROJECT FOR FY '82 BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

Those appearing:

Alvin Narjes, President, Nebraska Natural Resources Commission

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

President: Alfred Drayton
Directors: Frank H. Carr, Clair Evans, Jim Frericks, George Janousek, Louis Klimeet Jr., Clarence Gokie, Jr., Larry Gokie, Dale Roberts, Clayton Goeke, Robert Young, Paul Zakrzewski
Administrative Assistant: Allen Christenson

North Central Nebraska Reclamation District



STATEMENT OF ALFRED T. DRAYTON, O'NEILL, NEBRASKA, PRESIDENT OF THE NORTH CENTRAL NEBRASKA RECLAMATION DISTRICT AND THE NIOBRARA BASIN IRRIGATION DISTRICT SUPPORTING THE O'NEILL UNIT, PICK-SLOAN MISSOURI BASIN PROGRAM, NEBRASKA, BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS

THE HONORABLE TOM BEVILL, CHAIRMAN:

Mr. Chairman and Members of the Subcommittee:

I am Alfred T. Drayton of O'Neill, Nebraska, President of the Boards of Directors of both the North Central Nebraska Reclamation District and the Niobrara Basin Irrigation District. These political subdivisions of the State of Nebraska sent us here to respectfully request your continued assistance in appropriating $3,284,000.00 to the O'Neill Unit of Nebraska for fiscal year 1982.

First, may we directors and our constituents say that we greatly appreciate your past support in funding our O'Neill Unit.

In our statement this year we would like to make three mayor points - first; our irrigators willingness to pay more of the O'Neill Unit construction costs; second; the continued deterioration of our ground water conditions; and third; our continued strong local and state support for our development.

In our districts' 1976 contracts with the United States, which our districts' electors approved by about a 4 to 1 vote, it was agreed that we would pay $11.30 per acre per year on the construction cost of our irrigation works. We recognize that the cost of the O'Neill Unit has increased about fifty (50) percent since we signed those repayment contracts. Thus, we are willing to increase our payment by fifty (50) percent, or $5.65 per acre per year to $16.95 per acre per year. This will bring the irrigators pay back during the planned repayment period to $870 per acre or over 21 percent of the estimated irrigation allocation.

The attached Resolutions of both of our districts demonstrate our willingness to negotiate an amended contract with the United States Water and Power Resources Services for the amount indicated above. Today or as soon as possible we will forward these Resolutions to the Service and the Secretary of the Interior, but we wanted you to be the first to know of our willingness to be fair in dealing with rising costs for our development.

President: Alfred Drayton
Directors: Frank H. Carr, Clair Evans, Jim Frerichs, George Janousek, Louis Kliment Jr.,
Clarence Gokie, Jr., Larry Gokie, Dale Roberts, Clayton Goeke, Robert Young, Paul Zakrzewski
Administrative Assistant: Allen Christenson

To our knowledge in dealing with Federal Reclamation Law, we are the first to step forward to say we irrigators are willing to pay more in an effort to keep up with increasing construction costs.

The second major item concerns our ground water supplies - both quantity and quality.

Attached is a chart updating our areas precipitation and ground water continued declines. (This shows the 1980 data for charts furnished your committee in previous years.) The water table rose during 1978 and 1979 with three years of above normal rainfall. But with 1980 less than average precipitation the ground water dropped 2 to 5 feet in one season's irrigation. Our ground water supplies continue to be less and less.

Two other reports of the last year also confirm our forecastable ground water demise.

A consultant's analysis was made of the future conditions of our five county area without surface water irrigation and with increased research to gain greater crop and livestock productions. That study, as reported in the draft of the Second Supplement to the O'Neill Unit Environmental Impact Statement says that there will be enormous water table declines in Unit area by the turn of the new century.

The same thing is forecast by the Federally funded High Plains Study Council on the Ogallala Aquifer.

The second ground water chart outlines the ground water quality of our area. It is <u>not</u> improving and won't without surface water imports.

The bringing in of good quality Niobrara River water to our area will greatly retard the declining water table and improve the ground water quality of the area.

Pumping energy will also be saved in two ways with the O'Neill Unit surface water in our area. Some lands will take surface water reducing ground water withdrawals and other lands will have less pump lifts because of O'Neill Unit surface water recharging the water table.

Our third major emphasis: Strong based local and stae support is very evident by **200** plus letters, resolutions, statements by local, regional and Nebraska officials, associations, agencies and individuals.

Although herein we have made three significant points for the O'Neill Unit's continued funding, we do not mean to imply lesser roles for other items; such as the total payout of the Units' cost, the enhanced benefits of wildlife and fishing, greater opportunities recreational activities of the area or the incidental flood control benefits of the Project. For instance, 95% of the Project total costs will be returned to the U. S. Treasury with no cost to the U. S. Taxpayers.

Thus, we respectfully ask that you recommend $3,284,000.00 be appropriated to the O'Neill Unit for fiscal year 1982.

And, again we thank you for your kind consideration.

Enclosures:

Map
Two Resolutions
Two Charts

North Central Nebraska Reclamation District



RESOLUTION
AGREEING TO RENEGOTIATE
CONTRACT NO. 14-06-700-8395
FOR REPAYMENT OF O'NEILL UNIT DISTRIBUTION WORKS

WHEREAS, The North Central Nebraska Reclamation District, herein called the Reclamation District, is organized and existing pursuant to the laws of the State of Nebraska; and

WHEREAS, the Reclamation District includes the irrigable lands of the O'Neill Unit, Nebraska, Pick-Sloan Missouri Basin Program and the irrigable lands of the Niobrara Basin Irrigation District; and

WHEREAS, the Niobrara Basin Irrigation District executed Contract No. 14-06-700-8395, the 18th day of May, 1976 with the United States of America to pay the construction costs of the distribution works of the O'Neill Unit based on January 1975 costs; and

WHEREAS, the cost of the O'Neill Unit has increased approximately fifty (50) percent since the Niobrara Basin Irrigation District executed that contract.

NOW, THEREFORE, We, directors of the North Central Nebraska Reclamation District do firmly resolve that the directors of the Niobrara Basin Irrigation District renegotiate Article 4.a. of Contract No. 14-06-700-8395 by increasing to $34,804,000 the amount to be paid the United States of America.

BE IT FURTHER RESOLVED, that this Resolution is NOT intended nor shall any effort be made by any parties to amend Contract No. 14-06-700-8394 between the United States of America and the North Central Nebraska Reclamation District.

Moved to adopt by Robert Young. Seconded by Louis Kliment.
Voting "Yes": Drayton, Evans, Kliment, Roberts, Janousek, Young and Gokie.
Voting "No": None.

Resolution adopted at the regular March 16, 1981 meeting of the directors of the North Central Nebraska Reclamation District.

Alfred T Drayton
President

ATTEST:
(SEAL)

D. E. Evans
Secretary

President: Alfred Drayton
Directors: Frank H. Carr, Clair Evans, Jim Frericks, George Janousek, Louis Kliment Jr., Clarence Gokie, Jr., Larry Gokie, Dale Roberts, Clayton Gooke, Robert Young, Paul Zakrzewski
Administrative Assistant: Allen Christenson

Niobrara Basin Irrigation District



RESOLUTION
AGREEING TO RENEGOTIATE
CONTRACT NO. 14-06-700-8395
FOR REPAYMENT OF O'NEILL UNIT DISTRIBUTION WORKS

WHEREAS, the Niobrara Basin Irrigation District, herein called the Irrigation District, is organized and exists pursuant to the laws of the State of Nebraska; and

WHEREAS, the Irrigation District includes the irrigable lands of the O'Neill Unit, Nebraska, Pick-Sloan Missouri Basin Program; and

WHEREAS, the Irrigation District executed Contract No. 14-06-700-8395, the 18th day of May, 1976 with the United States of America to pay the construction costs of the distribution works of the O'Neill Unit based on January 1975 costs; and

WHEREAS, the cost of the O'Neill Unit has increased about fifty (50) percent since the Irrigation District executed that contract.

NOW, THEREFORE, we directors of the Niobrara Basin Irrigation District do respectfully request the United States of America that Article 4.a., page 6, Contract No. 14-06-700-8395 be amended to read "$34,804,000".

BE IT FURTHER RESOLVED that this Resolution is not intended nor shall any effort be made by any parties to amend other Articles or other parts of Article 4.a. of Contract No. 14-06-700-8395.

Moved to adopt by Howard Carr. Seconded by Alfred Drayton.
Voting "Yes": Carr and Drayton.
Voting "No": None.
Absent and not voting: Paul Zakrzewski

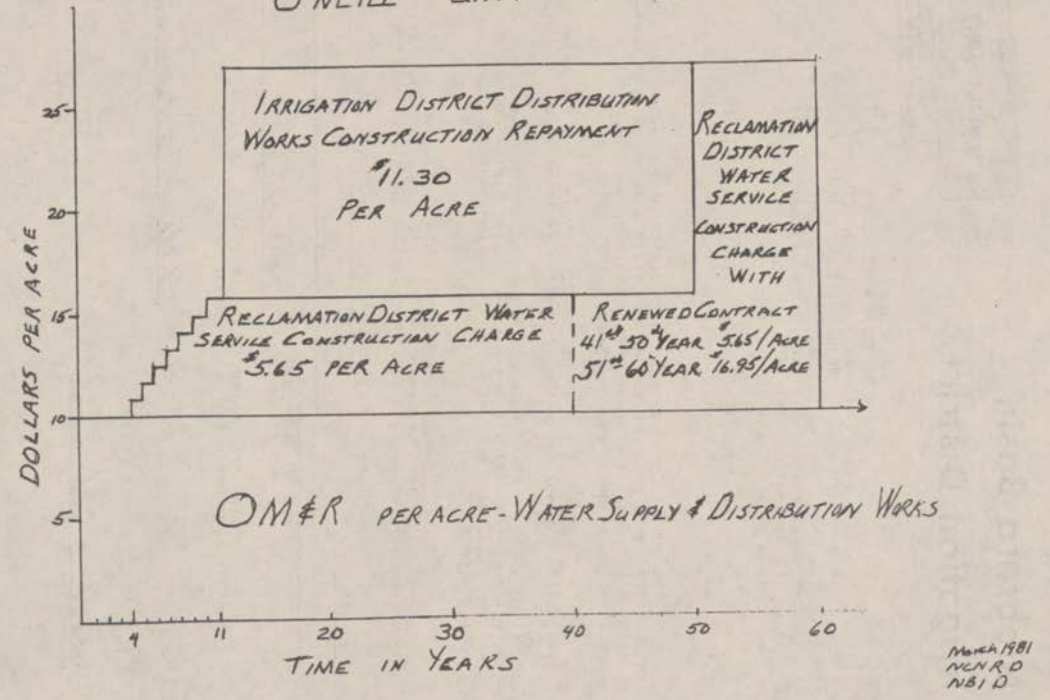
Resolution adopted at the regular March 16, 1981 meeting of the Niobrara Basin Irrigation District.

Alfred T. Drayton
President

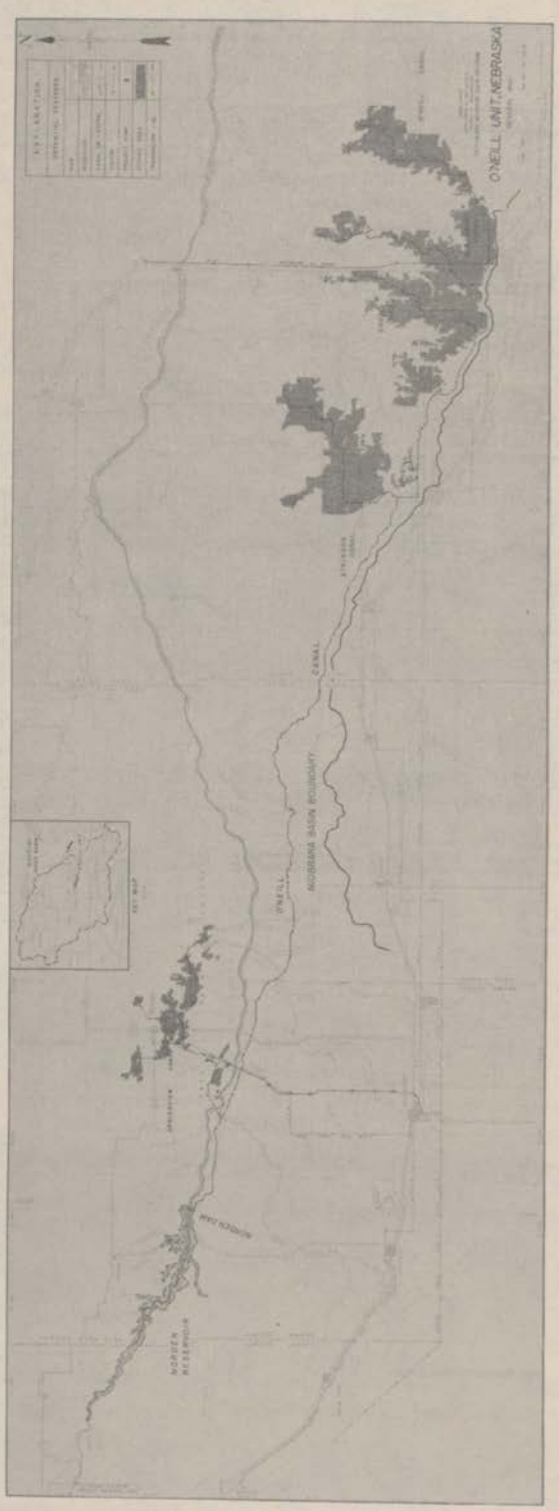
ATTEST:
(SEAL)
Paul F. Zakrzewski
Secretary

Directors: Alfred T. Drayton, Howard S. Carr, Paul Zakrzewski

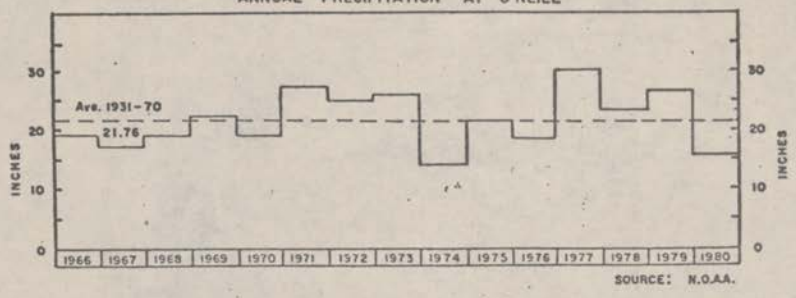
ANNUAL IRRIGATION WATER CHARGES O'NEILL UNIT NEBRASKA



MARCH 1981
NCNRD
NBID

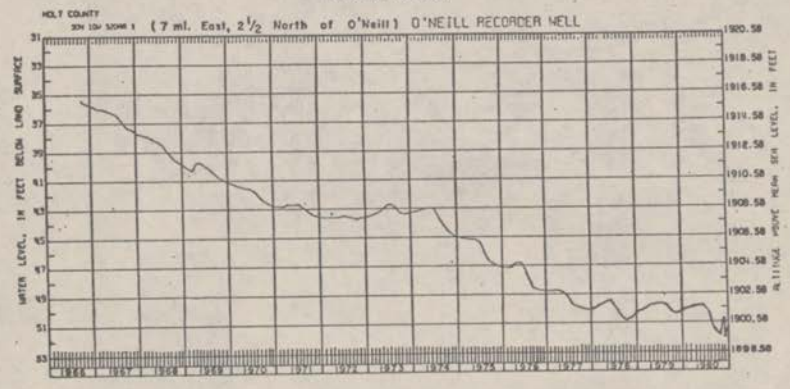

O'NEILL UNIT, NEBRASKA
O'NEILL
NIOBRARA BASIN RECLAMATION
CANAL
INDEX MAP

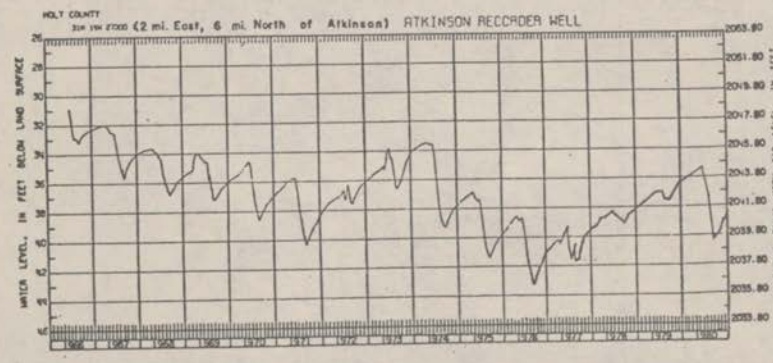
ANNUAL PRECIPITATION AT O'NEILL



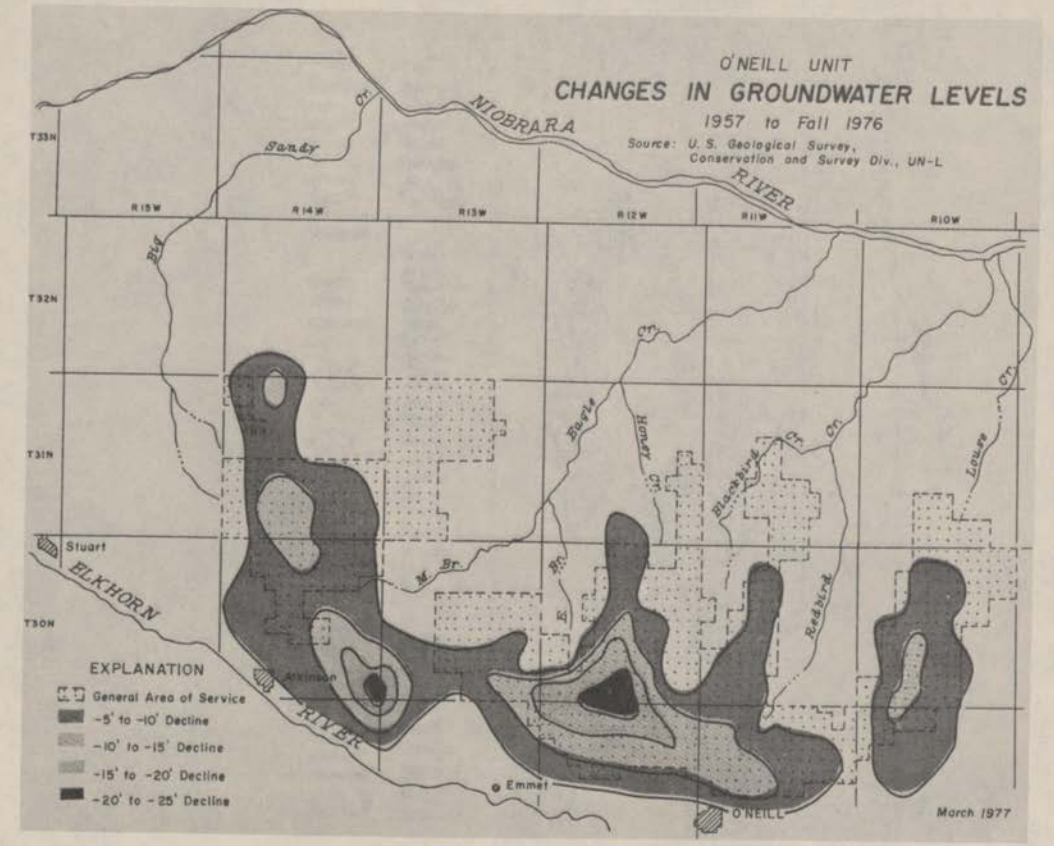
GROUNDWATER LEVELS

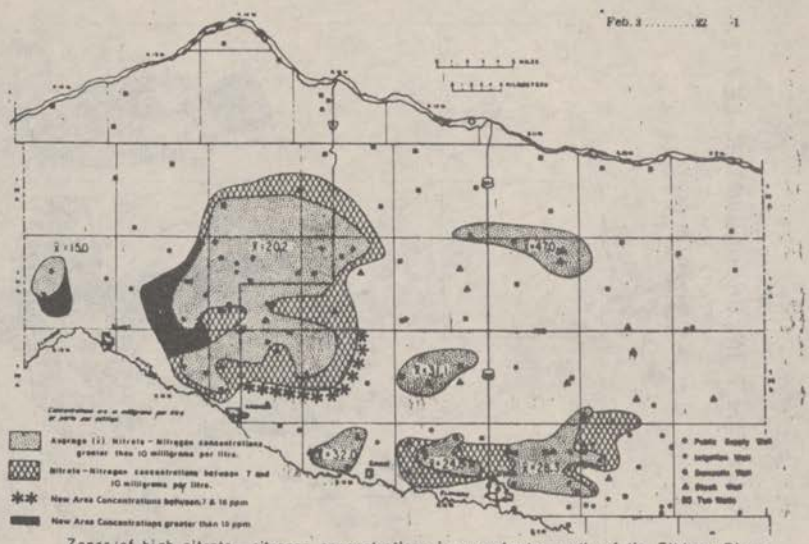
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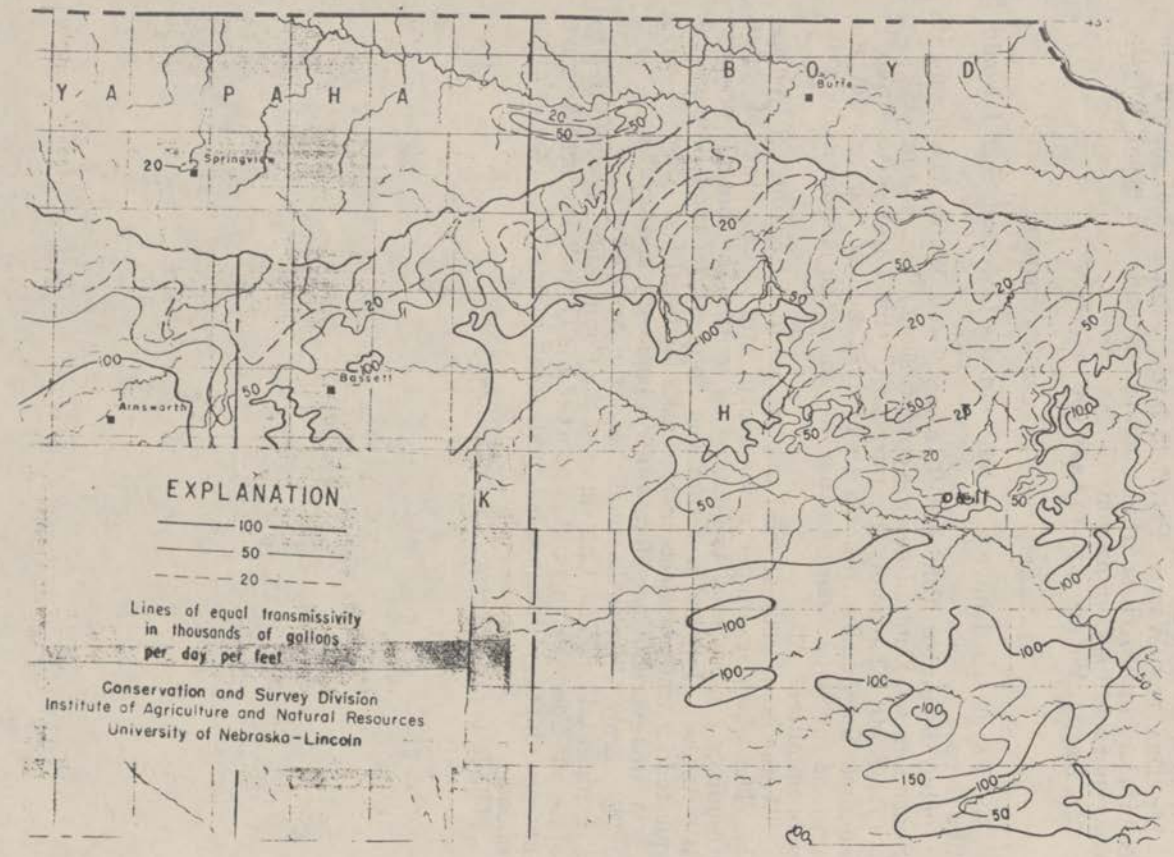
FEBR. 1981


O'NEILL UNIT
CHANGES IN GROUNDWATER LEVELS
1957 to Fall 1976
Source: U. S. Geological Survey, Conservation and Survey Div., UN-L
NIOBRARA RIVER
Sandy Cr.
T33N
T32N
T31N
T30N
R15W
R14W
R13W
R12W
R11W
R10W
Stuart
ELKHORN RIVER
Atkinson
Emmet
O'NEILL
Beaver Cr.
Honey Cr.
Blackbird Cr.
Redbird Cr.
Lower Cr.
M. Br.
E. Br.
EXPLANATION
General Area of Service
-5' to -10' Decline
-10' to -15' Decline
-15' to -20' Decline
-20' to -25' Decline
March 1977



Zones of high nitrate—nitrogen concentrations in groundwater north of the Elkhorn River

Nitrate Groundwater Study Shows Increase In County


Y A P A H A
B O Y D
Springview
Burte
Ainsworth
Bassett
O'Neill
H
K
EXPLANATION
100
50
20
Lines of equal transmissivity in thousands of gallons per day per feet
Conservation and Survey Division
Institute of Agriculture and Natural Resources
University of Nebraska-Lincoln

Mrs. SMITH. Some of the other folks have statements.

Mr. DRAYTON. Warren Patefield is the former Chairman of the Nebraska Natural Resources Commission and will speak for the Governor and his Commission.

Mr. BEVILL. We are glad to have you.

STATEMENT OF WARREN PATEFIELD

Mr. PATEFIELD. I have a letter from the Governor that I would like to read.

"The Honorable Tom Bevill, Energy and Water Development Subcommittee, Committee on Appropriations, Washington, D.C.

"Dear Mr. Chairman, the purpose of this letter is to strongly endorse the administration's fiscal 1982 budget requests for all projects involving Nebraska that are under the jurisdiction of your subcommittee.

"Water is an issue of vital importance to the citizens of Nebraska. The wise use, proper management and conservation of water resources are essential to Nebraska's continued economic prosperity. As such, I would ask that you approve the total amount requested for water projects in Nebraska for fiscal year 1982.

"Your favorable consideration will be deeply appreciated.

"Sincerely, Charles Thone, Governor of Nebraska."

I might add as Vice Chairman of the Commission, I would like to state our Commission's full support of the O'Neill Project. We have always supported this project, and would hope that it would move ahead.

[The letter of Governor Thone follows:]

CHARLES THONE
GOVERNOR



STATE OF NEBRASKA

LINCOLN 68509

March 18, 1981

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 strongly endorse the Administration's Fiscal 1982 budget requests for all projects involving Nebraska that are under the jurisdiction of your Subcommittee.

Water is an issue of vital importance to the citizens of Nebraska. The wise use, proper management and conservation of water resources are essential to Nebraska's continued economic prosperity. As such, I would ask that you approve the total amount requested for water projects in Nebraska for Fiscal Year 1982.

Your favorable consideration will be deeply appreciated.

Sincerely,

CHARLES THONE
Governor

CT:klb

Mr. BEVILL. Very good, and that letter will be made a part of the record.

Mr. DRAYTON. Next we have Clyde Burdick.

STATEMENT OF CLYDE BURDICK

Mr. BURDICK. Thank you, Mr. Chairman.

My name is Clyde Burdick, and I am from Ainsworth, Nebraska.

I am a Director of the Middle Niobrara Natural Resources District, and in this District is located the Norden Dam and the Springview portion of the O'Neill Project.

Our Natural Resource District has from the very beginning supported this project to its fullest extent. We recognize the need for the project, and we certainly want to see it move ahead.

I am also president of an organization known as the Niobrara River Basin Development Association.

This Association was formed back in 1946 by a group of farmers and ranchers and businessmen from the entire length of the Niobrara Basin for the purpose of supporting and trying to improve the economic conditions in that area by developing irrigation so that we could increase our production and keep our young people in that community.

So we have always supported the O'Neill Project and we continue to do so. We feel that the O'Neill Project is a sound project, that it will substantially increase food production, and yet with a minimal loss of productive land.

The River bottom or where the Reservoir will be has a very small amount of arable land, and the losses are not going to be great. The project will provide a dependable water supply for 77,000 acres of prime farmland, and it will produce about 14 million bushels or the equivalent of that per year. It will make an area of 30,000 acres of dry land farming highly productive.

We hope that the committee will see fit to provide funds for the continued work on the project. We would like to see it get under construction just as soon as possible. The people in the Niobrara Basin need this project, and if we are going to continue to support the numbers of people that we have in that Basin, we must increase our productive capacity, and the only way that we can do it there is through agriculture.

Mr. BEVILL. Very good.

Mr. DRAYTON. Next we have Jack Odgaard.

STATEMENT OF JACK ODGAARD

Mr. ODGAARD. I have a rather detailed statement that has been passed out. I will summarize it.

Mr. BEVILL. Your detailed statement will be a part of the record.

[The statement of Mr. Odgaard follows:]

NEBRASKA WATER RESOURCES ASSOCIATION

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TELEPHONE (402) 474-3242 • 308 SHARP BUILDING • LINCOLN, NEBRASKA 68508

Statement in Support of Funding of the O'Neill Unit
Pick-Sloan Missouri Basin Program

By Jack Odgaard, Executive Vice President
Nebraska Water Resources Association

March 26, 1981

Before the U.S. House of Representatives Appropriations
Subcommittee on Energy and Water Development

Thank you, Mr. Chairman and members of the Committee, for this opportunity. for me to appear to testify. On behalf of the 1,500 members of the Nebraska Water Resources Association, I respectfully urge the Committee to approve continued funding for the O'Neill Unit reclamation project in Nebraska.

At a time when so many concerns and problems confront the United States—when federal spending and inflation control are top public and governmental priorities; when environmental concerns are given high priority; when energy consumption, costs, and foreign oil imports are a major concern; when recent and anticipated droughts and water shortages are of national concern; when unemployment continues to plague the nation and put stress on our federal, state, unemployment, and welfare and assistance revenues; when depressed livestock production is given much attention; when the future of U.S. food production is in doubt; when much attention is given to the loss of prime agricultural land to urban sprawl and industrial growth; and when world food needs are of major international concern—we believe the O'Neill reclamation project is much more important than ever.

In times such as this, the Congress, the Executive, and the entire nation should be more aware of those programs and those projects that will best make use of our funds and physical and natural resources to meet our needs, help solve our problems, and address our national concerns. We recommend that federal spending priorities be given to those programs and projects that will generate numerous benefits in addressing the concerns listed above. And we believe that each of those concerns listed above will receive benefits or be addressed in the construction and as a result of the O'Neill project.

Mr. Chairman and members of the Committee, thousands of pages of research, engineering, environmental assessment, and scientific study have been produced on the O'Neill project, and we believe this evidence and material clearly establishes the validity, value, need for, and benefits of the O'Neill project in every aspect, including economic, environmental, food production, energy conservation, and social impacts. We are aware that a highly financed campaign has been underway in the past year to stop the O'Neill project by national environmental organizations that oppose dams for water resources conservation. From the full-color brochures, letters, and other material distributed by those organizations, it is clear that they are not aware of the voluminous research, planning, engineering, design, and other aspects of the project. For the good intentions of many people with bona fide concerns for the environment, we believe, the environmental campaign against the O'Neill project does a disservice.

We trust that the members of this Committee and of the Congress will want to study the evidence, to consider this project on its merits from the volumes of

material produced to date, and we trust that you will not be swayed by emotional statements or unsubstantiated claims about the project. In that regard, I will summarize the major features, issues, and benefits involved in the O'Neill project.

I. ECONOMIC IMPACT

According to the most recent revised benefit-cost ratio by the federal government, the O'Neill project will return about $1.50 in direct benefits for every $1.00 invested in it and $1.80 in indirect benefits. Opponents of the project challenge these figures, and we believe that, if anything, they are unrealistically low. I am aware that many members of the Congress have been dissatisfied with the Water Resources Council and the Principles and Standards of that agency for determining economic criteria of water resources projects. For many years we have felt that the federal criteria are unrealistic. For instance, those criteria do not include numerous direct and indirect benefits such as increased local incomes and property values and taxes to support schools, local government, and public services; increased retail trade, business, and jobs, all of which increase local, state, and federal revenues; increased state and federal revenues from higher income taxes; increased agricultural exports and lessening of the U.S. balance-of-trade deficit and trade impact on inflation and the dollar value; and reduced unemployment, welfare, and social assistance.

From the information compiled and maintained by the University of Nebraska Institute of Agriculture and Natural Resources, the impact on Nebraska's economy in 1980 from irrigation of just one quarter-section of land producing 150-bushel-per-acre corn at $3.00 per bushel is $72,000 in gross revenues, $51,000 in retail business, and $14,000 in taxes and government support, including $7,200 in federal income tax, $1,100 in state income tax, $2,000 in local property tax, and $4,000 in sales, excise, fuel, and special taxes. Applying those figures, at the above rate of production and price for corn, we see that the O'Neill reclamation project will have annual economic impacts of $34.6 million in gross crop production, $24.5 million in retail business, and $6.7 million in all tax receipts, for a subtotal of direct economic activity of $65.8 million.

In a study published in 1974 by the Bureau of Business Research at the University of Nebraska entitled "Impact Analysis of Irrigated Agriculture on Nebraska's Economy," Drs. Charles Lamphear and Theodore Roesler concluded that every dollar invested in irrigation agriculture in Nebraska generated eight dollars in economic activity in the state. On that basis it can be concluded that the $330-million current estimated cost of construction of the O'Neill Unit would have a total economic impact of $2.64 billion on Nebraska's economy.

Additional economic impacts that also have social and other impacts include the production of food from irrigated agriculture for U.S. exports. In "The Foreign Policy of Nebraska," an article published last summer in The Washington Quarterly, Professors Steven B. Sample and Eugene P. Trani concluded that the grain and feed produced in Nebraska in 1977 could feed 120 million people. The exports from Nebraska that year totaled nearly $1 billion ($988 million). And that represented economic benefits manyfold, not only to Nebraska but to the nation and all citizens and consumers, by lessening of the U.S. balance-of-trade deficit and dollar erosion.

It is clear from these examples and from the various economic analyses given here and available elsewhere that there is much variance among economists concerning the economic impacts and values of irrigated agriculture. The economic impacts determined in accord with the federal Principles and Standards should be considered the very least of economic impacts, while they do not consider so many other factors that were included in the examples given above. And, at the very least, the Congress should consider that any other independent analyses given and professed by project opponents have no official sanction or validity whatsoever.

II. FOOD PRODUCTION AND FARMLAND

I have already referred to the value of increased food production in the discussion of the economic benefits of an irrigation project. Now we will analyze the O'Neill project in terms of food production and the impact of the project on productive farmland. The principal area to receive water from the O'Neill project —Holt County—in 1979 had the second highest corn production of all counties in Nebraska. The land is excellent and includes Class I, II, and III land. But, in the past decade, that area experienced four droughts during which much dryland farming was a complete failure. Farmers no longer can make a living or survive on 25-bushel-per-acre corn, to say nothing of 3-bushel during last year's drought in some areas. Even if we attribute a dryland average yield of 50 bushels per acre, the difference in crop production from that and the 180 bushels per acre from irrigation will be 10 million bushels per year, from 3.8 million to 13.8 million.

A significant factor in the increased crop production that will occur with the O'Neill project is that it will take place with minimum loss of prime farmland. The total arable land that will be needed for construction of the O'Neill project is less than 7,000 acres, and most of that is not Class I or II or prime farmland.

In this regard, I direct the attention of the Congress to a statement made in a colorful brochure published by the National Audubon Society last fall and repeated frequently by environmental organizations that oppose the O'Neill project: "The O'Neill project would take more than 30,000 acres of Nebraska ranch and farmland out of production and off local tax rolls. . . ." The documents, maps, plans, and other factual material are available that show the lands that will be involved in the construction of the O'Neill project. I have already mentioned above that less than 7,000 acres of cropland will be needed for the O'Neill project. What opponents fail to point out or mention is that 22,000 acres of the total 30,000 acres are being acquired for the Norden Dam and Reservoir area for the project and that only 600 acres of cropland are involved. And, of that, there is hardly a contiguous plot of a quarter-section of land with much, if any, land under irrigation. Of the total 22,000 acres for the reservoir take area, the reservoir pool itself will be 6,300 acres, 4,700 acres are being acquired for fish and wildlife management areas, some 900 acres will be used for recreation, including camp sites, marinas, boat ramps, and other recreational areas, and the remaining 10,000 acres will be available for public access for fishing, hunting, camping, and recreation.

The important fact here is that the reservoir will be built in an area of steep canyon walls, cliffs and gullies, and river bottom and brush; and it will not involve the removal of prime farmland for the project.

III. JOBS AND EMPLOYMENT

The construction of the O'Neill project affords an opportunity for long-range employment for a significant number of people. Over the anticipated ten years for construction of the project, there is an average annual employment estimate of 318 persons in the actual construction. The government also estimates an average off-site employment of 327 persons due to the project. While these are not large figures by national standards, they are by state standards; and another benefit already alluded to in the discussion of economics is that these jobs can translate into increased wage earners and taxpayers and reduced demands and drains on federal, state, and local taxes and unemployment, welfare, and assistance payments. Other employment benefits can be considered in the stabilization and improvement of the local economies of the project areas and thus greater job stability in the area's retail and business trades.

IV. ENERGY CONSERVATION

Construction of the O'Neill Unit will result in energy conservation and reduced energy needs in the area. Where now more than half of the land in the project area is being irrigated by groundwater pumping and where groundwater levels are declining in the area, the delivery of surface water will eliminate a considerable amount of fuel consumption from deep-well groundwater pumping. But, in addition to the impact on fuel consumption in the project lands served, the project is expected also to have a significant impact in the reduction in energy needs on adjacent lands by recharge of groundwater aquifers and stabilization or raising of groundwater levels.

I realize that the Committee may not be able to reproduce maps in the hearing record, but, for the information of the Committee, I am attaching to this statement the groundwater map of Nebraska that shows changes in groundwater levels across the state. This map is prepared annually from wells monitored by the U.S. Geological Survey and the University of Nebraska's Conservation and Survey Division. Besides the areas in red, which show declines in groundwater levels, the map shows blue areas, which represent rises in groundwater levels. Without exception, the areas of the State of Nebraska where groundwater levels have risen all have had surface water projects developed in the past. And that's the comparison I wish to make here to the O'Neill project.

The largest area of the state shaded in blue is that of the Central Nebraska Public Power and Irrigation District. The project was constructed, starting with the completion of Lake McConaughy in 1941. While is serves only 130,000 acres of farmland with irrigation water, recharge from the project actually has occurred for about one million acres. Prior to development of that project, the typical pumping depth for groundwater irrigation was 180 feet. In the central areas of the recharge area today, groundwater levels have risen as much as 90 feet. Thus, the increases in groundwater levels throughout a much larger area than just that immediate project area have had a beneficial impact in the lessening of fuel needs for pumping.

The soil and land conditions of the O'Neill project area are such that geologists and hydrologists anticipate a similar groundwater recharge impact and benefit from that project. It should be pointed out here that much of the area that will be served by irrigation water from the O'Neill project—Holt County in north-central Nebraska—is the area that is shown on the map to be experiencing considerable declines in groundwater levels.

V. ENVIRONMENT

The environmental impacts of the O'Neill reclamation project not only will be minimal, but, we believe, they will be positive. The planned design of operation of the project, the Norden Reservoir area and fish and wildlife management areas and additional acquisitions should enhance the environment and fish and wildlife of the area. In this regard, the Water and Power Resources Service, working with the sponsoring North Central Nebraska Reclamation District and Niobrara Basin Irrigation District are to be commended for their extraordinary efforts to compromise and give even greater attention than was required to environmental considerations.

At the time of authorization of the O'Neill project in 1972, the operational plans provided for a minimum streamflow bypass at the Norden Dam of 15 cubic feet per second (cfs) and for diversion of much more than the 125,000 acre-feet of water annually now planned. In improving the project operation and design for reducing the actual amount of diversion, the Water and Power Resources Service has increased the absolute minimum streamflow bypass to 67 cfs. It should be pointed out that the planned operation of the project provides for a minimum of streamflow bypass of 100 cfs or better during 98 percent of the time and that only 2 percent of the

time will the bypass flows be below that—from 67 cfs to 99 cfs, or an average of 88 cfs.

It should be pointed out also that the average annual flow of the Niobrara River at the O'Neill project dam site is about 500,000 acre-feet, while the river's annual discharge into the Missouri River downstream is 1.1 to 1.2 million acre-feet. Thus, more than half of the river's normal flow originates and occurs normally below the project dam site, in the bottom 120 miles of the 430-mile-long Niobrara River. And, as with other surface water projects in Nebraska, the O'Neill project is expected to generate increased flows of tributaries and streams below the reservoir from return flows and seepage. The diversion for the irrigation project thus represents only about 12 percent of the total flow of the Niobrara River, and some of that is expected to return to the river.

The storage of the Norden Reservoir will be 411,000 acre-feet, and, with the average streambed decline of 10 to 11 feet per mile, the fluctuation of the reservoir elevation will be 22 feet. The tailwaters will vary about two miles, and the steep canyon walls, cliffs, and sloping hills adjoining the reservoir will be conducive to the fluctuations with minimum environmental and recreational adversities.

While now there are no game fish populations in the mainstem of the river because of its turbidity, Norden Reservoir will provide for substantial fishery habitat. It will be the deepest cold-water lake in Nebraska and will be able to provide for numerous species of game fish, including largemouth bass, white bass, northern and walleye pike, and several species of trout. The project includes development of a trout hatchery, and it also includes acquisition of the tallest waterfall in Nebraska—Smith Falls—which will be protected against future development and impacts.

Among other beneficial impacts of the project for the environment and fish and wildlife will be the 4,700 acres of wildlife management area already mentioned, the 70 miles of reservoir shoreline, much of which will be lined with trees and forest and otherwise ideal for fish spawning, and the reservoir lake surface area of 6,300 acres, which will be beneficial for migrating waterfowl.

Another major environmental impact and benefit of the project has to do with groundwater contamination in the area that it will serve. A study undertaken as part of the environmental impact statement on the project looked at nitrate levels in the groundwater of the lands that will be served by the O'Neill project. Although groundwater recharge is not recognized by federal criteria as a benefit, as already mentioned, the Water and Power Resources Service was directed by federal district court to undertake an extensive study of groundwater conditions as part of the project EIS because of the very real concerns for groundwater quality in recent years. The conclusions of that study are further evidence of the need for and value and benefits of the O'Neill project.

The study found that the present nitrate levels in the Springview area to be served by the project averaged 2.4 milligrams per liter, or 2.4 parts per million (ppm). With the project in place, the study determined, under normal farming procedures, the nitrate levels in that area would reach 15 ppm at the time of equilibrium in the future. But, without the O'Neill project in place, the study concluded, future nitrate levels in the Springview area would reach 34 ppm. The results for the O'Neill-Atkinson area, where the bulk of lands to be served by the project is located, are even more startling in comparison. Average nitrate levels there were found to be 11 ppm. With the project in place, the future levels, under current and normal farming practices, would be expected to reach 18.2 ppm, but, without the project, the nitrate levels in the O'Neill-Atkinson area are projected to reach 163 ppm.

As a result of the groundwater study, a unique effort was undertaken for farm management and operations under the O'Neill reclamation project. The effort resulted in the signing of a memorandum of understanding in February, 1979, between the local sponsoring irrigation and reclamation districts and the Water and Power Resources Service (then Bureau of Reclamation). That MOU was concurred in and approved by the federal Environmental Protection Agency, and it involves a program established by the University of Nebraska's Institute of Agriculture and Natural Resources. Under the program, farmers in the O'Neill project will take a special irrigation scheduling and fertilizer management course designed for the project. The on-farm irrigation operations of the project will utilize the best management and technology, combining the training and education of the special course with the use of irrigation scheduling and fertilizer application management.

Under this program, which we believe is unique in the nation, farmers will be able to implement a program in connection with the O'Neill reclamation project to help stabilize and reverse groundwater pollution and contamination problems from farming sources.

Finally, I point out that the federal district court has accepted the impact and analysis of environmental and fish and wildlife conditions under the environmental impact statement. The two remaining issues that are the subject of the injunction against construction at present and that have been studied and are now being circulated among federal agencies are dam safety and alterations to the project. While these are requirements of the extensive rules and regulations applying to the EIS procedure, it should be pointed out that there no longer are any actual environmental issues affecting the O'Neill project.

Environmentally, we must conclude that the O'Neill project is one of the most outstanding and beneficial projects ever designed.

VI. SOCIAL AND RECREATIONAL

The O'Neill reclamation project will have numerous social impacts and benefits in addition to those involving jobs and employment and tax revenues already discussed under economic impacts. The most significant of these must be the continuation of family farms. At a time when the federal government and numerous social organizations are critical of the decrease in family farms, we think the O'Neill project can be an example of a sound federal program to help ensure continuation and survival of the family farm.

The project sponsors of the O'Neill Unit plan to exercise the requirement in the 1902 Reclamation Act that limits reclamation district lands to 160 acres per person or 320 acres per family farm unit. The number of farms to benefit from the project thus will be 481, based on the total 77,000 acres in the project. But, it should be pointed out, as with other projects in Nebraska, all farm units may not be expected to be the full 160-acre size, so the actual number of persons farming in the project will likely be greater than 480. The Water and Power Resources Service also has determined that there will be 1,490 direct beneficiaries in the project and 4,090 indirect beneficiaries.

The operation of the O'Neill project to ensure family farm units is in stark contrast to some of the land holdings in the area of the Norden Reservoir, which is some 60 miles and more above the principal irrigation lands of the project. Landowners in that general area generally have large holdings. The recent purchase of 54,000 acres along the south side of the Norden Reservoir area and Niobrara River by the Nature Conservancy is indicative of this—the purchase was from only two landowners. One owner with land south and east of the Norden Dam area had 21 sections of land.

Another indication of the social impact of the O'Neill project and the benefits in helping maintain family farms can be seen in the opposition to the project

by representatives of a large corporation with absentee ownership of some 6,000 acres in the project area. Under the federal reclamation act, that corporation will be required to dispose of all but 160 acres, or 9,840 acres within ten years of completion of the project.

Two other social impacts of the O'Neill project will be food production, which will help meet world food needs, and curbing of rural outmigration. I have discussed already the world food impact, and the curb of rural outmigration and accompanying elimination of additional urban growth and sprawl should be obvious.

VII. PROJECT DELAYS

Construction of the O'Neill Unit has been delayed as a result of an environmental suit filed against it in 1975 that alleged that the final environmental statement (FES) was inadequate. In March, 1977, the federal district court in Lincoln, Nebraska, issued an injunction against continued construction until four aspects of the 20-plus points of the suit were better addressed. Those were water quality, wildlife, alternatives to project construction, and geology or dam safety. In April, 1979, the court accepted the supplemental material submitted to address the water quality and wildlife issues, and the injunction now applies only to the alternatives and dam safety aspects of the FES. Those issues have been further addressed in supplements that are now being circulated among federal agencies, and it is anticipated that the project will be back in court on those issues late this fall or early this winter, when they should satisfy the court and result in lifting of the injunction.

As part of the geology supplement, the Water and Power Resources Service determined that the dam should be widened for further safety, and that added an estimated $30 million to the estimated cost of construction. But, it should be noted, the principal increase in the cost of the project from the January, 1972, cost of $113 million to the current estimate of $331 million is due to inflation. And it should be noted that the current estimate is based on the 1972 dollar costs adjusted, with only the $30 million in inflated costs for dam widening as new capital commitment to the project.

VIII. PROJECT SUPPORT

The Nebraska Water Resources Association is a private statewide organization of farmers, ranchers, businessmen, and others interested in and working for the wise use, conservation, and development of Nebraska's water resources. We strongly support the O'Neill Unit reclamation project. In addition to our organization, the O'Neill project is supported by the Nebraska Association of Resources Districts, by numerous chambers of commerce across the state, including the larger metropolitan area chambers of commerce outside the project area, among them Omaha, Lincoln, Norfolk, and Columbus.

The project has the support of the two sponsoring entities, the irrigation and reclamation districts, and numerous county boards, city and village councils, and local service clubs and other organizations. The project is supported by the state Natural Resources Commission and state government and by the Missouri River Basin Commission.

Local support for the project was evidenced in 1979 when elections were held on ratification of the irrigation and reclamation contracts for facilities and water service. The first election, on June 1, 1979, resulted in 77 percent approval, and the second election, on December 15, 1979, resulted in 78 percent approval.

IX. ALTERNATIVES

Among various alternatives already considered for the project have been different sites for the dam and reservoir and different ways of obtaining irrigation

water. The location of the dam at the present site was determined to be the most feasible and to involve the least area for a reservoir while still allowing for gravity delivery of irrigation water. Alternatives for delivering the same water to the same lands by pumping directly from the Niobrara River are not considered feasible because of the cost, the distances the water would have to be transported and thus pumped, and the elevation from the river bed over the adjacent river canyon walls. The possibility for supplemental or replacement water supplies from off-stream sites or other locations does not exist.

While some 30,000 acres of the project lands to be served cannot now obtain groundwater, there is clearly no alternative for delivery of water for irrigation to those lands other than by surface delivery from the O'Neill project. And, with groundwater levels declining throughout much of the rest of the project lands, the alternative to no project would be eventual reversion to dryland farming. The droughts of recent years are sufficient evidence that the population, social, and economic impacts would be devastating if the O'Neill project would not be built.

X. SUMMARY

The O'Neill project includes only $3.3 million in the budget for fiscal 1982. Elimination of this amount will not be significant in the impact on federal spending or the budget. But elimination of funding could have a drastic effect in delaying or stopping a project that will provide multiple benefits, including substantial economic activity in the private sector, for many years to come.

Reclamation projects such as O'Neill are one of the few of all federal programs that involve some repayment and that generate additional federal, state, and local revenues and economic activities that benefit the nation for years into the future.

When I began my statement, I mentioned the substantial effort by environmental organizations in opposition to the O'Neill project. I mentioned the colorful brochures and extensive pamphlets and materials those groups have produced. And I pointed out the lack of any evidence or factual material in those items and the false claims and emotional statements made by those opponents. I expressed the hope that the members of Congress not be swayed by such emotional things but that you consider the facts, the extensive studies and research, all of which support the O'Neill project, and the desires and wishes of the local people.

In summarizing, I think it will be of interest to the members of the Committee and the Congress to analyze just one item used by project opponents in their emotional and inaccurate campaign against the O'Neill project. That item is the brochure I referred to earlier that was produced by the National Audubon Society. In assessing this pamphlet, we believe, the Congress will be able to determine for itself the truth and honesty of project opponents.

I have already pointed out the false statement on the back of the brochure about 30,000 acres being taken out of production. The cover of the brochure shows three children standing below Smith Falls under the appeal, "Please Help Save the Scenic Niobrara." The implication in that photograph is obvious—that Smith Falls will be destroyed or inundated by the O'Neill project. I've already pointed out that it will not be but, in fact, will be acquired and protected as part of the project.

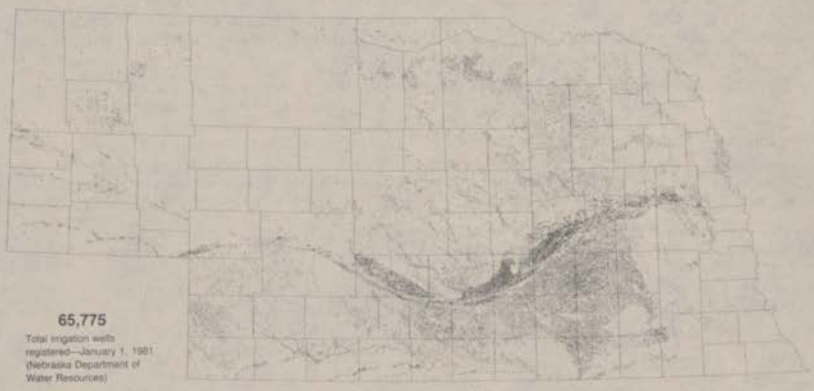
The cover also shows an aerial view of an area "upstream from the most outstanding stretch," which again implies that the most outstanding stretch will be destroyed or inundated. Probably the most outstanding stretch of the river scenically is the area pictured, which is above the Norden Reservoir area and which will not be affected by the project in any way. Finally, the text of the brochure about the natural treasures and abundant wildlife in the Niobrara valley implies the destruction or loss of those treasures and wildlife. Of course they will not be destroyed or lost.

Although the Committee may not be able to reproduce maps and other materials, I am providing three additional items as attachments for the information of the Committee. These include the groundwater-levels map of Nebraska already discussed, copies of the Norden Reservoir area map showing habitat types with cropland specifically noted, and copies of the cover and back page of the National Audubon Society brochure discussed above.

We commend the Congresswoman from Nebraska's Third Congressional District, Representative Virginia Smith, for her staunch support for the O'Neill project over the years, as well as others of our congressional delegation and state government who have supported the project. We thank the Chairman and members of this Committee, as well as other members of Congress who have supported the project in the past and who recognize the tremendous benefits to the nation and the investment in its future by our federal reclamation projec

Mr. Chairman and members of the Committee, that is how we view the O'Neill project and other federal reclamation projects—as investments in the future of the United States. We urge you to approve continued funding for the O'Neill project so that the project can be completed in the near future and its many benefits may begin to accrue for all Americans. Thank you.

GROUNDWATER MAPS, 1980



65,775

Total irrigation wells registered—January 1, 1981 (Nebraska Department of Water Resources)

Location of registered irrigation wells as of January 1, 1961

Institute of Agriculture and Natural Resources

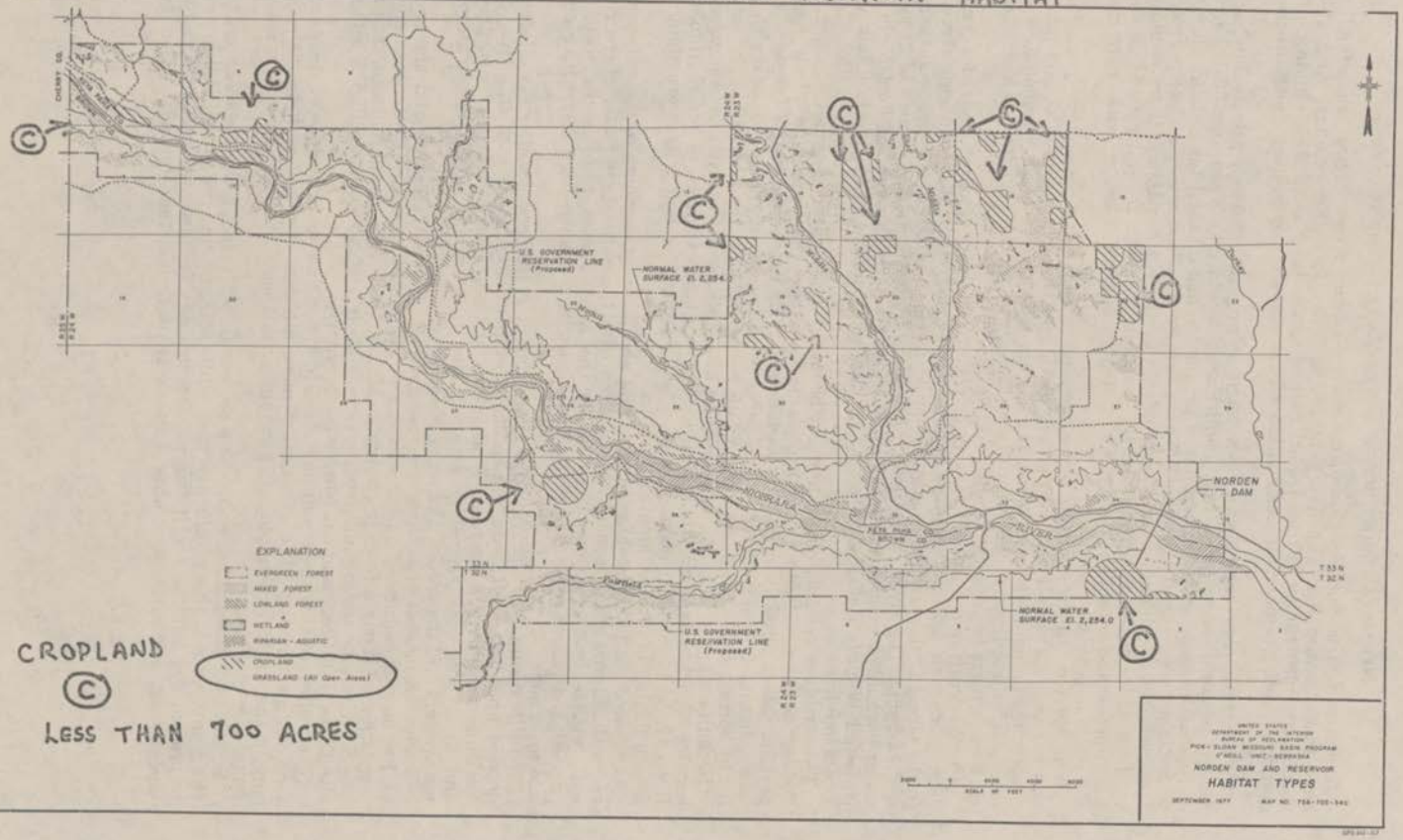


(Preliminary)

Significant rises and declines in Nebraska groundwater levels from predevelopment as of fall 1980

Prepared cooperatively by
U.S. Geological Survey and
Conservation and Survey Div., IANR,
The University of Nebraska-Lincoln

NORDEN RESERVOIR HABITAT



CROPLAND

(C)

LESS THAN 700 ACRES

NEBRASKA'S MOST SCENIC RIVER VALLEY—THE NIOBRARA

Ranch and farm families depend upon the Niobrara River Valley. Some families have made homes here for five generations. They love this country. And, they request an opportunity to pass traditions tied to the land on to their children and grandchildren. Scenic river designation would respect and protect those precious values.

By contrast, pork barrel water development projects condemn private land and destroy pastoral landscapes. The O'Neill Project would take more than 30,000 acres of Nebraska ranch and farmland out of production and off local tax rolls for Bureau of Reclamation (recently renamed Water and Power Resources Service) purposes. Family farms and homes would be inundated by the Norden Dam, others would be condemned for developments around the reservoir and wildlife "mitigation," numerous ranches and established irrigation systems would be dissected with more than 360 miles of canals.

It is not too late to institute a new concept in land use decisions for politicians and bureaucrats to follow. One that acknowledges that private land should not be condemned unless there is a compelling reason. With that in mind, we should retain the relative free-flowing character of the Niobrara, and the basic freedom of ranchers and farmers to preserve family lifestyles and livelihoods.

The Niobrara is a natural treasure for Nebraska. The stretch proposed for scenic river protection east of Valentine is one of the most outstanding canoeing streams in the Great Plains. And it is ideal for other forms of family recreation, sightseeing and camping. The river flows clear and steady from the natural source of groundwater associated with the vast Sandhills region. It flows through the Fort Niobrara National Wildlife Refuge where visitors can see managed herds of bison, elk and Texas longhorns.

The setting is spectacular. A uniquely beautiful landscape of national significance. Ponderosa pine and other western plants dominate the prominent bluffs which parallel this prairie river; eastern deciduous forests extend along the lowlands and into tributary canyons; and stands of paper birch trees grace the north-facing slopes fed by springs that cascade over waterfalls before entering the Niobrara.

Recently a grant from the estate of the late Katharine Ordway has been used to acquire 52,000 acres of Sandhills prairie and woodlands adjacent to and south of the River. It will provide Nebraska with a nature preserve and native grassland research facility of international importance.

Combined with the established ranching and farming economy of the valley, the recreational and scenic resources associated with the natural character of the river will provide lasting economic values to the area. However, to be inherited by present and future generations, the river must be protected from destructive dams and diversions.

Wildlife abounds in the Niobrara River Valley. A tremendous diversity of species depend upon the woodlands, prairies and wetlands associated with this river and the adjacent hills and canyons. Wild turkey and deer populations—both whitetails and mule deer—are especially notable. This is a tribute to the stewardship of landowners and the special character of the land.

Lower sections of the Niobrara resemble the Platt. Waterfowl and shorebirds gather on this waterway during spring and fall migrations. Nearly 200 bald eagles were counted along a 50-mile stretch in March, 1980. Whooping cranes consistently use the river for resting and feeding during their arduous seasonal flights between the Texas Gulf Coast and the Northwest Territories.

The valley in this area contains some of the riches fossil beds ever discovered. One site promises to yield remains of more different species—perhaps 200—than any in the world. Paleontologists have unearthed fossils of 15 prehistoric creatures found nowhere else.

Scenic river designation would help protect all of the living wildlife resources, and the monuments to this continent's past, while safeguarding the established interests of present day landowners. It offers an opportunity for farmers, sportsmen, outdoor enthusiasts, scientists and other citizens to work together for a common goal.

NEBRASKA WATER RESOURCES ASSOCIATION

Affiliated with National Water Resources Association

TELEPHONE (402) 474-3242 • 308 SHARP BUILDING • LINCOLN, NEBRASKA 68508

Statement in Support of Funding for the North Loup Division
Pick-Sloan Missouri Basin Program
By Jack Odgaard, Executive Vice President
Nebraska Water Resources Association

Before the U.S. House of Representatives Appropriations
Subcommittee on Energy and Water Development

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 project construction.

The Nebraska Water Resources Association is pleased to note the tremendous approval for the project given in two elections in 1979 on ratification of reclamation and irrigation district contracts for facilities and water service. The first election, on June 5, 1979, resulted in 65 percent approval; and the second election, on Sept. 11, 1979, resulted in 82 percent 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 groundwater declines in recent years have been substantial. I realize that the committee may not be able to reproduce maps, but I have attached a map for the information of the members of the committee, which shows the changes in groundwater levels for the State of Nebraska. This map contains the preliminary information on groundwater levels as of the fall of 1980, 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 in central Nebraska where declines in groundwater levels of up to 20 feet have occurred. Without exception, the groundwater rises shown for the State of Nebraska have all occurred where surface water projects have been established and are in operation. We believe this to be sufficient evidence that reclamation projects provide groundwater recharge; and we believe the North Loup project in time will reverse the declining groundwater levels in its service area.

I realize the support the project has received from the committee since authorization in 1972. We commend the chairman and members of the committee for this support, and we urge your continuing approval of North Loup project funding for fiscal 1982.

GROUNDWATER MAPS, 1980

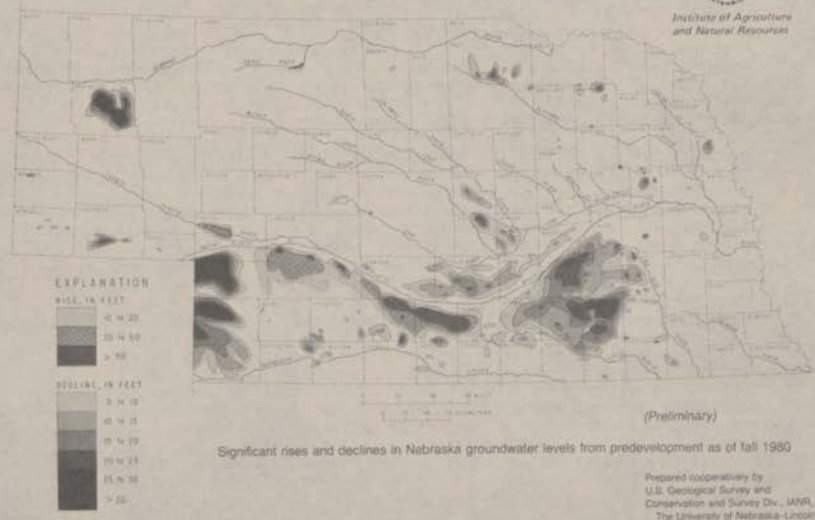


65,775

Total irrigation wells registered—January 1, 1981 (Nebraska Department of Water Resources)

Location of registered irrigation wells as of January 1, 1981

Institute of Agriculture and Natural Resources



(Preliminary)

Significant rises and declines in Nebraska groundwater levels from predevelopment as of fall 1980

Prepared cooperatively by
U.S. Geological Survey and
Conservation and Survey Div., IANR,
The University of Nebraska-Lincoln

Mr. ODGAARD. I relinquish the five minutes that I have scheduled on Monday since we were able to get us all here at this time, so I hope the committee will view that in favor.

I would like to call to the committee's attention some evidence that I don't think had been brought to the Congress before this time; it is a Ground Water Map of the State of Nebraska produced jointly by the U.S. Geological Survey and the Conservation and Survey Division of the University of Nebraska.

I am sure many members of the committee have heard of the High Plains Ogallala Aquifer Study funded through the Economic Development Administration of the Commerce Development in which six States have this massive Ogallala Aquifer study of potential future and agricultural impacts on the region and the Nation as a result of declining ground water levels.

We won't have problems as serious as Kansas, Colorado, Texas, parts of the Panhandle of Texas, and other States, but we do have localized problems.

What this map shows from the Geological Survey and figures is as the levels of ground water decline in the State of Nebraska, shown in red, ground water level increases from pre-development in the blue and gray shades.

Interestingly enough, wherever we have had ground water level increases in the State of Nebraska, it has been where we have had surface water irrigation development with reservoir, canals and irrigation distribution systems.

A significant factor to point out just in relation to the O'Neill Project today and also the North Loup Project is that the massive area in North Central Nebraska where substantial ground water declines have occurred is the heart of the agricultural land that will be supplied by the O'Neill Project.

The Water and Power Resources Service in a rather detailed study as part of the environmental impact statement on the project, did do an intensive water survey, associated with ground water declines. Not only in Nebraska but throughout the Nation contamination and pollution problems such as ground water, whether it be man-made or natural contaminants, are condensed because of the withdrawal of water.

We do have evidence now that those can be diluted and without the O'Neill Project in place at the time of equilibrium at 20, 40 years down the road, the nitrate contaminations would be 169 parts per million. We think that would force a substantial area out of existence because of those conditions. With the project in place, it is projected those will be stabilized in the neighborhood of 17 parts per million. We will be glad to answer any questions and leave the map here. We think this is a major and significant factor that ought to be considered with continuation of the O'Neill Project.

Mr. DRAYTON. Mr. Miles?

STATEMENT OF SHORTY MILES

Mr. MILES. Mr. Chairman, members of the committee, I am a newspaper man from the heart of the O'Neill Unit and for many years now, or for the past few years, we have been receiving very stiff opposition from the environmental groups.

I am sure that many of you just within the past few days or past month have received a flood of letters from Omaha, Lincoln, Freemont, a few naturally from within our area.

We do have a few, not very many, but I want you to consider this very carefully, that these people do not have any idea what they are talking about when they talk about the Norden Dam, the feasibility, or whether it is needed. They are taking the words or the words are being put in their mouths by the three major environmental groups financing and structuring this letter-writing campaign against the O'Neill Project.

In 1979 we had 77 percent vote by the people in the area asking you to approve the Norden Project. I think that is very important that this be considered.

Mr. MYERS. What were those figures again?

Mr. MILES. Seventy-seven percent on the reclamation and 78 on the irrigation. It was a very, very strong vote. The O'Neill Project, to give out a little background, was conceived in 1890 by a person from O'Neill called Mr. T. V. Golden. Many other people up and down the Niobrara Valley tried to irrigate over 250,000 cares, but they didn't have the expertise, the financing, and it failed. They did put some ditches, according to Clyde there, up by Johnstown. The O'Neill project, the Bureau started a study on it in 1946, so we have been 35 years trying to get this project and, believe me, our ground level, our water level there is becoming a major factor.

I have talked to farmers and ranchers who are irrigators and at one time opposed the project. They are now 100 percent for it. They are renozzling their sprinkler systems almost every year, cutting down their water. They are sucking air in their wells. Without this, in 20 years or whenever the Ogallala Acquifer in the High Plains is depleted like it was in Texas, we are going to be a dustbowl.

Fifty percent of the jobs in the State of Nebraska are directly attributed to agriculture. Agriculture is one of the major import, exporters of commodities.

I strongly urge you to not forget us in little old Holt County, Nebraska.

We strongly need your help.

Mr. DRAYTON. Next we have Francis Bejot.

STATEMENT OF FRANCIS BEJOT

Mr. BEJOT. Thank you, Mr. Chairman and committee members.

My name is Francis Bejot. My wife, Melba and myself, live at Ainsworth, Nebraska. Our farm is in the Ainsworth Irrigation District that gets water from the Merritt Reservoir.

I want to take this opportunity to thank you people for making it possible to fund projects such as ours and the Water and Power Resources for building it.

I feel our irrigation project is perfect and a great benefit to all the people in the United States.

The O'Neill project and the Norden Dam are an exact prototype of our project, and I feel it should be funded.

I realize that I won't receive any monetary benefits from this project, but my children and my grandchildren and all the people in this area of the United States will.

Thank you.

Mr. BEVILL. Very good.

Mr. DRAYTON. Leonard Schaefer from Omaha.

STATEMENT OF LEONARD SCHAEFER

Mr. SCHAEFER. May I take this opportunity to again thank you for being able to appear before your committee.

Our ten minutes is about to run out. I will make mine short. I have a prepared statement for the record.

I have appeared with regard to the Norden Dam before. Our unemployment is more severe now than any time before. Our unemployment now in the construction industry is again 5 or 10 percent more than it was when I was here last year.

I think the most important part of the statement is we don't need Federal assistance in food stamps and other types of assistance for extended unemployment. We need some work. We hope you will take a good serious look in advance of what you have already done for us in the last few years in keeping this project going.

Thank you.

[The statement of Mr. Schaefer follows:]

STATEMENT OF LEONARD SCHAEFER

The Nebraska Building and Construction Trades Council represent approximately 12,000 members in the Construction Industry in the State of Nebraska.

We have appeared in behalf of the Norden Dam Project (O'Neill Unit) numerous times. Our unemployment is more severe now than ever before. The people we represent need work, not extended unemployment benefits, food stamps, and other Federal assistance.

This project will not only enhance recreation and provide irrigation for ranching and farming, but will make employment for people who need and want to work. We respectfully request that you advance this project which has been in planning for 35 years.

Mr. DRAYTON. I happen to notice a good friend from California sitting over here.

He was a visitor to our area one time; and we have a pretty good idea what conditions were out there, and I advise you to listen to him because I am sure he can answer a lot of questions.

Mr. BEVILL. Do you have any watermelons out there? The only time we can get him to Alabama is when it is during the watermelon season.

Mr. CLAUSEN. We got caught in a heavy Nebraska storm while we were out there inspecting the distribution network.

Mr. DRAYTON. That really ends our statement, and we appreciate what you have done in the past.

Mr. BEVILL. All right; you have made a very fine presentation and with your good presentation with Mrs. Smith helping us write this appropriation bill, you are in about as good a shape as anybody could be.

Mr. DRAYTON. That sounds awfully good, and we need it. We have to have it.

Mrs. SMITH. Might I tell the committee that if you would like to refer to that groundwater map, a copy of it is attached to Jack Odgaard's testimony.

Mr. BEVILL. Good.

Mr. MYERS. A number of you have been appearing throughout the years here, coming back each year, and that is appreciated, but really the person that is more responsible for the success of your project is on this committee, and it is not a bad place to have support like that.

I apologize for mispronouncing Niobrara in a debate last year on the House Floor. I got shot out of the saddle quick.

Mr. DRAYTON. We very much appreciate your statement and your help along the line, too. Mr. Chairman, we appreciate you, too.

Mr. BEVILL. Thank you.

We will recess until two o'clock this afternoon.

[Whereupon, at 12:15 p.m. the subcommittee recessed, to reconvene at 2:00 p.m.]

AFTERNOON SESSION

Mr. CHAPPELL. The committee will please come to order.

Mr. FASCELL. Mr. Chairman I just came by to pay my respects to this distinguished committee and say I am sorry I am chairing a subcommittee. The distinguished dean of the delegation will present my statement for me with pathos and ernestness.

Mr. CHAPPELL. We know of your great importance to Florida and we understand it and we appreciate it. I am sorry you cannot stay with us.

Mr. MYERS. Can you not pay better than respects?

Mr. CHAPPELL. The Chair recognizes at this time Congressman Bennett, the Dean of our Florida Delegation. It is good to have you with us.

FLORIDA PROJECTS

WITNESSES

HON. DANTE FASCELL, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. CHARLES E. BENNETT, A REPRESENTATIVE IN CONGRESS FROM FLORIDA
HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. ANDY IRELAND, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
HON. EARL HUTTO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA
JACOB D. VARN, STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION
VICTORIA TSCHINKEL, SECRETARY, STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION
EMMETT LEE, JR., PORT DIRECTOR, TAMPA PORT AUTHORITY

Mr. BENNETT. Thank you very much. I am going to ask Don Fuqua to make the first statement because he has to chair a committee right away.

Mr. MYERS. If you two guys are to chair your committees there are other people waiting to do it.

HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. FUQUA. I am trying to get an authorization bill over here to you. I do appreciate the courtesy. I will submit my statement for the record, and say that I am supporting the projects, and the plea that I also make is in funding for the section 107 project, that is small navigation projects which we depend on for assistance to our commercial fishermen and also our sports fishermen. I appreciate the opportunity to be here, Mr. Chairman, and ask unanimous consent to extend my remarks in the record.

Mr. CHAPPELL. It is so ordered.

[The statement of Don Fuqua follows:]

STATEMENT OF HON. DON FUQUA

Mr. FUQUA. Mr. Chairman, I appreciate the opportunity to appear and testify before your subcommittee in support of the water resources development projects recommended by the Florida Department of Environmental Regulation.

While I want to endorse the entire program, I feel I should place special emphasis on those projects which affect the Second Congressional District which I am privileged to represent.

Of prime importance to me is the Suwannee River Basin Survey. The request for $50,000 is much needed. I am actively involved in working with state and local officials in a drive to protect and preserve the Suwannee River, one of the most beautiful rivers in the world. We desperately need to map the floodplain and floodway as we strive to control and direct growth and development. This study, to me, is of great importance and I strongly urge the subcommittee to include the recommended $50,000.

The Withlacoochee River Basin study is also important to my area of Florida. This rapidly growing region needs and deserves a careful study of water needs and water resources to aid in preparing for even greater growth in the future.

The Corps of Engineers is engaged in trying to control aquatic weeds. As Chairman of the House Committee on Science and Technology, I have been working with the Environmental Protection Agency to help solve this tremendous problem and I believe the Corps' work complements EPA research. The State of Florida has established a laboratory at the University of Florida in Gainesville to conduct aquatic weed research. This is not an area where the state is content to let the federal government shoulder the responsibility or the financial burden. The problem confronts many states but Florida is extremely hard hit. The Corps' work is vital and funds are absolutely necessary.

As I generally do, I wish to put in a good word for Section 107 small navigation projects. I remain strongly interested in the Shell Point study and the study of the Cedar Island-Keaton Beach navigation project. These small navigation projects are the life-blood of my district and they deserve federal support. Even though the State did not request funds for the East Pass Channel dredging at the mouth of the Suwannee River, I would like to urge the subcommittee to give this proposal its attention. I have been working with the Suwannee River Authority and other interested groups ever

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since the East Pass Channel was closed by the Coast Guard due to shoaling conditions. I would like to urge both the Corps and the State to further examine this situation.

Mr. Chairman, I have tried to keep my remarks brief in the interest of time but I do want to stress my desire to see these projects funded, especially the Suwannee River floodplain and floodway mapping. Budgets are tighter this year than ever before but I do ask that you give these requests your careful consideration. I will be pleased to answer any questions you may have for me.

Hon. Charles Bennett, a Representative in Congress From the State of Florida

Mr. Bennett. I certainly appreciate this opportunity to come before you. I will take the statements up in order. First of all I ask consent of the committee that the statements of Hon. Dante Fascell and Sam Gibbons be included in the record.

Mr. Chappell. They will be made a part of the record.

[The information follows:]

Statement of Hon. Sam M. Gibbons

Mr. Chairman and Members of the Subcommittee, I am pleased to submit this statement for the record.

The Port of Tampa, which is in my District, has become a vital part not only of the Tampa Bay community, but its economic impact is felt throughout the State of Florida, the nation, and the international marketplace. It generates more than $1 billion in economic benefits and employs over 36,000 people in various parts of the economy. It is my belief that the Port of Tampa will continue to grow in importance and make even greater contributions.

The Tampa Port's success can be largely attributed to the projects that have been approved by this Subcommittee in the past and I hope that the project to expand the Port as well as the vital flood control Four River Basins project will count with the Subcommittee's approval of the budget request for next year, which amounts to $38 million for construction in the main channel, $153,000 for surveys of the area, and $1,900,000 for the Four River Basins project.

The Port of Tampa ranks seventh among our nation's harbors and it reaches out to all points of the world. In a year's time, it will handle almost 150 different products, from shrimp to phosphate, both to and from 90 countries around the world. The value of this foreign trade is more than $1.5 billion per year. In terms of total foreign export tonnage, the Tampa Port ranks third in the nation. As Chairman of the Trade Subcommittee I am working to make America fully competitive in international markets and I can't think of anything more deserving of our support than the continuation of the work in the Tampa Port, which, in the long run, is not just an expense but a darn good investment.

Statement of Congressman Dante B. Fascell

Mr. Chairman, I appreciate having this opportunity to express my support in behalf of the State of Florida's Fiscal Year 1982 Public Works program. I know you and the members of the subcommittee will be facing some very difficult choices this year as we all do what we can to reduce federal spending to the greatest degree possible. However, this effort does not and should not mean that the entire government will come to a halt. There are a number of projects which are of great importance to our citizens and which will provide either economic, safety or ecological benefits which should be funded. I would like to discuss some of these briefly today.

CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL

This is an on-going construction project which not only provides protection for the heavily urbanized southeast coast of Florida from flooding and hurricane damage, but ensures vitally essential fresh water supplies to the Everglades National Park.

One of the elements of the 1982 program is of particular importance, and that is the installation of a plug at the Buttonwood Canal. The drastic decline in the fish population in the Everglades National Park had forced the imposition of very severe restrictions on sport fishing and the elimination of commerical fishing in that area. The proposed construction is designed to elevate fresh water levels and reduce the salinity—a major factor in the decline of the fish population.

The Administration has included $14,500,000 in its budget for the overall project and I urge your approval of that amount.

CENTRAL AND SOUTHERN FLORIDA WATER SUPPLY STUDY

$650,000 is included in the budget for an on-going study of the water supply sources for industrial and municipal use in south-central Florida. Increased urbanization has raised serious concern about the future long-range availability of water supplies and this study must proceed on schedule so that recommendations for modifications to present works can be made before we reach a critical situation.

DADE COUNTY BEACH EROSION

The proposed $9.3 million budget request for fiscal year 1982 would complete the final phase of this on-going project and would permit initial replenishment of the earlier-constructed areas. The replacement of the beaches along Miami Beach's hotel row is essential to the economic health and vitality of the entire city. In addition, the erosion has become so bad that serious safety questions are raised as a result of the undermining of hotel and apartment foundations, particularly during severe weather conditions. This project should be funded so that work can proceed on schedule.

SHARK RIVER SLOUGH STUDY

The State of Florida is requesting, and the President's budget recommends, $146,000 to complete the three-year study of the flow of water through the Shark River Slough into the Everglades National Park. This study is also essential to the fresh water supply of the Park and the related problems of the declining fish population discussed earlier, and is considered vital for that reason.

There are two projects which I hope the subcommittee will consider which are not part of the President's budget, primarily because they were authorized too late in the budget-preparation cycle to be included. Both require relatively small amounts of funding for FY 1982, but are very important to the local community for reasons which I will elaborate upon in a moment. It is my hope that these two projects can be funded without exceeding the budget request by deferring other projects which you may determine to be of lesser priority.

MIAMI HARBOR IMPROVEMENTS

$150, 000 is requested to begin a two-year study into the feasibility of realigning the entrance channel to the Port of Miami. Major cruise ships provide a considerable economic base for the community by sailing from the Port of Miami. However, the larger of these ships face an extremely hazardous situation in making the present 45 degree turn from the entrance channel into the main channel. There is a very real danger of these ships running aground, with the resulting blocking of the channel and possible injury and significant property damage.

The Corps of Engineers has indicated that this study is necessary and desirable and I strongly urge your approval.

BISCAYNE BAY SURVEY REVIEW

$100,000 is requested—and the Corps of Engineers has indicated a capability for this amount—to begin a comprehensive review study of the impact of federally-authorized construction projects on Biscayne Bay, in Dade County. This study is an essential element of an overall study to be conducted by the County to develop a plan for the preservation and protection of the valuable resources of the bay. The project has already been delayed a year due to lack of authorization. However, authorization has now been provided and I hope you will be able to see your way to funding the study for 1982.

Again, I am grateful for this opportunity to express my support in behalf of these projects for South Florida.

Mr. BENNETT. I support all of the projects, every one of the projects that the Florida delegation asks for.

Mr. Chairman, I am not going to do very much more than that on my own, because I have a long statement here, and I will just touch briefly on it and have the whole thing go in the record if I may.

Mr. CHAPPELL. Very good.

[The statement of Charles Bennett follows:]

STATEMENT OF CONGRESSMAN CHARLES E. BENNETT
BEFORE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE
MARCH 26, 1981

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:

$50,000 FOR HUGUENOT MEMORIAL PARK IN JACKSONVILLE

The State of Florida has requested $50,000 in FY 1982 for Huguenot Memorial Park in Jacksonville, a dune stabilization project. The requested funds would be allocated through the discretionary funds of the Chief of Engineers for Code 710 Projects. This project would consist of dune stabilization as well as a number of improvements for better utilization of the park by area residents. Huguenot Memorial Park is on a small island in northeastern Duval County, approximately 12 miles from the center of Jacksonville. This 450-acre park contains prime beach, dune and upland coastal habitats and excellent fishing, boating, and swimming areas. 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 deeded to the City of Jacksonville which conducts a weekly clean-up of the area. In addition to dune stabilization, the overall objectives

of the project are to make the best use of the land, control its use, reduce abuse of the park's natural beauty, and provide badly needed recreation for Duval County citizens.

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 $303,000 in FY82 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. Last year, the House included funding for this project in the Water Resources Development Act (H.R. 4788), but the Senate failed to take action on this bill. In 1979, Congress completed funding for a $1,760,000 metropolitan Jacksonville water resources study first authorized in 1974. This study revealed that a significant quantity of salt water flows into the aquifer, 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 geohydrological tests, would provide this critical information.

The second project requested by the City of Jacksonville is an "Inventory of Stormwater Drainage Facilities" in Duval County, Florida. The City is requesting $530,000 for this project which will be helpful in identifying and analyzing the problems of flooding and erosion in built-up areas along streams and tributaries of the St. Johns River. This project would provide for a complete storm drainage inventory plotted on aerial photographs for convenient reference and identification. This ready reference would establish a basis for further storm drainage facilities construction to prevent flooding. This project would also enable the city to identify and control surface sources of pollution. Effective control can result in the addition of surface water sources to Jacksonville's main water supply, the aquifer, which is threatened by salt water intrusion. This inventory, together with catalogued data on below ground sources, will complete the picture of Jacksonville's total water resources.

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: $2,593,000 for Jacksonville Harbor, $3,571,000 for the Jacksonville to Miami section of the Intracoastal Waterway, and $1,353,000 for completed portions of the Cross Florida Barge Canal. I understand that the President plans to request about $1.7 million for operation and maintenance of Fernandina Harbor in a supplemental appropriations bill, and I also want to go on record in strong support of this anticipated request.

Mr. Chairman, I would like to mention another project of particular significance to my District and State. The majestic St. Johns River, which flows nearly 250 miles from its source in central Florida to its mouth in Jacksonville, is in real trouble. The flow and water quality of the St. Johns have been severely impaired by the diking, drainage and development of thousands of acres of the river's vital marshlands. These marshlands serve as a natural cleansing agent for the river while helping to insure its natural flow. The State of Florida has devised a plan to save the St. Johns River by acquiring the remaining marshlands so vital to its existence. Current law provides for a state-Federal cost sharing program for acquiring marshlands or other nonstructural alternatives as part of a flood control effort. The first step in such a program is for the Corps of Engineers to conduct a feasibility study of marshland acquisition, and I have asked the House Committee on Public Works and Transportation to authorize such a study. I would deeply appreciate the assistance of your Committee in appropriating the necessary funds for this study and, later, for the Federal share of the actual marshland acquisition.

Another needed project in my District involves dredging for the construction of the Fernandina Harbor Jetties and dredging for operation and maintenance of the Intracoastal Waterway between the St. Mary's and St. Johns Rivers. Funding for this needed dredging was not included in the President's budget due to delays in obtaining the necessary state permits for discharging the dredged material. I have been advised that due to delays in the state permitting process, nearly $22 million allocated for maintenance dredging in Florida has been shifted to projects outside of Florida in recent years. The delays in dredging pose a serious problem for shipping in Florida.

There have already been reports of vessels scraping bottom and grounding, and there is the risk of a more serious accident such as a major oil spill. I have introduced legislation (H.R. 118) to authorize the disposal of dredged material in this particular project, but I understand that the state plans to expedite the needed permits once a suitable site for the dredged material has been located. Once the permits are secured, the Corps of Engineers will be in a position to request appropriations for this dredging project, and I hope your committee will support this request.

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.

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Mr. BENNETT. None of these are very large. One is $50,000 for the Hugenot Memorial Park. That is a dune project. Another one is the City of Jacksonville, $303,000 for this project, which would provide a salt water intrusion study for Northeast Florida.

There is another one for the City of Jacksonville, a small one as well. The second project requested by the City of Jacksonville is inventory of storm water drainage facilities which would cost $530,000 and is needed for planning in that area, which is not very much above sea level, and needs that kind of a study. There is also a request for $303,000 for a salt water intrusion study.

The next one is funding for operation and maintenance, included in the President's budget, in various projects, one for Jacksonville Harbor, Intracoastal Waterways and various others. None of them are in a very large amount of money.

I would like to mention another project of particular significance to my District and State. The majestic St. Johns River, which flows nearly 250 miles from its source in central south Florida to its mouth in Jacksonville, is in real trouble. The flow and water quality of the St. Johns have been severely impaired by the dyking, drainage and development of thousands of acres of the river's vital marshlands. These marshlands serve as a natural cleansing agent of the river while helping to insure its natural flow. The State of Florida has devised a plan to save the St. Johns River by acquiring the remaining marshlands so vital to its existence. Current law provides for a state-Federal cost sharing program for acquiring marshlands or other nonstructural alternatives as part of a flood control effort. The first step in such a program is for the Corps of Engineers to conduct a feasibility study of marshland acquisition, and I have asked the House Committee on Public Works and Transportation to authorize such a study. I would deeply appreciate the assistance of your committee in appropriating the necessary funds for this study and, later, for the Federal share of the actual marshland acquisition.

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STATEMENT OF CONGRESSMAN CHAPPELL OF FLORIDA

Mr. CHAPPELL. Mr. Chairman, I was not going to take any time at this particular moment, but since our good dean has called on me, let me supplement some of the things which he has been saying about the permitting necessary in Florida if we are going to move our projects along properly. Mr. Bennett, do you not agree that one of our main problems is the fact that some of the laws now on the books in Florida with reference to permits is seriously hamstringing the efforts of the Corps to get projects done in a timely manner?

Mr. BENNETT. No doubt about it.

Mr. CHAPPELL. And, therefore, we ought to be saying to all of the people who come from Florida on these projects that we need to get something done with reference to that legislation. Not only does it have to do with permitting by the state, but it also has to do with the law which permits local veto. A Federal project, having been approved in every way reaches the point where it is to receive the last approval by the local unit of government. In essence, that local government can veto all of the work that has been done at the state and Federal level, for reasons sometimes not in the best interests of our country or the state. Isn't that true?

Mr. BENNETT. That is correct, and many times local communities really do not have the scientific background, material or personnel to make the real judgments that must be made in this matter. The state really is in a better position to do that kind of local work than is some county that may have a population of four or five thousand. Where are they going to get their authorities and how are they going to pay for people to make such studies?

Mr. CHAPPELL. I understand that this is not only true in Florida, but in many other states. We need the Federal level to look closely at it to see what we can do with this permitting procedure. The local control which is now permitted with Federal projects is costing us millions and millions of dollars every year. In Florida's case, it means that there are many, many projects that we simply are not going to be able to get done, because the permitting is so slow, so lengthy, and the power of the local governments in these projects so strong, is that not correct?

Mr. BENNETT. That is correct, sir.

Mr. BEVILL. It sounds like the Nuclear Regulatory Commission.

Mr. BENNETT. The trouble is there is too much regulation. The real problem is that the state has required this local input, and the counties are not in a position to provide it. The state should provide that for them, and if they did that, there would not be any problem.

Mr. CHAPPELL. The Nuclear Regulatory Commission, Charley, in the past three years has issued two licenses. There are thirteen $2 billion plants sitting idle in this country because they cannot get a license.

Mr. BENNETT. I agree.

Mr. CHAPPELL. This situation seems very similar.

Mr. BENNETT. Yes, I understand now. I thought you said we needed one.

Mr. CHAPPELL. It is very similar to it.

Mr. BENNETT. Very similar.

Mr. CHAPPELL. I understand that there is some legislation that is going to be offered at this session, and I certainly hope that our Florida delegation, our Florida legislature, will do something about it.

Mr. BENNETT. Bill Young was to have something. I do not see Bill here. He must be at another committee meeting. He is on his way.

Mr. BEVILL. Congressman Bafalis. Congressman Andy Ireland. Mr. Ireland, we are always pleased to hear from you.

STATEMENT OF CONGRESSMAN IRELAND OF FLORIDA

Mr. IRELAND. It is a pleasure to be here. I would not want to take up much of your time. I have a statement that I would like with the others to have put in the record.

[The statement of Andy Ireland follows:]

STATEMENT OF CONGRESSMAN ANDY IRELAND

Mr. Chairman, I appreciate this opportunity to come before the subcommittee with my colleagues from the Florida Congressional Delegation to express my support for several public works projects in Florida. This public works request has been given the closest scrutiny. It is a bare-bones approach. The amounts requested are small in view of the benefits to be derived.

The first request, the Port Manatee navigational construction project, would earmark $300,000 to allow the development of the necessary designs to dredge the channel leading from Tampa Bay Harbor to Port Manatee and to improve the channel at each end. It would also allow the federal assumption of the channel. At the present time, the use of the facilities at Port Manatee are limited due to the depth of the channel. Furthermore, the intersection of the channel with the Tampa Harbor channel is extremely dangerous. This project would allow expanded and efficient use of this facility (24-hour service) and would reduce substantially the danger at the intersection. Since this project would improve the economy for the area with a benefit cost ratio of 9.3 to 1 as well as improve the safe use of the facility, I urge you to provide needed funding.

The second project, the Sarasota County Beach Erosion Control Study, would cost $120,000 to continue the Corps of Engineers study of the beach erosion along the barrier islands and shoreline in Sarasota County. Sarasota County is one of the fastest growing counties in the state and it's important that we prevent the destruction of abutting property improvements that are expanding as well as provide adequate recreational facilities for the tremendous tourism in this area. This study will help us to achieve these goals.

The third project, the Gulf Coast Passes navigation study, would continue the comprehensive feasibility study by the Corps to include Stump Pass, Longboat Pass, Big Sarasota Pass, Hurricane Pass and Dunedin Pass as an integral part of the intercoastal waterway. This study would also determine the depth level at which the passes should be maintained and the feasibility of suitable material for renourishment of the adjuacent public beaches as well as improved, safe and economical boat passage to the Gulf from inland waters. It would cost $150,000. A small price to provide information to improve the safe use of the passes, provide beach renourishment for the tourism in the area and to possibly improve federal involvement in the passes if it is needed.

I'd also like to take a moment to mention a few projects which I support that effect those living in my district. They are: The Tampa Harbor navigational construction project, the Tampa Harbor channel realignment study, the Central and Southern Florida flood control project, the Central and Southern Florida flood control study, the Four River Basins flood control construction project and the Kissimmee River Valley study.

I hope you will consider carefully the importance of these projects to Florida and will approve the needed funding.

Thank you for this opportunity to share with you my support for these projects.

Mr. IRELAND. I mention in the statement the particular interest on the West Coast of Florida, for the Manatee and work there by the Corps of Engineers, and particularly beach erosion studies and pass studies. In the spirit of the times none of the items on my list

that I want to call to your attention are ones of a large amount of money, but they are significant things, as Mr. Chappell says, significant for the State of Florida and the processing is the important thing and the timeliness of it. I would thank you for your attention and would like to leave my statement.

Mr. BEVILL. We work mighty close to the Florida delegations. When we finish these hearings, close the doors and start writing the bill Congressman Chappell will be right there helping us write it.

Mr. IRELAND. I appreciate that. Thank you very much.

Mr. BEVILL. Congressman Hutto, Chairman Bennett and all of the fine delegation, we work with you all mighty closely you know.

Mr. BENNETT. It is a pleasure to work together. Congressman Bafalis has just handed me a statement he would like to have put in the record.

Mr. BEVILL. That will be made a part the the record.

STATEMENT OF CONGRESSMAN BAFALIS OF FLORIDA

[The statement of L. A. Bafalis follows:]

STATEMENT OF HON. L. A. "SKIP" BAFALIS

Mr. Chairman and members of the subcommittee, thank you for the opportunity to appear before this subcommittee on behalf of the State of Florida's requests for energy and water development project funding for fiscal 1982.

I would like the record to reflect my support for every request made by the Florida Department of Environmental Regulation in its request to the subcommittee.

However, I would like also to direct the subcommitee's attention to several projects of vital import to the 10th Congressional District and its residents.

First, I would request the appropriation of some $200,000 for the ongoing study into the feasibility of including Stump Pass, Longboat Pass, Big Sarasota Pass, Hurricane Pass and Dunedin Pass into the Intracoastal waterway system. Some $110,000 in federal funds has already been spent on this project, and it must be continued if we are to determine the true need for maintaining these passes and providing safe and economical boating to this area.

I would also urge the subcommittee approve the spending of some $300,000 to continue the vital Golden Gate Estates Water Resource Redevelopment study. Redevelopment of the Golden Gate Estates is vital to protect several important ecological areas, including some estuarine areas of Everglades National Park. And this study, already funded to the tune $297,000, is vital to determine just how best to protect this area.

I would also urge, as strongly as possible, an appropriation of $100,000 to begin the much needed Fort Pierce Harbor deepening. The current economic situation has severely hurt the Fort Pierce area, but deepening its harbor to allow an increase in shipping would do a great deal to restore the area's economic viability. The $100,000 sought would allow the Corps to initiate preconstruction planning.

Mr. Chairman, I would also urge an appropriation of $130,000 for the continuing study of improvements to Port Boca Grande, $50,000 for the start of a study on stabilizing Jupiter Inlet, $100,000 for the continuation of the study on protecting the Six Mile Cypress, the last existing natural cypress strand in southwest Florida, and $377,000 to complete the survey review on the Kissimmee River project.

This last is an ongoing study on the best method of protecting Lake Okeechobee, Taylor-Creek Nubbing Slough and the Kissimmee River from eutrophication and to protect the quality of water in this special area.

In addition, I would urge the subcommittee to approve a $100,000 appropriation to continue the beach erosion study in Sarasota County.

Turning to the important problem of flood control, I would urge full funding for continued work on both the Central-South Florida Flood Control project and the Four Rivers Basin project, as well as full funding for the Central and South Florida Flood Control studies regarding water supplies and the future of canal c-18, known as the Loxahatchee Canal.

Again, Mr. Chairman and members of this subcommittee, I greatly appreciate the opportunity you have given me to appear in behalf of Florida's requests in this all-important field.

Thank you.

Mr. BENNETT. Congressman Hutto is with us.

Mr. BEVILL. Congressman Hutto's district is my next door neighbor to my state.

STATEMENT OF CONGRESSMAN HUTTO OF FLORIDA

Mr. HUTTO. That is right. It is a pleasure to be here with you and I will submit my statement for the record.

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

[The statement of Earl Hutto follows:]

STATEMENT OF CONGRESSMAN EARL D. HUTTO

Mr. Chairman, 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, in the First District.

As a former State Legislator, I am acutely aware of the many water resource needs of our great state. Florida depends on its water resources as a key to tourism and future economic development. I hope that you will look favorably upon the austere requests of the delegation.

In the First District of Florida we are working hard to encourage the introduction and expansion of business and industry. In order to do this, we need to complete the ongoing studies and insure modern and well-kept ports.

MEXICO BEACH INLETS

Mr. Chairman, the economy of the Mexico Beach area is substantially tourist oriented with boaters providing a large portion of the area's revenues. Over the past few years, a sedimentation problem in the canal has obstructed boat traffic and is responsible for a decrease in boating traffic, both recreational and commercial. The reopening of this channel would be a boost to the local economy and would provide a safe harbor for boaters.

PANAMA CITY BEACHES EROSION CONTROL AND HURRICANE PROTECTION

Mr. Chairman and members of the Committee, in 1975, Hurricane Eloise struck the Panama City Beaches and caused over $80 million in property damage. Additionally, the damage ruined the dunes and exacerbated an already bad erosion problem.

The impacts of this hurricane are still being felt in Panama City and the forces behind this project are working diligently to meet each of the many and complicated regulations imposed by state and federal agencies. I am happy to report that these are being met.

The project is now ready for advanced Engineering and Design work and Commencement of Development of Plans and Specifications. Although this project was authorized in the 95th Congress, as you are aware, the legislation died on the last day of Congress. Considering we are able to get authorization in 1981, I hope you will pick up on the thoughts of the Committee and see fit to fund the next step of this project.

FUNDING FOR OPERATION AND MAINTENANCE

Mr. Chairman, I would also like to strongly support the funds in the President's budget for operations and maintenance of projects in District 1. These include: $623,000 for Panama City Harbor; $1,717,000 for Pensacola Harbor, and $90,000 for Port St. Joe Harbor along with $670,000 for the needed maintenance in the East Pass at Destin, Florida.

I thank you for allowing me to come before you today and provide you with this information on behalf of my District.

Mr. HUTTO. I will mention one or two things. Mexico Beach. The economy of this area is substantially tourist oriented with boaters providing a larger portion of the area's revenues. Over the past few

years they have had a tremendous sedimentation problem in the canal that has obstructed boat traffic and is responsible for a decrease in boating traffic, both recreational and commercial. The reopening of this channel would be a boost to the local economy and would provide a safe harbor for boaters.

As you know, Mr. Chairman, we had Hurricane Eloise pay a visit to us in 1975 and it did $80 to $100 million in damage. This project is now ready for advanced engineering and design work and for commencement of development plans and specs. It was authorized by the House in the 95th Congress but unfortunately the legislation died on the last day. If we are able to get authorization in 1981, I hope that the committee will pick up our thoughts here and properly fund that.

Then finally I would urge you to strongly support the funds in the President's budget for the operations and maintenance of projects in my district. These include $623,000 for Panama City Harbor, $1,717,000 for Pensacola Harbor, and $90,000 for Port St. Joe Harbor along with $670,000 for the needed maintenance in the East Pass at Destin, Florida. I thank you for allowing me to come before you today. I always appreciate your cooperation. Thank you, sir.

Mr. BENNETT. Is Congressman Bill Nelson here? I do not have his statement. He will undoubtedly submit it if he does have a statement. Al Bishop is here, but his boss man is a lady. It is my honor at this time to introduce both of them, the Secretary of State of the Florida Department of Regulations. We are proud to have such a lovely Secretary in our state government. She is here to present the Florida projects.

Mr. BEVILL. Yes, she really improves the appearance.

VICTORIA J. TSCHINKEL, SECRETARY, STATE OF FLORIDA DEPARTMENT OF ENVIRONMENTAL REGULATION

Ms. TSCHINKEL. I would like very much to thank Congressman Chappell, Congressman Bennett and other Members of the delegation for the fine public works program you have offered the state through the years. I believe last year we got something on the order of $70 million. In a state that is as water dependent in so many different ways as we are in Florida, we have a tremendous need and we really feel like we are being treated very fairly.

Mr. BEVILL. It is about the only state we know that just does not have much room for many more water projects.

Ms. TSCHINKEL. I will explain to you what some of our needs are, although they are changing a little bit I think, as Congressman Bennett mentioned to you about the St. Johns River. Let me go over the four types of projects that we are requesting. I will be very brief because I know that you have my testimony.

First of all in flood control and water supply. You know we have the great central and south Florida project that continues to need a little fine tuning. We are requesting the work to finish a good portion of that project. That is where I come into the St. Johns. We have been able to begin a study on the St. Johns River which would enable the river to be restored. We have had many problems, both in water quantity and water quality, on the St. Johns River. In fact, some people say that the river is dead. Most of the

marshland adjacent to the upper St. Johns River has been dyked and drained, and the amount of water available in the river and the quality of the water has decreased steadily in the last several years. We have had some massive fish kills on the St. Johns River, hundreds of thousands of fish killed with buzzards flying overhead, and it is really a sad thing to see. We are beginning a preliminary study on that and we are going to be requesting money to finish that with an eye towards possible restoration of the river.

The second major flood control and water supply program we have is the Great Four River Basins Project in the Southwestern part of the state. That is in the Tampa-St. Petersburg area. That is a combination of water storage, aquifer recharge and flood control project.

In the second area which is ports and navigation, we have, for example, completion of the two major ports of Tampa and Everglades Harbor Deepening project. Tampa Port, of course, as you know is the great phosphate port of this country, which is good for our balance of payments. The Everglades is also an important energy port for the State of Florida. In the Tampa port we had an interesting and very unfortunate occurrence last year, which you probably read about, where 35 people died as a result of the ship running aground and running into the Sunshine Skyway Bridge. The bridge collapsed. It is no longer there. We need to examine and see whether that channel ought to be realigned. That has been moved up in our priorities, because we feel that it is a very serious problem. The state is getting ready to rebuild the bridge and we should plan where the channel is going to be before we put the second span of the bridge back.

Mr. MYERS. Is the tunnel out of the way entirely now?

Ms. TSCHINKEL. Right now the Governor is recommending a bridge, sir, because we feel, environmentally and with respect to costs, that it is a much better alternative, but the bridge is going to be sufficient to allow for safety. You have to understand the second span of the bridge is still there, so that channel is a real problem. I went out and saw it myself, and I can see how there could be some problems with that.

The third category, of course, in Florida everybody thinks of beaches and beaches, in addition to providing the obvious recreational benefits, also provide protection against storms as has been mentioned by Congressman Hutto. We have two beach projects to give you an example of two types that we are supporting. One is the completion of the Dade County Beach Project. I do not know if any of you all have had an opportunity to be down in Miami recently but there is a beach now in Miami Beach and there was not a couple of years ago, and the fifth phase is the last phase of that project. After that it will need some maintenance but we are asking only funds to complete that.

Then in Pinelas County we are also requesting a renourishment project at Sunset Beach. Some state monies have been identified for providing its share of that project.

The last category in Florida, and this is very important to the State of Florida which is growing as rapidly as we are is in what we call restoration and enhancement, but it has all aspects of water resources to it, flood control, aquifer recharge, protection

against salt water intrusion, recreational benefits and fish and wildlife benefits. Ultimately the St. Johns project is going to be one of those types of projects.

Our water resources in Florida are severely threatened by the pressure of growth we hope to sustain, but we hope to sustain it in a way where we can provide water that is safe and in sufficient quantities for the citizens that are going to be coming to Florida.

The other types of projects that we have proposed are studies on the Kissimmee River and the restoration on the Kissimmee River, studies on the Suwanee River to establish the flood plains on the Suwanee so we can be sure it does not turn into a river like the Kissimmee River ultimately did. The St. Johns River study already mentioned and studies on the six miles Cyprus, a beautiful cyprus stand in the Fort Myers area severely threatened right now, and the Golden Gate Estates project. Golden Gate Estate in Southwest Florida was an area which was drained for development. The water table is now eight feet below where it was before the development occurred, and some restoration is going to be needed. It is serving as a spigot on all the underground water resources in Florida. It is open because of all the draining and all the water is flowing out of the area due to that. It is very serious.

I just wanted to mention briefly two more things. First of all, I think you would be interested to know what the State of Florida is doing. We are not just coming here asking for money. We are also trying to do some things on our own. I know this is a time when Federal dollars are tight and you probably would appreciate hearing about that.

Mr. BEVILL. That is good news. We do not hear that often.

Ms. TSCHINKEL. First of all in two parts of the state along the Suwanee River and Charlotte Harbor, Florida which are undergoing severe growth pressure, the government has established resource management task forces which are going to put the burdens on the proper areas of government for proper regulatory programs, taxing programs and assistance programs to be sure that local governments take on their share of the responsibility in managing growth. The Governor has in his budget $7 million in 1982 and $6 million in 1982–1983 for beach restoration, which will help serve as matching funds on the beach projects that you are going to be helping us with.

Biscayne Bay is an important restoration project, for which we have also requested funds. I believe we are requesting a very small amount of money from the Federal Government to study the effect of navigation channels on Biscayne Bay, which is an aquatic preserve in an outstanding Florida water, but the state is putting forth $2 million over the next two years to restore that, so our share is actually going to be larger than your share, and I think that is pretty unusual.

Mr. BEVILL. Very unusual.

Ms. TSCHINKEL. The final thing, and I think the most spectacular, which is not a fact yet but I hope it will be, is that the Governor is asking the legislature, and there seems to be fairly good support, for an increase in documentary stamp tax on sale of houses and land in Florida that will raise $310 million over the next ten years for the purpose of land acquisition for water man-

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agement, and that land acquisition would go to projects such as the St. Johns, the Kissimmee, the Suwannee River and the Four River Basins project, the Everglades which are now severely threatened by rock mining. Right now, portions of the Everglades which are owned by the South Florida Water Management District are severely threatened because they still allow rock mining and agriculture to take place. About 90,000 acres are currently threatened there so we are trying to raise money to protect our water resources in Florida, which brings me to the very last point.

More and more in Florida it seems that the most cost-effective approach for the taxpayer is going to be to acquire wetlands and protect wetlands from development through acquisition, what we call the nonstructural alternative. Because of the topography that we have in Florida, it seems that that is going to be the best way to go to manage our water resources. Traditionally, on old projects the authorizations have not allowed land acquisition to be a major Federal expense, and the state, because of that, has chosen more and more often the structural alternative which, if you include the Federal money and the state money added together, is more comprehensive, and for the individual taxpayer at the state, is much cheaper.

We are going to be calling upon you to assist us where the best approach from over all cost-benefit is the nonstructural alternative, to ask the Federal Government to join a partnership with the state on these land acquisition programs. We are going to be raising our share of the money to do that, and we hope that you will assist us to accomplish that goal. Thank you very much.

Mr. BEVILL. Very good. I can see Florida has a very knowledgeable Secretary of State.

Mr. BENNETT. Very, very.

Mr. CHAPPELL. Thank you. It has been a real pleasure to have you here, and you have made a very succinct and well made presentation.

Ms. TSCHINKEL. Thank you very much.

[The statement of Victoria Tschinkel follows:]

FLORIDA'S PROGRAM OF PUBLIC WORKS FOR WATER RESOURCES DEVELOPMENT FY-82

PRESENTED BY

SECRETARY VICTORIA TSCHINKEL

TO THE

APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

U. S. HOUSE OF REPRESENTATIVES

MARCH 26, 1981

STATE OF FLORIDA
FY-82 PUBLIC WORKS PROGRAM

Project	President's Budget	Corps Capability	State of Florida Request
FLOOD CONTROL			
Construction			
Central and Southern Florida	$13,700,000	$13,700,000	$13,700,000
Four River Basins	1,900,000	1,900,000	1,900,000
Studies			
Central and Southern Florida Water Supply	650,000	650,000	650,000
Central and Southern Florida, C-18	175,000	175,000	175,000
Suwannee River Basin	50,000	50,000	100,000
Withlacoochee River Region Water Supply	150,000	150,000	150,000
NAVIGATION			
Construction			
Ft. Pierce Harbor	0	0	100,000
Port Everglades	13,982,000	13,982,000	13,982,000
Port Manatee	0	0	300,000
Tampa Harbor	38,000,000	38,000,000	38,000,000
Studies			
Big Bend and Alafia River Channels	153,000	153,000	153,000
Canaveral Harbor	0	-	50,000
Gulf Coast Passes	0	150,000	150,000
Jupiter Inlet	0	30,000	30,000
Mexico Beach Inlets	0	0	50,000
Port Boca Grande	0	120,000	120,000
Port of Palm Beach	0	50,000	50,000
Tampa Harbor Channel Realignment	0	0	100,000
BEACH EROSION CONTROL			
Construction			
Dade County Beaches	9,300,000	9,300,000	9,300,000
Dade County - Haulover Beach Park North	0	0	150,000
Panama City Beaches	0	0	400,000
Pinellas County Beaches	1,000,000	1,000,000	1,000,000
Studies			
Flagler County	80,000	80,000	80,000
Sarasota County	126,000	126,000	126,000
ENVIRONMENTAL RESTORATION AND ENHANCEMENT			
Studies			
Biscayne Bay	0	100,000	100,000
Golden Gate Estates	0	453,000	453,000
Kissimmee River	377,000	377,000	377,000
Little Econ River Valley	0	0	50,000
Shark River Slough	146,000	146,000	146,000
Six Mile Cypress	0	50,000	50,000
CONTINUING AUTHORITY AND RECREATION			
Hugenot Memorial Park	0	0	50,000
Kissimmee Lakefront	0	0	50,000
AQUATIC WEED CONTROL PROGRAM			4,619,000
		TOTAL:	87,997,000

STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL REGULATION

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

BOB GRAHAM
GOVERNOR

JACOB D. VARN
SECRETARY

Mr. Chairman and Members of the Subcommittee, I am Vicki Tschinkel, 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 in Fiscal Year 1982.

This unified program has the strong support of Governor Graham and the agencies of the State Resource Management Clearinghouse.

Our 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, justifications for funds requested, and a location map. I have copies of the booklet here to submit for the record along with this Summary Statement.

Included in the Fiscal year 1982 program are 6 flood control, 12 navigation, and 6 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 $87,997,000 and includes a request for continued funding of the aquatic weed control program in Florida.

In the category of flood control, the Central and Souhern Florida Flood Control project and the Four River Basins Project are, by far, our largest. Both projects incorporate works in the State's two largest population centers where adequate water resources must be developed to keep pace with the area's continued growth and expansion. Full funding at the level indicated is necessary to meet planned program needs.

The $13.7 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 to the ocean through the Caloosahatchee and St. Lucie Canals and associated estuaries. In addition, these funds will allow continuation of construction associated with the removal of flow constrictions in the canals associated with L-18, L-19, L-24 and L-25. These actions in conjunction with other existing project components will provide supplemental water to augment supplies and prevent saltwater intrusion and will facilitate the delivery of water to Everglades National Park, in accordance with P.L. 91-282. A part of this overall request is funding to initiate the recommended alternatives(s) for the Upper St. Johns River Basin should the GDM and EIS documents be favorably reviewed. The St. Johns River Water management District is the local sponsor of this portion of the project and has been developing a range of alternatives to deal with the complex problems in this basin. These alternatives have stressed the importance of non-structural solutions to water management problems and are designed to include consideration of the value of wetlands and other environmentally sensitive areas. Benefits attributed to such an approach include enhanced water quality, recreation

opportunities, fish and wildlife propagation and agricultural land protection. Re-establishment of seasonal flooding would greatly enhance the ability of the marsh systems to cleanse the river.

The $1.9 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 recreation contracts in the Lower Hillsborough Flood Detention Area.

Several water management studies are included in Florida's request. General investigations for the Central and Southern Florida Water Supply, Loxahatchee Canal (C-18), and the Withlacoochee River Region will address problem areas where detailed planning is required to realize full water resource management benefits. The funds requested for the Suwannee River Basin Study will allow initiation of study efforts that will provide much needed information on which to base rational steps to preserve and protect one of Florida's most unique natural assets.

In the area of navigation, Florida has requested FY-82 construction funds for 4 major projects.

The 183 million dollar 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 and handles more phosphate shipping than any other harbor in the world. Funds are also requested for deepening of Port Everglades Harbor to provide adequate depths for deep draft petroleum tankers utilizing the facilities there. The projects at Port Manatee and Ft. Pierce are also included in the State's program, although specific construction authorizations are pending in Congress. Funding would allow initiation of advanced engineering and design of the projects.

Continuing funding is also requested for navigation feasibility studies including Gulf Coast Passes, Jupiter Inlet, Palm Beach Harbor and the Big Bend and Alafia Channels in Tampa Bay. In addition, there are several requests for new studies, including Canaveral Harbor and Port Boca Grande. One other study, the Mexico Beach Inlets, requires reactivation. A special request is made for an investigation to evaluate realignment of the Tampa Harbor Channel seaward of the Sunshine Skyway Bridge. Thirty-five people were killed last year when a ship in a storm collided with the bridge, collapsing one of its two main spans.

Beach erosion is a serious problem in Florida. While Beaches are recognized as dynamic systems constantly undergoing change, natural erosion from littoral currents and destructive storms has been severely aggravated by encroachment on the shoreline by development and, ironically, by previous attempts to alter these erosional and depositional processes. 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 protection from storm damages and to restore adequate recreational beaches for the millions of tourists who visit Florida each year.

Florida's request for FY-82 funds contains 4 major beach erosion control construction projects. These beaches are located at 2 locations in Dade County, at Panama City in Bay County, and in Pinellas County. The Pinellas County project was not included in the State's preliminary request for FY-82 funds due to scheduling difficulties identified by the Corps of Engineers. However, these difficulties have now been resolved, and preconstruction planning for the project is underway. We urge your support for all of these beach nourishment projects at the levels requested.

Our recommendation also includes 2 authorized beach erosion control studies. They are in Flagler County and Sarasota County. A supplemental

project for Key West is being requested, although it does not appear in our booklet. Some environmental impact concerns regarding the Key West project have recently been resolved, and Governor Graham has expressed strong support for the project. A specific level of funding has not been developed by the Corps of Engineers at this time; however, we will forward our request to you as soon as we are able to evaluate their expressed capability.

Florida has always taken the lead in initiating programs contributing to enlightened management of natural resources. One of our major goals is to broaden the scope of Federal participation in water resources development projects to include the restoration and enhancement of water resources under severe environmental stress. Funds are requested to continue 3 previously funded efforts and to initiate 3 new studies in FY-82 which fall within the category of environmental restoration and enhancement.

For the Kissimmee River Valley, the Florida Legislature has requested that alternatives be examined for restoring this river which was channelized during the 1960's for flood control purposes. Wetland habitat destruction resulting from the channelization and increased development stimulated by drainage have had an adverse impact on the water quality and general ecological stability of Lake Okeechobee. That lake serves directly and indirectly as the major source of drinking water for millions of residents of South Florida. A study in Shark River Slough, located at the northern end of Everglades National Park, will determine the best methods for water releases to the Park to recreate historic sheet flow conditions necessary to protect and maintain the fragile ecological balance within Everglades National Park.

The Golden Gate Estates redevelopment study would explore the feasibility of redistributing water over an area which has been overdrained by improper land development. This will serve to restore marshlands, revitalize sports and commercial fisheries, and increase the area's depleted surface and groundwater supplies.

Funds for the study of the Six Mile Cypress Strand, Lee County, will be used to examine means of restoring and preserving this area so that it can 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 of 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 Little Econ River Valley, should it be authorized, would assist responsible management agencies in their attempts to restore floodplain function and develop appropriate flood control alternatives in this rapidly urbanizing watershed.

Though the Six Mile Cypress Strand and Biscayne Bay Studies are authorized, no funds were included for them in either President Carter's or President Reagan's budget. Similarly, no funding was included for the Golden Gate Estates Study, an ongoing study. We urge you to correct this situation.

I must comment on the importance of these environmental restoration and enhancement studies to Florida. They provide the opportunity to plan for correcting previously destructive practices that threaten water and related resources in a state that depends directly on maintaining high environmental quality. We are one of the fastest growing states and increasing demands will be placed on the very resources that bring many of the new residents and tourists to our state.

The final funding requests include 2 new studies for Corps continuing authority recreation projects in the Jacksonville and Kissimmee Areas and funds to continue the State's removal and control of aquatic plants.

Included in our program is an appendix which contains a resolution by Florida's Governor and Cabinet recommending deauthorization of the

Cross Florida Barge Canal and Federal participation in restoring a portion of the already constructed works. The Florida Legislature will consider means of reimbursing affected property owners for certain rights-of-way previously purchased, should the Congress act to deauthorize this 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 damage 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 for Congress to give high priority to the non-structural funding capabilities of Section 73 (A) and (B) of Public Law 92-251, when considering projects related to flood protection. Currently, Corps of Engineers regulations provide for 80% matching Federal funds for both non-structural and structural alternatives for new projects in the planning phase but many authorizations for existing projects require the local sponsor to provide 100% of the land acquisition costs. These regulations also require that acquisition be limited to areas inundated by anticipated flood and do not normally include acquisitions to preserve upstream wetland or natural areas for retarding or reducing downstream flows. This creates a bias toward structural solutions by making such projects initially less expensive for the State and local sponsor than non-structural solutions requiring land acquisition and makes it difficult to re-design existing projects to more adequately consider non-structural alternatives. Greater participation by the Federal government in land acquisition and management programs in a cost sharing arrangement, similar to the present 80/20 formula for authorized structural projects, and consideration of environmental enhancement benefits of non-structural projects would help 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. President Reagan's budget has reduced funding for Florida by $1.68 million below that recommended in President Carter's budget. Much of that reduction was the elimination of the Pinellas County Beaches project. Pinellas County is Florida's most densely populated county. The seriously deteriorated condition of the county's beaches plus the high resident and tourist demand for high quality beach recreation justifies our request for this project.

It is important to point out that the program which the State is presenting today represents what we consider to be our basic needs. In order to be included in our final program, projects must undergo an extensive review process by interested State and local agencies within Florida. A list that began with some 50 potential projects last March has now been reduced by that review process to the 32 projects included in the program as presented today. We would urge you to bear this in mind as you consider areas to reduce spending. Should further clarification of the State's needs be necessary, please feel free to get in touch with us. Thank you.

Mr. BENNETT. Bill Nelson is now with us.

Mr. CHAPPELL. Mr. Chairman, before the Secretary leaves, will we have a chance to question her?

Mr. BEVILL. If you would like. Why do you not keep your seat there. I suggest, Charley, that we hear Bill Nelson so he can get on with his committee work.

Mr. BENNETT. Before we get to the questioning we will hear from Mr. Nelson.

STATEMENT OF HON. BILL NELSON, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. NELSON. If the lady will go ahead and pass those to you, I want to direct your attention to a graph. Mr. Chairman, Mr. Dean, I have a very short statement to make. Basically I have and would like to submit, Mr. Chairman, a printed statement for the record.

Mr. BEVILL. All right. That will be made a part of the record.

[The statement of Bill Nelson follows:]

STATEMENT OF CONGRESSMAN NELSON

CANAVERAL HARBOR PROJECT

Port Canaveral is a man made port on the Central East Coast of Florida created in the early 1950s primarily for the regional export of citrus and fresh produce and the harvest of seafood. Although the port has never reached its full potential for citrus, it has become an important energy port providing facilities for low cost ocean transportation of bunker fuel for the areas' electric power plants and for the import and export of bulk commodities such as cement, newsprint, salt, citrus, concentrate, frozen fish, and scrap metal.

Soon after the port was created the federal government condemned the northern half of the port for military use in support of the Nation's missile, and later space programs. By the early 1960s it was apparent that the port would soon outgrow the remaining area for commercial operations, and Senate Bill 140/87/2 of October 23, 1962 authorized relocation of the dike between the Port and the Banana River to provide for an additional 31 foot deep ship channel and turning basin, as well as for locks between the port and the channel in the Banana River leading to the intracoastal waterway. Due to fund limitations, the western turning basin was only partially constructed by outlining it with a dike, bulkheading the north and east sides of the basin, and dredging it to 16 feet for use by fishing boats and small craft. The channel between the central and west turning basin was also left unfinished until such time as the central basin and related channels were fully utilized.

In 1973, the port entered upon an expansion program which completed the bulkheading and installation of piers in the central turning basin and part of the channel leading to the western turning basin. By 1979, the Port Authority had a total of five (5) general purpose berths and three (3) tanker or bulk berths which fully utilized all of the previously developed portions of the harbor.

The Port Authority requested funding for the completion of the previously approved Canaveral Harbor Project for inclusion in the Corps of Engineers budgets for fiscal year 1980, 1981, and 1982, but so far, the project has not been funded. The Corps of Engineers have stated that appropriations of $100,000 are needed in the fiscal year 1982 budget for preliminary engineering, another $100,000 in fiscal year 1983 for specifications and design, and about $8 million split between fiscal year 1984 and fiscal year 1985 for the completion of the project. The Cavaveral Port Authority will provide approximately $8 million for spoil dike, bulkheading, moving utilities, and pier construction, and more in constructing roads, warehouses, and terminals ashore. Part of the construction ashore will be by private enterprise.

In March 1981 all piers are fully utilized or committed to projects under development and there is no room for expansion of deep draft ship operations. Approximately 2,000 people earn their living from port related industries, and residents of five (5) adjacent counties benefit from the low cost of ocean transporatation of goods that ultimately become consumer products. The area is also benefiting from the growing cruise ship business which brings an ever increasing number of tourists, many foreign, through Port Canaveral to the Central Florida attractions. The Port's

business is growing fast with the unprecedented growth of the Central Florida region.

Projects under development are additional general cargo facilities, a berth for loading up to 50,000 tons a year of citrus pellet cattle feed for transportation from Central Florida to Northern Europe, roll on/roll off operations for commerce with the Bahamas, and a coal terminal for the economic import of domestic coal to replace foreign oil used by the areas' electric utilities. If the Canaveral Harbor Project is not funded immediately, some or all of this growth will be delayed or lost entirely. With completion of the project, the Port will gain berthing space for ships along nearly 7,000 feet of bulkhead, ultimately more than doubling the space usable for deep draft ships.

The Port is a major stabilizing influence which helps to offset the cyclical nature of the space and missile industries which tends to dominate the local areas and its growth is an important step toward stabilizing employment.

It is of major significance to point out that the Port is in fact a multi-use facility, i.e., commercial and military. As previously stated, the northern half of the Port was condemned by the Federal government in support of the nation's missile programs and is presently supporting the Poseidon and Trident weapons system testing programs.

The U.S. Army also operates a joint terminal facility in the Port which exports over 50,000 tons of cargo annually for the total logistical support of a number of U.S. Air Force missile tracking stations and U.S. Navy facilities in the Bahamas and Caribbean. The Army also regularly uses the commercial piers in Port Canaveral to load out large ships with logistical support material for the Air Force and NASA bases on Ascension Island in the South Atlantic. Due to the tempo of military operations in the Port an overflow of from one to three military ships are frequently docked at the Port Authority's commercial facilities. The rapidly increasing commercial use of the Port is threatening the ability of the Port to continue meeting the military demand for berths at commercial piers as well as limiting the growth of commercial business.

It is obvious that this dual purpose and multi use facility must be expanded as soon as possible to accommodate increased demand for berthing space by both commercial and military ships. If this item is included in the 1982 budget as requested, it will still not be completed until 1985 and any further delay in funding would create serious consequences.

Mr. NELSON. I am just going to focus in and talk from this graph. This is a graph of the harbor at Port Canaveral, which is adjacent to the Cape Canaveral Air Force Station, the Kennedy Space Center, the eyes of the world will be rested upon this place, we hope, within about two weeks, as we launch the Shuttle.

The Space Center is to the right in the graph, and that first area of water right there is the Trident Submarine Turning Basin, where they will load the missiles onto the Trident Submarine that will then go out and will test the missiles in the Eastern Test Range there.

The remainder of the water at the rear is on the immediate right, more military docks, commercial docks on the left, and then in the far area before you get to the locks, the commercial area to be developed.

You have in your budget request coming from the Corps of Engineers a $100,000 item. Mr. Chairman, I am only here for $100,000. Not $100 million, not $100 billion, just $100,000.

Mr. BEVILL. That is the lowest request we have had all week.

Mr. NELSON. Their request is that in fiscal year 1982 that there be $100,000 planning money, again in fiscal year 1983 another $100,000 planning money, and then the construction in fiscal years 1984 and 1985 of the deepening of that portion, the dredging of that portion right up there in the top part of the graph that is within the harbor. All of the rest of this is immensely deep for the Trident Submarine. This is all 45 feet deep here. That second commercial and military area is all 31 feet deep, and the port because of the

increasing military demand for the use of its facilities needs to expand its commercial operations and as a place for bringing in coal, by the way I might say, as we are trying to wean ourselves from the foreign oil that we burn in our utility companies in Florida.

Mr. BEVILL. Is that all Alabama coal?

Mr. BENNETT. Yes, I think a lot of it is.

Mr. NELSON. A lot of it comes out of the Mississippi River, and I guess would eventually—a lot of it is up in Kentucky and West Virginia.

Mr. MYERS. Keep talking, Bill. There are projects in New Orleans, is that right?

Mr. BEVILL. You are covering the field, Bill.

Mr. NELSON. Get your Tenn-Tom Waterway completed, Mr. Chairman, and we can run it right on down there.

That construction project for fiscal years 1984 and 1985 is to deepen that which now has an average depth of about six feet, to 31 feet, and that is the essence of my statement, Mr. Chairman, and you are very gracious to give me the time, and Mr. Dean, you are very gracious.

Mr. BENNETT. He mentioned Tenn-Tom and I really do think that is a project that is going to be very valuable to everybody in our area.

Mr. BEVILL. Of course the benefit-cost ratio you know a lot of people do not realize is figured on a national basis. Benefits have to be computed on a national basis but of course the southeastern part of the United States would have the most benefit but it is a benefit to our nation. We will have to get it finished so that Bill can get some coal down there.

Mr. BENNETT. It is Lord Nelson Harbor.

Mr. BEVILL. Cutting down on the transportation cost, Bill, will save you about $3 a ton.

Mr. CHAPPELL. With the Florida barge canal.

Mr. BEVILL. It will really save then. Save another $3.

Mr. NELSON. The cost estimate is just amazing how much cheaper it is to transport coal by water than it is by railroad, and those costs have gone into the figuring of the expansion of this port, and that is why we think it is going to be a port that will be a major coal facility for distribution of coal into the interior and coast of Florida.

Mr. BEVILL. We ought to name that Port Lord Nelson. Put that in the appropriation bill.

Mr. BENNETT. A good idea.

Mr. NELSON. Please do not do that, Mr. Chairman.

Mr. BENNETT. Make it Bill Nelson.

Mr. NELSON. Thank you, Mr. Chairman. I appreciate it.

Mr. BENNETT. Has Bill Young come in yet? Then I ask permission to put his statement in.

Mr. BEVILL. His statement will be made a part of the record.

[The information follows:]

C. W. BILL YOUNG
8TH DISTRICT, FLORIDA

MEMBER:
COMMITTEE ON
APPROPRIATIONS

PERMANENT SELECT
COMMITTEE ON
INTELLIGENCE

Congress of the United States
House of Representatives
Washington, D.C. 20515

2266 RAYBURN BUILDING
WASHINGTON, D.C. 20515

DISTRICT OFFICES:
SUITE 627
148 FIRST AVENUE, SOUTH
ST. PETERSBURG, FLORIDA 33701

SUITE 606
801 WEST BAY DRIVE
LARGO, FLORIDA 33540

April 2, 1981

cc: JB

Honorable Tom Bevill
Chairman, Energy and Water
Development Subcommittee
Appropriations Committee
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Tom:

Many of the beaches in Pinellas County Florida are in a critical state of erosion. Extremely critical at this time is the beach at Treasure Island.

Structural modifications in sand renourishment are authorized for this beach and I am respectfully requesting that the committee appropriate $1 million to establish and maintain a sufficient dimension of barrier beach to provide for storm protection for these areas. In addition to the beach renourishment that the U.S. Army Corps of Engineers would perform with these funds a groin on the north shore of Blind pass would be elevated and extended.

Originally the State of Florida placed a low priority on this project. In fact, no state funds were allocated for the states share and the Office of Management and Budget deleted the federal funding for this project from the budget. However, after a meeting that I had last week with the Secretary of the Department of Environmental Regulation of the State of Florida, Ms. Victoria J. Tschinkel, the state has reversed its position and is now prepared to fund its share. In fact, in the state's testimony before your committee last week Secretary Tschinkel amended her statement to strongly support this project and to advise the committee that state funds would be available.

In view of these new developments I am again respectfully requesting that the committee appropriate $1 million for this project in its FY '82 Appropriations Bill.

With best wishes and personal regards, I am

Very truly yours,

C. W. Bill Young
Member of Congress

CWY:lkb

Mr. BEVILL. The Chair recognizes Mr. Chappell.

Mr. CHAPPELL. Mr. Chairman, I want to join the Chair and other Members of the committee in welcoming our Florida delegation, my colleague and Madame Secretary. We are pleased to have you with us. You have made a very fine report.

Ms. TSCHINKEL. Thank you, sir.

Mr. CHAPPELL. I notice in the latter part of your report pages 74, 75, 76 and 77 you present a copy of a resolution dated 17, January, 1977, is that correct—a resolution of the Governor and Cabinet of Florida?

Ms. TSCHINKEL. Yes, that is correct. The date confused me at the beginning.

Mr. CHAPPELL. Right, which simply says, reiterates, that as of August first, 1977 the Governor and Cabinet of Florida have withdrawn support of the Cross Water Florida Barge Canal, is that right?

Ms. TSCHINKEL. Yes, sir.

Mr. CHAPPELL. Has your department or any other Florida state department, as far as you know, read the committee hearings—the hearings of this committee? Are you familiar with them at all?

Ms. TSCHINKEL. What date is it dated, sir?

Mr. CHAPPELL. 1978.

Ms. TSCHINKEL. I am not familiar with them, if they are that late. I am not.

Mr. CHAPPELL. This would be April 21, 1977. You are not familiar with it?

Ms. TSCHINKEL. I am not, no, Mr. Chappell.

Mr. CHAPPELL. Do you know of any other Cabinet Member that is familiar with this report?

Ms. TSCHINKEL. I would not necessarily know.

Mr. CHAPPELL. Did you have any part in the preparation of this resolution at all?

Ms. TSCHINKEL. Not too actively. I was in state government at the time and I worked with the Department of Environmental Regulation. I believe at that time Jay Landers was Secretary of the Department, and he was involved in that.

Mr. CHAPPELL. Are you aware of the fact that this committee has continued to support the Cross Florida Canal?

Ms. TSCHINKEL. Yes.

Mr. CHAPPELL. Let me ask you this. Has the Governor or the Cabinet within your recallable memory held any hearings specifically with reference to consideration of the new impact statement that is mentioned in the resolution on the canal, economic and ecological impact study which cost the Federal government over $3 million, upon which the report of the committee supporting the canal was had?

Ms. TSCHINKEL. I do recall some work done by the state agencies subsequent to the finishing of that second analysis, because I remember analyses on the coal transport issue being done in our department. I do not recall enough specifically about that.

Mr. CHAPPELL. Have you got any up to date statistics on how much savings there would be on coal transportation alone on the four big power units just going into place on the east coast of Florida between Jacksonville and the Milburn area?

Ms. TSCHINKEL. I did not bring any recent cost data with me.

Mr. CHAPPELL. Do you have any.

Ms. TSCHINKEL. I believe that we have quite a lot of information in the department on this.

Mr. CHAPPELL. Taking into account the shipment of coal which is now taking place on the Black Warrior River in Alabama.

Ms. TSCHINKEL. Now you are getting too specific for me. I just do not know.

Mr. CHAPPELL. And you do not know of anyone in the Cabinet that has become any more familiar with this situation than the Secretary, do you?

Ms. TSCHINKEL. I know that the Governor's Energy Office has been looking at this issue, because they are vitally concerned with the increased use of coal or at least reducing our dependence on imported oil which, as you know, is a very important problem to us in Florida. We are all spending quite a lot of time worrying about that in our various areas of expertise. For example, right now we are involved in an expedited licensing program for Jacksonville electric authorities to coal plants. As you probably know, we have developed a special permitting procedure with the Environmental Protection Agency just for that purpose. The Governor's Energy Office I know has been looking at the coal transportation issue, but I cannot give you any more specific information.

Mr. CHAPPELL. According to the information we get from the Corps, that with those four coal burning units just going into place on the east coast of Flordia now that would be serviceable by such a facility that you would save enough in coal transportation alone in ten years to build the Cross Florida Barge Canal, not taking into account any other factor of cost. I am just wondering if the people of Florida have been given that information by your department or the Cabinet, or if indeed the Cabinet was aware of it.

Ms. TSCHINKEL. I do not know the last time the Cabinet has inquired into that issue.

Mr. CHAPPELL. It appears that their decision was based upon some pretty old information then.

Ms. TSCHINKEL. I can certainly check into that when I get back home.

Mr. CHAPPELL. Would you do that?

Ms. TSCHINKEL. I would be glad to.

Mr. CHAPPELL. And would you respond—Mr. Chairman, I would like to have her respond to the committee if she would, and respond specifically in view of the fact that this resolution is in this report. We asked the Cabinet to specfically tell whether or not previous to this date it was familiar with this data and the report to the committee based upon that study, and with what parts they believe them to be in disagreement.

Ms. TSCHINKEL. I would be glad to do that.

Mr. CHAPPELL. All of us need to be trying to save energy. If we can make this kind of savings for Florida and the nation, it will help remove our dependence. It seems like maybe the day has come for a new look. Would you agree that maybe that is true?

Ms. TSCHINKEL. It is always good to review the data at hand.

Mr. CHAPPELL. What part does your agency play in permitting?

Ms. TSCHINKEL. We play the major role in permitting projects. I presume you are talking about navigation projects?

Mr. CHAPPELL. Right.

Ms. TSCHINKEL. And fill projects.

Mr. CHAPPELL. Navigation and dredging?

Ms. TSCHINKEL. You know the Department of Natural Resources and the Cabinet as well as local governments also have a role in that process.

Mr. CHAPPELL. Do you know whether or not you have a backlog in your department on applications from the Corps?

Ms. TSCHINKEL. I do not quite know what you mean by backlog. We have a number of permits that are in-house. I could not tell you exactly how many.

Mr. CHAPPELL. Do you know how long some of them have been there?

Ms. TSCHINKEL. Yes, and I know some of them have been issued, most of them have been issued within ten days after we have had a completed application. We have given a lot of thought to the permitting problem in Florida on projects, and it is a real problem, and we have given it serious consideration as to where the holdups are occurring.

Mr. CHAPPELL. Can you tell us where that is?

Ms. TSCHINKEL. Yes. There are several different places. I do not know how much detail you care to go into now but I will give you just an overview and then if you want to talk about it, I'll be happy to.

Mr. CHAPPELL. Give us an overview because it is such a problem as the lady is aware.

Ms. TSCHINKEL. Yes.

Mr. CHAPPELL. Tell us where you think the problems are, and that part which you attribute to the Federal government and that which you attribute to the state or local units of government.

Ms. TSCHINKEL. I will give you a totally unbiased independent analysis.

Mr. CHAPPELL. Good.

Ms. TSCHINKEL. First of all, as Congressman Bennett mentioned to you, I think you mentioned it too, Mr. Chappell, we have several part arrangements for issuing permits in Florida. One of the problems that is encountered is that local governments are required under the statute to approve the projects involving filling, and most dredging projects do involve a certain amount of filling, because the spoil material has to go somewhere.

That local approval under the law is not necessarily being held up by the local governments because they want to, but first of all the law requires that a biological report by the Department be delivered to the local government. Local governments have notice times which they have to meet under the law. Many local governments require two, thirty day notices I believe before they take final action on something.

Mr. CHAPPELL. Is that Florida state or Federal law?

Ms. TSCHINKEL. Local government under their own ordinance.

Mr. BENNETT. What law is that? You referred to it three times.

Ms. TSCHINKEL. State law that requires local approval and then the local governments have certain noticing requirements that

they make for their own decisions. That is one type of problem. We have legislation that we have proposed, that the Legislature will support, to either eliminate or reduce that local approval and reduce the amount of time that it takes. You should know that the department has introduced such legislation two years in a row, and it has failed to pass the Legislature in Florida. Local controls are a very important issue in Florida, so that is just one thing that has to be dealt with.

People are beginning to realize more and more what a problem is developing on maintenance projects so I think perhaps this will be the year it will pass, but I do not want you to think we have been sitting around for two years and have not done anything.

Mr. CHAPPELL. We are aware of that.

Ms. TSCHINKEL. Okay.

Mr. CHAPPELL. That is one reason I brought it up. We know it is a legislative decision.

Ms. TSCHINKEL. That is right.

Mr. CHAPPELL. Are you going to push it this year?

Ms. TSCHINKEL. We are and the government will and I have strong indications from various people in the Legislature that indicate now they understand why we were raising that issue. There are other also issues. One of them is that, in Florida, beach nourishment is a very important thing, and the Department of Natural Resources is responsible for that. They try to see where clean fill can be used to renourish Florida's beaches and occasionally the Department of Natural Resources and the Corps does not agree as to when it will incur no additional cost on Corps projects. The Corps says when there will be no additional cost they will be glad to put the clean sand on the beaches. DNR and the Corps sometimes do not agree.

We have some very stringent water quality standards in the State of Florida. Those are also the Federal water quality standards. There are no minimum Federal water quality standards. The water quality standards of the State of Florida are the Federal standards, and the Corps has encountered difficulties in meeting those standards. We are prepared to and have issued special variances for them and special procedures for them to get around those water quality standards, but that adds a good deal of time onto the permitting process. It has caused delays in Jacksonville and it has caused delays elsewhere. Right now we are trying to work out a way for that not to occur, to change the standards so that they will not have to go through these variance proceedings.

In addition to that, we are trying to encourage the Corps to get ten years maintenance dredging permits. That means that the local sponsors are going to have to find spoil disposal places where upland spoil is required for ten years worth of spoil, so we can issue those ten year permits.

Mr. CHAPPELL. Is that not going to create, put a real burden on the local——

Ms. TSCHINKEL. It will in some cases. They are going to have to buy the land sooner or later and land prices are going up. Some places we have issued 25-years spoil disposal sites in West Florida, so I think that there are places that it can be done. I am not going

to say we are insisting on all these things but if they want ten years permits we are going to try to get them ten year permits.

Mr. CHAPPELL. Has the legislation which you have proposed been done in conjunction with and working with the Corps?

Ms. TSCHINKEL. Yes.

Mr. CHAPPELL. So you all are working closely with the Corps to try to get the legislative matters settled?

Ms. TSCHINKEL. Yes. In fact our house has set up a subcommittee on Environmental Permitting. This is going to be the one bill they are going to work on in this session. Tom McPherson said he will work with us and try to act as appropriate go-between between us and the Corps to be sure we come up with something reasonable so I hope we come up with something positive.

Mr. CHAPPELL. I do not want to belabor the subject any further, but we might ask the Secretary to get for us, so we might have as part of the record, the proposal so we might refer it to the Corps as a possible input. If she would furnish us copies of the thing as it happens and tell us the things that are happening supplementary to what you have already said. It may be helpful to us. Let me say I am not interested in any way in being critical of your department. You are doing a good job and I commend you on it and we are glad to have you with us.

Ms. TSCHINKEL. Thank you sir. I just want to beg your indulgence because you did give me a chance to say what things could be done on the Federal side. I would like to point out that the Department of the Army and our State Department of Transportation using Federal funds have to get permits from our agency as well. We also issue about 14,000 permits a year in the State of Florida. About 3,000 of them go for dredging and fill projects. Part of this is that it is a new procedure for the Corps to get state permits, and they have to learn our ways just like we have to learn their ways, and I hope that you all, we are trying to do our share and I hope you would also encourage the Corps to do their share in working with the State of Florida to meet our environmental standards. We would appreciate that very much.

Mr. CHAPPELL. I think that is a good thought, Mr. Chairman.

Mr. BEVILL. Very good.

Mr. CHAPPELL. Would you also furnish us in the statement on permitting and licensing, wherever those are applicable, not only in your department but in the state if you would, since you are speaking for the Governor you say. Give us a list of all the applications pending?

Ms. TSCHINKEL. On the Corps projects?

Mr. CHAPPELL. On the part of the Corps of Engineers by project and type of project.

Ms. TSCHINKEL. We will be delighted to.

Mr. CHAPPELL. And what it will provide.

Mr. BEVILL. Mrs. Boggs.

Mrs. BOGGS. I thank all of you. In the water quality certification process, I notice that within the public works appropriations in fiscal year 1982 which has been very beautifully presented to us——

Ms. TSCHINKEL. We try to do a professional job.

77-001 O - 81 (Pt. 10) - 10

Mrs. BOGGS. You even have a very good section on the Tampa Harbor deepening on the main channel construction area, and I know, because I represent an area where a great deal of the phosphate comes from, as well that we need to have the channels deepened and so on, in other words to provide a deeper draft for the heavier tonnage vessels that come in and out, and I was very pleased to see that the state is recommending the deepening of the Tampa Harbor Channel in all of its areas, including the Sparkman Channel, which is one in which I was interested.

Last year when I inquired from General Ellis of the Corps about these projects, he supplied for the record the status of the Tampa Harbor, Florida maintenance dredging, and his answer included this statement, "The maintenance dredging of the Cutby and Sparkman Channel portion of Tampa Harbor, Florida is scheduled to be advertised in March of 1981 with bid opening in April 1981. This schedule is dependent upon receiving water quality certification and we are working with the State of Florida on this matter." Has that certification been given so they can commence this work in a timely fashion next month?

Ms. TSCHINKEL. I have to guess at this question because I do not know specifically, but I believe that this is a project that is a problem for us to issue the permits for, and we are trying to work out an arrangement within the next few weeks where we can get together. The Corps of Engineers has offered the possibility of a slightly different alternative on the spoil disposal issue and the port has said they are willing to go along with that alternative and we are trying to schedule a meeting to complete the water quality certification.

Mrs. BOGGS. So that it will not be able to start next month?

Ms. TSCHINKEL. No, but hopefully shortly.

Mrs. BOGGS. I see. Could we have a specific statement in that regard for the record please.

Ms. TSCHINKEL. Yes, we will be glad to submit that.

Mrs. BOGGS. Thank you very much. Thank you, Mr. Chairman.

[The information follows:]

Southwest Florida Water Management District

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

BRUCE A. SAMSON, Chairman, Tampa
Wm. O. STUBBS, JR., Vice Chairman, Dade City
JAMES CAMPBELL, Secretary, Plant City
RONALD B. LAMBERT, Treasurer, Wauchula
B. T. LONGINO, Sarasota
CLIFF STEPHENS, Clearwater
DON CRANE, St. Petersburg
JIM KIMBROUGH, Brooksville
ARCH UPDIKE, JR., Lake Wales

DONALD R. FEASTER, Executive Director

STATEMENT FOR THE RECORD
UNITED STATES HOUSE OF REPRESENTATIVES
SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF THE
PUBLIC WORKS AND TRANSPORTATION COMMITTEE
March 26, 1981

FOUR RIVER BASINS, FLORIDA
FY 82

The Four River Basins, Florida project is a vital flood control project located in southwest Florida. The local sponsor is requesting $1.9 million for additional construction within the Lower Hillsborough Flood Detention Area. To date, a total of approximately $80 million from federal, state and local sources has been invested in the Tampa Bypass Canal/Lower Hillsborough system for flood control purposes. For the first time in nineteen years, completion of construction on this segment of the project is in sight. A $1.9 million appropriation in FY 82 would allow the Southwest Florida Water Management District, in cooperation with the Corps of Engineers, to begin construction on multi-use facilities within the 16,000 acres of public ownership (all acquired by local interests) that comprise the Lower Hillsborough Flood Detention Area. Plans have been prepared and construction costs estimated at $7.2 million over a three- to five-year period that would make these public lands available for a variety of uses by the citizenry of the rapidly growing Tampa Bay area (located less than ten miles away) while preserving the project's primary purpose of flood control. Ranger residences have already been constructed by the local sponsor and the Board of Commissioners of Hillsborough County has formally committed to assume operation and maintenance responsibilities for the multi-use facilities.

FY 82 FUNDING STATUS

FOUR RIVER BASINS

AMOUNT REQUESTED	$1,900,000
CORPS CAPABILITY	$1,900,000
PRESIDENT CARTER'S BUDGET	$1,900,000
PRESIDENT REAGAN'S BUDGET	$1,500,000

3/26/81

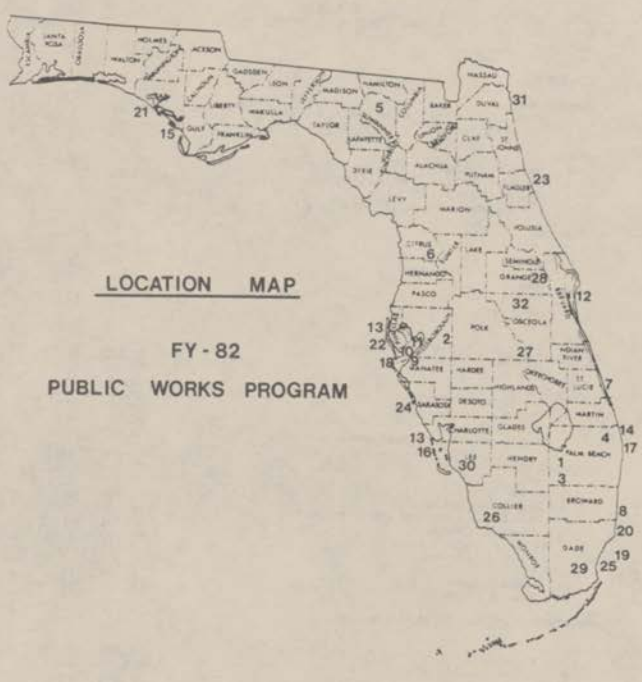
PUBLIC WORKS APPROPRIATIONS FOR FISCAL YEAR 1982

RIVER AND HARBOR -FLOOD CONTROL- SHORE PROTECTION

STATEMENT OF
STATE OF FLORIDA
DEPARTMENT OF ENVIRONMENTAL REGULATION

TO THE
COMMITTEE ON APPROPRIATIONS
UNITED STATES CONGRESS

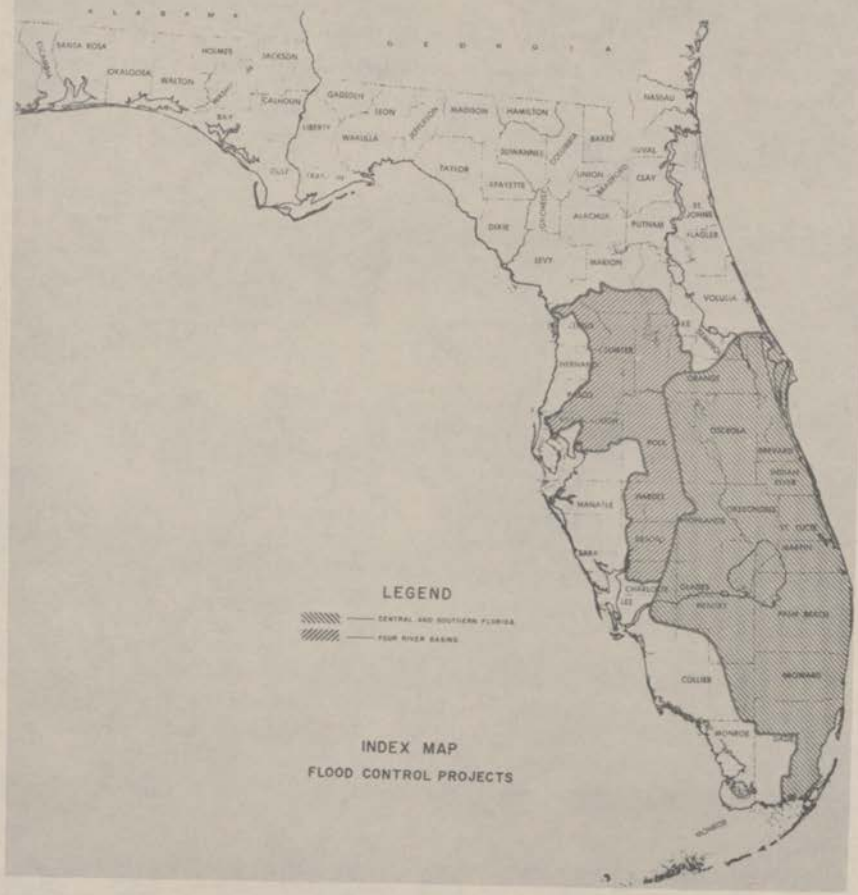



LOCATION MAP
FY - 82
PUBLIC WORKS PROGRAM

STATE OF FLORIDA
FY-82 PUBLIC WORKS PROGRAM

PROJECT	REQUEST	PAGE
FLOOD CONTROL		
Construction		
1. Central & Southern Florida	$13,700,000	5
2. Four River Basins	1,900,000	7
Studies		
3. Central & Southern Florida Water Supply	650,000	9
4. Central & Southern Florida, C-18	175,000	11
5. Suwannee River Basin	100,000	13
6. Withlacoochee River Region Water Supply	150,000	15
NAVIGATION		
Construction		
7. Ft. Pierce Harbor	100,000	19
8. Port Everglades	13,982,000	21
9. Port Manatee	300,000	23
10. Tampa Harbor	38,000,000	25
Studies		
11. Big Bend & Alafia River Channels	153,000	27
12. Canaveral Harbor	50,000	29
13. Gulf Coast Passes	150,000	31
14. Jupiter Inlet	30,000	33
15. Mexico Beach Inlets	50,000	35
16. Port Boca Grande	120,000	37
17. Port of Palm Beach	50,000	39
18. Tampa Harbor Channel Realignment	100,000	41
BEACH EROSION CONTROL		
Construction		
19. Dade County Beaches	9,300,000	45
20. Dade County - Haulover Beach Park North	150,000	47
21. Panama City Beaches	400,000	49
22. Pinellas County Beaches	1,000,000	51
Studies		
23. Flagler County	80,000	53
24. Sarasota County	120,000	55
ENVIRONMENTAL RESTORATION AND ENHANCEMENT		
Studies		
25. Biscayne Bay	100,000	59
26. Golden Gate Estates	453,000	61
27. Kissimmee River	377,000	63
28. Little Econ River Valley	50,000	65
29. Shark River Slough	146,000	67
30. Six Mile Cypress	50,000	69
CONTINUING AUTHORITY AND RECREATION	50,000	71
31. Huguenot Memorial Park	50,000	71
32. Kissimmee Lakefront		
	5,505,000	72
AQUATIC WEED CONTROL PROGRAM TOTAL REQUEST	87,991,000	
APPENDIX A		74
Resolution of Governor and Cabinet - Cross Florida Barge Canal		

Florida


ALABAMA
GEORGIA
SANTA ROSA
OKALOOSA
WALTON
HOLMES
JACKSON
CALHOUN
GULF
GADSDEN
LEON
WAKULLA
LIBERTY
FRANKLIN
JEFFERSON
MADISON
HAMILTON
SUWANNEE
COLUMBIA
TAYLOR
LAFAYETTE
DIXIE
GILCHRIST
LEVY
BAKER
UNION
BRADFORD
ALACHUA
PUTNAM
CLAY
DUVAL
NASSAU
ST. JOHNS
FLAGLER
VOLUSIA
MARION
SUMTER
HERNANDO
PASCO
POLK
OSCEOLA
BREVARD
HIGHLANDS
MANATEE
HARDEE
DESOTO
CHARLOTTE
LEE
COLLIER
MONROE
PALM BEACH
MARTIN
OKEECHOBEE
HENDRY
GLADES
LEGEND
CENTRAL AND SOUTHERN FLORIDA
FOUR RIVER BASINS
INDEX MAP
FLOOD CONTROL PROJECTS

FLOOD CONTROL PROJECTS

Construction

Central and Southern Florida

Four River Basins

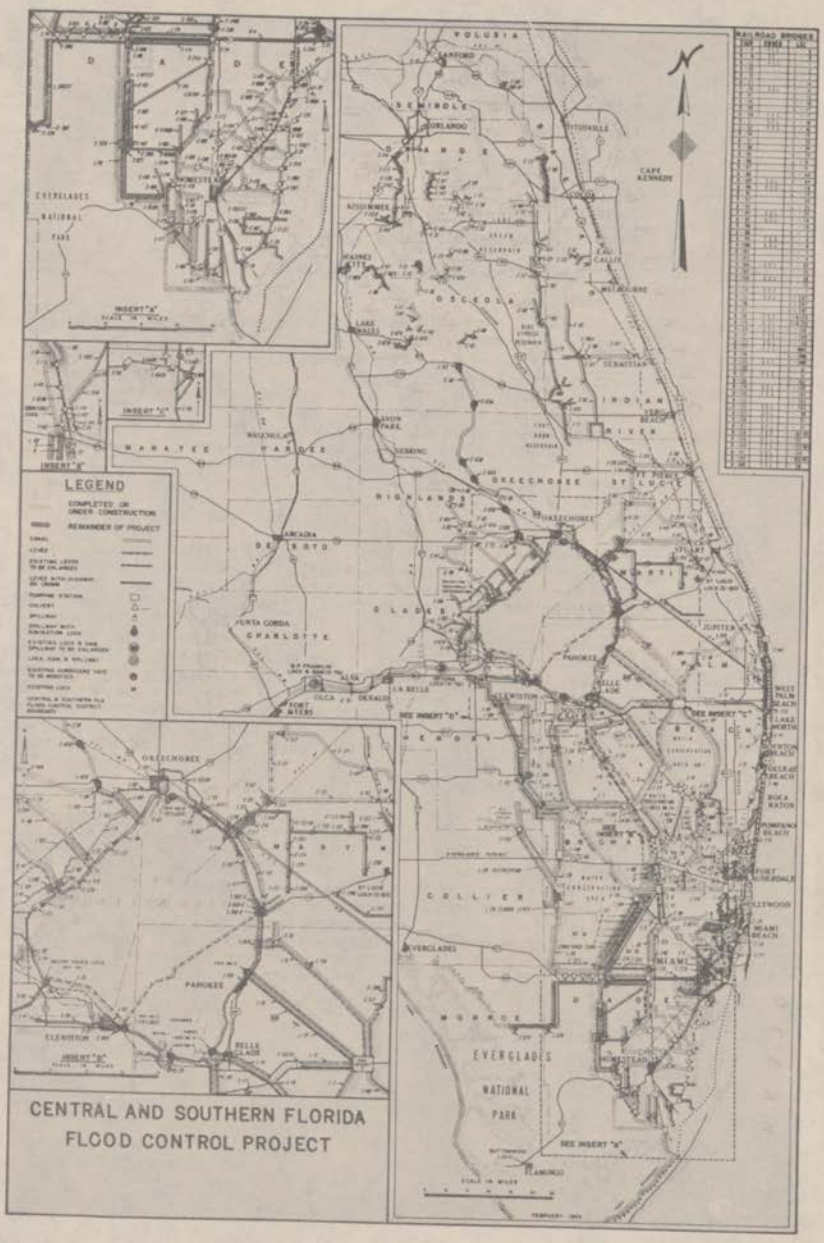
Studies

Central and Southern Florida Water Supply

Central and Southern Florida, C-18

Suwannee River Study

Withlacoochee River Region Water Supply


LEGEND
COMPLETED OR UNDER CONSTRUCTION
REMAINDER OF PROJECT
CENTRAL AND SOUTHERN FLORIDA
FLOOD CONTROL PROJECT
EVERGLADES NATIONAL PARK
CAPE KENNEDY
OKEECHOBEE
HIGHLANDS
GLADES
COLLIER
MONROE
DADE
BROWARD
PALM BEACH
MARTIN
ST. LUCIE
INDIAN RIVER
OSCEOLA
ORANGE
SEMINOLE
VOLUSIA
LAKE
SUMTER
HERNANDO
PASCO
PINELLAS
HILLSBOROUGH
MANATEE
SARASOTA
DESOTO
HARDEE
HENDRY
CHARLOTTE
LEE
PUNTA GORDA
FORT MYERS
LA BELLE
CLEWISTON
MIAMI
HOMESTEAD
FLAMINGO
RAILROAD BRIDGES

CENTRAL AND SOUTHERN FLORIDA FLOOD CONTROL
(Construction)

COST DATA:

Estimated Federal Cost	$649,000,000
Estimated Non-Federal Cost	315,000,000
Federal Funds Through FY-81	255,476,000
President's Budget FY-82	13,700,000
Corps Stated Capabilities FY-82	13,700,000
State of Florida Request FY-82	13,700,000

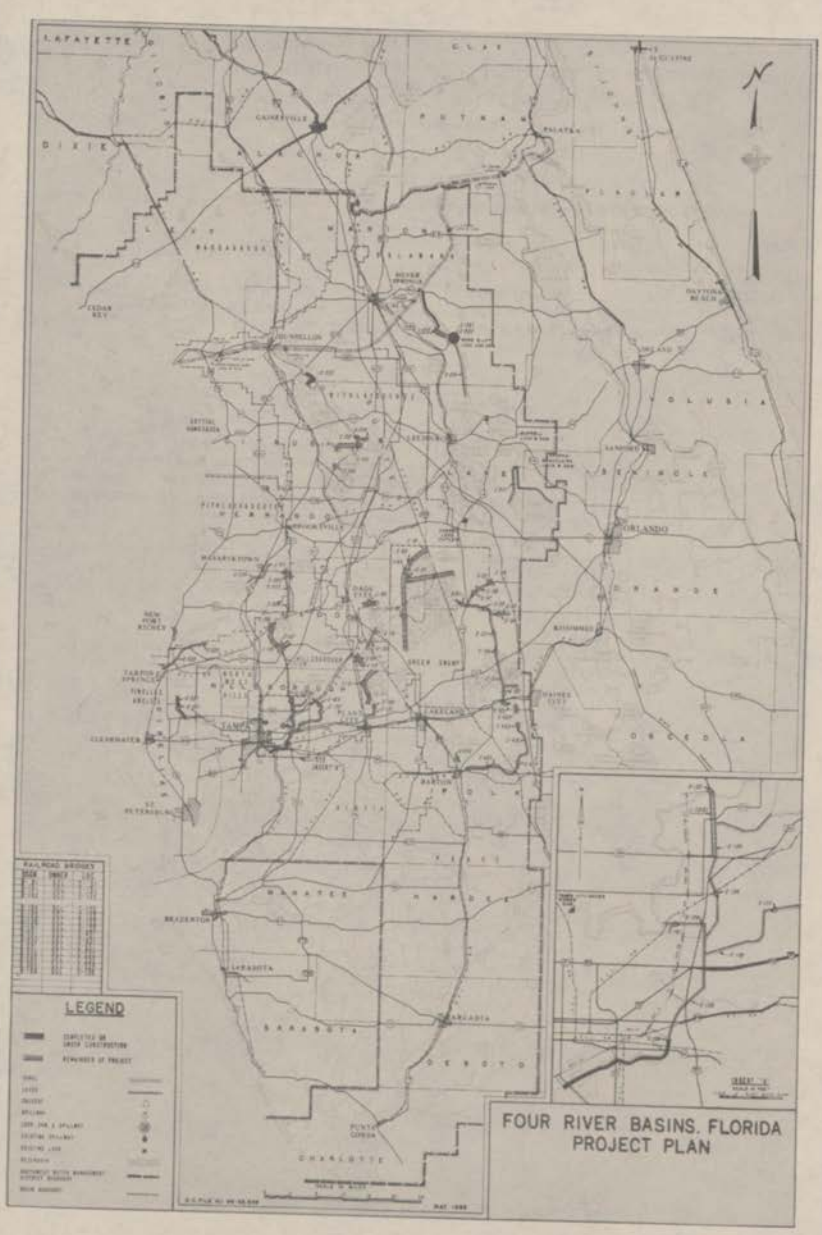
Benefit Cost Ratio: 5.3:1

SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: The project encompasses an area of approximately 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 Basin, and the Lower East Coast of Florida. Included are a series of levees, canals, control structures, water conservation areas, and similar works designed to guard against flooding, to provide protection from hurricane damage, and to provide optimum conservation management and use of water resources. 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 relocations. Actual construction began in January, 1950, and over 600 miles of levees have been completed.

The requested FY-82 funding would be used for: (1) raising the level of Lake Okeechobee (Nicodemus Slough GDM); (2) removal of flow constrictions in the canals associated with L-18, L-19, L-24, and L-25 to enhance flow from Lake Okeechobee to the Miami and North New River Canals; (3) Hendry County flood protection (C-139, S-239, and S-243); (4) and miscellaneous construction - replacing antiquated facilities with S-155 (an automatic control structure), protecting an existing railroad bridge (B-127), and reducing saltwater intrusion with the Buttonwood Structure (S-341). In addition, $40,000 of the funds requested would be used to initiate construction on the Upper St. Johns alternative as approved by the Governing Board of the St. Johns River Water Management District, assuming a favorable review of the project's General Design Memorandum and Environmental Impact Statement.

PROJECT JUSTIFICATION: This project is vital to the protection of the highly urbanized Lower East Coast from salt water intrustion, flooding, and hurricane damage. The project also affords protection from floods to the productive agricultural areas south of Lake Okeechobee. Furthermore, 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 and a source of fresh water can be provided to the Everglades National Park. In addition, provisions are made for small-craft recreational facilities within the project area.


LAFAYETTE
DIXIE
CLAY
PUTNAM
VOLUSIA
ORANGE
OSCEOLA
HARDEE
DESOTO
CHARLOTTE
SARASOTA
ORLANDO
TAMPA
LEGEND
FOUR RIVER BASINS, FLORIDA
PROJECT PLAN

FOUR RIVER BASINS
(Construction)

COST DATA:	Estimated Federal Cost	$166,000,000
	Estimated Non-Federal Cost	101,500,000
	Federal Funds Through FY-81	61,736,000
	President's Budget FY-82	1,900,000
	Corps Stated Capabilities FY-82	1,900,000
	State of Florida Request FY-82	1,900,000

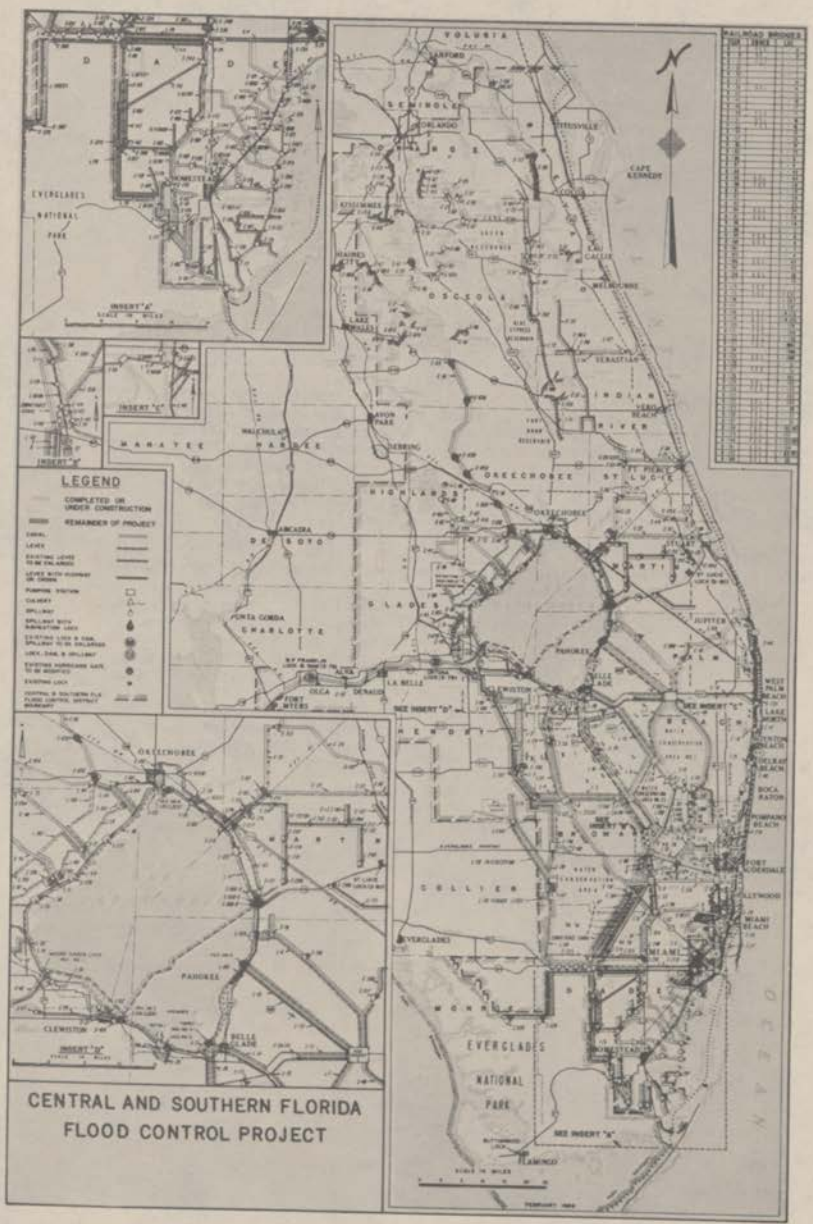
SPONSOR: Southwest Florida Water Management District

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

The project includes a number of flood detention areas designed to detain excess runoff during periods of heavy rainfall until the downstream conveyance capacities of the involved rivers will not be exceeded. In conjunction with the flood detention areas, where water is retained only temporarily so that existing natural biological communities can be preserved, the project involves a system of water control structures, canals, and levees designed to convey excess runoff during and after heavy rainfall. The system will also help preserve and augment existing water tables during droughts.

The FY-82 request includes monies for completion of S-159 on the Tampa Bypass Canal and for construction of recreational sites in the lower Hillsborough Wilderness Park.

PROJECT JUSTIFICATION: Three large floods in west-central Florida in 1959 and 1960 led to the authorization of the Four River Basins Project. Approximately one million acres were inundated by the most extreme of these floods (March, 1960). Completion of the project is vitally needed before a major storm again brings excessive property damage and human misery to the densely populated Tampa Bay area. In addition to providing badly needed flood protection, the project will also enhance water conservation in natural surface and sub-surface storage areas.


LEGEND
COMPLETED OR UNDER CONSTRUCTION
REMAINDER OF PROJECT
CANAL
LEVEE
PUMPING STATION
SPILLWAY
EVERGLADES NATIONAL PARK
VOLUSIA
SEMINOLE
ORANGE
OSCEOLA
BREVARD
INDIAN RIVER
OKEECHOBEE
ST. LUCIE
MARTIN
MANATEE
HARDEE
HIGHLANDS
DESOTO
GLADES
CHARLOTTE
PUNTA GORDA
FORT MYERS
LEE
COLLIER
DADE
PALM BEACH
BROWARD
MONROE
JUPITER
MIAMI
FLAMINGO
CAPE KENNEDY
CENTRAL AND SOUTHERN FLORIDA
FLOOD CONTROL PROJECT

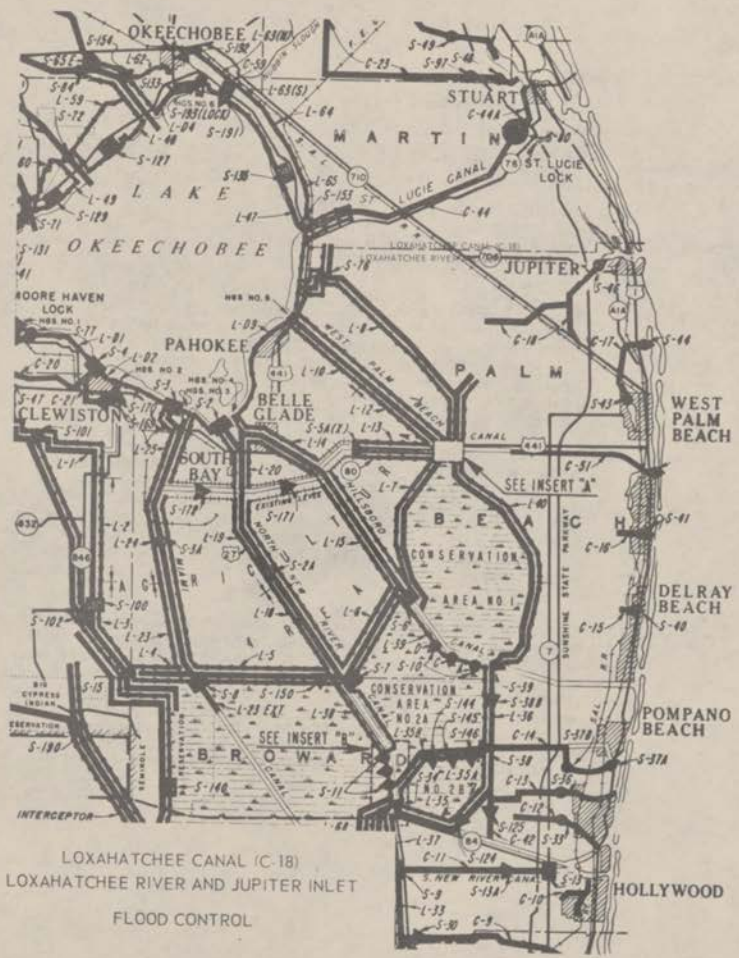
CENTRAL AND SOUTHERN FLORIDA WATER SUPPLY
(Study)

COST DATA:		
	Estimated Federal Cost	$2,130,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	816,000
	President's Budget FY-82	650,000
	Corps Stated Capabilities FY-82	650,000
	State of Florida Request FY-82	650,000

SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: This continuing study is a review of prior Corps of Engineers reports to determine whether any modifications of the recommendations in these reports are advisable, in order to provide alternative sources of water supply from the Central and Southern Florida Flood Control Project. Such alternatives would include, but not be limited to, consideration of desalinization of salt and brackish water, groundwater storage and retrieval, and imports. A Stage I Reconnaissance Report was released in December, 1979, and it recommended that Stage II be initiated. FY-82 and subsequent funding would allow initiation and completion of Stage II. The study may eventually include the development of a predictive math model for ground and surface water usage and availability.

PROJECT JUSTIFICATION: When the earlier reports were prepared, deep aquifer storage and retrieval was recognized as promising but needing additional research. Research and planning studies since then have progressed sufficiently so that the feasibility of this alternative now warrants evaluation. Studies to date support both the potential for recovering significant quantities of water so stored and the technique's potentially high efficiencies in comparison to other alternatives being investigated as part of the South Florida Water Management District's water supply development planning. The studies are encouraging enough to warrant engineering cost and feasibility studies as proposed under this project.



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

CENTRAL AND SOUTHERN FLORIDA, C-18
(Study)

COST DATA:

Estimated Federal Cost	$676,000
Estimated Non-Federal Cost	0
Federal Funds Through FY-81	501,000
President's Budget FY-82	175,000
Corps Stated Capabilities FY-82	175,000
State of Florida Request FY-82	175,000

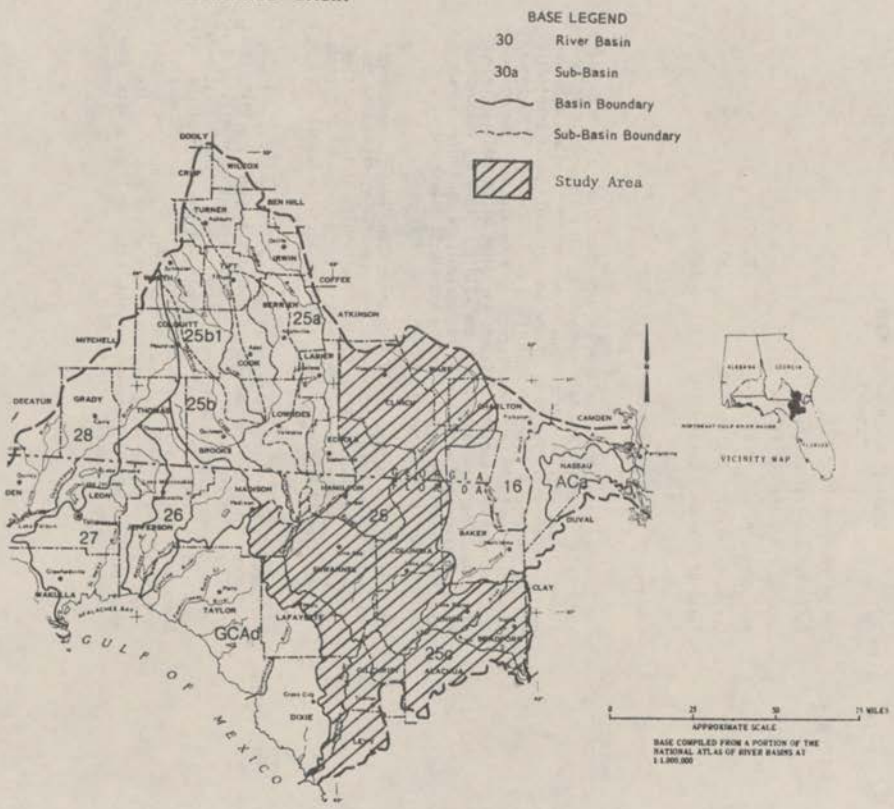
SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: Canal 18 and the Loxahatchee River are located in northern Palm Beach and southern Martin Counties. This continuing study focuses on the problems associated with the canal and river, and it is evaluating possible flood control measures for the project area. Particular attention is to be paid to the vicinity of Jupiter Inlet and the Loxahatchee River, to modification of C-18, and to the entire area as a single watershed.

The study was initiated in FY-71, but funding problems prevented further work until FY-78. The study scope has been revised to meet the existing problems and needs within the study area, including water supply, water quality, flood protection, and environmental protection. A Stage I Reconnaissance Report was released in April, 1980, and it recommended that Stage II be initiated. The requested FY-82 funding would allow completion of the study.

PROJECT JUSTIFICATION: The Loxahatchee Canal (C-18) 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, and the authorized project works do not provide adequate flood protection and water control. This study is determining the feasibility and cost of providing this flood protection and water control, and it includes the flood plain analysis and collection of environmental and economic data required to develop project alternatives.

THE SUWANNEE BASIN



SUWANNEE RIVER BASIN SURVEY
(Study)

COST DATA:	Estimated Federal Cost	$1,500,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	50,000
	Corps Stated Capabilities FY-82	50,000
	State of Florida Request FY-82	100,000

SPONSOR: Suwannee River Water Management District

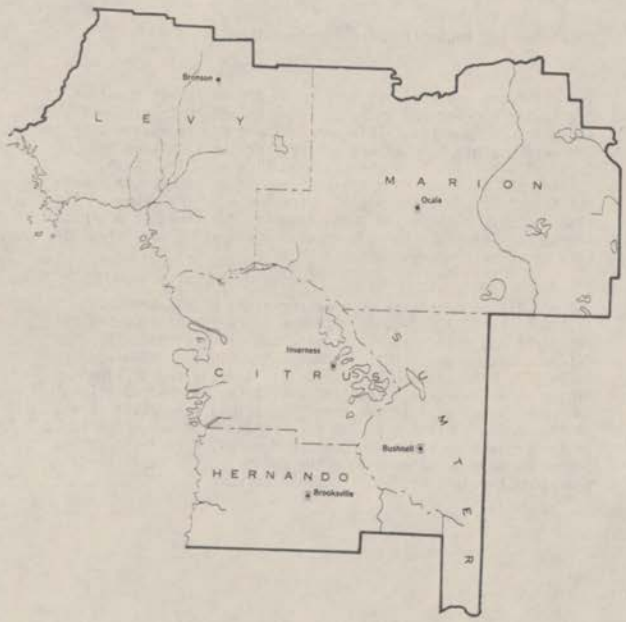
PROJECT DESCRIPTION: The Suwannee River drains an area of more than 10,000 square miles, about half in Florida and half in Georgia. This study would be designed to be a part of a comprehensive program of flood plain management for the river. The focus of the project would be an identification of specific programs to minimize flood damages in the Suwannee River drainage basin using non-structural alternatives. The study would address many additional issues including water quality, recreation, small boat navigation, fish and wildlife, forestry resources, scenic quality, and water supply for agricultural and other uses. Specific emphasis would be placed on hydrologic investigation and detailed mapping and modeling of the river flood plains.

The State of Florida has formed a Suwannee River Resource Management and Planning Committee to develop a comprehensive assessment of the problems in the Suwannee River Basin. The results of the committee's assessment would be incorporated into the early design of this study. The requested FY-82 funding would allow the study to begin.

PROJECT JUSTIFICATION: The Suwannee River Basin is quite floodprone. Three 100-year floods have occurred on the Suwannee during the past 36 years (in 1948, 1959, and 1973), with the largest (in 1973) causing about eight million dollars in damage. The basin is projected to be one of the fastest growing areas of Florida. Without a comprehensive assessment of the basin characteristics and proper identification of potential problem areas, much of this development will go unrestricted. All involved parties agree that protection and proper management of the river and its associated resources are essential. This study would be a vital contribution to that overall effort.

WITHLOCOOCHEE RIVER

REGION WATER SUPPLY STUDY AREA



WITHLACOOCHEE RIVER REGION
WATER SUPPLY
(Study)

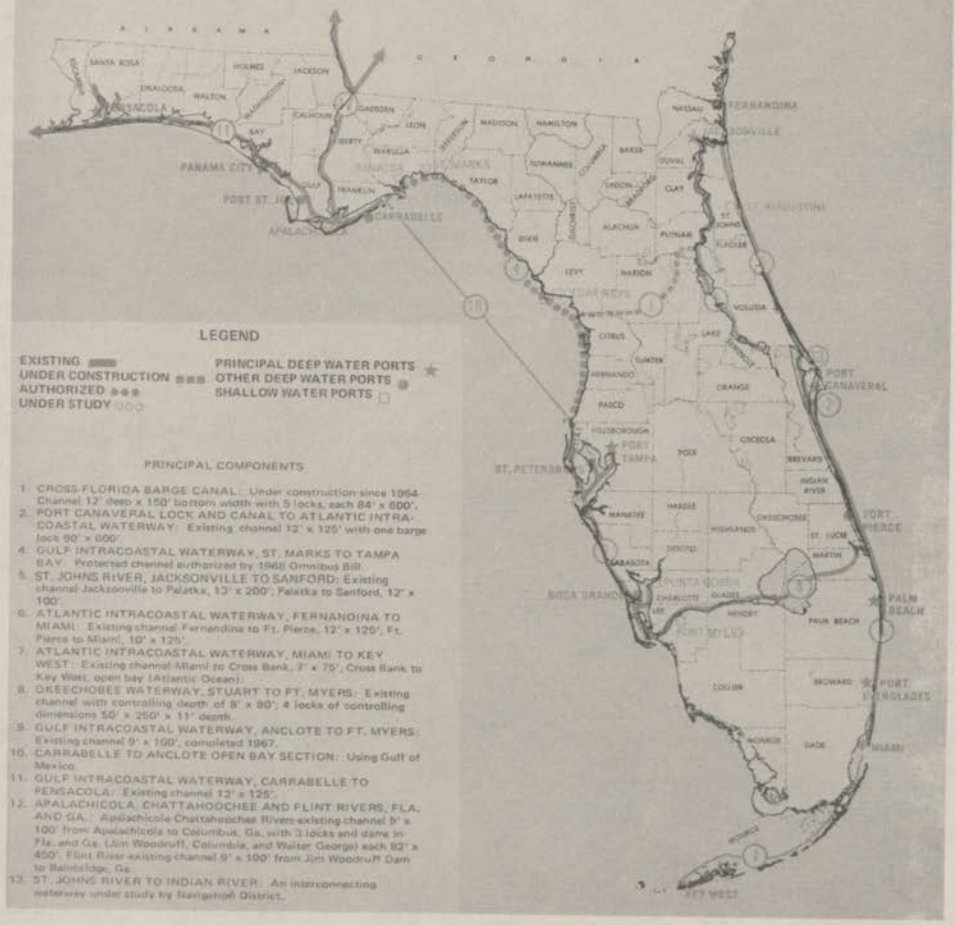
COST DATA:	Estimated Federal Cost	$350,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	200,000
	President's Budget FY-82	150,000
	Corps Stated Capabilities FY-82	150,000
	State of Florida Request FY-82	150,000

SPONSOR: Withlacoochee Regional Water Supply Authority

PROJECT DESCRIPTION: The Withlacoochee Basin is located on the northwest coast of peninsular Florida and includes Levy, Marion, Citrus, Sumter, and Hernando Counties. This continuing study is determining the water supply sources and demands for the Withlacoochee Regional Water Supply Authority (WRWSA) area. The WRWSA intends the study to form a planning base to assure the availability of an adequate supply of freshwater. The study will also evaluate alternative supply sources for areas of potential shortage. The FY-82 funding request would allow completion of this three-year study.

PROJECT JUSTIFICATION: The population of the study area increased by 58% from 1970 (132,825) to 1977 (209,484). Citrus and Hernando counties are the first and third fastest growing counties in the State. Citrus County grew by 101% and Hernando County by 90% from 1970-1977. This phenomenal growth has already led to significant water shortage in coastal Citrus County, and additional shortages are likely in the near future in other coastal areas of the region. Without a plan for dealing with water shortages or for projecting water sources and demands, wise decisions cannot be made on water use in the region. This study is providing the data base for such a plan.

Florida
INLAND WATERWAYS SYSTEM



LEGEND

EXISTING
UNDER CONSTRUCTION
AUTHORIZED
UNDER STUDY

PRINCIPAL DEEP WATER PORTS ★
OTHER DEEP WATER PORTS ●
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.
13. ST. JOHNS RIVER TO INDIAN RIVER: An interconnecting waterway under study by Navigation District.

NAVIGATION PROJECTS

Construction

Ft. Pierce Harbor

Port Everglades

Port Manatee

Tampa Harbor

Studies

Big Bend and Alafia River Channels

Canaveral Harbor

Gulf Coast Passes

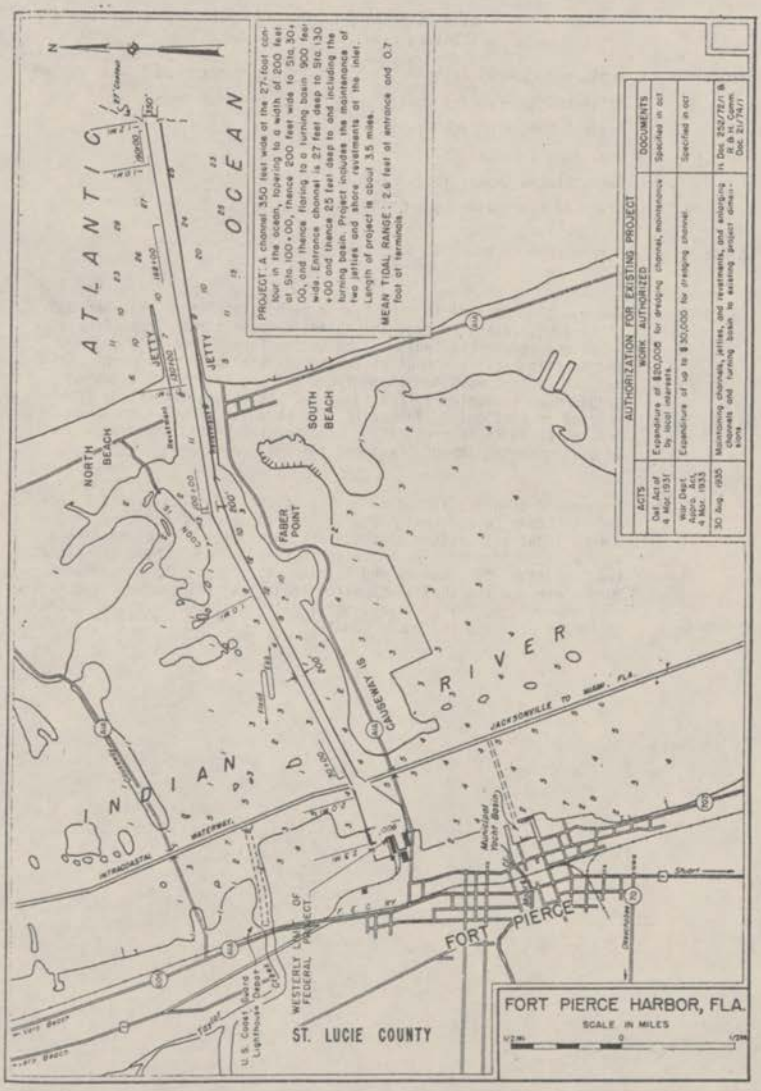
Jupiter Inlet

Mexico Beach Inlets

Port Boca Grande

Port of Palm Beach

Tampa Harbor Channel Realignment


ATLANTIC OCEAN
INDIAN RIVER
NORTH BEACH
SOUTH BEACH
FABER POINT
JETTY
JETTY
CAUSEWAY
JACKSONVILLE TO MIAMI FLA.
INTRACOASTAL WATERWAY
FORT PIERCE
WESTERLY LIMIT OF FEDERAL PROJECT
ST. LUCIE COUNTY
U.S. Coast Guard Depot
U.S. Coast Guard Lighthouse Depot
PROJECT: A channel 350 feet wide at the 27-foot contour in the ocean, tapering to a width of 200 feet at Sta 100+00, thence 200 feet wide to Sta 30+00, and thence flaring to a turning basin 900 feet wide. Entrance channel is 27 feet deep to Sta 130 +00, and there 25 feet deep to and including the turning basin. Project includes the maintenance of two jetties and 3500 feet of revetments on the inlet. Length of project is about 3.5 miles.
MEAN TIDAL RANGE: 2.6 feet at entrance and 0.7 foot at terminals.
AUTHORIZATION FOR EXISTING PROJECT
ACTS
WORK AUTHORIZED
DOCUMENTS
Def. Act of 4 Mar. 1931
Expenditure of $20,000 for dredging channel, maintenance by local interests.
Specified in act
War Dept. Appropriation Act, 4 Mar. 1933
Expenditure of up to $ 30,000 for dredging channel.
Specified in act
30 Aug. 1935
Maintaining channels, jetties, and revetments, and enlarging channels and turning basin to existing project dimensions
H. Doc. 353/73/1 & H. & H. Comm. Doc. 21/74/1
FORT PIERCE HARBOR, FLA.
SCALE IN MILES

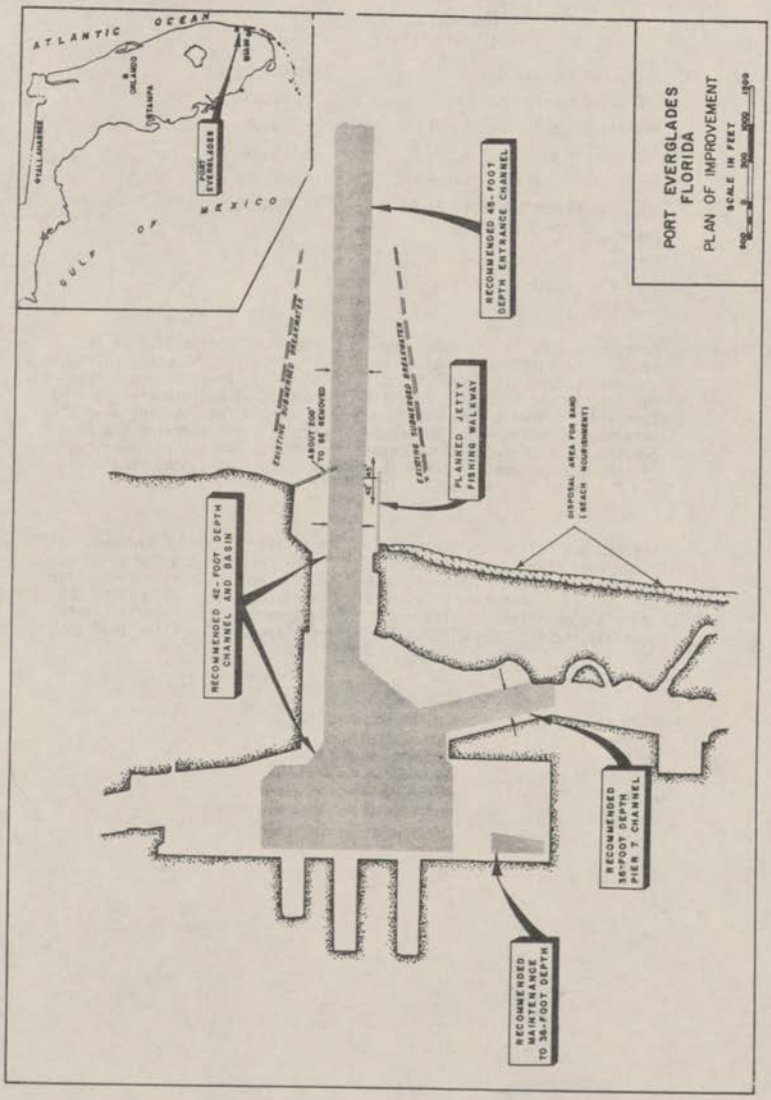
FORT PIERCE HARBOR
(Construction)

COST DATA:	Estimated Federal Cost	To be determined
	Estimated Non-Federal Cost	To be determined
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	100,000

SPONSOR: Fort Pierce Port and Airport Authority

PROJECT DESCRIPTION: The existing channel in Fort Pierce Harbor is 25 feet deep and 3.5 miles long, extending from the Atlantic Ocean through Fort Pierce Inlet and across the Indian River to the Fort Pierce city docks. The turning basin in front of the docks is also 25 feet deep. This project would deepen the channel and turning basin to the depth judged most economically feasible. If the feasibility study (now nearing completion) is favorable, the requested FY-82 funding would be used to initiate preparation of a General Design Memorandum and an Environmental Impact Statement for the project.

PROJECT JUSTIFICATION: The recent economic situation has so adversely affected Fort Pierce and St. Lucie County that the U.S. Department of Commerce has informed local authorities that the area qualifies for designation as a redevelopment area. An increase in shipping would help alleviate the situation, but channel and turning basin depths in Fort Pierce Harbor are now too shallow to allow economical shipping. Thus, this project could contribute substantially to an economic revitalization of Fort Pierce and St. Lucie County.


ATLANTIC OCEAN
MIAMI
ORLANDO
TAMPA
PORT EVERGLADES
MEXICO
GULF OF
PORT EVERGLADES
FLORIDA
PLAN OF IMPROVEMENT
SCALE IN FEET
RECOMMENDED 42-FOOT DEPTH CHANNEL AND BASIN
ABOUT 200' TO BE REMOVED
EXISTING SUBMERGED BREAKWATER
PLANNED JETTY FISHING WALKWAY
RECOMMENDED 40-FOOT DEPTH ENTRANCE CHANNEL
DISPOSAL AREA FOR SAND (BEACH NOURISHMENT)
RECOMMENDED 36'-FOOT DEPTH PIER 7 CHANNEL
RECOMMENDED MAINTENANCE TO 36-FOOT DEPTH

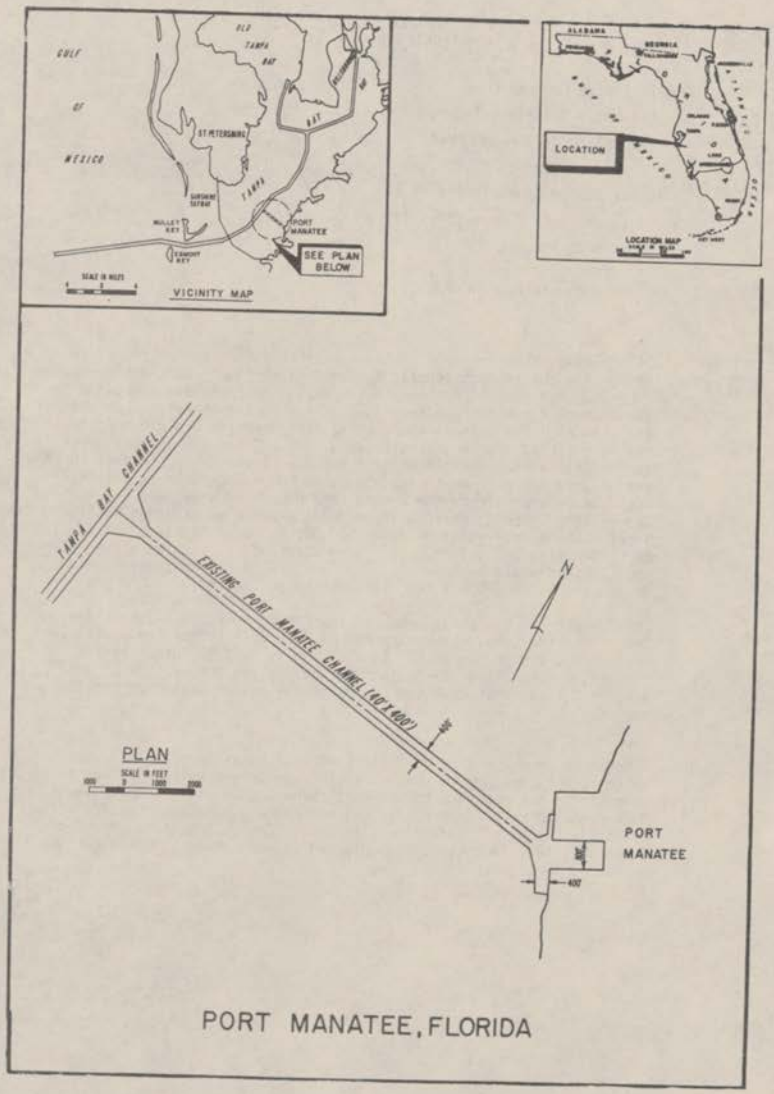
PORT EVERGLADES
(Construction)

COST DATA:	Estimated Federal Cost	$33,800,000
	Estimated Non-Federal Cost	8,460,000
	Federal Funds Through FY-81	20,118,000
	President's Budget FY-82	13,982,000
	Corps Stated Capabilities FY-82	13,982,000
	State of Florida Request FY-82	13,982,000
	Benefit Cost Ratio 1.7:1	

SPONSOR: Port Everglades Authority

PROJECT DESCRIPTION: Port Everglades is located in Broward County on Florida's lower east coast. The authorized project involves: deepening the ocean entrance channel to forty-five feet to just inside the jetties, thence forty-two feet to and including the main turning basin, and widening the 300-foot wide section of the entrance channel to 450 feet; extension of the main turning basin about 200 feet to the southeast; widening the locally provided 36-foot-deep Pier 7 channel to 400-foot width; and maintenance of the locally provided Berth 18 channel to 36-foot depth. The requested FY-82 funding would allow completion of the project.

PROJECT JUSTIFICATION: The project will allow larger ships, especially petroleum tankers, to enter Port Everglades, thereby reducing the cost per ton for shipping charges. The Port is a primary distribution and collection center for an east coast tributary area which contains thirty-six percent of the State's population and produces forty-two percent of the State's total personal income. Annual traffic flow now exceeds 10 million tons.


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

PORT MANATEE
(Construction)

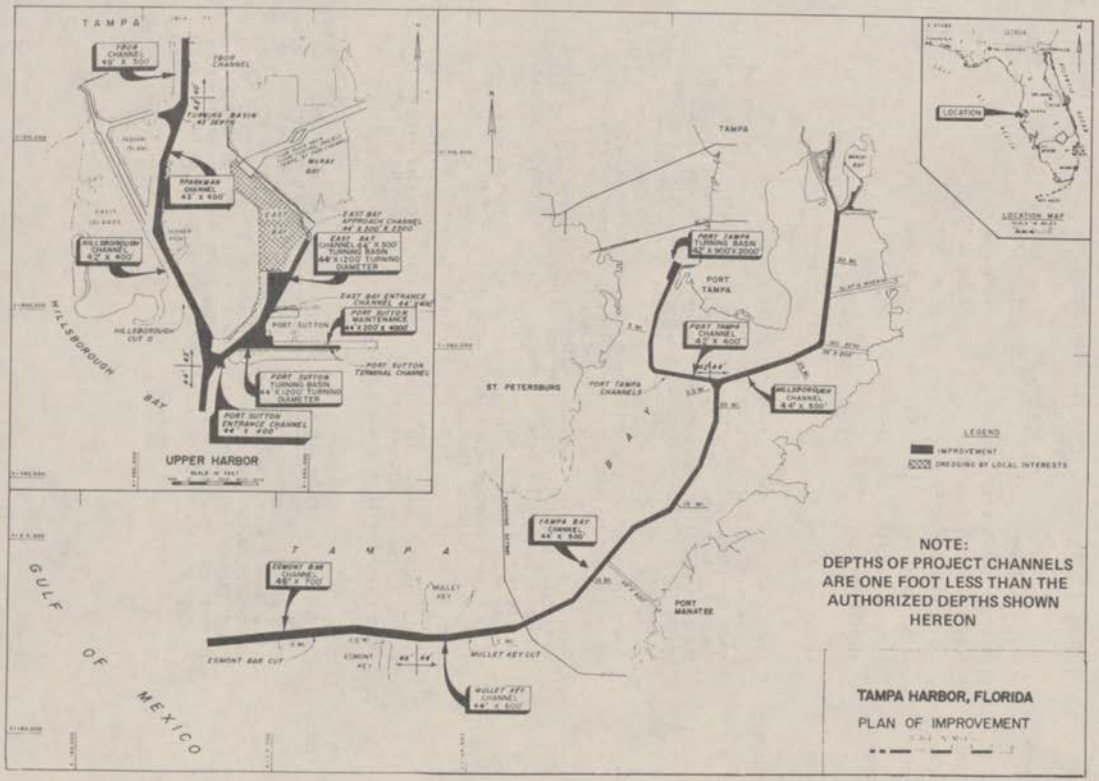
COST DATA:	Estimated Federal Cost	$6,500,000
	Estimated Non-Federal Cost	2,500,000
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	300,000
	Benefit Cost Ratio: 9.3:1	

SPONSOR: Manatee County Port Authority

PROJECT DESCRIPTION: The Manatee Harbor project involves federal assumption of the existing navigation channel constructed by the Manatee County Port Authority in 1969-71. The project includes both removal of materials deposited in the channel since its construction and new construction at both ends of the channel. The channel would be 40 feet deep and would extend from the port facilities to the main Tampa Harbor Channel. The northwest end of the channel would intersect the main Tampa Harbor Channel in an expanded "widener." Approximately 1,175,000 cubic yards of material would be excavated from the channel and deposited on upland sites. The existing turning basin at Port Manatee would be expanded by 6.6 acres with an excavation of 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 of vegetated bay bottom.

This project is currently under review for Congressional authorization. Therefore, the Corps has not expressed a capability for the necessary engineering and design work. Should Congress act to authorize the project, the requested FY-82 funding would allow preparation of the General Design Memorandum and Environmental Impact Statement for the project.

PROJECT JUSTIFICATION: Waterborne commerce through facilities located at Port Manatee is being restricted by inadequate channel depth caused by shoaling. Also, tidal currents at the entrance to the port channel make navigation of the turn from the main Tampa Harbor channel quite hazardous. Vessels with drafts in excess of 25 feet must wait near Egmont Key, at the mouth of Tampa Bay, for slack tide. An enlarged widener would allow 24 hour access to port facilities.


TAMPA
TROF CHANNEL
45' X 300'
TROF CHANNEL
TURNING BASIN 45' DEPTH
SPARKMAN CHANNEL
45' X 400'
HILLSBOROUGH CHANNEL
42' X 400'
EAST BAY APPROACH CHANNEL
44' X 600' X 2200'
EAST BAY CHANNEL 44' X 300' TURNING BASIN 44' X 1200' TURNING DIAMETER
EAST BAY ENTRANCE CHANNEL 44' X 600'
PORT SUTTON MAINTENANCE 44' X 300' X 4000'
PORT SUTTON
PORT SUTTON TERMINAL CHANNEL
PORT SUTTON TURNING BASIN 44' X 1200' TURNING DIAMETER
PORT SUTTON ENTRANCE CHANNEL 44' X 600'
HILLSBOROUGH CUT D
HILLSBOROUGH BAY
UPPER HARBOR
TAMPA
PORT TAMPA TURNING BASIN 42' X 900' X 2000'
PORT TAMPA
PORT TAMPA CHANNEL 42' X 400'
ST. PETERSBURG
PORT TAMPA CHANNELS
HILLSBOROUGH CHANNEL 42' X 500'
TAMPA BAY CHANNEL 42' X 500'
TAMPA
EGMONT BAR CHANNEL 46' X 700'
MULLET KEY
PORT MANATEE
EGMONT BAR CUT
EGMONT KEY
MULLET KEY CUT
MULLET KEY CHANNEL 44' X 600'
GULF OF MEXICO
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

1412

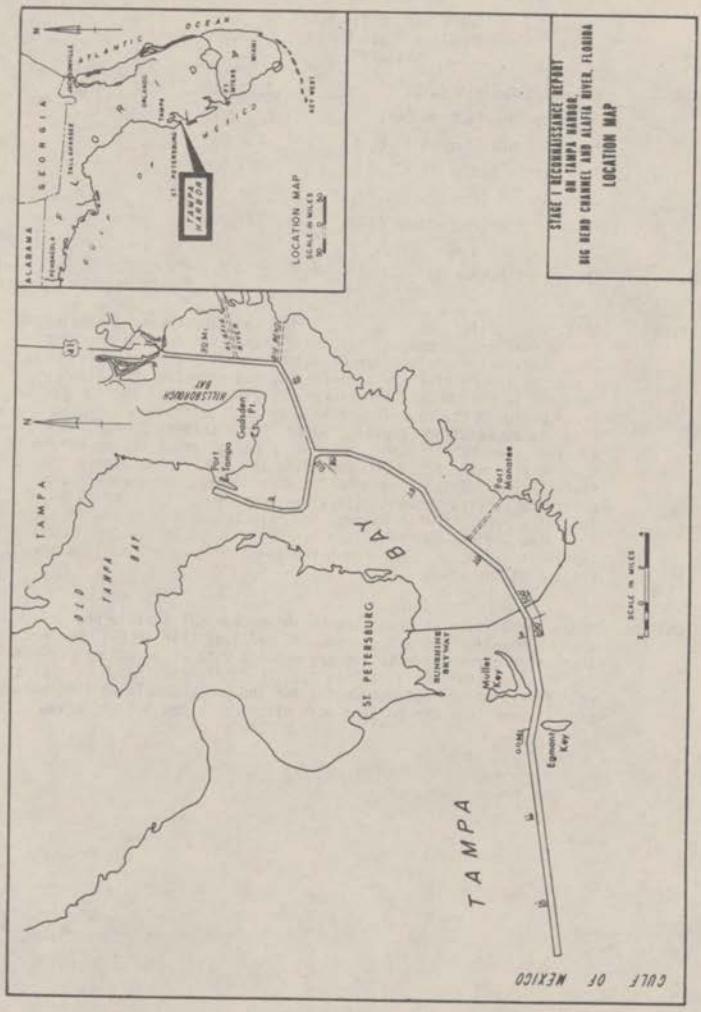
TAMPA HARBOR DEEPENING - MAIN CHANNEL
(Construction)

COST DATA:	Estimated Federal Cost	$183,000,000
	Estimated Non-Federal Cost	4,055,000
	Federal Funds Through FY-81	96,605,000
	President's Budget FY-82	38,000,000
	Corps Stated Capabilities FY-82	38,000,000
	State of Florida Request FY-82	38,000,000
	Benefit Cost Ratio 1.7:1	

SPONSOR: Tampa Port Authority

SPONSOR DESCRIPTION: This project provides for deepening and enlarging channels in Tampa Bay from the Gulf of Mexico to Upper Hillsborough Bay and in adjacent areas including: enlarging the existing entrance channel across Egmont Bay to a depth of 45 feet and a width of 700 feet; enlarging the existing Mullet Key Cut Channel to a depth of 43 feet and a width of 600 feet; enlarging the existing Tampa Bay Channel to a depth of 43 feet and width of 500 feet; enlarging the existing Hillsborough Bay Channel to a depth of 43 feet and a width of 500 feet to the junction with the 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; enlarging the existing Port Sutton Turning Basin to a depth of 43 feet; deepening the existing Sparkman Channel to 41 feet; deepening the existing Ybor Channel to a depth of 39 feet; enlarging the existing turning basin at the entrance to Ybor Channel to a depth of 41 feet; deepening the 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 to a depth of 43 feet; providing an approach channel in East Bay to a depth of 43 feet; and maintaining the Port Sutton terminal channel to a depth of 43 feet. In addition, cuts will be made through three existing spoil islands in Hillsborough Bay to improve the weak tidal circulation of that bay. The requested FY-82 funding will allow this large, complex project to progress on schedule.

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, which annually handles over 42 million tons, is Florida's largest port. Deepening and enlarging the entrance channels, turning basins, and side channels to 43 feet will allow heavier loading of cargo vessels handling bulk products, including petroleum by-products and phosphate. Access for deeper draft vessels will result in lower transportation costs for these commodities.


STAGE I RECONNAISSANCE REPORT
ON TAMPA HARBOR,
BIG BEND CHANNEL AND ALAFIA RIVER, FLORIDA
LOCATION MAP
LOCATION MAP
SCALE IN MILES
ATLANTIC OCEAN
GULF OF MEXICO
ALABAMA
GEORGIA
TAMPA BAY
HILLSBOROUGH BAY
OLD TAMPA BAY
ST. PETERSBURG
TAMPA
Port Tampa
Gadsden Pt.
Port Manatee
Mullet Key
Egmont Key
SCALE IN MILES
GULF OF MEXICO

1414

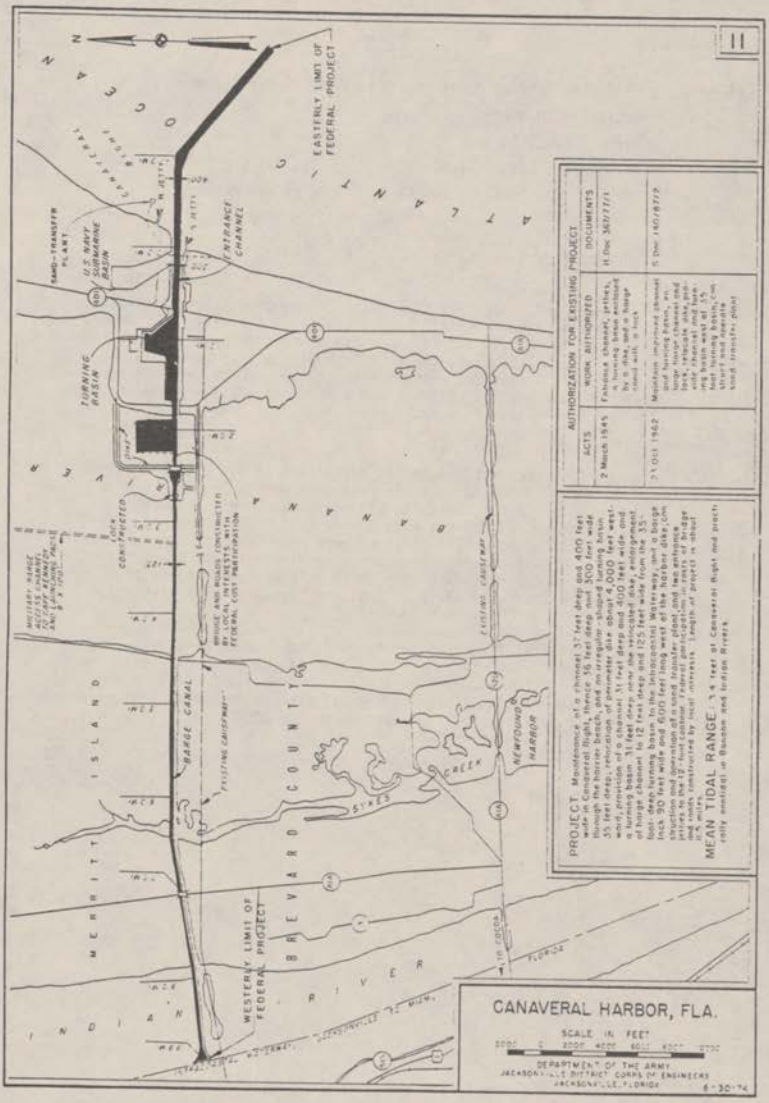
TAMPA HARBOR BIG BEND
AND ALAFIA RIVER CHANNELS
(Study)

COST DATA:		
	Estimated Federal Cost	$303,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	150,000
	President's Budget FY-82	153,000
	Corps Stated Capabilities FY-82	153,000
	State of Florida Request FY-82	153,000

SPONSOR: Tampa Port Authority

PROJECT DESCRIPTION: This is a feasibility study of further modification of the existing federal navigation project for the Alafia River and the existing local navigation project for Big Bend Channel. Emphasis will be placed on the feasibility of deepening and widening the existing channels to accommodate the larger vessels that will use the 43-foot Tampa Harbor Main Channel currently under construction. Alafia River is an existing federal project with a channel 30 feet deep by 200 feet wide from the ship channel in Hillsborough Bay to and including a turning basin 700 feet wide and 1,200 feet long in the Alafia River. Total length is 3.6 miles. Big Bend Channel is a privately constructed and maintained channel 35 feet deep by 200 feet wide from the ship channel in Hillsborough Bay to and including a turning basin 1,000 feet long by 700 to 1,500 feet wide. Total length is 2.2 miles. The requested FY-82 funding would allow completion of the study.

PROJECT JUSTIFICATION: Major commodities shipped through these channels include phospate, coal, and sulfur. The local sponsor believes that depths greater than those currently existing are necessary to allow efficient loading of ships that would utilize the facilities provided. This study will determine the optimum depths for the two channels so that shipping through them can be done most efficiently and economically.


EASTERLY LIMIT OF FEDERAL PROJECT
SAND-TRANSFER PLANT
U.S. NAVY SUBMARINE BASIN
ENTRANCE CHANNEL
TURNING BASIN
JETTY CONSTRUCTED
BRIDGE AND ROADS CONTINUETED BY OTHERS FEDERAL COST PARTICIPATION
EXISTING CAUSEWAY
BARGE CANAL
EXISTING CAUSEWAY
NEWFOUND HARBOR
CREEK
STAKES
MERRITT ISLAND
BREVARD COUNTY
INDIAN RIVER
WESTERLY LIMIT OF FEDERAL PROJECT
ATLANTIC OCEAN
PROJECT: Maintenance of a channel 37 feet deep and 400 feet wide in Canaveral Right, thence 35 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 west and construction of a new dike 3,000 feet long; maintenance of a turning basin 31 feet deep and 400 feet wide and of barge channel to 12 feet deep and 125 feet wide from the 33-foot-deep turning basin to the Intracoastal Waterway, and a barge basin 250 feet wide and 600 feet long west of the harbor dike; construction and operation of a sand transfer plant and appurtenances to the 12-foot contour. Federal participation in costs of bridge and roads constructed by local interests. Length of project is about 2.5 miles.
MEAN TIDAL RANGE: 3.4 feet at Canaveral Right and practically identical in Banana and Indian Rivers.
AUTHORIZATION FOR EXISTING PROJECT
ACTS | WORK AUTHORIZED | DOCUMENTS
2 March 1945 | Fabrious channel, jetties, a turning basin, portage by a dike, and a barge canal with a lock | H Doc 363/77/1
31 Oct 1962 | Maintain improved channel and turning basin, including deepening, widening and lock, relocate dike, provide channel and turning basin, and maintain barge canal and turning basin, construct and operate sand transfer plant | S Doc 140/87/2
CANAVERAL HARBOR, FLA.
SCALE IN FEET
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
6-30-74

CANAVERAL HARBOR
(Study)

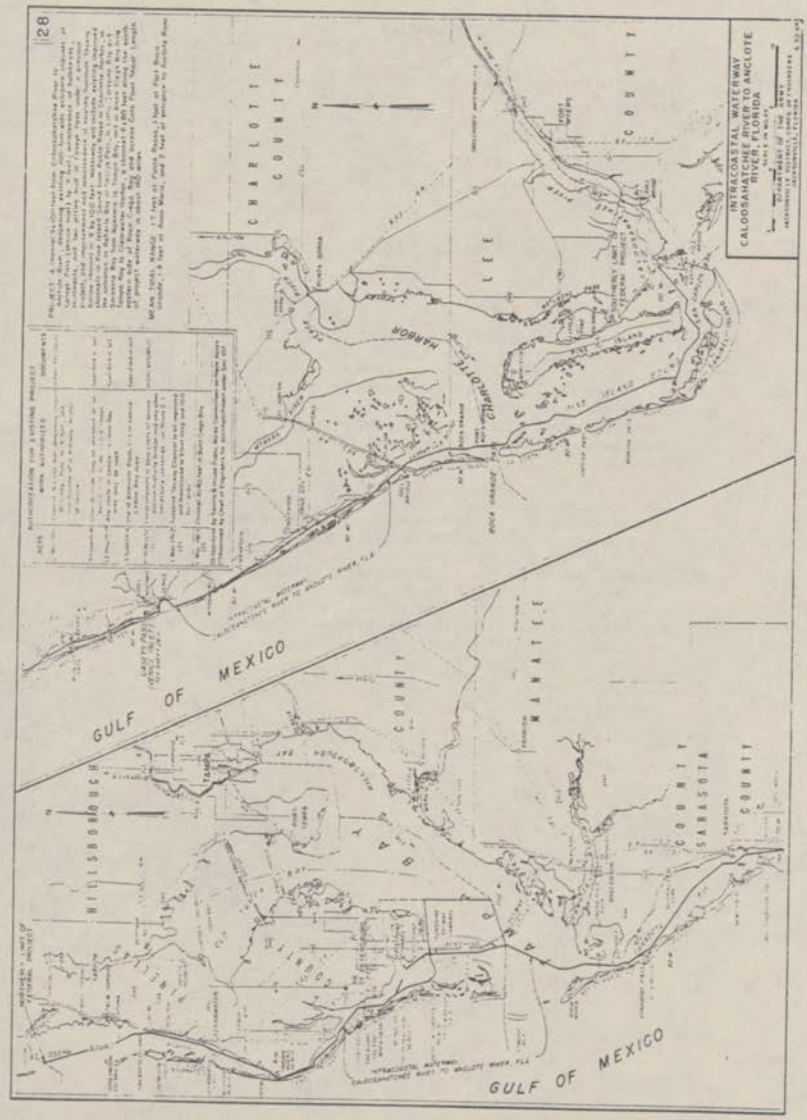
COST DATA:	Estimated Federal Cost	To be determined
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	To be determined
	State of Florida Request FY-82	$50,000

SPONSOR: Canaveral Port Authority

PROJECT DESCRIPTION: The proposed project is to conduct an economic feasibility study to determine the advisability of modifying the existing federal project to provide for federal maintenance dredging of the harbor channel. In addition, the Port Authority wishes to complete the previously authorized channel between the central and west turning basins to a depth of 31 feet and a width of 400 feet, and the western turning basin to a depth of 31 feet.

PROJECT JUSTIFICATION: Currently, the port channel is maintained at the proposed authorized depth by the Navy to assure access to the Trident turning basin. The port in total is currently being maintained by the Navy, the Corps, and the Port Authority. This has resulted in many contracting conflicts which have made dredging more expensive than if dredging were done under a single contract. To rectify the situation, the Port Authority is requesting the proposed study to determine the feasibility of the Corps assuming all maintenance work.

Port Canaveral is now being seriously considered by utility company representatives as a future importation site for coal to be used in electrical power generation in the eastern half of the Florida peninsula. This study could provide information of great value to possible future expansion of the port's facilities to accommodate coal importation.


28
INTRACOASTAL WATERWAY
CALOOSAHATCHEE RIVER TO ANCLOTE
RIVER, FLORIDA
CHARLOTTE
COUNTY
LEE
COUNTY
HILLSBOROUGH
COUNTY
MANATEE
COUNTY
SARASOTA
COUNTY
GULF OF MEXICO
GULF OF MEXICO
PUNTA GORDA
CHARLOTTE HARBOR
BOCA GRANDE
TAMPA BAY

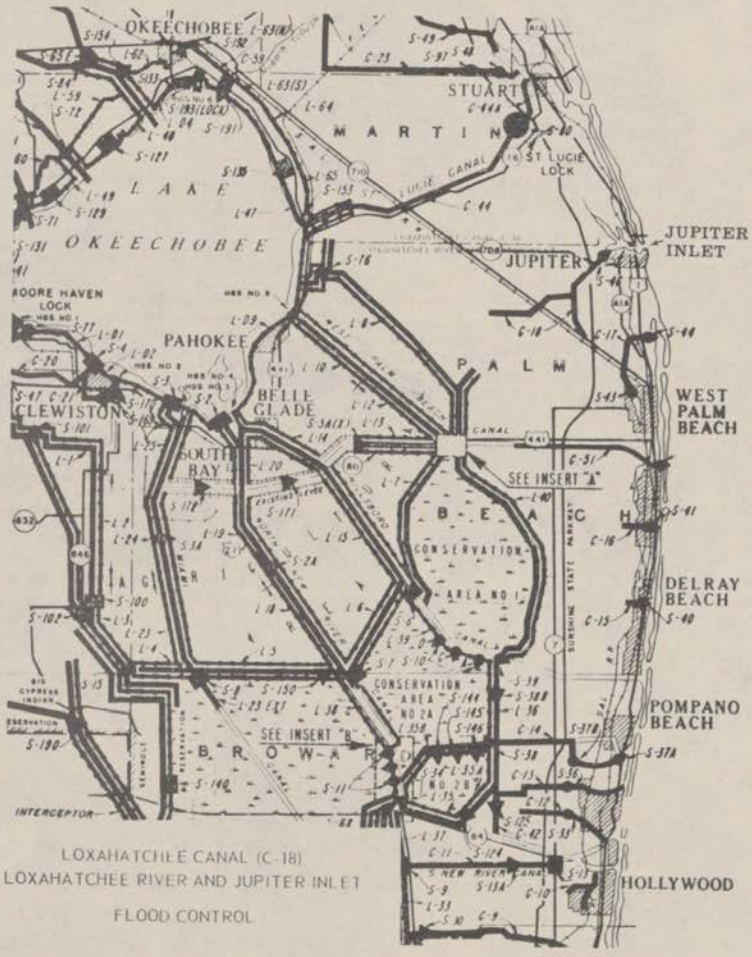
GULF COAST PASSES
(Study)

COST DATA:		
	Estimated Federal Cost	$463,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	110,000
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	150,000
	State of Florida Request FY-82	150,000

SPONSOR: West Coast Inland Navigation District

PROJECT DESCRIPTION: This study would continue a comprehensive feasibility report by the Corps of Engineers to consider designating Stump Pass (Charlotte County), Big Sarasota Pass (Sarasota County), Longboat Pass (Manatee County), and Hurricane and Dunedin Passes (Pinellas County) as integral parts of the Intracoastal Waterway. The study should determine the feasibility of maintaining these passes at nine feet for commercial and recreational boats, providing suitable material for renourishment of adjacent public beaches, and providing safe and economical boat passage to the Gulf from protected inland waters.

PROJECT JUSTIFICATION: Boating safety in the project area would be substantially enhanced by federal assumption of the responsibility for maintenance dredging of these passes. An investigation is also needed of the feasibility of using material dredged from these passes for renourishment of adjacent beaches. The following would be evaluated in the feasibility study: 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 dredging.



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

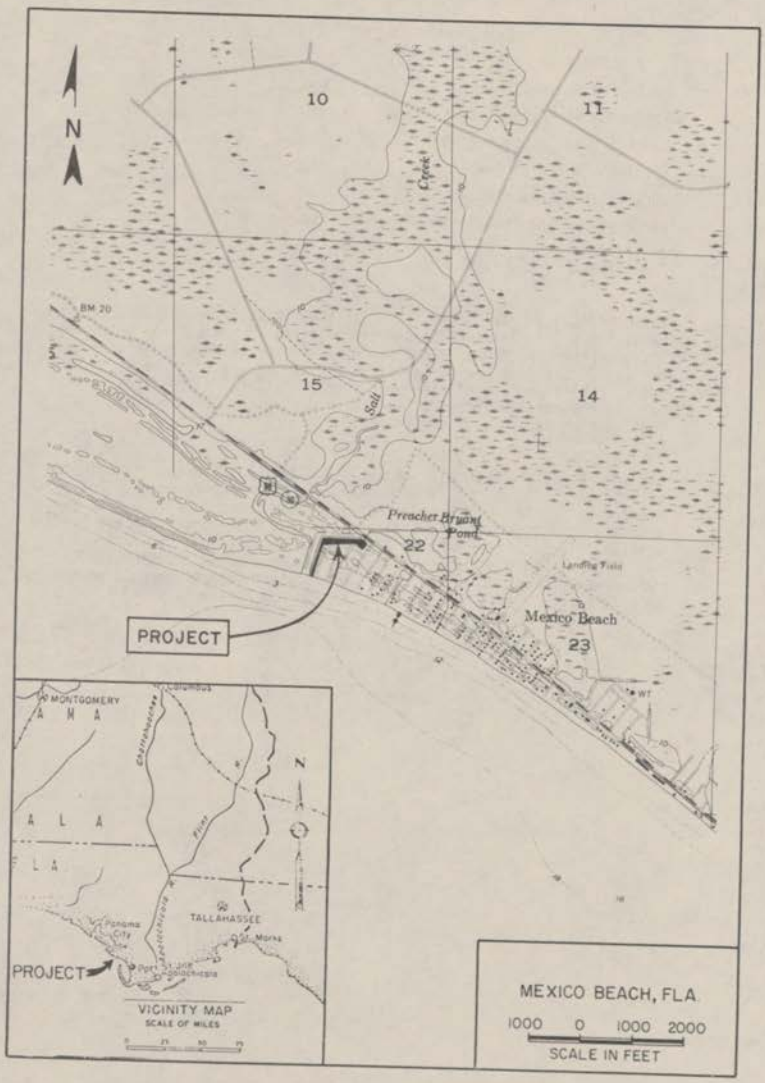
JUPITER INLET
(Study)

COST DATA:		
	Estimated Federal Cost	$280,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	30,000
	State of Florida Request FY-82	30,000

SPONSOR: Jupiter Inlet District

PROJECT DESCRIPTION: Jupiter Inlet is a natural inlet in northern Palm Beach County about sixteen miles south of St. Lucie Inlet and fourteen miles north of Lake Worth Inlet. The requested study would determine if improvements to Jupiter Inlet would allow small boat navigation to be more cost effective. The requested FY-82 funding would 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 safe passage of recreational, charter and commercial fishing boats. Permanent jetties now extend into the ocean on both sides of the inlet, and sand is dredged from the inlet about every two years and deposited on the beach to the south. Local interest in improving the inlet to make it safer for navigation is considerable. In the 1960's the Corps of Engineers conducted a feasibility study of improving the inlet, but such a project could not then be justified economically. Since that time, population, boating, and commercial fishing in the area have increased significantly. Thus, the project may now have a positive economic impact.


N
10
11
15
14
22
23
BM 20
Creek
Salt
Preacher Bryant Point
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

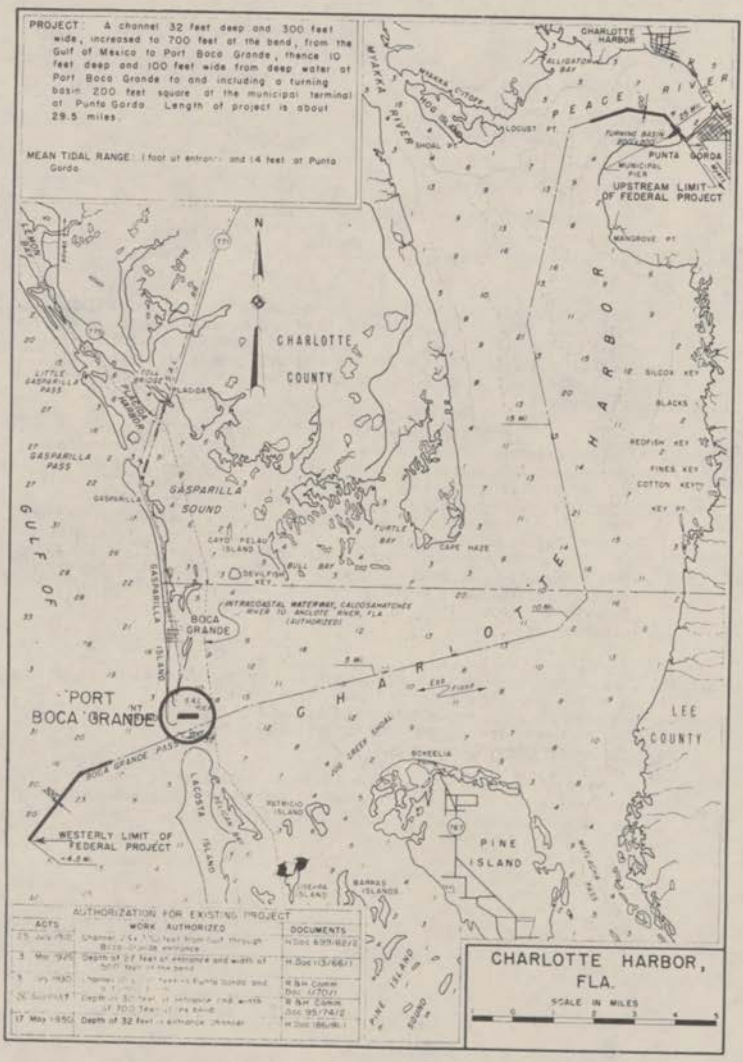
MEXICO BEACH INLETS
(Study)

COST DATA:	Estimated Federal Cost	$200,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	50,000

SPONSOR: Town of Mexico Beach, Florida

PROJECT DESCRIPTION: This project, in Bay County, is a feasibility study of maintenance of a canal inlet and placement of dredged material from the canal onto public beaches. The canal is 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 canal's entrance, thereby reducing, and at times eliminating, boating access much of the year.

PROJECT JUSTIFICATION: The economy of the Mexico Beach area is nearly totally tourist oriented with boaters providing a large portion of the area's revenues. The sedimentation problem in the canal has obstructed boat traffic and is responsible for a decrease in boating activity, both commercial and recreational. Thus, matinenance of a navigable channel and renourishment of the adjacent beach would boost the local economy. 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.


PROJECT: A channel 32 feet deep and 300 feet wide, increased to 700 feet at the bend, from the Gulf of Mexico to Port Boca Grande, thence 10 feet deep and 100 feet wide from deep water at Port Boca Grande to and including a turning basin 200 feet square at the municipal terminal at Punta Gorda. Length of project is about 29.5 miles.
MEAN TIDAL RANGE: 1 foot at entrance and 1.4 feet at Punta Gorda.
CHARLOTTE HARBOR
PEACE RIVER
PUNTA GORDA
UPSTREAM LIMIT OF FEDERAL PROJECT
CHARLOTTE COUNTY
GASPARILLA SOUND
GASPARILLA PASS
GULF OF MEXICO
BOCA GRANDE
PORT BOCA GRANDE
WESTERLY LIMIT OF FEDERAL PROJECT
INTRACOASTAL WATERWAY, CALOOSAHATCHEE RIVER TO ANCLOTE RIVER, FLA. (AUTHORIZED)
CHARLOTTE HARBOR
LEE COUNTY
PINE ISLAND
BOKEELIA
AUTHORIZATION FOR EXISTING PROJECT
ACTS
WORK AUTHORIZED
DOCUMENTS
CHARLOTTE HARBOR, FLA.
SCALE IN MILES

PORT BOCA GRANDE
(Study)

COST DATA:		
	Estimated Federal Cost	$399,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	6,000
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	120,000
	State of Florida Request FY-82	120,000

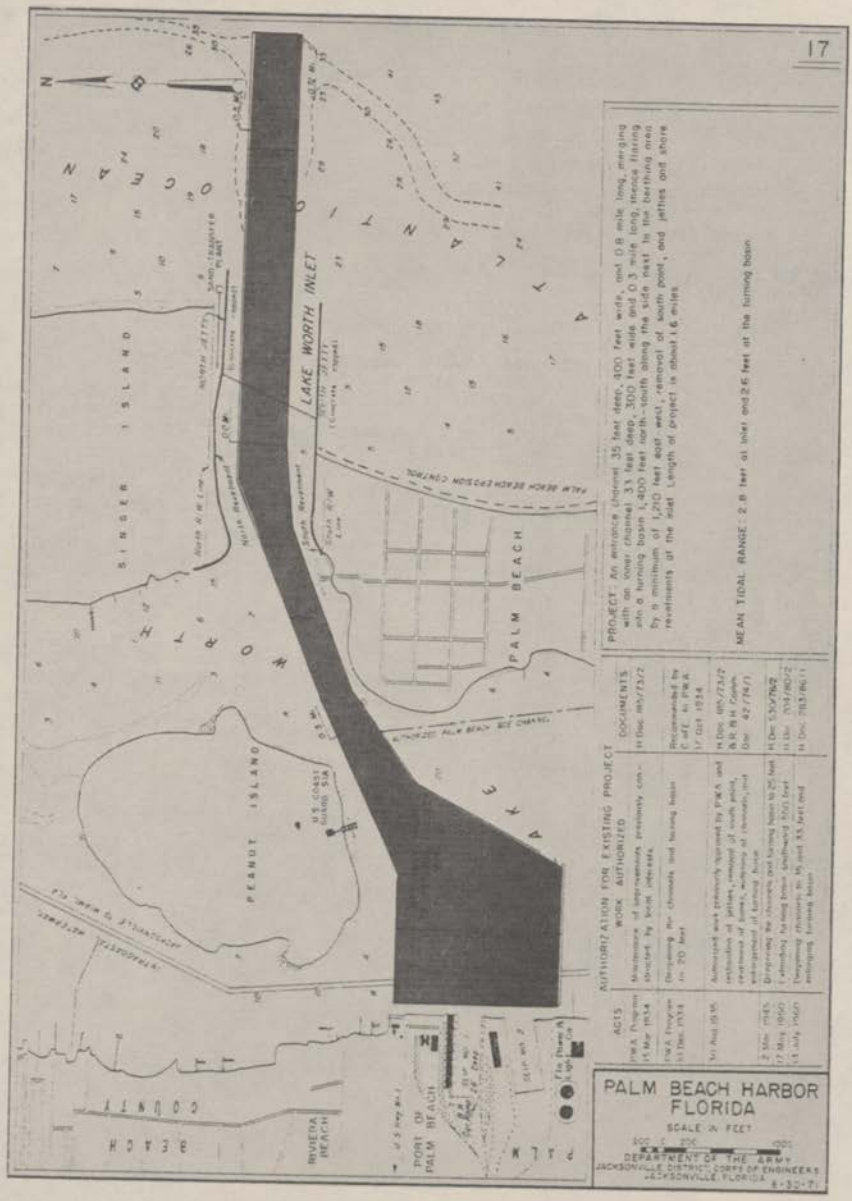
SPONSOR: Lee County Port Authority

PROJECT DESCRIPTION: Port Boca Grande, in Lee County, is on the southern end of Gasparilla Island and is accessed from the Gulf of Mexico through Boca Grande Pass. The Port is about 70 miles south of Tampa Bay and 150 miles north of Key West. Boca Grande is a naturally deep inlet, although it is maintained at a 32-foot depth and 300-foot width by the Corps of Engineers.

Local interests desire a feasibility study to investigate the environmental, economic, and engineering aspects of modifying the existing channel and turning basin adjacent to Gasparilla Island. In addition, this study should investigate the feasibility of utilizing the spoil from regular maintenance dredging for renourishment of beaches on Gasparilla, Captiva, and Estero Islands. A previous study (Charlotte Harbor) raised considerable local and State reaction to the suggestion of constructing a channel across Charlotte Harbor to the mainland. This alternative has been eliminated from further consideration and the current study area would be confined to the current facilities on Gasparilla Island. FY-82 funding would allow initiation of the study effort.

PROJECT JUSTIFICATION: Lee County, through its consultants, is in the process of developing a master plan for Port Boca Grande. The requested Corps of Engineers feasibility study would compliment Lee County's efforts by evaluating the environmental and economic aspects of any recommendations from the master plan.

Some of the beaches of Lee County are now substantially eroded. Spoil from maintenance and other dredging at Port Boca Grande could possibly be used to renourish these beaches. The requested study could profitably address this possibility.


17
PALM BEACH HARBOR
FLORIDA
SCALE IN FEET
DEPARTMENT OF THE ARMY
JACKSONVILLE DISTRICT, CORPS OF ENGINEERS
JACKSONVILLE, FLORIDA
8-30-71
PROJECT: An entrance channel 35 feet deep, 400 feet wide, and 0.8 mile long, merging into an inner channel 33 feet deep, 300 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 a minimum of 1,210 feet east-west; removal of south point, and jetties and shore revetments at 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
AGTS
WORK AUTHORIZED
DOCUMENTS
LAKE WORTH INLET
SINGER ISLAND
PEANUT ISLAND
PALM BEACH
PORT OF PALM BEACH
RIVIERA BEACH
PALM BEACH COUNTY
OCEAN
LAKE WORTH

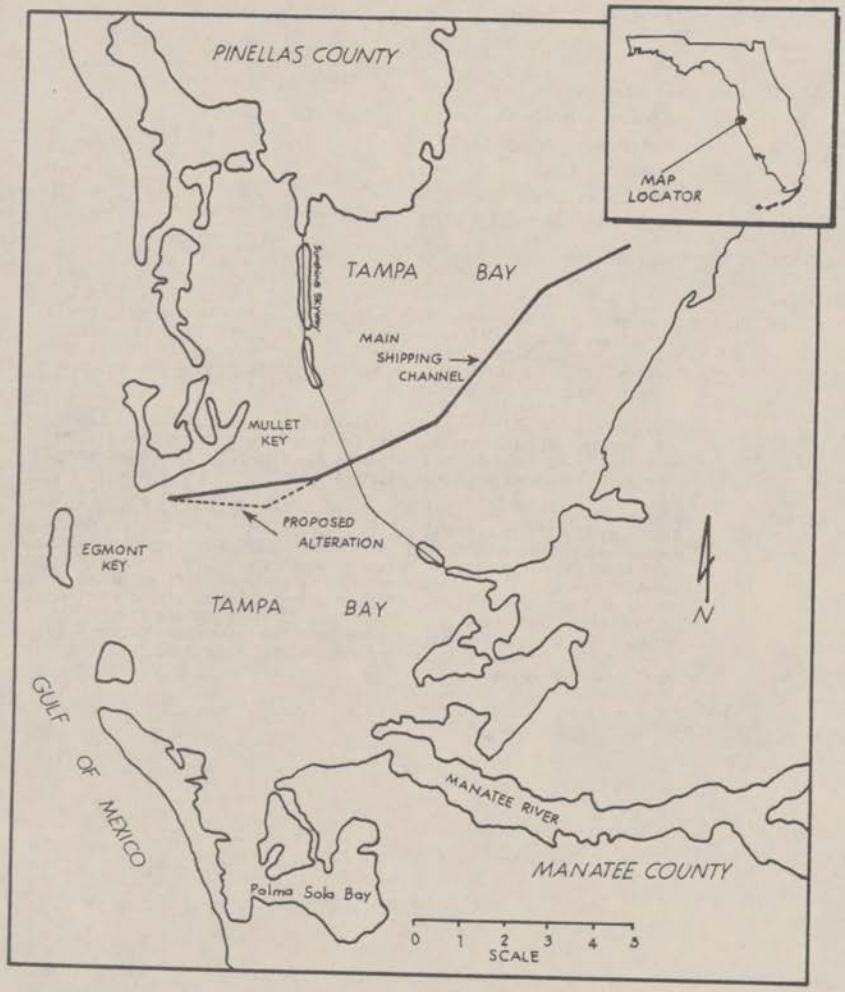
PORT OF PALM BEACH
(Study)

COST DATA:	Estimated Federal Cost	$130,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	50,000
	State of Florida Request FY-82	50,000

SPONSOR: Port of Palm Beach District

PROJECT DESCRIPTION: In 1976, the Port of Palm Beach constructed, at its own expense, a twenty-five foot deep turning basin extension to the north of the federally authorized and maintained project. The extension is an irregular polygon with a maximum east-west length of about 1,475 feet and a maximum north-south width of about 700 feet. The Port is now requesting a study of the feasibility of modifying the existing authorized project to include federal assumption of the maintenance of the new portion of the turning basin.

PROJECT JUSTIFICATION: The extension to the federally maintained project cost the Port of Palm Beach approximately $500,000. That original federal project now needs to be reassessed regarding possible modification of the project to include federal maintenance dredging of the extension. This study was authorized by resolution dated May, 1979; however, funding has not been available to initiate the study effort.



TAMPA HARBOR CHANNEL REALIGNMENT

TAMPA HARBOR CHANNEL
REALIGNMENT
(Study)

COST DATA:	Estimated Federal Cost	$250,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	$100,000

SPONSOR: Tampa Port Authority

PROJECT DESCRIPTION: Ships entering Tampa Harbor must negotiate a bend in the harbor channel located approximately three-fourths of a mile to the west (the seaward side) of the Sunshine Skyway Bridge. This bend has been criticized by maritime officials and others and may have contributed to the two major shipping disasters discussed below.

This new study would investigate effects of this channel bend on shipping and evaluate the possible need for realignment of the channel. The requested FY-82 funding would allow the study to begin should necessary Congressional authorization be obtained.

PROJECT DISCUSSION: The Tampa Bay Pilots Association, the Florida Engineering Society Commission, and ship captains have all indicated a need to realign Tampa Harbor Channel so that ships are not forced to negotiate a turn so close to the Sunshine Skyway Bridge. This turn may have seriously influenced the course of the Summit Venture, a freighter that collided with the bridge in 1980 with a resultant loss of more than 30 lives and one span of the bridge. The turn is also in the area where the Coast Guard Cutter Blackthorn in 1979 collided with another ship in what became the Coast Guard's worst peacetime disaster.



INDEX MAP
BEACH EROSION CONTROL PROJECTS

BEACH EROSION CONTROL PROJECTS

Construction

Dade County Beaches

Dade County-Haulover Beach Park North

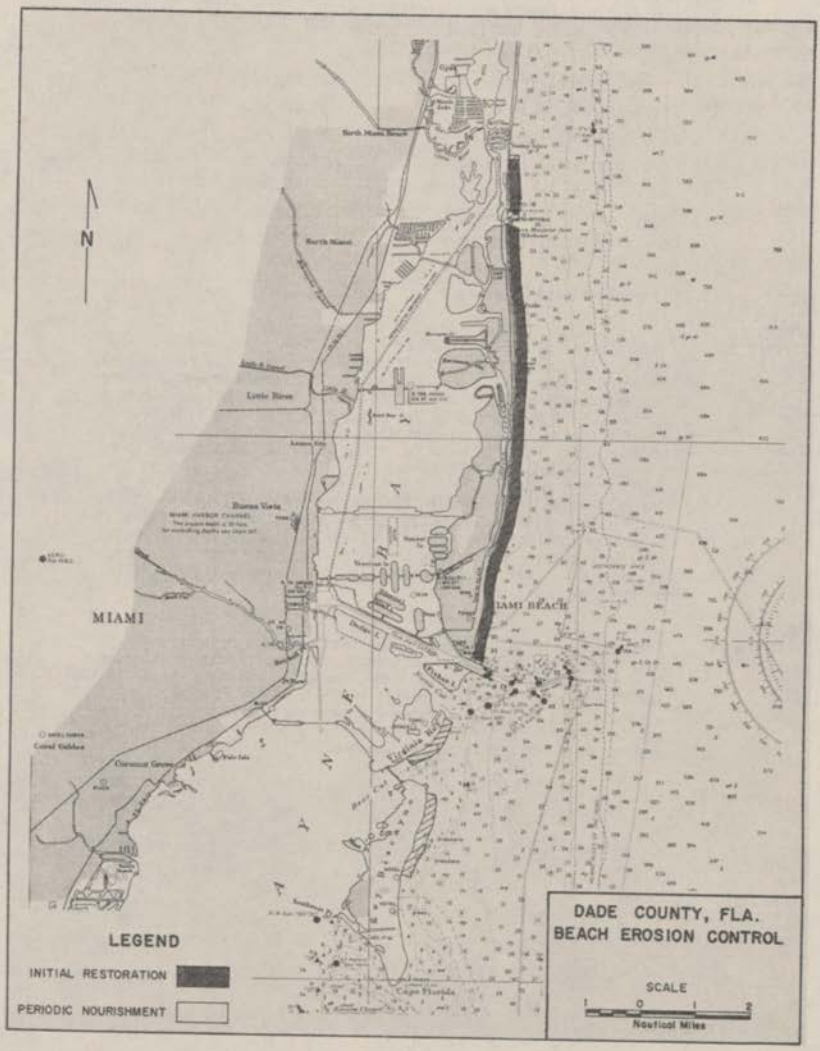
Panama City Beaches

Pinellas County Beaches

Studies

Flagler County

Sarasota County


N
MIAMI
LEGEND
INITIAL RESTORATION
PERIODIC NOURISHMENT
DADE COUNTY, FLA.
BEACH EROSION CONTROL
SCALE
1 0 1 2
Nautical Miles

DADE COUNTY BEACH EROSION CONTROL
AND HURRICANE PROTECTION
(Construction)

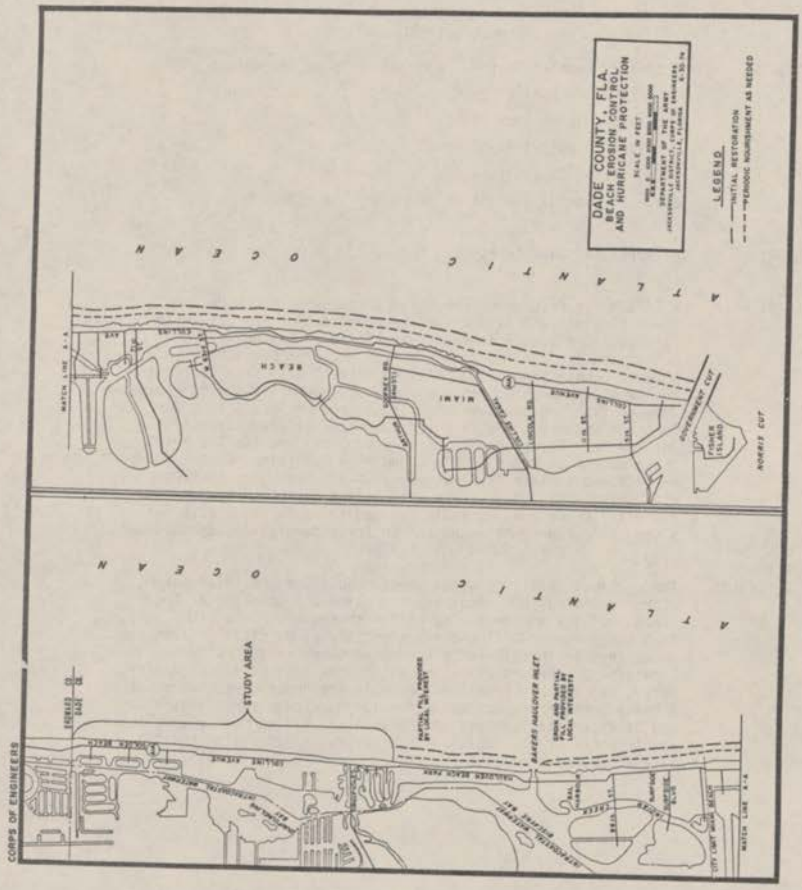
COST DATA:		
	Estimated Federal Cost	$37,300,000
	Estimated Non-Federal Cost	31,039,000
	Federal Funds Through FY-81	21,939,000
	President's Budget FY-82	9,300,000
	Corps Stated Capabilities FY-82	9,300,000
	State of Florida Request FY-82	9,300,000
	Benefit Cost Ratio: 4.8:1	

SPONSOR: Metropolitan Dade County

PROJECT DESCRIPTION: This ongoing project will place 13.5 million cubic yards of sand on the Dade County shoreline to form a protective and recreational beach and protective dune for 9.3 miles of shore between Government Cut and Bakers Haulover Inlet. This area includes Miami Beach, Surfside, and Bal Harbour. The project is also providing beach erosion control at Haulover Beach Park by initially placing 0.2 million cubic yards of material along 1.2 miles of shore to form a protective recreational beach.

The project is programmed in five phases. Phases I-IV and 50% of Phase V (which includes 11th Street to Haulover Beach) will have been completed by the end of FY-81. FY-82 funds would be used to complete Phase V for beach renourishment from 11th street south to Government Cut and to begin initial replenishment in the northern project area.

PROJECT JUSTIFICATION: The project is designed to provide beach erosion control and hurricane surge protection for beaches of great economic importance. Dade County's beaches provide badly needed recreational opportunities for the densely populated coastal sections of the County. In addition, the beaches are extremely important tourist attractions, and the economy of the area would suffer significantly if the beaches were not preserved and improved.


DADE COUNTY, FLA.
BEACH EROSION CONTROL
AND HURRICANE PROTECTION
LEGEND
INITIAL RESTORATION
PERIODIC NOURISHMENT AS NEEDED
ATLANTIC OCEAN
MIAMI BEACH
MIAMI
FISHER ISLAND
GOVERNMENT CUT
BAKERS CUT
STUDY AREA
BAKERS HAULOVER INLET
COLLINS AVENUE
HARDING AVENUE
CORPS OF ENGINEERS

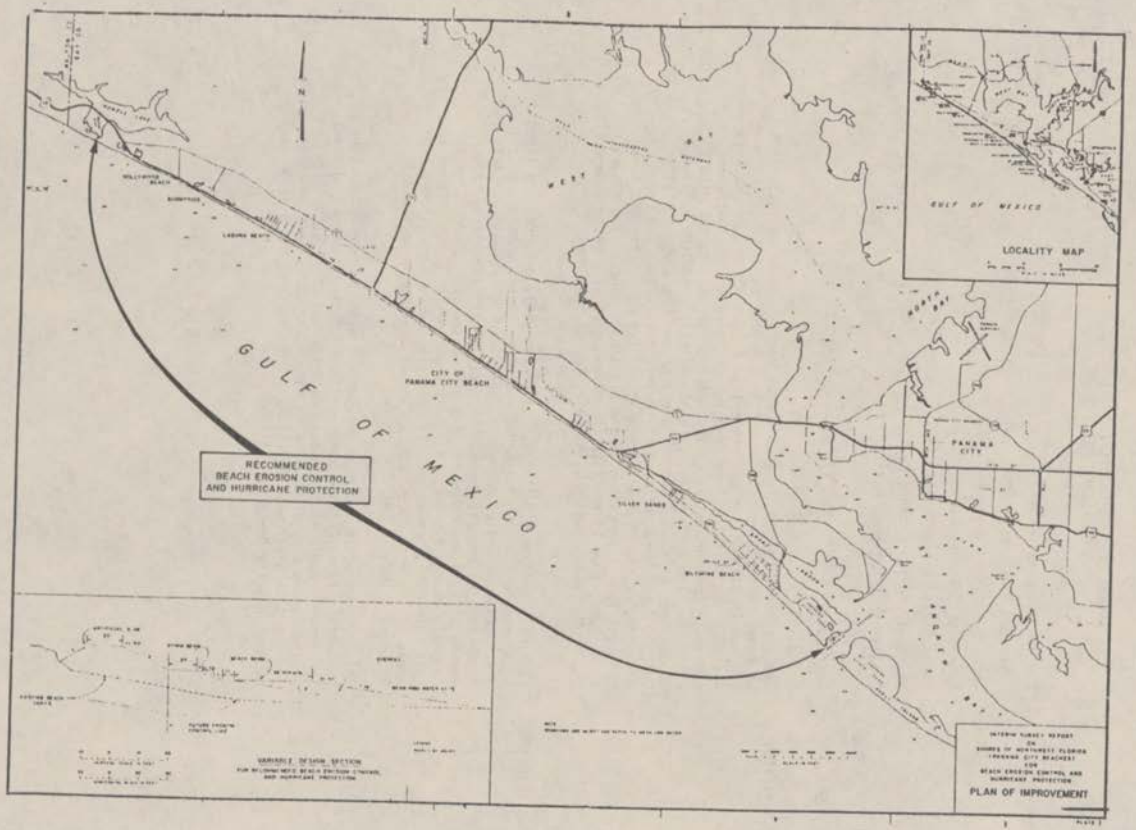
DADE COUNTY HAULOVER BEACH PARK NORTH
(Construction)

COST DATA:	Estimated Federal Cost	To be determined
	Estimated Non-Federal Cost	To be determined
	Federal Funds Through FY-81	$209,000
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	150,000

SPONSOR: Metropolitan Dade County

PROJECT DESCRIPTION: A 1976 House Resolution requested a review of the Dade County Beach Erosion Control and Hurricane Protection Project, with particular reference to the advisability of extending the authorized project improvements from Haulover Beach Park to the Broward County Line (14.3 miles of shoreline). This continuing review is determining means whereby beach erosion and hurricane induced flooding can be controlled in the project area. The Corps of Engineers has released the Stage II (Development of Intermediate Plans) Report for the project, and the Stage III (Development of Detailed Plans and Plan Selection) Report should be released in late FY-81 or early FY-82. Assuming that Congress will provide the necessary authorization for construction, the requested FY-82 funding would be used to begin preparation of a General Design Memorandum and an Environmental Impact Statement.

PROJECT JUSTIFICATION: The combined effect of wind, waves, and tides amplified during storm conditions has resulted in erosion and lowering of the beach profiles and recession of the shoreline in the study area. At a large number of locations along the study site, erosion has undermined or threatened to undermine shorefront structures. Recession of the shoreline is causing the loss of valuable property, and at many locations seawalls are under direct wave attack. A beach erosion project could provide hurricane surge protection and beach erosion control to the area as well as meet recreational requirements of the region. This review is addressing the feasibility of such a project.


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

PANAMA CITY BEACHES EROSION CONTROL
AND HURRICANE PROTECTION
(Construction)

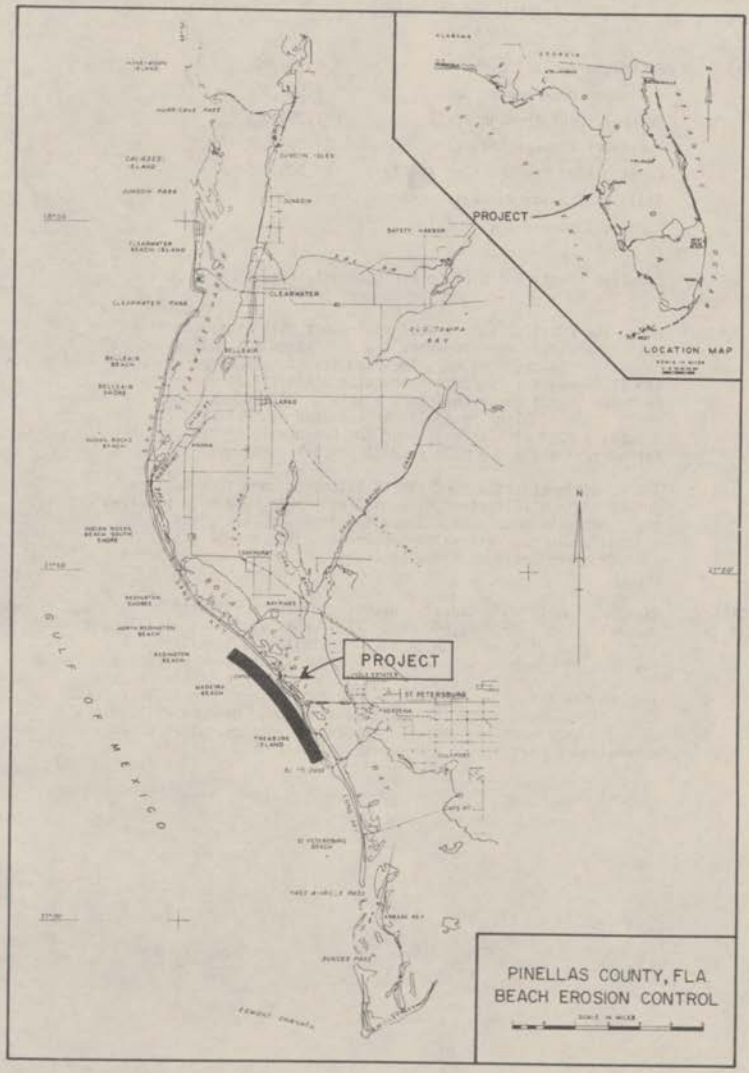
COST DATA:	Estimated Federal Cost	$32,900,000
	Estimated Non-Federal Cost	15,500,000
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	400,000
	State of Florida Request FY-82	400,000
	Benefit Cost Ratio: 6.2:1	

SPONSOR: Bay County

PROJECT DESCRIPTION: The proposed project, located in Bay County, includes 18.5 miles of beach restoration plus an artificial dune and berm system between Phillips Inlet and the entrance channel into Panama City Harbor. The work involves dredging offshore at the 10-fathom (60-foot) contour, which varies between one-half to one mile offshore. The entire project would initially require 7,965,000 cubic yards of sand. 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 requested FY-82 funding would initiate the development of a Phase I General Design Memorandum and Environmental Impact Statement.

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 struck Panama City in September of 1975 and 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.

This project would decrease the current erosion rate and provide protection from flooding and wave damage caused by storm surges. The project would also enhance beach recreation opportunities in the Panama City area. Panama City is known for its beaches, and the area's economy is heavily dependent upon the availability of high quality beach recreation.


PROJECT
LOCATION MAP
PROJECT
GULF OF MEXICO
PINELLAS COUNTY, FLA.
BEACH EROSION CONTROL

PINELLAS COUNTY BEACHES
(Construction)

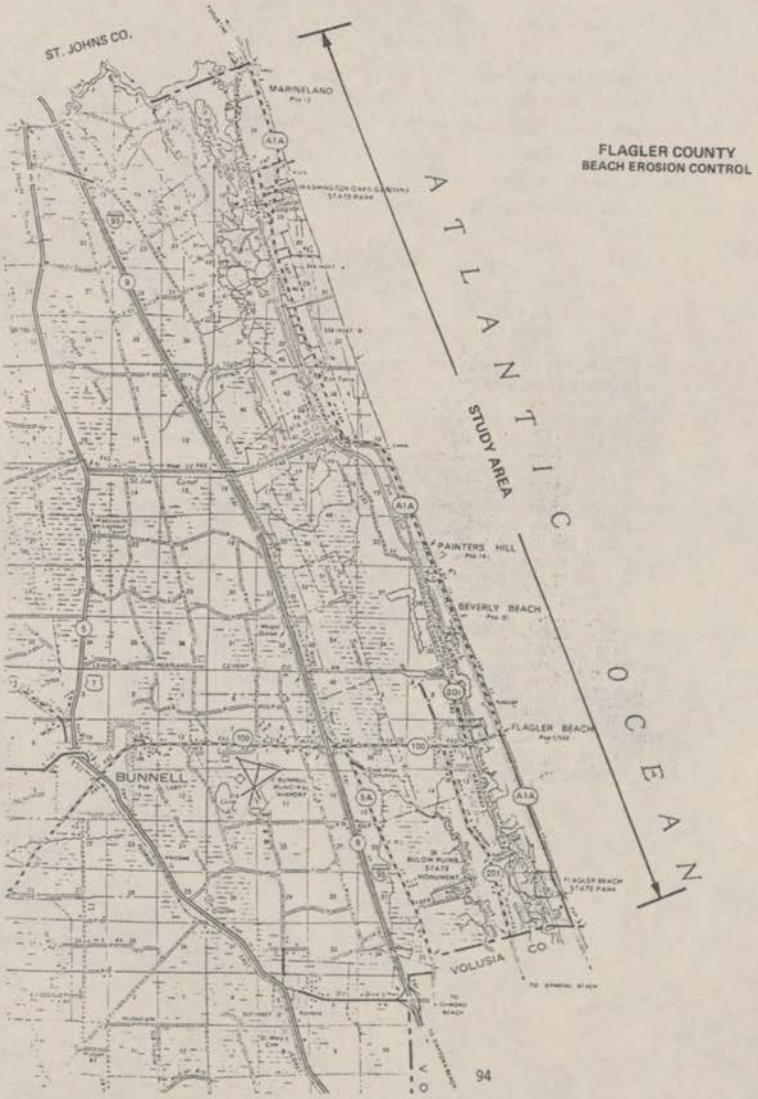
COST DATA:	Estimated Federal Cost	$ 6,160,000
	Estimated Non-Federal Cost	19,500,000
	Federal Funds Through FY-81	1,360,000
	President's Budget FY-82	1,000,000
	Corps Stated Capabilities FY-82	1,000,000
	State of Florida Request FY-82	1,000,000
	Benefit Cost Ration: 2.4:1	

SPONSOR: Pinellas County Board of County Commissioners

PROJECT DESCRIPTION: Under the Pinellas County Beaches Project, structural modifications and sand renourishment are authorized for beaches on Clearwater Beach, Sand Key, Treasure Island, and Long Key. The FY-82 request is for construction activity and renourishment for Sunset Beach on Treasure Island. A groin on the north shore of Blind Pass will be elevated and extended (to a total length of 456 feet), and the beach will be renourished for approximately one mile from Blind Pass northward.

The specific objectives of the FY-82 project are to establish and maintain a sufficient dimension of barrier beach to provide storm protection to Sunset Beach and Treasure Island and to provide ample recreational beach area to the general public including residents of Pinellas County, tourists, and visitors.

PROJECT JUSTIFICATION: Pinellas County is a densely populated urban county with a total population in excess of 650,000. The County also is a significant tourist area visited annually by approximately 3.5 million tourists who contribute nearly $1 billion to the area's economy. These tourists are attracted to the County because of the climate and the beach areas. Many of the County's beaches are in a critical state of erosion. Thus, renourishment of these beaches will help maintain the county's economic balance and enhance future beach recreation opportunities for county residents and visitors.


FLAGLER COUNTY
BEACH EROSION CONTROL
ST. JOHNS CO.
MARINELAND
A1A
ATLANTIC
OCEAN
STUDY AREA
PAINTERS HILL
BEVERLY BEACH
FLAGLER BEACH
BUNNELL
VOLUSIA
CO.
94

FLAGLER COUNTY BEACH EROSION CONTROL
(Study)

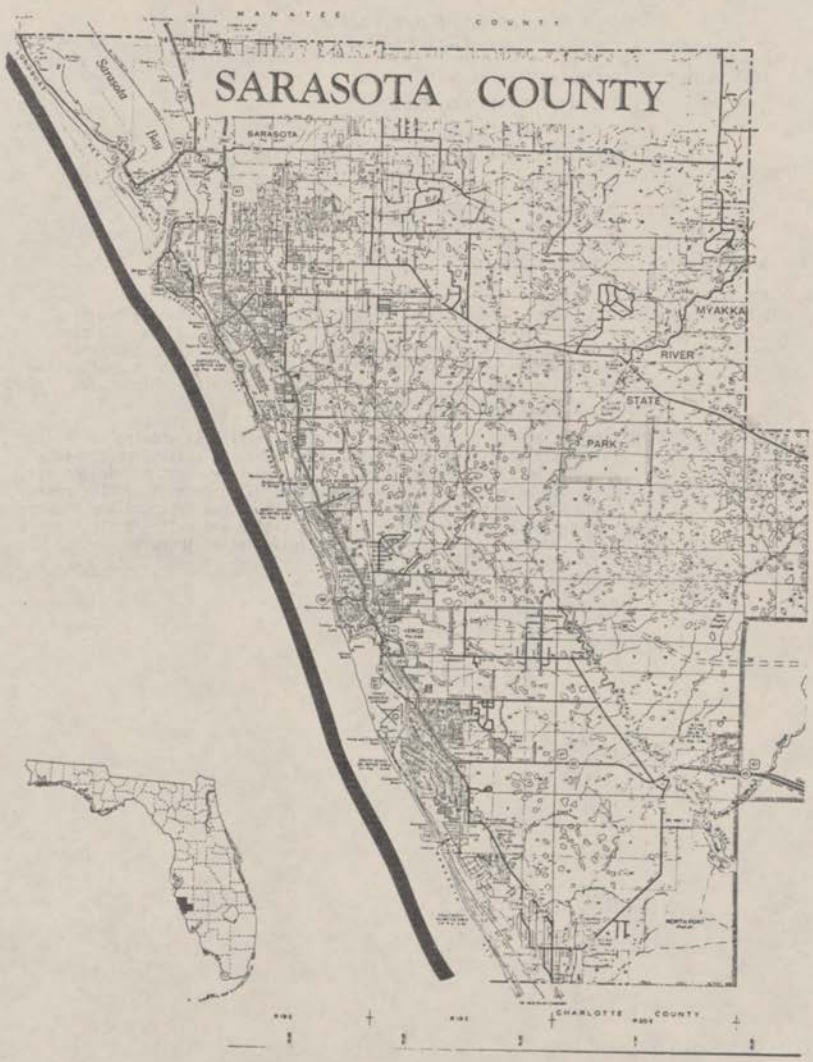
COST DATA:	Estimated Federal Cost	$160,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	80,000
	President's Budget FY-82	80,000
	Corps Stated Capabilities FY-82	80,000
	State of Florida Request FY-82	80,000

SPONSOR: City of Flagler Beach

PROJECT DESCRIPTION: The study area is the Atlantic Ocean shoreline of Flagler County, from the St. Johns County line on the north to the Volusia County line on the south. The cities of Bunnell, Palm Coast, Beverly Beach, Painters Hill, Marineland, and Flagler Beach are included in the study area. The purpose of the study is to determine the condition and the rate of deterioation of the extensively eroded beaches of the shores of Flagler County and to determine the feasibility of undertaking suitable corrective work.

Since relatively little development has occurred upland of the project beaches, a study of this type can focus on construction standards, floodplain management, hurricane surge protection, and other issues directly related to minimizing beach erosion by proper development of the shoreline. The Reconnaissance Report for this study was issued in August, 1980, and the requested FY-82 funding would allow completion of the study.

PROJECT JUSTIFICATION: Past hurricanes and Atlantic Ocean storms have caused serious shoreline damage and considerable erosion of the coast in the vicinity of Highway A1A and the City of Flagler Beach. Public use of these beaches must be protected, and destruction of public roadways, utilities, and private and municipal properties that front the shoreline must be prevented. Finally, the project area will receive future economic and environmental benefits in that planned development of the beaches will be guided by the results of this study.


SARASOTA COUNTY
MANATEE COUNTY
SARASOTA
Sarasota Bay
MYAKKA
RIVER
STATE
PARK
CHARLOTTE COUNTY

SARASOTA COUNTY BEACHES
(Survey Restudy)

COST DATA:	Estimated Federal Cost	$373,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	244,000
	President's Budget FY-82	126,000
	Corps Stated Capabilities FY-82	126,000
	State of Florida Request FY-82	126,000

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 restorative work. The funds requested for FY-82 would complete this study.

PROJECT JUSTIFICATION: Sarasota County is one of the State's most rapidly growing counties. This rapid population growth plus the county's location necessitate adequate beach recreation areas. Unfortunately, past hurricanes and other storms have caused substantial shoreline recession. The remaining beaches must be preserved. In addition, the destruction of abutting property improvements, including single and multi-family housing, public roadways, and utility facilities, must be improved.


ENVIRONMENTAL RESTORATION AND
ENHANCEMENT STUDIES
1 BISCAYNE BAY
2 GOLDEN GATE ESTATES
3 KISSIMMEE RIVER
4 LITTLE ECON RIVER VALLEY
5 SHARK RIVER SLOUGH
6 SIX MILE CYPRESS

ENVIRONMENTAL RESTORATION AND ENHANCEMENT

Studies

Biscayne Bay

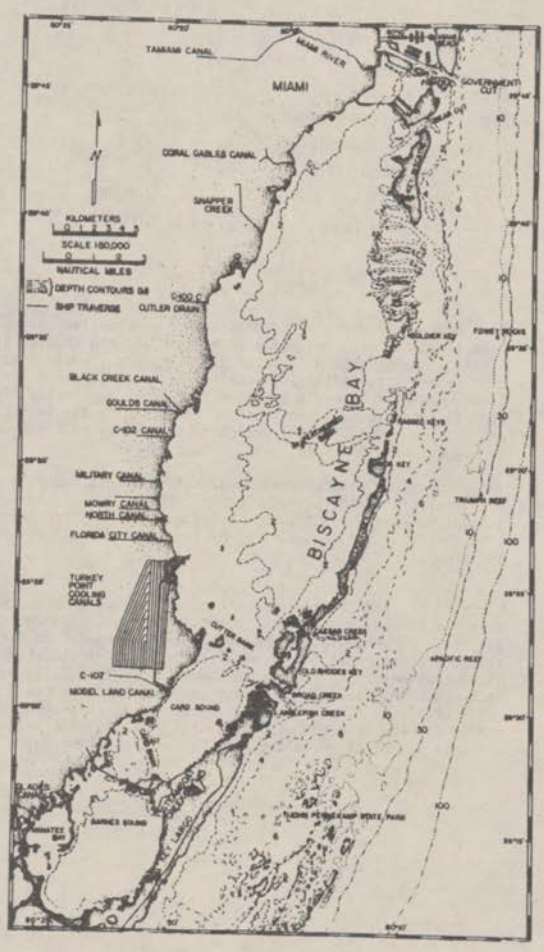
Golden Gate Estates

Kissimmee River Valley

Little Econ River Valley

Shark River Slough

Six Mile Cypress



Location map of Biscayne Bay and connecting lagoons.

BISCAYNE BAY
(Study)

COST DATA:		
	Estimated Federal Cost	$2,200,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	100,000
	State of Florida Request FY-82	100,000

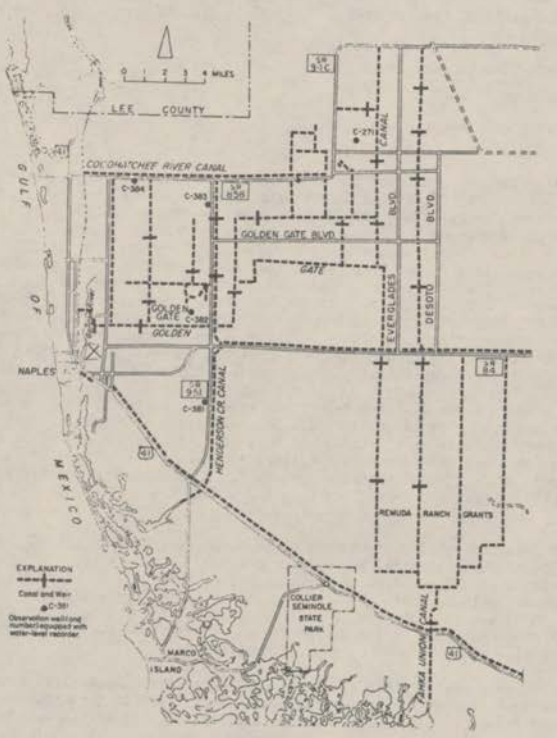
SPONSOR: Metropolitan Dade County

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

The study would also address impacts from dredge and fill activities on circulation patterns and flushing, the effect of the ICW spoils islands on water quality, and the effects of modified freshwater inputs into the Bay. The requested FY-82 funding would allow initiation of the study.

PROJECT JUSTIFICATION: Biscayne Bay and the adjacent shoreline have been subjected to intense development and alterations through federally authorized construction projects. The cumulative impacts of these projects on the Biscayne Bay system are not known. However, local government studies have determined that water quality in the bay is poor, especially north of Rickenbacker Causeway. Excessive turbidity and reduced flushing are major problems. The information generated by this proposed study is needed for the development of a judicious management program and for the development of guidelines for future use of the bay.

Golden Gate Estates Canal System



GOLDEN GATE ESTATES WATER RESOURCES REDEVELOPMENT
(Study)

COST DATA:

Estimated Federal Cost	$1,200,000
Estimated Non-Federal Cost	0
Federal Funds Through FY-81	272,000
President's Budget FY-82	0
Corps Stated Capabilities FY-82	453,000
State of Florida Request FY-82	453,000

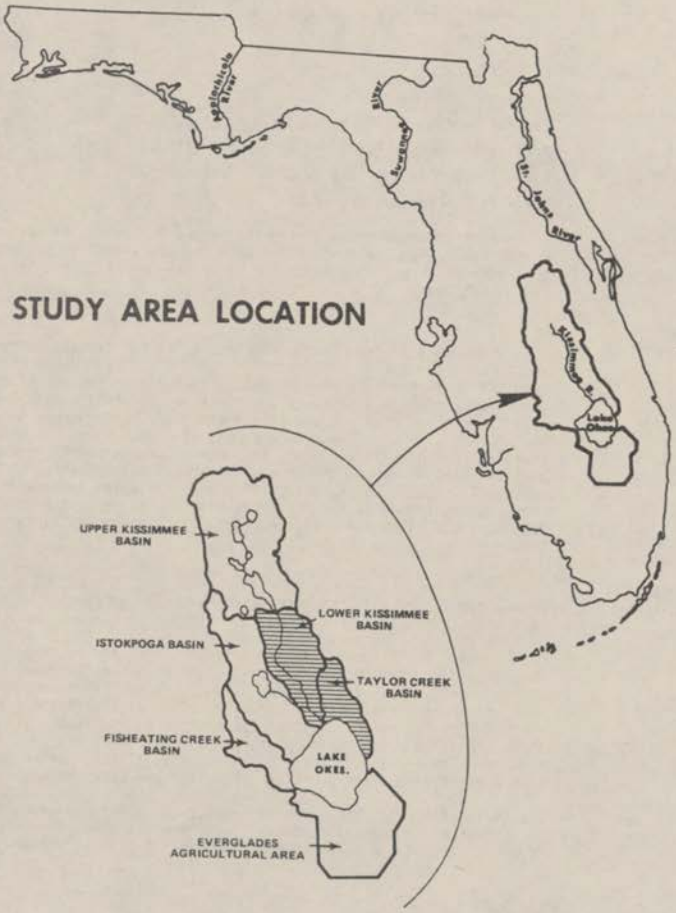
SPONSOR: The South Florida Water Management District

PROJECT DESCRIPTION: This study is examining the feasibility of redeveloping the water management system of the Golden Gate Estates (GGE) area in western Collier County. 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. The study includes: 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 to provide flood control, recreation, and other benefits, all consistent with the preservation of natural resources.

A Stage I Reconnaissance Report was released in April of 1980 and recommended that Stage II studies be initiated. The Reconnaissance Report reviewed prior studies of GGE, identified existing problems, and proposed six alternative restoration plans. FY-82 funding would allow these intermediate plans to be developed completely and would support additional hydrological monitoring.

PROJECT JUSTIFICATION: The environmental disturbances which have resulted from the GGE canal system are substantial and well documented. They include: 1) disruption of natural flow patterns and major transfers of water from one basin to another; 2) lowering of wet season water tables by as much as two to eight feet; 3) a reduction of the hydroperiod by two or three months; 4) increasing frequency of wildfires; and 5) increasing annual runoff by two to three times.

A redevelopment of this system is considered to be 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, such as the Fahkahatchee Strand, prime agricultural areas north of GGE, and estuarine areas of Southwest Florida, particularly Fahka Union Bay and Naples Bay. If the present canal system to GGE is not significantly modified, adverse effects may also be felt in the nearby Corkscrew Sanctuary and in some estuarine areas of Everglades National Park.


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

KISSIMMEE RIVER SURVEY REVIEW
(Study)

COST DATA:

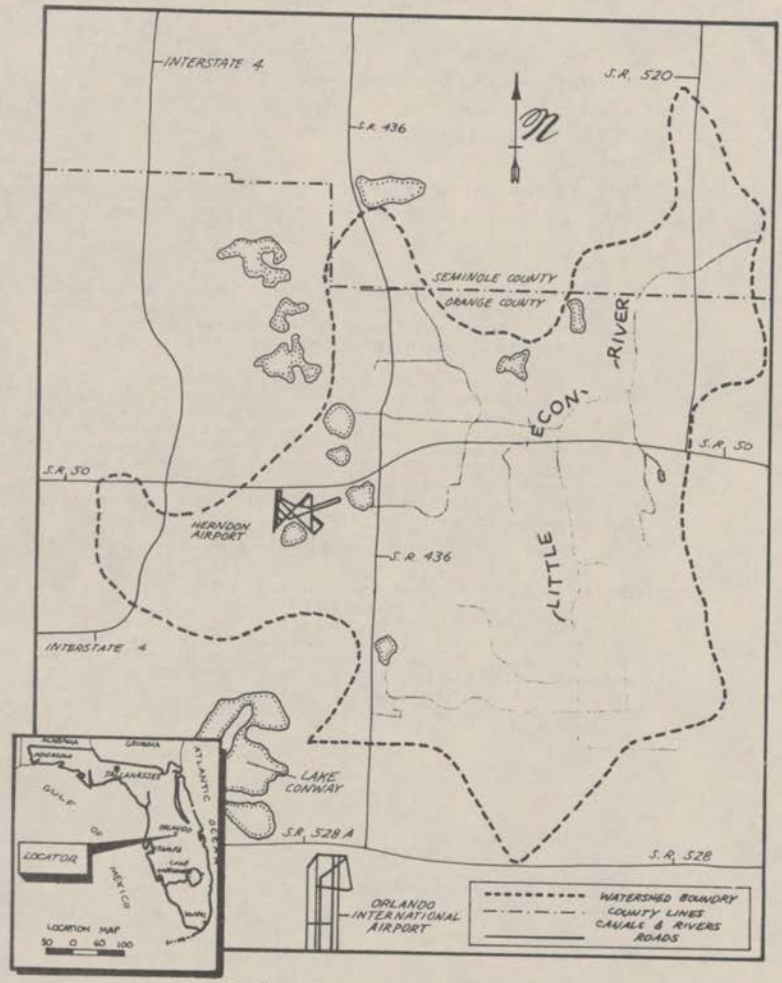
Estimated Federal Cost	$2,130,000
Estimated Non-Federal Cost	0
Federal Funds Through FY-81	1,653,000
President's Budget FY-82	377,000
Corps Stated Capabilities FY-82	377,000
State of Florida Request FY-82	377,000

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

PROJECT DESCRIPTION: This study is a review of prior State and Federal activities in the Kissimmee River Valley and Taylor Creek-Nubbin Slough Basin which resulted in a channelization of the Kissimmee River and other construction projects. The study is addressing the following: the quality of water entering the Kissimmee River, 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. The study will include an evaluation of dechannelization alternatives for and restoration of the Kissimmee River. The requested FY-82 funding would allow Stage II (Development of Intermediate plans) to continue.

PROJECT JUSTIFICATION: Channelization of the Kissimmee River has been accompanied by numerous negative environmental impacts reflected in the continuing degradation of water quality in the Kissimmee River (C-38) and Lake Okeechobee. These impacts include: intensified agricultural land uses resulting in increased nutrient loading; intensified secondary drainage and increased irrigation demand; residential encroachment in flood-prone areas; loss of thousands of acres of wetlands; and loss of fish, wildlife, and other environmental amenities. In addition, expanding urbanization in the upper chain of lakes in the Kissimmee River drainage basin has negatively affected water quality, thus presenting a clear danger to the river and Lake Okeechobee.

The State of Florida has invested over $2,000,000 in programs designed to address environmental problems in the project area. The results of these efforts are being incorporated into the survey review process.



LITTLE ECON RIVER DRAINAGE BASIN

LITTLE ECON RIVER RESTORATION
(Study)

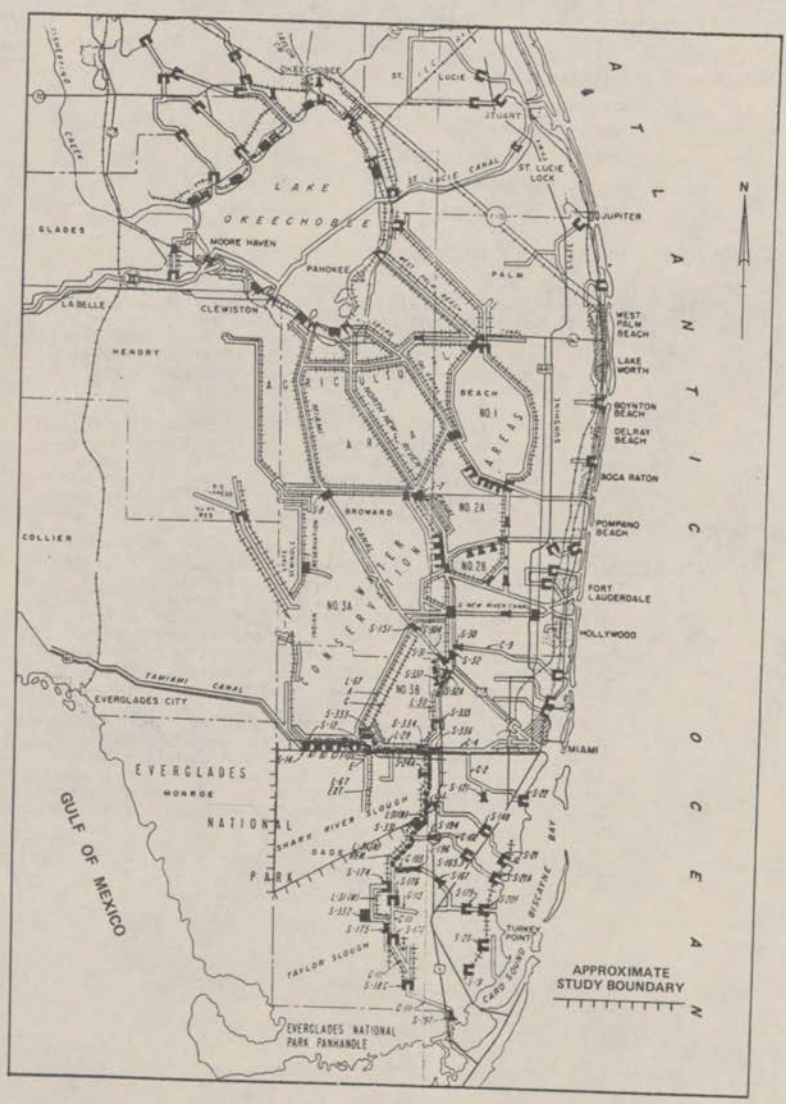
COST DATA:	Estimated Federal Cost	To be determined
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	0
	State of Florida Request FY-82	$50,000

SPONSOR: Orange County

PROJECT DESCRIPTION: The Little Econ River drainage basin includes about forty square miles in the east Orlando area. The area is nearly 100% developed. However, this rapid residential development has not been well coordinated with existing surface drainage systems. Thus, the area's susceptibility to flooding is uncertain.

This new study would determine potential flooding in the area during and after a 100-year storm as well as identify the water quality problems associated with the area's rapid development. Potential solutions to these flooding and water quality problems would then be evaluated. Finally, the feasibility of restoring the Little Econ River to a reasonably natural state would be investigated. Should the local sponsor obtain the necessary Congressional authorization, the requested FY-82 funding would allow initiation of the study.

PROJECT JUSTIFICATION: Thousands of people are now living in this drainage basin which is a low-lying and poorly drained area. The basin has not recently experienced extended periods of heavy rainfall; however, the lack of detailed studies of the basin leave the area's residents in an uncertain position. In addition, severe water quality problems have been documented in the project area and are contributing to the degradation of downstream bodies of water, including the St. Johns River. The proposed study is an attempt to address these problems, to anticipate future problems, and to identify corrective measures.


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

SHARK RIVER SLOUGH
(Study)

COST DATA:

Estimated Federal Cost	$402,000
Estimated Non-Federal Cost	0
Federal Funds Through FY-81	256,000
President's Budget FY-82	146,000
Corps Stated Capabilities FY-82	146,000
State of Florida Request FY-82	146,000

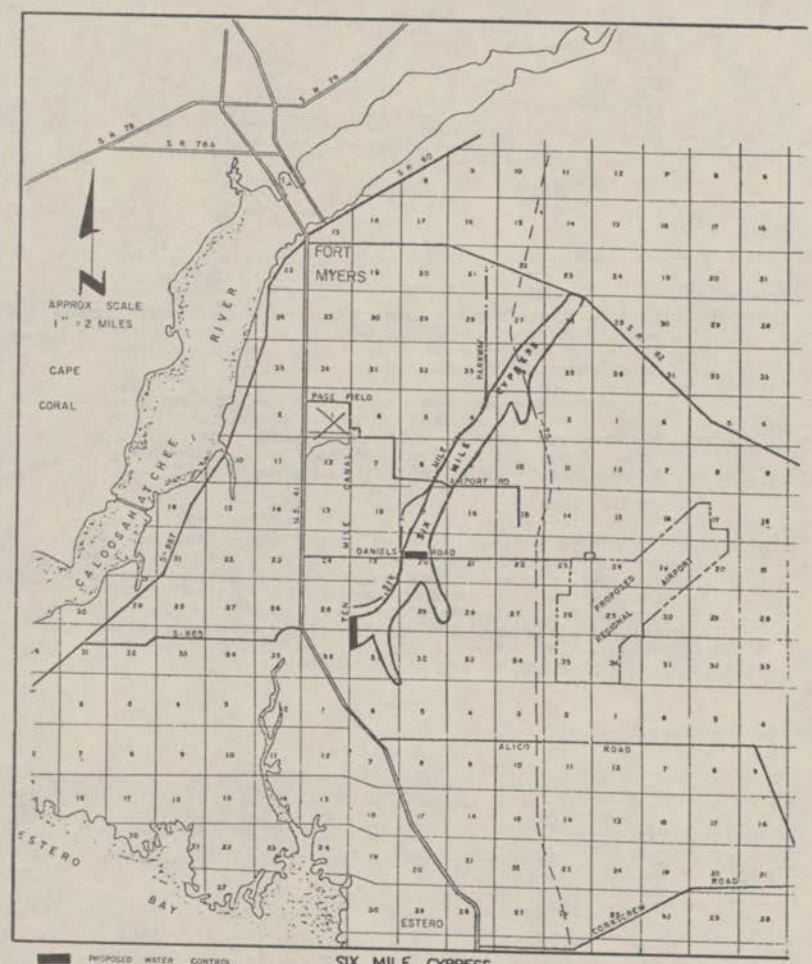
SPONSOR: South Florida Water Management District

PROJECT DESCRIPTION: Shark River Slough lies along the eastern boundary of Everglades National Park immediately south of the Tamiami trail. The slough is the historical floodway for Everglades water moving south from Lake Okeechobee to the Gulf of Mexico. The artificially regulated flows now entering the Park are causing some modification of the Park's ecosystem.

This study is investigating the feasibility of structural modifications to enhance sheet flow through Shark River Slough, thus approximating historic conditions. The study will focus on water quantity since an East Everglades 208 study is currently addressing the water quality aspects of reestablishing sheet flow. The requested FY-82 funding would allow completion of the study.

PROJECT JUSTIFICATION: Shark River Slough was included in the original boundaries of Everglades National Park. The later decision to exclude the slough from Park control was not based on hydrology. However, the slough must be preserved if Everglades National Park is to maintain its integrity. Dade County, in its 1975 land use development master plan, zoned the area being studied as a preservation or environmentally sensitive area. This zoning is now restricting development, but urbanization pressures will soon reach this area.

Evidence from on-going research indicates that the present water delivery system through Shark River Slough is adversely affecting fishing, wildlife, and plant communities within Everglades National Park. A more natural sheet flow through the slough seems essential if these adverse impacts are to be halted and then reversed. This study will identify the best alternative to provide the needed sheet flow.



SIX MILE CYPRESS
WATER MANAGEMENT PROJECT

1456

SIX MILE CYPRESS
(Study)

COST DATA:	Estimated Federal Cost	$369,000
	Estimated Non-Federal Cost	0
	Federal Funds Through FY-81	0
	President's Budget FY-82	0
	Corps Stated Capabilities FY-82	50,000
	State of Florida Request FY-82	50,000

SPONSOR: Lee County

PROJECT DESCRIPTION: Six Mile Cypress Strand is located approximately three miles southeast of Fort Myers. Development pressures are encroaching upon the strand, and its surface and groundwaters are being overdrained. Exotic plants are now replacing the native cypress.

The proposed study would focus on the technical and economic feasibility of at least two management actions: purchase of a portion of the strand; and construction of permanent water control structures. These actions would complement similar activities by Lee County. Funding requested would allow initiation of the study.

PROJECT JUSTIFICATION: Six Mile Cypress Strand is one of the last major undisturbed cypress areas in Lee County. The strand forms a natural buffer between the Fort Myers urban area and the proposed regional airport. The development pressures and overdrainage mentioned above are collectively threatening to destroy the strand. A referendum for the public purchase of a major portion of Six Mile Cypress Strand was overwhelmingly approved by the citizens of Lee County in 1976. This study would be an important step toward preservation of the strand.

CONTINUING AUTHORITY AND RECREATION PROJECTS

(Code 710 Recreation Projects)

Huguenot Memorial Park

Kissimmee Lakefront

AQUATIC WEED CONTROL PROGRAM

Removal of Aquatic Growths

Aquatic Plant Control

JACKSONVILLE DISTRICT
Continuing Authorities Projects
New Study Requests

PROJECT: Huguenot Memorial Park

COST DATA: FY-82 Funding Requirements $50,000

DESCRIPTION: Huguenot Memorial Park is on a small island located in northeastern Duval County, approximately twelve miles northeast of the center of Jacksonville. The 450 acre park contains prime beach, dune and upland coastal habitats and excellent fishing, boating, and swimming areas. The overall objectives of the project are to make the best use of the land, control its use, reduce abuse of the natural beauty of the area, and provide badly needed recreation for Duval County citizens.

JUSTIFICATION: In 1971, a Jacksonville Area Planning Board advisory committee reported that the City was far below the national average in recreational space available per resident. The City has worked diligently to improve this situation, but additional recreational areas are still badly needed. This proposed project would provide the residents of Jacksonville (and others) with an easily accessed area of unusual beauty and recreational appeal. Funds requested would be allocated through the discretionary funds of the Chief of Engineers for Code 710 Recreation Projects.

PROJECT: Kissimmee Lakefront Recreation Improvements, Lake Tohopekaliga

COST DATA: FY-82 Funding Requirements $50,000

DESCRIPTION: This proposal is for Lake Tohopekaliga water access/recreation improvements. The project will create a recreational area along 5,600 feet of the lake's shoreline within the city limits of Kissimmee. This application requests construction of covered picnic facilities, a landscaping and irrigation system, docking facilities, parking areas, and access roads. The overall objectives of the City of Kissimmee are to upgrade 5,600 linear feet of shoreline adjacent to Lake Tohopekaliga, to conserve the lake through appropriate development in a fast growing, high visitation county, and to meet the demands from an expected 60% increase in tourism by 1985.

JUSTIFICATION: The project would help secure, through appropriate development, a section of urbanized shoreline for perpetual public use. It would provide facilities for boaters and fishermen. Finally, the project would preempt pressures for less appropriate development of the lakeshore frontage. The City of Kissimmee has already expended approximately $60,000 (excluding land acquisition) of its funds and $50,000 of grant funds from the Florida Department of Natural Resources on the overall project. Replacement costs for all existing lakeshore improvements are estimated to be three to four million dollars. Funds requested would be allocated through the discretionary funds of the Chief of Engineers for Code 710 Recreation Projects.

JACKSONVILLE DISTRICT
AQUATIC WEED CONTROL PROGRAM

PROJECT: Removal of Aquatic Growtns

COST DATA: FY-82 Funding Requirements $2,967,000

DESCRIPTION: Water hyacinths 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 1899. The Corps of Engineers District, Jacksonville, has conducted water hyacinth control operations on the major navigable waters of the State under this operation and maintenance project since that time. Another exotic aquatic plant, hydrilla, was introduced into Florida about 1960. Control of this plant in the major water courses of the State is also accomplished under this project. Navigability of the State's water courses has been adequately maintained during the past few years due to increased funding levels. Florida's semitropical rivers would quickly revert to weed choked waterways without the project.

PROJECT: Aquatic Plant Control

COST DATA: FY-82 Funding Requirements $2,538,000

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 as amended by P.L. 89-298 in 1965 for a continuing "National Program" to control aquatic weeds for many purposes. The program requires local participation in the form of an assumption of claim liability and a 30% contribution for plant control operations. The Florida Department of Natural Resources is the local sponsor for the State. In Florida, the program primarily involves treating hyacinths, hydrilla, and water lettuce in 27 watersheds. The majority of this work is done under contract by State and local agencies.

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

APPENDIX A

Resolution by the Governor and Cabinet

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

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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.

Governor

Secretary of State

Attorney General

Comptroller

Treasurer

Commissioner of Agriculture

Commissioner of Education

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

ATTEST:

Secretary

Mr. BEVILL. Very good. Mr. Myers.

Mr. MYERS. Mr. Chairman, the only observation I made is your closing remarks in response to Mr. Chappell's colloquy. I understand you to say that you asked that the Corps and the Army, the Department of the Army, I guess you mean Corps of Engineers, be understanding of your permit requirements. It would seem to us or at least to me that it would be well if your permits and the Corps' permits and everyone else's could be the same. This is one of the problems we constantly run into. Each one adds a little something different. If you could somehow——

Ms. TSCHINKEL. You are talking about their regulatory program, are you?

Mr. MYERS. You are talking about I believe environmental permits?

Ms. TSCHINKEL. Right. The Corps issues environmental permits as well as the state. Is that what you are talking about?

Mr. MYERS. Yes.

Ms. TSCHINKEL. That is not what I meant by my statement. I just meant by my statement that I hoped the Corps in conducting their own development projects would be understanding of the state's permitting requirements.

Mr. MYERS. That is exactly what I understood you to say.

Ms. TSCHINKEL. Okay, I am sorry.

Mr. MYERS. I am saying this is exactly what we are talking about, requiring too many permits. Why can you not have one and both the same?

Ms. TSCHINKEL. They only have to get permits from the state. They do not have to get permits from the Corps for their own projects. I am sorry.

Mr. MYERS. What I am saying is there is so much duplication. It goes both ways. The Federal government is very much at fault frequently in requiring unnecessary permits, unnecessary inputs into permits and unnecessary actions, but I think the states can also do that.

Ms. TSCHINKEL. Yes, we can.

Mr. MYERS. We often go out of our way. We say we know yes you have to get a Federal permit but we want our permit too, and I would hope in the future that we somehow can get some kind of cooperation that we do not have to duplicate these, and if they have to be duplicated it be done simultaneously and not that one has to be completed before the other one starts.

Ms. TSCHINKEL. You are absolutely right.

Mr. MYERS. It stretches out the time we are talking about.

Ms. TSCHINKEL. In fact the State of Florida was the first in the country to have a joint application form for permits. We have a joint application booklet and joint processing time. We are very proud of that. I think you are absolutely right, that is very silly for people to have to go through two layers of government doing the same thing.

Mr. MYERS. And just the permit form itself sometimes can be very, very costly and time consuming, where a carbon copy might provide it.

Ms. TSCHINKEL. That is why we use the same form with them.

Mr. BENNETT. You use the same form but the truth of the matter is that they are not dredging in Duval County where the commerce is being shut off because of the state permit. The Federal government has already permitted it, so how do you answer that?

Ms. TSCHINKEL. I think he is talking about private applicants coming in.

Mr. BENNETT. I am talking about what he is talking about. You want to corner a little segment. I am talking about the whole system, the whole project. I do not know what you are talking about. You know your permits better than we do. We hear the difference, yes we do that. I do not have how many permits you require.

Mr. BENNETT. $22 million which was allocated out of Federal funds to go to my area has now gone to other states, because of the delay in the state permitting.

Mr. BENNETT. That is exactly what I am saying. There is duplication.

Mr. CHAPPELL. That is just in your district?

Mr. BENNETT. That is right. I do not know if it is all in my district or not but a lot of it is in my district.

Mr. MYERS. It is all over the country back here.

Mr. CHAPPELL. Could we ask Colonel Lee, a former district engineer who is now the engineer for the Tampa Port Authority, I wonder if he might just bring us a bit of light on the problem that prevails not only in Florida, but this is a problem that prevails in some of the other states too.

Mrs. BOGGS. Also on the Sparkman Channel.

Ms. TSCHINKEL. It has been issued. I did not realize it. We had another project that was applied for but it has been issued.

Colonel LEE. I just call the Secretary's attention to the fact that the issue you brought up has been resolved. The question of permits has been a problem, and I think Ms. Tschinkel's department agrees with us, there continue to be problems there that we must deal with to speed up some of the local delays. The district engineer has a window, if you will, during which he must obligate and spend the funds that are made available for maintenance dredging. For instance I know you have tried hard to get funds for Tampa Harbor to do maintenance dredging in some of the channels that we are concerned with. If we cannot get those permits in a timely manner, that money finds its way out of Florida to other competing ports, and our ports become less competitive. The Florida Ports Council has been studying this, and our council has been working with the Department of Environmental Regulation, and I think we are reaching some common ground there to streamline some of these procedures at the state level, and as a matter of fact we met. Some of the problems there are in law, in state law over which Ms. Tschinkel's people really do not have any alternatives right now. I think we have isolated where some of those problems are in law. We have been working with her counsel, the counsel for the Florida Ports Council, in attempting to correct some of those problems which delay permits, and together I do not see why we cannot correct some of the things that have caused us problems. We have had experience in Tampa of permits taking excessive time—this one took 14 months. We have another one which has gone for 14

months, and is still not resolved, but I just talked to the Secretary this morning. We are going to meet on that very shortly. I think we are headed in the right direction.

Mrs. BOGGS. And the Sparkman Channel is resolved?

Ms. TSCHINKEL. I have it right here. I had it mixed up with another one we were talking about earlier.

Mr. MYERS. Fourteen months for one permit?

Colonel LEE. Yes, sir.

Mr. MYERS. That is almost as bad as the Nuclear Regulatory Commission. They must have been trained by them.

Mr. BENNETT. I believe all the Florida people that wanted to be have been heard—if there is anybody else here from Florida that wants to be heard, but if not we appreciate very much your fine presentation.

Mr. BEVILL. A very fine presentation. Next we will have Mr. McGarry and Mr. Harrison. Congressman Ottinger, will you be seated. You may proceed as you wish and file your statement. Mr. McGarry, I believe by then you will be ready.

NEW YORK PROJECTS

DELAWARE RIVER BASIN PROJECTS

CORPS OF ENGINEERS PROJECTS

WITNESSES

HON. RICHARD OTTINGER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK
FRANK CULROSS, CITY MANAGER FROM RYE, NEW YORK
JOHN McGARRY, VICE PRESIDENT, PENJERDEL COUNCIL
WILLIAM HARRISON, SECRETARY-TREASURER, JOINT EXECUTIVE COMMITTEE FOR IMPROVEMENT AND DEVELOPMENT OF PHILADELPHIA PORT AREA

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 resources projects in Westchester County, New York. I just cannot thank you enough for your interest and attention to these important projects in our area in the past. I hope we can count on your continuing help in the future. Specifically I want to address the need for funding for the Mamaroneck/Sheldrake and Byram Rivers flood control projects and the Milton Harbor maintenance dredging project in the City of Rye, New York.

For fiscal year 1982, the Corps has requested $100,000 for "Continuation of Planning and Engineering" study within the General Investigation appropriation for the Mamaroneck/Sheldrake Rivers project in the Village of Mamaroneck, New York which incidentally is where I live. I am advised that this is a new category of funding and that its purpose is to continue planning on approved projects in anticipation of Congress authorizing the project for construction. While I am pleased that this budget request shows

some movement with this project—something we have not seen in years—I have several concerns with regard to this request.

The request does not include work on either the Upper Sheldrake project in the Town of Mamaroneck or on the Byram River project in the Village of Port Chester. Both of these projects were included in the House-passed Water Resources Development Act for construction authorization. The Upper Sheldrake project was deleted by the Corps because of a 1978 engineering regulation issued without Congressional or public input and which redefined the Federal interest in urban flood control projects based on arbitrary size and flow levels. I request that the subcommittee direct the Corps in its preconstruction planning to work not only on the Mamaroneck/Sheldrake project in the Village of Mamaroneck but also on the connected Upper Sheldrake project in the Town of Mamaroneck and the Byram River project in the Village of Port Chester.

While I support the limited movement by the Corps on this project as demonstrated through the budget request, I urge the subcommittee to go beyond this request and to approve full funding for the first increment of the Phase I, General Design Memorandum for the complete Mamaroneck/Sheldrake and Byram Rivers projects. The General Design Memoradum is, I understand, the next big step in the process. In the past, the Corps has estimated this work to cost $1.2 million. I make this request in light of the fact that these projects have been under study (if you will recall as testified last time, it is one year more now), for more than 25 years and Congress has not passed a Water Resources Development Act in five years resulting in virtually no new construction starts. This project is included in both the Senate and the House bills in the last two Congresses. These projects are non-controversial. Flood damages have amounted to millions of dollars and in 1975 the Village of Mamaroneck was under nine feet of water which reached the second story of peoples' houses. Many of them have had to replace their boilers now six or seven times in the last decade, and when it goes up to the second story of peoples' houses their furniture is ruined and it is just a disaster.

In the last flood one person drowned and more than 200 people were evacuated by the Red Cross. The village has been put on notice by its largest employer, Sealectro Corp., that if flood control is not forthcoming the company will relocate at a cost of 1100 jobs to the community. This is the largest corporation in the community, the largest employer in the community, and it has had all its machinery ruined now two times by these floods.

Further, every time there is a flood, the Federal government spends millions of dollars in terms of flood insurance and disaster relief payments. In the Village and Town of Mamaroneck alone in the past two years, the Federal government paid $2 million on 537 claims under the Federal flood insurance program. The benefit to cost ratios of the Mamaroneck/Sheldrake and Byram Rivers projects are 1.2 and 1.3 respectively.

Finally, I urge the subcommittee to approve $600,000 for the maintenance dredging of the Federal channel in Milton Harbor, Rye, New York. Funds were included in last year's budget for this work but were subsequently dropped as a result of the March

revisions. The Federal channel is silting up at an alarming rate and I have been advised that if dredging does not occur before the 1982 boating season and the harbor is allowed to silt up, the annual cost to business will be $700,000. Further, $14 million in property values will be affected with a direct loss of $3 million if the Federal channel were abandoned. In this Long Island Sound community, one of the principle sources of revenue is the revenue derived from being able to use the Long Island Sound for recreation.

Mr. Frank Culross, City Manager of Rye, has accompanied me to disuss in further detail the critical need for this dredging project.

Again, I want to express my warmest and deepest thanks to the committee for its interest and its help, and I do hope we are successful in getting a bill through and signed in this Congress and we may be a part of it. I will be glad to help as indeed I have in the past. I know that there have been some concerns on some of these projects, and I think we have to reach a reasonable compromise on them.

I have been glad to help in the past and I will be willing to help in the future.

Mr. BEVILL. We appreciate that.

[The statement of Richard Ottinger 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, I want to address the need for funding for the Mamaroneck/Sheldrake, and Byram Rivers flood control projects and the Milton Harbor maintenance dredging project located in Rye, New York.

The fiscal year 1982 civil works budget request submitted to Congress in January and as revised by the Reagan Administration contains $100,000 for "Continuation of Planning and Engineering" study within the General Investigation appropriation for the Mamaroneck/Sheldrake Rivers project in the *Village* of Mamaroneck, New York. It is my understanding that this is a new category of funding and that its purpose is to continue planning on approved projects in anticipation of Congress authorizing the project for construction. While I am pleased that this budget request shows some movement with this project—something we haven't seen in several years—I have several concerns with regard to this request.

First, the $100,000 budgeted for the Mamaroneck and Sheldrake Rivers project is to be applied only to a part of the project in the Village of Mamaroneck. With this action, an entire portion of the project is not included for further work—the Upper Sheldrake in the Town of Mamaroneck. The Upper Sheldrake which has been under study since 1956 and which received approval from the Division Engineer, was abruptly terminated by the Corps in May of 1978 as a result of an Engineering Regulation which redefined the federal interest in urban flood control. This regulation, which was issued without Congressional or public comment, set certain arbitrary size and flow criteria which determined in which projects the Corps could and could not continue to participate. Language was included in the Water Resources Development Act which passed the House last year to suspend this regulation pending a Congressional decision on what does and does not constitute a federal interest in urban flood control. Language was also included in the Water Resources Development Act to authorize construction of the Mamaroneck/Sheldrake Rivers project, including work along the Upper Sheldrake in the Town of Mamaroneck. The estimated federal share of the cost of construction was set at $33.5 million.

While I am somewhat encouraged by the budget request for work on the Mamaroneck and Sheldrake project in the Village of Mamaroneck, I urge the Subcommittee to direct the Corps in its preconstruction planning on this project to include work on the Upper Sheldrake portion in the Town of Mamaroneck.

Second, the budgeted amount for preconstruction planning does not include any work on the Byram River project which lies in Westchester County, New York and Fairfield County, Connecticut. This project was included with the Mamaroneck/

Sheldrake project in the Water Resources Development Act for construction authorization. The amount of federal participation was estimated at $4 million. Again, I request that any funding for preconstruction planning include work on the Byram River basin project.

Of primary importance and concern to me is that the work on the entire Mamaroneck/Sheldrake and Byram Rivers projects proceeds without further delay. It has taken literally a generation—25 years—for these projects to move from the point the study was authorized to the construction authorization stage where they are today. To make matters worse, it has been five years since Congress acted on an omnibus water resources bill, resulting in essentially no new starts in water projects during that time. In addition, I am informed that once Congress authorizes these projects, under the normal process, actual construction can take up to another decade.

The Mamaroneck/Sheldrake and Byram Rivers projects are not controversial and have been the subject of hours and hours of public comment and debate. The projects have benefit to cost ratios of 1.2 and 1.3. Flood damages along these rivers over the past years have amounted to millions of dollars and during the 1975 storm—the flood of record—the Village of Mamaroneck was under nine feet of water, one person drowned, more than 200 people were evacuated by the Red Cross. The village has been put on notice by its largest employer, Sealectro Corporation, that if flood control is not forthcoming, the company will have to relocate at the cost of 1100 jobs for the community. In addition to the tremendous monetary losses to local businesses, property owners, and local governments, each time there is a flood the federal government spends millions of dollars in terms of flood insurance and disaster relief payments. In the Village and Town of Manaroneck alone, from 1978 to 1980, the federal government paid 537 claims totalling $2 million under the federal flood insurance program.

In light of the fact that there has been no omnibus water projects legislation for five years, I would urge the Subcommittee to go beyond the $100,000 requested for initial preconstruction planning for the Mamaroneck/Sheldrake project in the Village of Mamaroneck and to approve full funding for the first increment of the Phase I, General Design Memoradum, which, I understand, is the next big step in the process. This work for the Mamaroneck/Sheldrake and Byram Rivers projects was estimated at one time to cost roughly $1.2 million.

My final request to the Subcommittee is for $600,000 for the maintenance dredging of Milton Harbor located in the City of Rye, New York. The fiscal year 1981 budget submitted to Congress in January of last year included funds for this proejct; however, the budget revisions submitted in March did not fund this work. As a result, when the appropriations bill was enacted, it did not contain these funds.

The Milton Harbor request is not currently included in the President's budget for fiscal year 1982. On March 18 of this year, the New York District Corps issued a public notice designating the scope of the maintenance dredging which must occur in Milton Harbor. The Corps also completed a preliminary sounding survey of the channel on February 20 of this year which indicated that 50,000 cubic yards of material must be dredged from the harbor at an estiamted dredging and disposal cost of $600,000. The City Manager of Rye, New York, Mr. Frank Culross, is here with me today to discuss the critical need for this project.

If the dredging of Milton Harbor is not completed prior to the 1982 navigation season, the city projects that commercial activity within the harbor will cease and massive relocations will occur. Marine-related businesses in the city will lose substantial sums of money and property values will drop significantly. The city estimates that the annual cost to business if the federal channel is allowed to silt up is $700,000. Further, $14 million in property values will be affected with a direct loss of $3 million if the federal channel were abandoned. In addition, the blockage of the federal channel would mean a 25 job loss.

During the 1980 navigation season, entire portions of the federal channel in Milton Harbor were completely blocked during mean low water thus severely restricting movement of the Harbormaster's boat, marine police boats, and users of the Municipal Boat basin, two commercial yards, and a private marina. The silting was so extreme that during mean low water, mud and sand rose above or to within a few inches of the surface.

In addition, the city, acting in good faith and under an agreement with the federal government to maintain marine depths commensurate with the authorized federal channel depths, has contracted for the removal of 10,500 cubic yards of sediment in areas immediately adjacent to the federal channel at a cost in excess of $54,000. This work, which was scheduled in anticipation that federal dreding would occur this spring, is to be completed prior to the 1981 navigation season. Additional

delays in the federal work will mean a terrible loss to the City of Rye in the value of the dredging work in those areas adjacent to the federal channel.

I urge the Subcommittee to consider the economic ramifications to the City of Rye, local businesses and property owners if the federal government neglects its respnsibility to dredge the channel in Milton Harbor and respectfully request that an appropriation of $600,000 for this work be included as part of the fiscal year 1982 budget.

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.

STATEMENT OF FRANK CULROSS

Mr. CULROSS. Mr. Chairman, Members of the subcommittee, for the record my name is Frank Culross and I am the City Manager of the City of Rye, New York. I appear in support of Rye's request for an appropriation of $600,000 for maintenance dredging at Milton Harbor. Shoaling has significantly reduced the depth and width of the Federal channel creating safety hazards and limiting the use. If the dredging is not completed by the 1982 navigation season, we fear that all commercial activity within the harbor will be forced to cease operation or relocate.

As Congressman Ottinger noted, closing of the harbor would cause a loss of business to our community of at least $700,000 annually and eliminate at least 25 jobs directly. The City of Rye is currently spending over $54,000 for dredging to restore authorized channel depths in those portions of the channel for which we are directly responsible. We are here to request funding for the Federal portion. We have described this request in detail in a prepared statement which we respectfully request you accept and be included as part of the record of this hearing. I thank you for the opportunity to present our concerns to you.

Mr. BEVILL. Very good.

Mr. OTTINGER. I also have a fuller statement, Mr. Chairman.

Mr. BEVILL. Each statement will be placed in the record. We appreciate your fine presentation.

Mr. OTTINGER. Thank you very much.

[The statement of Frank Culross follows:]

Statement of City of Rye, New York, presented to
Sub-Committee on Energy and Water Development
of the Committee on Appropriations of the
United States House of Representatives

Mr. Chairman, the City of Rye, Westchester County, New York, (population 15,055) requests that an appropriation of $600,000 be included in the 1982 budget of the New York District, Army Corps of Engineers, for required Federal maintenance dredging of Milton Harbor on Long Island Sound within the City of Rye. The purpose of the proposed work is to maintain the authorized project dimensions to afford continued safe use for boating.

This project was scheduled for the spring of 1981 and included in the initial Corps of Engineers' budget request submitted to the United States Congress for fiscal 1981. It was deleted in the March, 1980, revisions. Unfortunately, the proposed maintenance dredging of Milton Harbor is not included in the New York District, Army Corps of Engineers, current 1981 program and is not in the President's 1982 budget. Conditions in the harbor are rapidly reaching a critical stage. Tolerable inconveniences were experienced during the 1980 navigation season by commercial and pleasure craft using the harbor. Serious inconvenience and disruption of activities are anticipated during the upcoming 1981 navigation season. If this maintenance project is not completed prior to the 1982 navigation season, the commercial activity within the harbor could be forced to cease operation or relocate, substantial losses would be experienced in marine related business, property values would be negatively impacted as would the various recreational uses of the harbor. The value of lost business and taxes to affected persons within the City of Rye and adjoining communities should the harbor be closed would be at least $700,000 annually and would cause the permanent loss of at least 25 jobs. The total value of impacted property is currently estimated to be in excess of 14 million dollars which would be reduced by at least 3 million dollars if the channel were to be abandoned.

A preliminary sounding survey of the Federal channel, prepared by the New York District, Army Corps of Engineers, dated February 20, 1981, identifies the need to remove approximately 50,000 cubic yards of sand, silt and mud which would be transported to the interim mud dump in the Atlantic Ocean. The Corps of Engineers' analysis of the material to be dredged is that it is acceptable for disposal at sea in accordance with Environmental Protection Agency ocean dumping criteria, and Public Notice was filed on March 18, 1981, by the Corps of Engineers for the appropriate environmental and public review of the proposed action. It is anticipated that various Federal environmental agencies may recommend that the project not be undertaken from

May 15 until November 1, based upon experiences with nearby projects. As noted above, the estimated cost of dredging and disposal of this material is $600,000.

Milton Harbor is approximately 1.6 miles long and 0.5 miles wide at its widest point and extends from its headwaters in the City of Rye southerly to Long Island Sound. The existing Federal project, authorized on April 23, 1965, pursuant to Section 107, P[illegible] provides for an entrance channel 1.12 miles long from [illegible] contour in the outer harbor; an inner channel 60 and 50 feet wide, 0.15 miles long; a branch channel 70 and 50 feet wide, 0.17 miles long, all six feet deep at mean low tide. The project was initially constructed in 1967 and approximately 75,000 cubic yards of dredged material were removed in 1976 by the U.S. Army Corps of Engineers.

During the 1980 navigation season, portions of the Federal channel were completely blocked during mean low water with mud and sand rising above or to within a few inches of the surface, which prevents the Harbormaster's boat, Marina police boats, users of the Municipal Boat Basin, two commercial yards, a private marina and boats seeking shelter, gas or service from entering or leaving the basin or channel area north of buoys numbers 9 and 10, and on occasion buoy number 8 within at least a one-hour period either side of mean low water. The situation can only be worse during the upcoming navigation season. In fact, the Harbormaster was informed, in the spring of 1980, by the officer-in-charge of the United States Coast Guard buoy tender that it was necessary to relocate buoys numbers 10 and 11 within 30 feet of each other (less than 50% of authorized width) and that the buoys might have to be removed from the approach channel in 1981 unless Federal maintenance dredging was either completed or imminent.

As part of the City of Rye's agreement with the United States of America, we have agreed to maintain, at our cost, marina depths commensurate with the authorized Federal channel depths. The City of Rye has contracted for the removal of approximately 10,500 cubic yards of bottom sediment in ares of our Marina immediately adjacent to the Federal channel at a cost in excess of $54,000. This work is currently underway and will be completed prior to the 1981 navigation season. This work was authorized and scheduled in anticipation that the Federal maintenance dredging would also occur in the spring of 1981.

As the Federal maintenance dredging has not been completed as originally scheduled, we will have dredged a six-foot hole in an area surrounded by Federal channels in which water depths are from two feet above mean low water to three feet below mean low water, and are in danger of immediately

losing depth to Federal channel spoil, significantly limiting the value and longevity of our investment.

The following is a list of the major facilities served by Milton Harbor channel:

1. DePauw Boat Basin. (City of Rye)

Value:	$1,000,000	Yearly Revenue:	$70,000
Capacity:	328 boats	Employees:	3

170 boats or 55% of boats docked at the City of Rye Marina draw over 2 feet. The facility is open 7 months a year, from April 1 to November 1. The use of channel by boats docked at City of Rye marina averages 650 boats monthly, or 4,550 boats leaving and returning during season.

2. Nichols Yacht Yard. Hix Avenue, west of City of Rye Marina.

Value:	$250,000	Yearly Revenue:	$100,000
Capacity water moorings	- 22 boats	Employees:	6 + summer part time
Boats stored for winter	- 125 boats		
Total	- 147 boats		

During the season, Nichols Yacht Yard services 30-50% of sail boats moored in outer harbor, American Yacht Club, Shenorock Shore Club, Coveleigh Yacht Club and the Durland Scout Center. Estimated number of boats moored in outer harbor is 210 boats, 75% keel sail boats and 25% various size power boats mostly 26 feet to 40 feet.

3. Shongut Boat Yard. Adjacent to City of Rye facility.

Value:	$275,000	Yearly Revenue:	$500,000
		Employees:	12

Capacity water moorings - 18 boats 21 ft. to 32 ft.
Dry sailing from rack storage - 45 boats 16 ft. to 23 ft.
Winter storage for 65 boats - 16 ft. to 32 ft.
Winter wet storage, 15 boats - 23 ft. to 32 ft.

Gas dock (the only one in area) services and fuels an average of 45 boats per day, 75% of boats fueled come in from other areas.

4. Rye Fish and Bame Club. Next to City of Rye Marina.

Value: $105,000
110 members
12 boats moored on floats, 19 ft. to 26 ft.
Guest dock for visiting craft who use Club House facility
10 boats during winter in wet storage.

5. Milton Harbor House. 720 Milton Road, next to City of Rye Marina.

Value: $12,010,000
34 duplex apartments - 88 condominium apartments
16 dock spaces for residents 16 ft. to 32 ft. Plan to expand dock spaces in the future.

6. Milton Road neighborhood business district. Across street from City of Rye Marina.

Heavily dependent upon use of Federal navigation channel for business.

7. Hen Island Seasonal Residents. (35 homes).

Access would be seriously disrupted if Rye City Marina were unable to continue operations.

8. Summary of boats that use Milton Harbor channel during season:

City of Rye facility	328
Nichols Yacht Yard	147
Outer harbor to Nichols Yard for service	105
Shongut Marina regular	60
Shongut for gas and service	45
Fish and Game Club	12
Milton Harbor House	16
Commercial lobster	1
Commercial clammer	1
	715 boats during season

PORT ONTARIO HARBOR, NEW YORK

WITNESSES

HON. DAVID O'B. MARTIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORKER
IVAN VAMOS, DEPUTY COMMISSIONER FOR PLANNING AND OPERATIONS

Mr. BEVILL. Now we have Congressman Martin.

David, if you will, take a seat and proceed as you wish there.

STATEMENT HON. DAVID O'B. MARTIN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW YORK

Mr. MARTIN. I thank you very much for the opportunity to be here. I am getting a taste of what this budgetary process is like, and I salute you for your efforts on this committee in particular.

Mr. BEVILL. This was not the best year for you to start.

Mr. MARTIN. We will try to be brief and to the point.

What we are here for is to speak with respect to a request for Fiscal Year 1981 funding for a small boat harbor in Port Ontario, which is on the eastern end of Lake Ontario in the County of Oswego, New York State.

The need has been long recognized by the Corps of Engineers and others; the project has been authorized, fully designed, New York State and local governments are prepared to contribute, and the engineers are ready to get underway if $850,000 in start funds is provided.

I have letters here that I will leave with the committee. I won't take time to read them now. They indicate the support of State and local government. At this point I want to introduce to you Mr. Ivan Vamos, who is the Deputy Commissioner of Planning and Operations for the New State Department of Parks and Recreation, who will give testimony in support of this project.

[The letters of Mr. Martin follow:]

Greater Pulaski Chamber of Commerce
7137 Lake Street
Pulaski, New York 13142

March 17, 1981

Hon. David O'B. Martin
House Office Bldg.
Washington, D.C.

Dear Hon. David O'B. Martin:

On behalf of the Greater Pulaski Chamber of Commerce, I would like to express our concern over the lack of federal funding of the Port Ontario Harbor project.

The Port Ontario Harbor-of-Refuge was started back in the 1940's and because of the lack of funding has never been completed.

There is no safe harbor between Oswego, N.Y. and Henderson Harbor, a distance of 51 miles. Port Ontario is about midway between and is the only logical location. A lighthouse built over 100 years ago still stands proving the desirability of this location even back then.

Our main industry is tourism which is the second largest industry in the U.S. On the Salmon River, we have a fish hatchery that when in full operation will produce approximently 250,000 pounds of Salmonoids annually. The Salmon River is the fifth largest fished body of water and third largest fished river in New York State. With this amount of people, and the ever present storm conditions on Lake Ontario, it is our opinion that unless the harbor is built, we are an accident waiting to happen.

Because we are a tourist area, the economic impact of the construction of the harbor could mean millions of dollars in business and jobs to our otherwise economically depressed area.

I therefore, urge your support for funding so that this project can be made a reality.

Sincerely,

Charles Krupke

Charles H. Krupke
President

CK/ms



MAR 20 1981

Serving A Growing and Progressive Community

NEW YORK STATE PARKS & RECREATION Agency Building 1, Empire State Plaza, Albany, New York 12238 Information 518 474-0456
Orin Lehman, Commissioner

March 18, 1981

Honorable David Martin
Congressman
U.S. House of Representatives
Cannon Building, Room 502
Washington, D.C. 20515

Dear Congressman Martin:

The New York State Office of Parks and Recreation would appreciate any assistance you can give supporting the Port Ontario Harbor of Refuge project on Lake Ontario.

The United States Corps of Engineers has reached the stage of this congressionally approved proposal wherein they need the addition of construction monies within the Budget appropriation bill for federal fiscal year 1982.

Port Ontario is a high priority project needed for boating safety, recreation support of an unusually successful sports fishery program and for economic development. State investments in the adjoining Selkirk Shores State Park and in a salmonoid fish stocking program have already enhanced the value of this small boat harbor.

Public hearings regarding the Port Ontario have disclosed substantial municipal support and private investment in anticipation of this project. In addition, many individuals emphasized the need for a safe harbor to save the lives and property of an increasing number of boaters who use this segment of Lake Ontario with its legendary unpredictable weather.

New York State is actively engaged in land acquisition necessary for the harbor's construction. Funds are available for surveys which will be finished during this calendar year. Public Hearings regarding the land acquisition phase of this project and other legal work will also be completed this year. State share of construction funds are programmed for State fiscal year April 1982 - March 1983, however, we can propose to reorganize other project priorities should construction funds be needed before this time.

Copies of 1979 and 1980 supporting assurances for cooperation from New York State Commissioner Orin Lehman are enclosed with this letter. The Port Ontario harbor is very much needed for boating safety, access to Lake Ontario, and utilization of increased fishery development.

Sincerely yours,

IVAN P. VAMOS
Deputy Commissioner
for Planning and Operations

Enclosures

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MAR 23 1981

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OFFICERS
ROBERT A. SOICE
President
R.D. #2 Archer Road
Watertown 13601
FRANCIS E. HARTMANN
First Vice President
Star Route #1 Box 146
Speculowbush 12780
JOSEPH D. PIONESSA
Second Vice President
4643 Broadway
Depew 14043
WILLIAM F. MATOTT
Legislative Vice President
Voorheesville 12186
PATRICIA M. DUDECK
Secretary
R.D. #2 Box 62
Frankfort 13340
JOHN HABENJAGER
Treasurer
R.D. #1 Box 99
Route 11
Marathon 13803
JAMES M. WILLIAMS
Financial Secretary
18 Harvard Street
Schenectady 12304

REPRESENTATIVES
W. KENDALL JENKINS
National Wildlife Federation
1874 Kingsley Road
Wyoming 14591
WILLIAM R. HILTS (Alt.)
National Wildlife Federation
5110 Boar Road
Sanborn 14132
ALLEN AND ALLEN
Counsel to Council
1430 North Grand Avenue
Baldwin 11510

DIRECTORS
JOHN L. CUSHMAN
Region 1
107 Rustenj Avenue
Patchogue 11772
HAROLD C. SMITH
Region 2
105 Woolley Avenue
Staten Island 10314
PETER NUZZOLESE
Region 3
118 Murray Avenue
Goshen 10924
S. A. CRISAFULLI
Region 4
R.D. #2
Voorheesville 12186
GEORGE FUGE
Region 5
Raquette Lake 13436
JOHN A. LITTEN
Region 6
Box 384
South Colton 13687
A. R. THOMPSON
Region 7
Box 183
New Woodstock 13122
HENRY McDOUGAL
Region 8
52 Gilbert Street
Rochester 14544
ERWIN K. FARBER
Region 9
4460 Miller Road
Niagara Falls 14304

DIRECTORS-AT-LARGE
JOHN H. BLAIR
1130 Parkhurst Boulevard
Tonawanda 14150
JOHN M. DEMERS
211 Burdnick Road
Troy 12180
WILLIAM M. RODEN
R.D. #1 Trout Lake Road
Diamond Point 12824
ROBERT E. YOUNG
R.D. #8 Longkill Road
Ballston Lake 12019

Affiliated With:
National Rifle Association
National Wildlife Federation
Wildlife Management Institute

8 East Main Street Ilion, N.Y. 13357

New York State Conservation Council Inc.

March 16, 1981

RECEIVED

MAR 20 1981

Hon David Martin
House of Represenatives
Washington, D.C. 20515

Dear Congressman Martin:

For many years this Council has waited patiently for the development of Port Ontario, in New York state with the hope that some of us would some day see the fruition of our patience.

We are deeply interested in this develpment for many reasons.

Safety for the many boats which ply Lake Ontario for commerce, recreation and fishing without a safe harbor to take refuge in from a storm within twenty-five miles.

Recreation for the more than 300,000 pleasure boats registered in New York, but not including the large number of commercial vessels.

Fishing opportunities for the more than 600,000 licensed fishermen in New York who wish to take advantage of the fabulous fishery of Lake Ontario but are deterred because of the lack of a safe harbor of refuge against the large storms that arise on this lake.

Economics for this substantial large are of New York where a harbor of this type would be of tremendous assistance in enhancing the economy.

The 400, 000 member New York State Conservation Council, Inc. urges your support to cause the full implementation of the program to develop Port Ontarion.

Sincerely

Robert E Young
Chairman of the Board

Oswego County Legislature

County Building - - Oswego, New York 13126

March 20, 1981

Congressman David Martin
502 Cannon House Office Building
Washington, D.C. 20515

RE: PORT ONTARIO SAFE HARBOR PROJECT

Dear Congressman Martin:

As Acting Chairman of the Oswego County Legislature, I wish to forward this letter in full support of the Port Ontario Safe Harbor Project. This is a project that the Oswego County Legislature has been very interested in since its inception and wholeheartedly supports.

Very truly yours,

Bruce Soule

rjn/b

BRUCE SOULE, LEGISLATOR
TOWN OF RICHLAND

New York State Department of Environmental Conservation
Region 7
Fish and Wildlife Office
PO Box 1169
Cortland, New York 13045
(607) 753-3095



Commissioner
Robert F. Flacke

March 19, 1981

Congressman David Martin
502 Cannon House Office Building
Washington, D.C. 20515

Attn: George Hallanan

Re: Port Ontario Harbor
of Refuge Proposal

Dear Mr. Hallanan:

Mr. Wayne Duell informs me that you and Congressman Martin are preparing for a March 26 hearing on this subject.

I am enclosing some copies of items from our files on this proposal which I hope will provide some recent history of the development of, and support for this proposal.

Speaking on behalf of this agency, we have participated in this proposal at every phase of its planning and public review process. It has been, and is our view that the proposal as designed by the U.S. Corps of Engineers is positively in the public interest. Specifically, we believe that the benefits to boating safety and access are consistent with our own continued development of the salmonid fishery on Lake Ontario. That fishery has already demonstrated a substantial economic benefit to the Lake Ontario area including Oswego County. The continued development of that fishery and its benefits are hinged on safe and available boat facilities, both private and public.

Very truly yours,

B. L. Griffin
Regional Supervisor

nh

cc: Mr. Wayne Duell

RECEIVED
MAR 25 1981

EASTERN LAKE ONTARIO SALMON & TROUT ASSN.
P.O. Box 81
New Haven, New York - 13126

To: Congressman Martin
502 Cannon House Office Bldg.
Washington D.C. - 20515

Attn: George Hallonan

We the undersigned support the Port Ontario Breakwater project for the following reasons:
We have a fabulous salmonoid fishery in Lake Ontario with no use able public access for over 20 miles of lake shore, our present accesses are extremely hazardous to boats, motors, and people. The dredging of stream entrances now being practiced is costly and Temporary, before we have some serious accidents this should be taken care of.

James Parrotto
Shirley Parrotte
Thomas Chlarel
John Holmes
James Lombardo
Dana B. Thibault
Thomas E. Deacon
Kevin E. Kay
Jan Gunn
Janet Powell
Bob Farnham
Bob Dye II
Neil B. Duell

Note:- From the March Meeting of FLOSTA - We have 350 members - STATEwide. & 1/3 out of state.-

Neil B Duell
FLOSTA- Chairman

EASTERN LAKE ONTARIO SALMON & TROUT ASSN.
P.O. Box 81
New Haven, New York - 13126

To: Congressman Martin
502 Cannon House Office Bldg.
Washington D.C. - 20515

Attn: George Hallonan

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Edward E. Cooper
Richard Williamson
James Miller
Thomas E. Hayes
Herb Gray
James Parrotte
Stirley Barrette
Thomas Clark
John Kolada
James Lombardo
David L. Thibault
Thomas C. Dewey
R. Easterbrook
John Wright
Dick Sandyk
Joseph Mazzuca
Douglas Stull
Sam Viglietti
John D. Barnard
Jim Argo
Dave Nilon
Adrian J. Perry Sr.
Fred Perry JR
Sherman D. Taylor
Robert J. Berish
Robert E. Gallagher
Gene Mackey
Robert C. Gilkey
Paul A. Harrison

EASTERN LAKE ONTARIO SALMON & TROUT ASSN.
P.O. Box 81
New Haven, New York - 13126

To: Congressman Martin
502 Cannon House Office Bldg.
Washington D.C. - 20515

Attn: George Hallonan

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Douglas Brownell
Richard Dane Sr
Capt. W Condit Rant
Lewis Berson
Richard Barney
Bill Thomas
Charlie Ames
Elmer W Martin
Don J. Congal
Donald Casler
Ray Klumpach
Chris Gunn
Dr. Jay Lewis

4-012411S084 03/25/81 ICS IPMMTZZ CSP PDMT
3156996800 POM TDMT CLAY NY 16 03-25
1053A EST 11:03 EST

western union **Telegram**

▶CONGRESSMAN DAVID MARTIN
CAPITOL ONE DC

A SAFE HARBOR IS NECESSARY FOR THE SALMON RIVER AREA, BOTH FOR BUSINESS AND SPORTSMAN SAFETY.
LAKE ONTARIO CHARTER FISHING RICHARD STREICH
8285 MANTOVA DR
CLAY NY 13041

11:03 EST

IPMPDMX WSH

RECEIVED
MAR 25 1981

4-0664578084-099 03/25/81 ICS SDTSCTG MLTN PDMT
SUSPECTED DUPLICATE: 4-0687905083 ICS IPMMTZZ CSP
7163812992 POM TDMT ROCHESTER NY 18 03-24

western union **Telegram**

1129P EST 10:37 EST

▶CONGRESSMAN DAVE MARTIN
CAPITOL ONE DC

PLEASE BE ADVISED THE LAKE ONTARIO CHARTER BOAT ASSOCIATION STRONGLY SUPPORTS THE PORT ONTARIO HARBOR OF REFUGE PROJECT.
GEORGE WILCOX SECRETARY & TREASURER LAKE ONTARIO CHARTER BOAT ASSOC
56 FISHING WELL CIRCLE
PENNFIELD NY 14526

10:37 EST

RECEIVED

IPMPDMX WSH

STATEMENT OF IUAN VAMOS

Mr. VAMOS. Thank you. I appreciate the opportunity to make a statement before you.

I will not read my statement but I will try to follow along on certain basic themes related to this Harbor.

We have been working with the Port Ontario Harbor Project in New York State for about 30 years. It was a project that was conceived after the 1940 rise in interest in the use of the Great Lakes.

Lake Ontario is one of the ten largest fresh water bodies in the world. Unfortunately, its shoreline is inaccessible at least during the time of severe weather, so the concept was put forth to put harbors of refuge, safe harbors at a regular interval which can be approached by small boats using this shoreline.

Since that time, a substantial amount of public money has been put into protecting water quality of Lake Ontario, its esthetics as well as talking about salmonoid fish, coco and chinook salmon.

There is a segment of Lake Ontario which is about 40 miles in length which has no safe harbor. The Corps of Engineers has been studying which harbor area is best to improve in this area.

The harbor which appeared by far the best has been at Port Ontario near Phillipsport, New York. You will note the Salmon River forms a large bay behind the Port. Then there is a very shallow mouth that silts up on a regular basis, that is boats that are coming in and out are regularly grounded, and lives are threatened in this area.

Because of the success of the salmon stocking program, the use of this area has increased by several hundred fold. It is a very popular area. Michigan had a very disastrous experience approximately ten years ago where they had 12 people killed within one weekend because of such a situation, a very popular site, where there were no safe harbors available for people to get back to the shoreline.

The Corps project has been carefully worked out. Environmental guidelines have been carefully pursued, and at this point New York stands ready to undertake the land acquisition required for the project, as well as support the construction of the projects related to this Harbor.

We feel that the safety aspect alone requires your attention.

Thank you for the opportunity to provide the information.

[The statement of Mr. Vamos follows:]

STATEMENT OF IVAN P. VAMOS
DEPUTY COMMISSIONER
NYS OFFICE OF PARKS AND RECREATION

March 26, 1981

HEARING OF
THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
OF
THE COMMITTEE ON APPROPRIATIONS

I am Ivan Vamos, Deputy Commissioner for New York State Parks and Recreation, requesting your support for bringing to completion the Port of Ontario Harbor of Refuge project. This public undertaking, proposed more than 30 years ago, has been under detailed and careful study by the U.S. Army Corps of Engineers since 1966.

The Port of Ontario proposal is located on the Salmon River inlet along a 38 mile, unprotected stretch of Lake Ontario; one of the ten largest freshwater bodies in the world. This area has experienced an extraordinary growth in boating, fishing and other uses of these public waters resulting from substantial public investments in improving water quality, establishing a highly successful salmonoid fish stocking program, and in protecting the Lake Ontario shoreline.

The Corps of Engineers and New York State agencies have identified the small boat harbors needed at regular intervals along the more exposed reaches of the Great Lakes shorelines. The few harbor projects which were advanced because of their critical locations, were also evaluated for their important potential role in providing public recreation and service for sportsmen, protecting public and private property, and in stimulating the

economy. Harbor projects selected for advancement in this program were then progressed through detailed engineering study and environmental reviews. Three decades of work has confirmed that Port Ontario should become the harbor of refuge in this 38 mile reach of Lake Ontario. Continuing public involvement has shown strong State and local support of this project.

At this stage the Corps of Engineers has indicated the capability of moving into the construction phase of this project. In anticipation of this, New York State has begun land acquisition programs to be completed during this calendar year. Our master plan for Selkirk Shores State Park, adjoining the Southern boundary of Port Ontario, is being revised to reflect the proposed harbor. We also anticipate that the local share of the construction phase of Port Ontario will be available through the forthcoming State Budget.

I have available for your review, photographs and maps as well as some of the summary data which had been developed by the Corps of Engineers as part of their General Design Memorandum for the Port of Ontario. A wide variety of letters of support have been provided to the Corps and can also be made available for your review.

In summary, I hope that you agree with, and support, Congressman Martin's efforts to provide the funds needed by the Corps to advance the construction phase of the Port of Ontario. The benefits of the harbor will be enjoyed by International, National and Statewide boaters and fishermen, as well as users from the closer population centers of Rochester, Syracuse, Utica and Watertown areas. Your consideration should however, weigh most heavily the potential for saving lives and property offered by the timely construction of this harbor.

Thank you for the opportunity to present our appeal.

Mr. BEVILL. Very good.

Mr. MARTIN. I would like to add one more thing.

I am a product of four years in the State Legislature, and whether it be there or here from time to time we hear of this program for economic development and for attracting tours, and this is a good investment.

I am pleased to point out that the activities taken by the State of New York in this salmonoid fishing operation, and their hatchery are absolutely fantastic, and I highly recommend it to you individually, so in the summer months you can come see us and we will show you what it is all about.

That is a personal invitation.

Mr. VAMOS. There are 35 to 40-pound fish available at this site.

Mr. MYERS. Dave's predecessor is always talking about those big fish. He was always a regular visitor of our committee, too.

Mr. BEVILL. Thank you very much.

DELAWARE RIVER BASIN PROJECTS

WITNESSES

HON. JAMES J. FLORIO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY
JOHN J. McGARRY, VICE PRESIDENT, PENJERDEL COUNCIL
CAPT. PAUL LANE IVES, CHAIRMAN OF THE JOINT EXECUTIVE COMMITTEE
WILLIAM A. HARRISON, SECRETARY-TREASURER, JOINT EXECUTIVE COMMITTEE FOR IMPROVEMENT AND DEVELOPMENT OF PHILADELPHIA PORT AREA
LEWIS CACCESE, CONSULTANT TO THE JOINT EXECUTIVE COMMITTEE
JAMES KELLY, DIRECTOR, WORLD TRADE DIVISION, DELAWARE RIVER PORT AUTHORITY
JOHN DIETZ, DIRECTOR, PUBLIC AFFAIRS, GREATER PHILADELPHIA CHAMBER OF COMMERCE
CAPT. SAMUEL SCHELLENGER, CHAIRMAN, MARINERS ADVISORY COMMITTEE
FRED G. DiBONA, JR., PRESIDENT, PHILADELPHIA PORT CORPORATION
MICHAEL CONROY, ASSISTANT TO THE EXECUTIVE DIRECTOR, SOUTH JERSEY PORT CORP.
CAPT. ROBERT BAILEY, PRESIDENT, PILOTS ASSOCIATION FOR THE BAY AND RIVER DELAWARE
PHILIP CHAPLES, EXECUTIVE DIRECTOR, PORT OF WILMINGTON
H. ROLAND, MEMBER, PILOTS ASSOCIATION, MASTER PILOT FOR THE PORT OF WILMINGTON

Mr. BEVILL. Mr. Harrison, we will turn it over to you.

Proceed as you wish.

Mr. McGARRY. I would like to turn it over to our spokeman here, Captain Ives, and have him introduce the group that we have with us today.

STATEMENT OF CAPT. PAUL IVES

Captain IVES. My name is Paul Ives, and I am the Chairman of the Joint Executive Committee for the Improvement and Development of the Philadelphia Port Area.

When you can learn to say all that they make you Chairman.

Mr. Harrison is our Secretary, and he made the arrangements.

I will be spokesman for the group.

It is a pleasure to be here again. It was one year ago we were here, and I want to thank you very much for your kind consideration in the past of our navigation projects in the Delaware Bay and River.

With your permission, I would like to introduce or point out the regional concept of our Port.

I would like to introduce my fellow members, here, members of my committee at the table.

Mr. G. Fred DiBona, who is president of the Philadelphia Port Corporation is to my left; Mr. Michael Conroy, who is the Assistant to the Director of the south Jersey Port Corporation; Mr. Philip Chaples, the Executive Director of the Port of Wilmington, Delaware; Mr. McGarry, who is a member of the committee and vice president of the Penjerdel Council, a fellow regional group in our Port, and he will submit his own statement, but he is also a member of our group.

We have Mr. William Harrison, who is our secretary and treasurer, also executive director of the Philadelphia Maritime Exchange; Mr. Louis Caccese, who is a professional engineer and expert on navigation projects, such as this.

We have Capt. Samuel Schellenger, Chairman, Mariners Advisory Committee, and also a member of the Pilots' Association in Philadelphia.

We have Capt. Robert Bailey, president of the Pilots Association for the Bay and River Delaware; Mr. Chaples we have already introduced, and the Captain here; H. Roland, who is a member of the Pilots Association, and also the Master Pilot for the Port of Wilmington, Delaware; Mr. James Kelly, Director of the World Trade Division, Delaware River Port Authority; and Mr. John Dietz, Director of Public Affairs for the Greater Philadelphia Chamber of Commerce.

I think I have included everyone who has made the trip down from Philadelphia and environs.

Mr. MYERS. How long a trip is it?

Captain IVES. About three drinks in the club car, I guess. Amtrak is very fast.

Mr. MYERS. You must be a slow drinker.

Captain IVES. In the interest of saving time, and I know it has been a long day for you, we have filed formal testimony with the committee.

I would like to highlight a few points that I hope underline our problem in the Port of Philadelphia.

As I said, we are a regional Port complex.

The Delaware Bay and River begins at the Atlantic Ocean at Cape Henlopen, Delaware, and Cape May in New Jersey, and it flows toward the north, about 130 miles of navigable river to Trenton, New Jersey.

On the east side of the River is the entire State of New Jersey, and on the west side of the River about equally divided, the State of Delaware and the State of Pennsylvania.

Since colonial times, this River has been the life blood of commerce. Settlements and ports sprang up along the River and it emerged as a thriving port complex.

Delaware also has several tributaries. The first is the Christiana River on which the Port of Wilmington is built, the Schuylkill River, which provides the facilities for two major oil refiners, a half billion a year grain exporting business, and is also the home of the last public shipyard, the Philadelphia Navy Yard which is capable of overhauling and maintaining the largest vessels in the United States Navy.

We think the importance of the area to national defense is of great note. As we proceed further above Philadelphia (25 miles), it is very narrow, but with 40-foot channel navigable waters all the way to the giant United States Steel Fairless Works.

On the New Jersey side of the River, the Ports of South Jersey complex, refineries of Westville, New Jersy and Paulsboro, New Jersey.

We are the largest oil and chemical complex on the East Coast, and with the Navy Yard and the potential for coal exports, we feel that the national importance of our River is increasing daily.

Unfortunately, we don't enjoy a natural channel. It requires constant maintenance. We have had excellent cooperation from the Corps and this committee in funding the Channel improvements. We are authorized a 40-foot channel in the main River.

I am sure you have heard or will hear that some ports are looking for 50 and 60 feet. We would like to have a 60-foot channel also. However, being practical about the matter, our base is geared to do a very brisk business at 40 feet draft. Unfortunately, we don't get the 40-foot draft although we are authorized 40 feet.

The Army Engineers dredge somewhere along the line before we get to 40 feet. They have shoaling, and in the main channel we are running anywhere from 2 to 3 feet less than 40 foot draft.

In the Christiana River, the project we mentioned is 35-foot and before the contractor can hardly pack up his equipment and move off the scene when they are down a few feet, and they are often as much as 6 to 8 feet or even more less than channel depth before the dredging begins again.

On the Schuylkill River, the project we mentioned is 33 feet, and we have many times 2 to 3 feet less than that.

Army Engineers have assured us they have the capability to do the work. We are presently expending in the area of $25 million to maintain the entire River and its tributaries, and there is evidence that this is not doing the job.

Now, the problem has become sharply in focus with the importance of coal as an export commodity. Philadelphia is geared up to do a sizable business in coal. In the past year we exported 3 million tons of coal. The Commonwealth of Pennsylvania has just committed itself for a $23 million investment to improve the coal-loading facilities in the Port of Philadelphia.

The Port of Wilmington has begun to export coal and is improving their coal-loading facilities and will be increasing their capability.

The Ports of New Jersey are gearing up for coal exports, and have already begun to export some coal. The United States Steel

mill at Morrisville, the Fairless Works will export coal, and the ships that bring the iron ore up will take the coal out. All of this is conditional on getting the adequate channel depth.

As you well know, and I am sure you heard many times, the ships are getting bigger and economic transport of bulk material overseas requires a large vessel. The large vessels require large drafts; and when the vessels are permitted to run at less than their optimum drafts, considerable expenses occur.

Even worse than that, the people just will not do business with you at all if you cannot assure them of a cutoff point. In the coal trade right now the cutoff point seems to be in the vicinity of 38 to 39 feet. In order to export coal we are going to have to take ships out of the Delaware at a 39-foot draft.

This should be possible with a 40-foot channel and we feel that we can do this. However, we do need your cooperation and the cooperation of the Army Corps of Engineers to get our channel maintained to its authorized depth.

We are not asking for a new channel. We are not asking for 5 or 10 feet more. We are asking that the Army Engineers maintain our channel at the depth that the Congress of the United States has authorized for the Ports of Philadelphia, including Wilmington, New Jersey, and Morrisville, Pennsylvania.

In conclusion, I would like to put the thing in perspective.

You can generate all kinds of statistics about payrolls, jobs, dollars, and by the time it recirculates through the community in the Tri-State Region we are talking in billions of dollars.

I would like to say in the last year, 1980, the Federal Government collected $237 million in Customs receipts alone, based on commerce in the Delaware Bay and River.

We are asking our government to reinvest with us approximately $35 million to keep this goose laying the golden eggs.

It is very simple, and we think a sound business proposition, and I have with me experts from the Ports and expert Mr. Caccese, who is our consultant to answer any questions you may have.

[The statement of Mr. Harrison follows:]

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
LEWIS CACCESE, Consultant
DEASEY, SCANLAN & BENDER, LTD., Counsel
Consulting Organization: MARINERS' ADVISORY COMMITTEE

Honorary Chairmen:
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 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 East Coast ports in international waterborne commerce. It is the largest petroleum center on the East Coast; it is the largest port area in the United States in terms of import tonnage; it supports a major steel-making operation; and it contributes to improving the United States trade balance through the export of such commodities as coal, grain, automobiles, chemicals, etc. It has major importance, as well, as the site of the Philadelphia Navy Yard; strategically located 90 miles from the sea at the confluence of the Delaware and Schuylkill Rivers.

When statistics become available for the 1980 calendar year it is estimated that this port complex will have handled over 50 million tons of international cargoes; carried by more than 3,500 merchant ships. This commerce will have generated well over one billion dollars in revenues into the economy of the tri-state Delaware Valley region. It also produced $237 million to the Federal Government in the form of Customs collections.

SUMMARY

The continued viability of the Ports of Philadelphia is being threatened because of inadequate channel maintenance. We are not seeking new projects for deeper channels. Rather, we believe that funding for the preservation of existing facilities and investments needs to take precedence. With this in mind, we ask the Congress to not only provide the Philadelphia District operation and maintenance budget request of $23,743,000 but to also provide the budget capability so that channels which have deteriorated may be rehabilitated to their authorized dimensions. We therefore urge that $35,073,000 be appropriated to the Philadelphia District operation and maintenance budget in order to restore channels as detailed in our full testimony.

MEMBERS

City Business Club of Philadelphia
Commercial Exchange of Philadelphia
Delaware County Chamber of Commerce
Division of Port Operations, City of Philadelphia
Greater Philadelphia Chamber of Commerce
International Longshoremen's Association
Northeast Philadelphia Chamber of Commerce
PENJERDEL Council
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
Port of Wilmington
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

FULL TESTIMONY

The President's budget provides the U.S. Army Corps of Engineers' Philadelphia District operation and maintenance program with the following amounts for the region's major navigation projects:

Delaware River, Philadelphia to the Sea	$15,967,000
Delaware River, Philadelphia to Trenton	2,089,000
Schuylkill River	791,000
Wilmington Harbor	1,325,000
Chesapeake and Delaware Canal	8,571,000
	$23,743,000

The total appropriation of $23,743,000 will only maintain our channels to their current inadequate depths, thereby threatening the continued viability of our ports. For example, the authorized 40' channel in the Delaware River has not had controlling depths in excess of 38' in the middle half of the channel during all of 1980 and to the present in 1981. The outer portions of the channel have consistently had controlling depths of only 33' during this same period. Similar disparities in authorized depths have existed in the Schuylkill River and Wilmington Harbor. We also call to your attention that the Cooper River project, Camden, New Jersey, has had no maintenance dredging since 1962. This project needs to be restored so that it will be a useful facility to the only commercial shipyard in the Camden area.

A foot depth on the loaded ore or petroleum vessels which frequent our ports has a value of $30,000 per foot of draft. Consequently, a shipper suffers severe penalties by lack of authorized channel depth. Coal exports from the Ports of Camden, Philadelphia and Wilmington are expected to triple within the next year with potential for considerably greater tonnage in the future; thereby producing a most favorable impact on the Nation's balance of payments position. Similarly, the Port presently enjoys an $800 million annual grain export business. This too is expected to increase in future years, providing that our channels are restored to their authorized dimensions.

We believe the funding for preservation of existing facilities and investments needs to take precedence over the development of new projects. With this in mind we urge the Congress to not only provide the Philadelphia District operation and maintenance budget request but to also provide the capability so that channels which have deteriorated may be rehabilitated to their authorized dimensions. We urge that the $23,743,000 budget amount for the Philadelphia Ports Channel be endorsed and that $10,980,000 budget capability be added, to restore our channels to their fully authorized dimensions. Specifically, we urge the following capability be provided in addition to FY 1982 budget items:

Delaware River, Philadelphia to the Sea

Restoration of authorized depth by:	
Additional Dredging	$3,500,000
Removal of Spot Shoal	2,000.000
Additional Disposal Area(Penn Grove)	1,500,000
	7,000,000

(Continued on following page)

Delaware River, Philadelphia to Trenton	
Restoration of Authorized Depth by:	
Additional Dredging	2,600,000
Schuylkill River	
Restoration of Authorized Depth by:	
Additional Dredging	1,300,000
TOTAL	$10,980,000

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 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 has taken on added importance with its current work program and the proposed upgrading of our naval fleet.

DELAWARE RIVER, PHILADELPHIA TO TRENTON

During the calendar year 1978, the last year in which waterborne commerce statistics have been made available, records show that 12,158,803 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 9,000 workers and its 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.

The channel has an authorized width of 1,000 feet through Philadelphia Harbor to Allegheny Avenue. At Allegheny Avenue the width decreases to 400 feet. This contour reflects a pattern of Port traffic when the Port Richmond Terminal was the only major cargo facility in the northern Port area of Philadelphia.

In 1966, the Philadelphia Port Corporation and other Port interests requested the construction of a turning basin and maneuvering area in the vicinity of the planned Tioga Marine Terminal, just north of Allegheny Avenue. The recommendation was for the continuation of the 1,000 foot wide channel north of Allegheny Avenue for approximately

one mile with an enlargement of the width to approximately 1,200 feet - 1,400 feet above the midsection of the extension to provide an adequate area for turning and maneuvering. This turning basin will also accomodate bulk coal carriers when the new coal terminal is constructed at the adjacent Port Richmond Terminal. Equally important, the enlargement would permit safe passage of through traffic.

Only minor construction remains, primarily in the turning basin area. We have repeatedly asked the Federal government to complete the construction and assume maintenance of the maneuvering area and turning basin but this work is not even scheduled. The City of Philadelphia is justly concerned that this $31 million terminal, which was constructed at a cost of $31 million and is now valued at nearly $90 million, is prevented from reaching its full potential because of navigational limitations.

The Tioga Terminal has created a great economic impact. It is estimated that each ton of general cargo generates $38.00 in new economic benefits. The 1,500,000 tons of general cargo anticipated for 1981 will produce $57,000,000 in economic benefits which flow throughout the region. Each new dollar has a multiplier effect as it is spent and respent, thereby creating another $114,000,000 in secondary benefits. In sum total, then, Tioga is responsible for $171,000,000 in economic benefits which would not be obtained in the absence of this modern marine terminal.

SCHUYLKILL RIVER

Full maintenance of the 33 foot channel project is crucial to grain and petroleum terminals located along the navigable channel. This channel is becoming marginal in terms of quantities of grain that can be loaded versus the deeper drafts that can be accommodated at other grain ports. Failure to fully maintain the Schuylkill River's 33 foot channel depth because of insufficient maintenance is proving extremely detrimental to this business.

WILMINGTON HARBOR

The United States Corps of Engineers is charged by congressional mandate to maintain 5,000 feet of the Christina River, serving the Port of Wilmington, at a project depth of 35 feet. During recent years, a marked increase in shoaling, particularly near the confluence with the Delaware River, has been recorded. In November, 1980 for example, this area silted to 21 feet depth and was only recently cleared through the normal dredging cycle. During the last quarter 1980, a loss of revenue totaling over a half million dollars was suffered because of this silt accumulation. Further compounding the problem is the designation, approval and construction of a new dredge spoils area to replace the present area which is at near capacity.

The Port of Wilmington is well into the development of a container handling facility at considerable investment on the part of the State of Delaware and City of Wilmington. A container facility attracts large, deep draft vessels and demands that adequate water levels be maintained. The fact that dangerously low levels have been reached in businesses which have substantial investment in, and depends upon the Port of Wilmington as a means of livelihood. Maintenance dredging of the Christina and Delaware Rivers, on a timely basis and at authorized depths is essential for the protection of over 3,000 jobs, investments totaling several million dollars as well as the economic growth of the community.

The adequate funding of these projects is paramount to its survival as a progressive, responsive and viable port.

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 15.7 million tons in calendar year 1980; a 50% increase in a four-year period. Improved channel depths have been the 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 & C 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 five 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.

COOPER RIVER - NEW JERSEY

This project has had no maintenance dredging since 1962. Dredging is particularly needed to serve as an approach to the ship yard in Camden, New Jersey. Camden Ship is the last remaining ship yard in the Philadelphia-Camden area capable of drydocking tugs and harbor craft. It provides a capability for performing ship repair work on the small Navy Craft which is under the repair purview of the Philadelphia Navy Yard. Currently, some harbor craft, tugs, etc. must frequently travel to Baltimore, New York, or Norfolk at additional expense and with the use of additional fuel because of inadequate depths to Camden Ship. It is urged that $310,000 be provided as an "add on" so as to permit this work to be undertaken.

PETTY'S ISLAND BACK CHANNEL

A Public Works resolution was adopted by Congress in 1974 for this project. There continues to be the conviction that this is a worthwhile project. Local interests have made the appropriate commitments in support of the project. The project can assist in revitalizing a distressed urban area. It is requested that Congress direct the Corps to allocate ~~$700,000~~ $710,000 of General Investigation funds for this study.

Mr. BEVILL. Thank you. I have no questions.

Mrs. BOGGS. It seems to me that we have had before us in the last few days not only the Corps of Engineers but the private dredging contractors who are saying that they need business. There are two fine new dredges of a large class which have not been put into use because of a lack of contracts.

I am puzzled about why you can't have your dredging to at least a depth to which you are entitled.

Captain IVES. I think part of the problem is administrative and part may be legislative with regards to appropriations.

We have met with the Chief of Engineers in Washington very recently. We have got a very good rapport with the Engineers, and I believe that there is some discretionary action within the Corps that will direct a little more attention to the Delaware River.

I think that is part of the problem.

The other part of the problem is that the Army Engineers feel that they do not have the funds to do a really adequate job that the Congress has told them they should do in the Delaware River. It is the old story of it is one thing to authorize a project and another to see that the funds are made available to do the job.

Mrs. BOGGS. What you are saying is that the proposed cutback in the administration's budget on dredging appropriations is not really very wise.

Captain IVES. Yes, I agree with you. We think that that would not be very wise, because we are talking about a business that returns ten-fold to the Federal Government, and to cut something like that out we think is contrary to the philosophy of getting things on their feet and getting the country rolling.

We do not see a budget cut fortunately for the Delaware River projects at this time. What we are saying is that the money that is budgeted appears to be inadequate to do the job.

Mrs. BOGGS. All the elements that you brought into it, I congratulate you.

Mr. BEVILL. I see our good friend and colleague.

Mr. MYERS. At this point, our colleage Tom Evans from Delaware had hoped to be here this afternoon, but he has been detained and he asked us to express his support for what you people are requesting, so you have somebody else in your camp.

He does have access, he told me, if we didn't support it, he would take away my pass to the White House.

I haven't had one for so long I hate to lose it. I might add that you people have been down here twice. Tom is the traveller on our committee, but I am going up there this weekend, up to Philadelphia to visit you this Saturday, and I will be back again Monday night, too.

Mr. BEVILL. Thank you. You made a very fine presentation and I see our good friend and colleague, Congressman Florio.

You may proceed.

STATEMENT OF HON. JAMES J. FLORIO, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEW JERSEY

Mr. FLORIO. I will certainly not in any way say anything that you have not heard from the experts whom you have heard from, so with your permission, I would like to submit for the record a

rather detailed justification, I believe, for the funding that has been requested by all of those who have an interest in the Port of Philadelphia.

The key point I would emphasize is that the funds for the adequate maintenance of a 40-foot channel on the Delaware River is essential to the economy of the whole area.

We are into a major port expansion project in this area, and this type of assistance is very important.

I would like to, from perhaps my somewhat unique Jersey perspective, emphasize, and I go into detail in my statement but not now, funding requirements for three particular projects of importance to New Jersey, the Cooper River Federal Navigation Project, the Delaware River Back Channel at Penny's Island, and the Camden Waterfront Project.

I go into detail as to the rationale. I think they are justified and would appreciate the committee's consideration and endorse the remarks of the people who are here who have the specialized knowledge to justify the request that they are making to this committee.

Mr. BEVILL. Certainly this committee will work with you and do everything we can to comply with your request.

Mr. FLORIO. I appreciate that, Mr. Chairman.

[The statement of Mr. Florio follows:]

STATEMENT OF CONGRESSMAN JAMES J. FLORIO

Mr. Chairman and members of the Subcommittee: It is a pleasure to have the opportunity to appear before you today to express my concerns about the Ports of Philadelphia and the Delaware River. The subject before this committee has a profound impact on the economy of the entire Delaware Valley Region.

Funds for the adequate maintenance of a 40 foot channel on the Delaware River are essential and need to be given every consideration. The economy of the region relies heavily on the ports located in the Philadelphia district. The Ports handle over $1 billion a year in shipping for major industries in the region, including Texaco's and Mobil's refineries, and U.S. Steel. The Ports collect over $237,000,000 annually in custom fees, which is a major contribution to the general treasury.

I would like to bring to the attention of this committee some specific matters on the New Jersey side of the Delaware River. The efforts of our port interests in Southern New Jersey, such as the South Jersey Port Corporation, the Camden Port Authority and the Holt Marine Terminal have resulted in a steady annual increase in the amount of tonnage which is handled at the Camden New Jersey terminals. 50,000 cars are exported annually from Camden County and prospects for the initiation of grain export from Camden in the near future are good.

In addition, several efforts are underway by local and state governments, Port Authorities and industry in the Region to take advantage of the demand for U.S. coal from abroad. The Ports of Philadelphia and Camden have already undertaken steps to improve their coal handling and storage capabilities. For example, the City of Philadelphia is spending $245 million to rehabilitate Pier 124 for the export of up to $10 million of coal. New piers in Camden and Philadelphia will help the port region compete with other ports for new coal business.

However, our ability to compete with other Ports and to sustain an efficient and healthy port economy is threatened by the inadequate maintenance being performed by the Federal government on our federally authorized and federally maintained channels in the Delaware River. Currently, the Delaware River channel has a depth of only 36 feet. This is a result of a lack of rain, which has increased the water flow of the River, and excessive sedimentation. Without additional funds for the Philadelphia district, the amount of dredging needed to maintain a 40 foot channel on the Delaware River throughout the year would be eliminated.

If the channel is not maintained at 40 feet, the Port will lose $5,000 per foot lost in the draft per ship. In some cases, ship passages are comprised by the need to restrict draft and await more favorable draft tides. In addition, operators who have a choice of an actual 40' channel elsewhere versus an actual 36' channel in the Delaware River are lost to the Philadelphia region.

I would specifically like to bring to the attention of the committee the following projects that are essential to the entire region: the Cooper River Federal navigation project, the Delaware River Back Channel at Petty's Island and the Camden Waterfront project.

The authorized Cooper River project provides a 12' × 70' channel from the Delaware River for a distance of 1.75 miles. Dredging the channel off of Cooper's Point to the 12 foot depth would require approximately $130,000. The remainder of the dredging would cost an estimated $310,000. It is essential that this project receive the necessary funds since it has not been dredged since 1962.

Camden Ship is the only remaining private shipyard in the Philadelphia-Camden area. Water depths are needed to service the small craft work which emanates from the Philadelphia Navy Yard and to service the tugs and barges along the Delaware River. These vessels must frequently go to other ports because of inadequate depths approaching Camden Ship Repair. I am therefore requesting that funds be provided for the dredging of the Cooper River Federal navigation project.

There is a need for the Corps of Engineers to complete their study of the Petty Island Back Channel in Camden, New Jersey. A Public Works resolution was adopted by Congress in 1974 for this project. In addition, there has been considerable support on the local level for the Petty Island Back Channel because it will enable the revitalization of the entire urban area. I am therefore asking this committee to direct that the Corps of Engineers give this study precedence in the allocation of General Investigation Funds.

We also need to resume the construction of the Camden Waterfront project. Construction and work is necessary to complete the project and to provide the 37 foot depth in front of the wharfs and docks in the Camden area.

Currently, there is a $15,000,000 expansion program underway at the South Jersey Port Corporation to accommodate the increased coal export business. I am therefore asking this committee to direct that the Corps complete this important and congressionally authorized work.

Statement of John McGarry

Mr. McGarry. I am John McGarry. I am Vice President of the Council and I have a formal statement that I would like to put in the record.

[The statement of Mr. McGarry follows:]

THE PENJERDEL COUNCIL

FY '82 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 of Pennsylvania, New Jersey and Delaware 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 $237,000,000 in 1980.

The economy and health of this region since the 17th century has been significantly related to our ports along the Delaware River. The Federal Government has recognized this and has invested 3/4 billion dollars to date in creating and maintaining these channels. Limited past maintenance has caused these channels to deteriorate so that authorized channel dimensions is no longer a reality. Appended hereto is a record of controlling channels depths extracted from Corps of Engineer Records. It can be seen that less than 5' of authorized channel depth in the Delaware River routinely exists. Similar situations exist on our other principal projects of Schuylkill River and Wilmington Harbor. This defectiveness imposes reduced loading which has an economic penalty in excess of $30,000 per foot of reduced draft on the large bulk carriers which frequent our channels. The grain facility on the Schuylkill River has developed an export facility which operates at a $500,000,000 per year level. This operation is not only constrained from growth by limited channel depth but is severely penalized in the competitive market by the lack of authorized channel depths.

Philadelphia, with its proximity to the Pennsylvania mine fields is well suited to participate in the coal export trade. The state legislature recently appropriated $24,000,000 to provide additional export coal loading facilities along the Delaware River. The South Jersey Port Corporation has entered the coal export business on the Delaware River during the last year and is now exporting millions of tons of coal annually. Shippers must have the knowledge that a navigation artery such as the Delaware River and its tributaries will be well maintained at all times. They must have confidence that drafts will not be suddenly restricted or the river closed because shoaling has overwhelmed maintenance dredging. A shipper needs reliability of his navigation artery. When he finds a vessel enroute to a Delaware River port must be rerouted because of a suddenly imposed draft restriction, as has happened, he quickly reconsiders whether he should come to a Delaware River Port at all.

THE TRI-STATE ASSOCIATION OF BUSINESS, INDUSTRY & PROFESSIONS SERVING THE DELAWARE VALLEY
Suite 1960 1617 John F. Kennedy Boulevard Philadelphia, Pennsylvania 19103 (215) 568-4040

We urge Congress to give particular attention to this problem of inadequate maintenance of existing navigation arteries to their fully authorized project dimensions. Adequate funding for proper maintenance is required. We realize that Congress needs to exercise responsible fiscal restraint. However, we believe, maintenance of presently authorized channels must take precedence over more drastic new work projects. To do otherwise, will contribute to the decay of existing facilities and the economy of established populated regions where jobs and business opportunities are so important.

In support of the benefits of full channel maintenance, we wish to point out that as the Corps has improved controlling depths in the Chesapeake and Delaware Canal in the last 4 years, the cargo moving by waterborne carrier has increased from 10,700,000 tons in 1977 to 15,700,000 tons in 1981.

The President's Budget provides $23,473,000 of operation and maintenance funds for the maintenance of the Delaware River, Schuylkill River, Wilmington Harbor and the Chesapeake and Delaware Canal projects.

We are informed by the Corps of Engineers that this amount will merely be sufficient to maintain the present inadequate depths and they need to be furnished additional capability to initiated rehabiltation of deteriorated channels. In view of this, we request that additional capability, in addition to the $23,473,000 in the President's Budget, be provided. Specifically, PENJERDEL recommends that the following dredging items be added:

Delaware River, Philadelphia to Sea	
Maintenance Dredging	$ 3,500,000
Dredging Spot Shoals	2,000,000
Penns Grove Disposal Area	1,500,000
	$ 7,000,000
Delaware River, Philadelphia to Trenton	
Maintenance Dredging	$ 2,680,000
Schuylkill River	
Maintenance Dredging	$ 1,300,000
Total additional	$10,980,000

General Investigations

We understand that $125,000 is provided in the President's Budget for a comprehensive Navigation Study and $365,000 for continuations of the Dredge Disposal Study. We endorse these worthy undertakings. However, we need to point to other areas of concern.

Other Projects

We urge the additional of $310,000 to dredge Cooper River from the Delaware River to State Street in Camden, New Jersey. This project has not been dredged since 1962. It will provide improved accesses to Camden Ship Repairs facility, the only remaining ship yard in the Camden Area and better access for the delivery of fuel to the fuel terminal in Camden.

Tioga Turning Basin was authorized in 1976. No work has been undertaken since that date. This project is necessary to expand the export of coal and other cargo from the Delaware River in the Port Richmond area. The Corps informs that $100,000 is required to perform the preconstruction engineering and design in FY 1982 so that actual work may be initiated in FY 1983. We urge that the Corps of Engineers be instructed to expedite the initiation of construction of this Turning Basin.

Mr. McGarry. I would like to make a couple of highlights, if I may.

Mr. Bevill. Make them rather brief.

Mr. McGarry. Penjerdel Council is a regional organization of commerce, indsutry and the professions with membership through the Tri-State Delaware area.

The industry base of the whole Delaware Valley region of Pennsylvania, New Jersey, and Delaware depends on the 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 $1 billion. Customs collections in the Port region attributable to the waterborne commerce were over $237 million in 1980.

We urge the Congress to give particular attention to this problem of inadequate maintenance of the existing navigation arteries to their fully authorized project dimensions. Adequate funding for proper maintenance is required.

We realize that the Congress needs to exercise reasonable fiscal restraint. However, we believe maintenance of presently authorized channels must take precedence over more dramatic new work projects.

To do otherwise will contribute to the decay of the existing facilities and the economy of established populated regions where the jobs and business opportunities are so important.

Mrs. Boggs. My daughter, of course, Trenton is the County seat; she is now the president of all the County officials in New Jersey, and she has asked me to pay particular attention to your project.

Mr. Bevill. Thank you very much.

Hon. Berkley Bedell, a Representative in Congress From the State of Iowa

Mr. Bevill. I see our good friend and colleague Berkley Bedell is here now.

We are pleased to have you.

Mr. Bedell. I have a prepared statement.

Mr. Bevill. It will all be made a part of the record.

[Mr. Bedell's statement follows:]

Statement of Hon. Berkley Bedell

Mr. Chairman, I would like to thank you for the opportunity your Committee has afforded me to appear before you here today. It is very clear to me that your staff expended some extra effort to make sure that I could make my views known, and I appreciate that very much.

I am sure the members of this Committee want to make certain that our taxpayers' money is properly spent, especially in light of our renewed commitment to reducing government spending. With this in mind, I would like to confine my remarks to a single project: the O'Neill Unit irrigation project located in north central Nebraska. This project involves the contruction of a dam on the Niobrara River and a 28-mile diversion canal to deliver water to 77,000 acres of land.

There are some who base their opposition to this project on the grounds that it would inundate a significant stretch of the Niobrara River Valley, which provides a unique blend of habitats for a diverse number of wildlife species. Due in part to the river's outstanding scenery and wildlife and recreation potential, conservationists have asked that it be made part of the National Wild and Scenic Rivers System. There is undoubtedly some merit to these arguments.

As you may recall, Mr. Chairman, last year I appeared before this distinguished committee to talk about the same project. At that time, we discussed the dubious nature of the benefit/cost ratio analysis. I still feel strongly that the Bureau of Reclamation's ratio is very questionable. My concern today, however, stems from my conviction that it represents a classic example of the federal government making a fiscally unsound investment. As a lifelong businessman, I would not think to invest $4,100 per acre to provide benefits to less than one percent of Nebraska's 63,000 farmers, whose required repayment is only $588 per acre. Or to put it another way. Mr. Chairman, I do not think it is right for this less than one percent to pay only $21.48 per acre, per year for benefits of more than $200 per acre, per year.

Construction of the O'Neill unit would require the taking of 30,000 acres to irrigate 77,000 acres, half of which is already irrigated through private development. Only 12 percent of the acreage to be irrigated is Class I farmland, that is—land to which irrigation poses only minimal hazards. Nearly one-third is Class III land which contains soil that has only marginal ability to hold water, meaning that irrigation water may pass right through the soil, carrying contaminants with it to the groundwater below. The estimated cost of the project is $335 million, which means a taxpayer outlay of more than $1.1 million for each farm, assuming 300 farms, that would benefit from the project.

Mr. Chairman, I must say with all honesty that I cannot see the justification for this sort of federal government expenditure. It becomes painfully obvious to me that somewhere, something is not right.

Something is not right, Mr. Chairman, when energy consumers have to pay 80 percent of the cost, or $270 million, of the project and not realize any benefits from it. To use my previous analogy, they will pay $3,500 of the $4,100 per acre cost. The consumers are not just confined to the immediate area, but rather extend all along the Missouri River Basin, including western Iowa and my congressional district.

The folly of this project is obvious. One the one hand, there is an investment of $4,100 per acre in land of questionable value, which incidentally, makes it one of the most expensive per acre of any of the Bureau's water projects. Then, on the other hand, 80 percent of the cost will be borne by those who will not benefit from it. Finally, the height of this folly is that half of the project land is already irrigated!

This arable land with irrigation potential in the project area is valued at only $535 per acre (Holt County), and when irrigated is valued from only $800 to $1000. This $4,100 per acre federal investment just does not make sense, Mr. Chairman, from an agricultural standpoint as well as from a business standpoint.

Mr. Chairman, it is evident to me that the O'Neill Project is without merit and is a completely unwarranted expenditure of Nebraska's and my congressional district's energy consumers' money. With our efforts to reduce federal spending, let us start in areas of clear, substantiated waste.

Thank you very much for the opportunity to express my thoughts. I am available for questions.

Mr. BEDELL. I talked to you before in regard to this particular project on which I have done quite a lot of work. It is the irrigation proposal for the Niobrara River in Nebraska. I should tell you that my concern is an economic concern. I know there are those that have concerns over the environment and other related aspects, but the real concern I have is over the economics of it, and purely and simply, it appears to me that if we are really concerned about the expenditure of taxpayers' money, and if you really dig into this project, you have to question it very, very seriously.

I might also say that I understand the situation with the committee. You get information from the Bureau or from the Engineers, and I think you have no particular reason to question those figures, and those figures certainly are quite different from, at least, what I believe is the reality of this particular project.

This project will irrigate some 77,000 acres in Nebraska. It will require about 30,000 acres taken from production, in order to make the irrigation possible. Over 50 percent of those 77,000 acres to be irrigated, in other words some 35,000–40,000 acres, are already irrigated with pump irrigation. So, we are taking 30,000 acres out

of production in order to put into production something on the order of forty-two or less thousand acres.

The cost for the irrigation part of the project at this time is estimated at $318 million for something less than 300 farms. So, it is a cost of more than a million dollars per farm, with over 90 percent of the cost allocated for irrigation purposes. It is not as if we have any energy generated or that sort of thing.

The repayment per year, if you take the 77,000 acres times $21.48, which is what they say is the maximum that a farmer can afford to pay, is $1,545,000 per year. This is less than one-half of one percent of the cost of the project,

This is really the crux of my argument.

I have a hard time believing that it makes sense to make an investment wherein the return, not counting the costs you have, is less than one-half of one percent of the amount of your investment.

Fortunately, only $5,576,000 has been spent. That is less than 2 percent of the cost. I talked to the Department of Interior yesterday. Most all of those costs are legal fees. The only thing they could find of actual expenditures for the project was $79,636 for a bridge in order to get a road over to the project.

In addition, Mr. Chairman, a fundamental aspect for the justification of the project concerns me: the calculation of the benefit/cost ratio. I have three problems with the way the cost-benefit ratio was computed. First of all, a significant part of the benefits were attributable to increases in the feeding of cattle.

John, you are a farmer. I contend that whether or not you feed cattle has not very much to do with whether or not you irrigate your land.

Mr. MYERS. It makes a difference whether you eat or not sometimes.

Mr. BEDELL. In fact, the indications were that it was actually reversed for the study that was made in Nebraska that the more farms were irrigated, the less likely these farms were to have larger cattle-feeding operations than those that did not irrigate.

The yields that were projected in order to get these benefits, by all computations, I think, would be considered unreasonable. I had the Corps in my office and asked them where they got the yields. They said, well, the reason they had such high yields was that they figured over the life of the project research was going to significantly increase the amount of yield they could get, and, so, they computed in this assumption.

I said, "Did you compute that in for the dry-land farming as well?"

They said, "No, they did not."

It appears to me if you think research is going to increase yields on irrigated lands, you certainly have to assume that also that research is going to increase yields on dry-land farming, and therefore I think the differential is unreasonable.

Finally, they attributed this benefit to all of the 77,000 acres, over 50 percent of which are already irrigated, and at least, it appears to me, if you already have irrigation, that you do not receive the same benefits as those places that do not have irrigation; and it is improper to say that those 50 percent of the farms can receive similar benefits.

I am advised from the checking I have done that the value of arable land with irrigation potential in that area is somewhere from $500 to $600 per acre and the irrigated land is somewhere from $800 to $1,000 an acre. I don't know how accurate these figures are, but if these are correct, then the difference is $400 an acre. It is hard for me to believe that the taxpayers should pay $4,000 an acre to increase land values only one-tenth of that amount, or $400, an acre.

The original cost estimate in the 1963 feasibility study was $69 million. It is now $335 million. I am well aware of the fact costs increase, and that this is not too surprising. But I would call to your attention that since 1978, the costs have increased by 75 percent, while the ability to pay, or how much they are going to charge the irrigators has decreased by four and one half percent.

I think this is a dangerous direction for us to be moving in.

I guess the great concern I have is that I don't really see, in these times of tight money, and where we are trying to cut the budget how we can possibly justify paying over $1 million per farm for less than 300 farmers—when there are over 62,000 other farms just in Nebraska, as well as all across the land, including Indiana and Iowa—at the same time we are saying we are going to cut back on Federal help for soil conservation practices. To me, I don't see how we can justify this.

Mr. BEVILL. Any questions?

Thank you very much.

We will certainly take all that into consideration and appreciate your testimony.

Mr. BEDELL. I should add, Mr. Chairman, I have nothing against anybody anywhere. I just believe that we are elected here to try to serve our people, to look at everything objectively, and if we are not going to do that, I don't believe we are properly serving our people, and I hope Mrs. Smith, who serves on this committee, would clearly realize this. I have great admiration for her, but I believe it is up to me to question things in Nebraska that I might think are wrong, just as it is up to her to question things in Iowa.

Mr. BEVILL. All right.

WITNESSES

LINDA W. SEALE, COMMISSIONER OF PORTS AND TERMINALS, CITY OF NEW YORK

ALLAN M. TUMOLILLO, ASSISTANT COMMISSIONER, NEW YORK CITY DEPARTMENT OF PORTS AND TERMINALS

Mr. BEVILL. We are delighted to have you, Ms. Seale. You may submit your statement. A little less than a year ago, I believe I was flying over your terminals and your ports up there, and with all that debris, and that is one of the things you are going to be talking about.

Ms. SEALE. It surely is.

Mr. BEVILL. I got caught in a storm out there. The General and I were ready to go ashore, but the Colonel wanted us to stay on schedule. The General and I weren't even worried about the schedule.

STATEMENT OF LINDA W. SEALE

Ms. SEALE. It gives you a good story to tell.

This is Assistant Commissioner Allan Tumolillo, with me.

We have prepared statements which have been submitted for the record.

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

[The information follows:]

STATEMENT BY ANTHONY J. TOZZOLI, DIRECTOR, PORT DEPARTMENT, THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY, AND HON. LINDA W. SEALE, COMMISSIONER OF PORTS AND TERMINALS, CITY OF NEW YORK

Representing also:

Maritime and Port Organizations.—Board of Commissioners of Pilots of the State of New Jersey, International Longshoremen's Association, Local 333, United Marine Division—ILA, AFL-CIO, Maritime Association of the Port of New York, Maritime Port Council of Greater New York and Vicinity, New York City Port Council on Promotion and Development, New York-New Jersey Port Promotion Association, New York Shipping 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, Commerce and Industry Association of Northern New Jersey, Chamber of Commerce of the Borough of Queens, City of Newark (N.J.), Department of Environmental Protection, State of New Jersey, Eastern Union County Chamber of Commerce (N.J.), Greater Newark Chamber of Commerce and & Industry, Hudson County Chamber of Commerce and Industry (N.J.), 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 Board (N.J.), West Side Association of Commerce in the City of New York, Inc.

I am Anthony J. Tozzoli, Director, Port Department of the Port Authority of New York and New Jersey. I am joined by Commissioner Linda W. Seale of the City of New York Department of Ports and Terminals. Together we share the responsibility of also representing the 29 port, maritime, and civic interests listed on the cover of this statement in urging that Federal funds be appropriated in Fiscal Year 1982 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 recommend the provision of $29,090,000 in federal funds in Fiscal Year 1982, allocated among the following projects, as compared to Federal Budget allotment of $18,590,000 (I will omit citing these individual projects in the interests of time and submit them for the record):

	Funding recommendation	
	Federal budget	Local interests
Study Category		
Ambrose and Anchorage Channels, N.Y.	None	$3,000,000
Arthur Kill Channel, Howland Hook Terminal, N.Y.	$132,000	150,000
New York Harbor Deep Draft Channel to Claremont Terminal, N.Y. and N.J.	50,000	100,000
Construction Category		
Kill Van Kull and Newark Bay Channels, N.Y. and N.J.	None	500,000
New York Harbor Collection and Removal of Drift Project, N.Y. and N.J. (Waterfront cleanup)	2,300,000	2,300,000
Maintenance Category		
New York and New Jersey Channels, N.Y. and N.J. (Perth Amboy Anchorage)	2,088,000	7,088,000
Newark Bay, Hackensack, and Passaic Rivers, N.J.	539,000	1,039,000

	Funding recommendation	
	Federal budget	Local interests
Flushing Bay and Creek, N.Y.	1,755,000	1,755,000
New York Harbor, N.Y. (Sandy Hook Channel)	3,054,000	4,554,000
Other Port District maintenance projects	8,604,000	8,604,000
Total	18,590,000	29,090,000

These recommendations exceed the Federal Budget allotment by $10,500,000 for one study, one construction, and three maintenance projects. The remainder of my statement will elaborate on certain of the listed projects.

Ambrose and Anchorage Channels, New York

In December, 1980, a Senate Committte on Environment and Public Works resolution authorized a study to determine whether any modifications are advisable, including enlargement and deepening to a depth of 60 feet for the Ambrose and Anchorage Channels, New York. These federal waterways have a project depth of 45 feet mean low water and function primarily as the main access channel to the Port of New York and New Jersey. This critically needed deepening study will serve a proposed coal-handling and storage facility in the Port for the domestic and international steam coal market.

The Port Authority is studying the feasibility of constructing a modern coal facility to transload 10–20 million tons of steam coal from railcars to vessels. The coal would be destined primarily for buyers in Western Europe and utilities in the U.S. Northeast. Preliminary study findings indicate that overseas export steam coal demand, which increased from 300,000 tons in 1978 to 16,000,000 tons in 1980, will continue to escalate to an additional 200,000,000 tons by the turn of the century, thus, generating the need for additional U.S. loading facilities and ports. The economic advantages of the large 150,000 ton coal-carrying vessels that are required by overseas coal buyers would make the New York-New Jersey Port a highly competitive port on the East and Gulf Coasts to serve the European market. The required channel deepening necessary to serve these large vessels is especially cost effective in the New York-New Jersey harbor, and the presence of clean dredged material poses minimum disposal problems. Moreover, New York is closer to Western Europe by one to four days than any other East Coast or Gulf port.

However, for any U.S. port to capture a share of the international coal market, deep channel and facility construction within the next five years is essential. Thus, Congress which is currently drafting legislation to expedite coal channel dredging projects by the Corps of Engineers, recognizes this fact. Our request for a $3,000,000 appropriation to allow the Corps to complete both a pre-authorization and advanced engineering and design report in Fiscal Year 1982 fits in with such Congressional actions.

The Federal Budget contains no funds for this study project, as the Senate resolution was adopted too late for inclusion of such funds. We, therefore, strongly urge a total of $3,000,000 be provided to assure that the expanded share of the world coal market is not a lost opportunity to both the U.S. coal mining industry and the Port of New York and New Jersey.

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 the general cargo-container terminals at Elizabeth and Port Newark on Newark Bay, as well as oil terminals. The 2,200-acre Port Newark and Elizabeth seaport complex, a $400 million development with an annual payroll in excess of $109 million, handled more than 13 million tons of cargo in 1980.

The New York District and North Atlantic Division, Corps of Engineers, have completed their feasibility study of navigation channel improvements and have recommended Federal participation 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. The selected plan of improvement has an impressive benefit-cost ratio of 8:1 and is the Corps' National Economic Development Plan and Least Environmentally Damaging Plan.

No funds are included in the Federal Budget for this project. However, we anticipate that the Corps' feasibility report will shortly be transmitted to Congress

for authorization of construction. In order to expedite this nine-year-old project, $500,000 is required for advanced engineering and design work in Fiscal Year 1982. We, therefore, urge that a total of $500,000 be provided to avoid further delays to this recommended channel improvement.

Other Navigation Projects

As was indicated in the opening portion of this statement, local interests are also concerned with the adequate maintenance of Federal navigation channels in the Port. Recent Corps of Engineers channel condition surveys have determined that shoaling has occurred in some channels in the range of two to six feet above the authorized project depth.

One maintenance problem concerns the New York and New Jersey Channels, New York and New Jersey (Perth Amboy Anchorage) project, specifically, the shoaling of the Perth Amboy Anchorage in the range of six feet above the authorized project depth of 37 feet at mean low water. Maintenance dredging of the Anchorage is required for the loading of deep draft vessels from barges for approximately 2 million tons of export coal annually. While the Federal Budget provides $2,088,000 for maintenance work on the 30-mile waterway, an additional $5,000,000 is needed to provide full restoration of the authorized project depth in the Anchorage area. Therefore, we strongly urge a total appropriation of $7,088,000 for this project.

A Corps of Engineers' condition survey of the Newark Bay, Hackensack, and Passaic River project determined that the lower portion of the Passaic River's authorized project depth of 30 feet mean low water has shoaled to less than 23 feet. This area of the Passaic River is used for the delivery of fuel oil for home heating use. While the Federal Budget provides a $539.000 for this project, recent Corps channel surveys indicate an additional $500,000 is needed to restore the authorized project depth in this channel. We, therefore, urge a total appropriation of $1,039,000.

Port interests are also anxious to retain the Federal budgeted funds of $100,000 for the study, New York Harbor Deep Draft Channel to Claremont Terminal, as this will permit the Corps to continue their investigations into the feasibility of navigation improvements for the channel serving Claremont Terminal and Caven Point. The Channel is presently about 25 feet deep at mean low water and offers water access to and is presently used for ocean exports of scrap metal. In addition, the Budget appropriation of $1,755,000 for maintenance dredging is urgently needed to remove shoaling in the Flushing Bay and Creek project. This federal waterway has a project depth of 15 feet mean low water and serves sand, gravel, and petroleum barge terminals. While I have not specified them by name, we are pleased that Budgeted funds totaling $8,604,000 have been provided for seven other Port District Maintenance Projects. We urge that these be retained so that the Port of New York and New Jersey can continue to be an economic asset for the region and the nation. I will now ask Commissioner Seale to elaborate on the balance of our finding recommendations for other federal navigation projects in the port.

Thank you, Mr. Tozzoli. I am Linda W. Seale, Commissioner of Ports and Terminals, City of New York. I wish to add my appreciation for extending to me the privilege of conveying to you 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 navigation projects in our Region's recommendations, I want to wholeheartedly endorse the funding recommendations expressed by Mr. Tozzoli, in particular, the 3,000,000 appropriation necessary for the Corps of Engineers to study the deepening of the Ambrose and Anchorage Channels. The City is conducting a coal facility study in cooperation with and parallel to the study being undertaken by the Port Authority. However, the major critical issue that must be addressed before we can determine facility location and capital investment requirements or make long-term contract commitments is the timely evaluation and approval of the construction of a deepwater navigation channel. Therefore, an appropriation of $3,000,000 by this Subcommittee will provide the opportunity necessary for us to establish a modern, efficient coal terminal in the Port of New York and New Jersey.

Arthur Kill Channel, Howland Hook Marine Terminal, New York

I would like to discuss three additional concerns of ours; first, the Arthur Kill Channel, Howland Hook Marine Terminal project. This study was authorized under a resolution of the House Committee on Public Works and Transportation adopted May, 1979. This navigation study will evaluate the feasibility of deepening and widening the existing federal navigation project—"New York and New Jersey Chan-

nels"—from deep water in Upper New York Harbor generally westward to the vicinity of Howland Hook Marine Terminal, Staten Island, New York. The study also explores the benefits of creating a turning basin of appropriate depth to serve this facility.

This study was initiated in January, 1980, and has progressed toward the end of the first stage of the Corps of Engineers' planning process known as the preparation of the Plan of Study. the study, to date, has determined that the existing channel depth is insufficient, that the existing alignment and width of the channel, particularly at the bends, present hazardous manuvering conditions for vessels, and that a need exists to evaluate alternative plans of improvement to accommodate commercial navigation. Thus, shipping safety and the economic benefits to be achieved require channel improvements to service this $100 million, 200-acre ocean terminal.

We request that the $150,000 appropriation in the Federal Budget be retained so that the Corps can continue its investigations of the study area's navigation problems.

New York Collection and Removal of Drift Project, New York and New Jersey

Our second concern deals with the New York Harbor Collection and Removal of Drift Project. We wish to take this opportunity to thank Congress for the success of this project in the Port of New York and New Jersey. Due to adequate federal funding, Liberty State Park and Manhattan's East River waterfronts are being revitalized for redevelopment, while at the same time eliminating major sources of drift material.

The budgeted sum of $2,300,000 must be retained to assure the continuation of cleanup work for the Drift Project in Fiscal Year 1982.

New York Harbor, New York (Sandy Hook Channel)

Our last concern deals with adequate funding for channel maintenance dredging in New York Harbor, New York (Sandy Hook Channel). Sandy Hook Channel serves as the lead entrance waterway to the Main Ship Channel and New York and New Jersey Channels of the harbor. This channel servers the Port's major petroleum refinery and terminal complex located on the Arthur Kill. Recent condition surveys have determined additional shoaling above the prescribed 35-foot-deep project depth. This shoaling results in additional ship delays, increased expenses, and greater risks of oil spills. We urge a total appropriation of $4,554,000 compared to the $3,054,000 allocated for this project to restore the authorized project depth in this channel.

I want to conclude our joint presentation by assuring you that we have attempted, whenever possible, to keep our appropriation requests as low as possible, taking into consideration the need to reduce Federal expenditures. I would like to point out that we are actually urging appropriations of only $3,500,000 more than contained in the Federal Budget, which will be used for one study and one construction project. The additional Federal Budget recommendations of $7,000,000 is for maintaining prescribed channel depths for the Port of New York and New Jersey. Proper channel maintenance is not ony prescribed by law, but is an important investment that maintains the efficiency and productivity of both capital and labor, helps in the fight against inflation, and benefits the commerce of our nation.

We hope that the Committee will view our recommendations in this light.

Thank you.

Ms. SEALE. I am testifying on behalf, not only of New York City, but also the Port Authority of New York and New Jersey, which testified before the Senate this morning, and also 29 maritime and civic organizations from throughout the New York-New Jersey port region, which also asked us to submit on their behalf recommendations.

First, I would like to——

Mr. BEVILL. You are about the most important person that has appeared before this committee.

Ms. SEALE. Not on my own strength, just what I bootstrap onto.

We are very pleased with most of the Federal budget recommendations for funding for next year, and they include another $2.3 million for the harbor drift and cleanup program, which has been a great success not only in New Jersey at the Liberty State Park, but also now finally in New York, where we are actually in the midst of the first real construction as part of that program. We hope to do two or three more reaches next year.

There are two projects for which Federal money was not recommended for next year that we would very much like to see funded. One of those is a half million dollars to begin construction of the Kill Van Kull, now Washington Bay channels. We expect that the Army Corps feasibility study will be submitted within the next couple of months. This project has been in process for nine years now. It would deepen the channel from 35 to 55 feet to serve the Newark, Elizabeth, New Jersey, container facility, 2200 acres, $400 million facility. We hope very much to be able to see construction start on that without having to wait another year.

We also are requesting study funds of $3 million to do study and engineering work in the next year on the possibility of developing a channel, a 60-foot channel for the possibility of developing a coal export facility in New York harbor.

You will notice there has been a lot of discussion about coal in the past two years. United States exports of steamed coal have increased five-fold, and they are projected to increase from now about 16 million tons to 200 million tons by the end of the decade.

Mr. BEVILL. Where does that coal come from?

Ms. SEALE. The coal that would be exported through New York would come from western Pennsylvania, Kentucky, possibly down to Tennessee, and New York has real advantages. It is the least expensive port to dredge because of our natural deep water. It is the easiest port to maintain the dredging on and would only add $3 million a year, if New York had a 60-foot channel rather than the current 45-foot channel, because New York is closer in sailing time to Europe than any other port by one to four days.

It would reduce significantly the cost of coal to our European countries to be able to get it through New York, and I think this is certainly consistent with our national energy policy to try and make not only U.S. coal supplies secure, but also those of our allies in Europe as well.

If the United States does not jump in and make a commitment to deep-water facilities that can service Europe economically, they will take their business elsewhere, and New York and the entire United States will lose out on the export coal market.

The other area where we are requesting increased funding, and the bulk of the increased funding that we are requesting is simply for maintenance dredging to keep the channels which have been authorized and dredged in the New York Harbor at their authorized depths.

The most important of these is the Perth Amboy Channel. New York expects to be able—and it is actually in this case not in New York City but New Jersey—to start exporting significant amounts of coal from an existing facility, but to do so it is important that the Perth Amboy Channel, which is currently authorized to a depth of 37 feet but has silted up to 31 feet, be deepened again through maintenance dredging to enable us to get the coal out from that facility.

The Federal budget recommends $2 million for this purpose. The Army Corps of Engineers estimate of what it will take to actually dredge the 30-mile stretch back to 37 feet is $7 million, and we respectfully request that that money be provided so that that coal export activity can start.

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There are two other projects, Newark Bay and the New York Harbor, Sandy Hook Channel where, once again, the amount of money in the Federal budget is not sufficient, according to the Army Corps, to maintain the channels at the authorized depths, and we ask that this money be reinstated. So if I can just recount, although we are looking for $10.5 million beyond what the Federal budget recommends, only $3.5 million of that is for one new study project and one construction project and $7 million, two-thirds of the money is in fact to just maintain channels at their authorized level consistent with Federal policy and responsibility.

Thank you, Mr. Chairman.

Mr. BEVILL. Very good.

Mr. MYERS. Did we ever get rid of Shooter's Island?

Ms. SEALE. It is still out there. A small dollar amount, the Arthur Kill Channel study item is in part to explore the possibility of getting rid of Shooter's Island.

Mr. MYERS. We have been hearing about that for years. Change the name.

Ms. SEALE. I don't know if you know Colonel Smith, who is the head of the Army Corps of Engineers for the New York District, but he professes to be a bird lover and says in fact, every time he goes out in that area, he takes his binoculars with him, and he is looking to see the egrets. He still hasn't seen the egrets.

Mrs. BOGGS. They are too smart. They are staying down in Louisiana.

Mr. BEVILL. This committee stands adjourned until ten o'clock Monday.

TESTIMONY OF MEMBERS OF CONGRESS AND INTERESTED INDIVIDUALS AND ORGANIZATIONS

MONDAY, MARCH 30, 1981.

KENTUCKY PROJECTS

WITNESSES

HON. WILLIAM H. NATCHER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. ROMANO L. MAZZOLI, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. CARROLL HUBBARD, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
HON. HAROLD ROGERS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
WILLIAM C. "BUD" BERRY, BUSINESS MANAGER, LOCAL UNION 317, INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS
CHARLES W. BUCHANAN, MAYOR, BARBOURVILLE, KY.

Mr. BEVILL. The committee will come to order.
The Chair recognizes Mr. Natcher.

STATEMENT OF CONGRESSMAN NATCHER OF KENTUCKY

Mr. NATCHER. We appreciate the opportunity to appear 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.

Mr. BEVILL. Which one is that?

Mr. NATCHER. Alaska.

Mr. BEVILL. I thought it was Alabama.

Mr. NATCHER. I think Alabama is number 2.

Down through the years, we have suffered damages from floods and loss of life. Again, within the last 6 months, we have had damages from flooding of the rivers and small streams of Kentucky. Now, Mr. Chairman, as you and the members of your committee know, Taylorsville Lake Project is in the sixth year of construction. The first budget presentation called for $14 million, and as I understand it, either budget amendments or rescissions bring that down to $11,900,000 for the fiscal year 1982, a reduction of $2,100,000, and Mr. Chairman, we recommend this.

On all these projects you and your committee have been good to Kentucky through the years. A reduction like this, Mr. Chairman, we recommend to you.

Another project, Mr. Chairman, that you know is in the budget for fiscal year 1982 is the Campground Lake project. It is in for $460,000, it is in the phase 1 stage of advance engineering and design, and Mr. Chairman, that is in the budget, and we recommend that amount to the committee.

In addition, there is $100,000 in the budget for fiscal year 1982 to continue the study of the Green and Barren Rivers. Mr. Chairman, we recommend that to the committee.

Now in order to save time, Mr. Chairman, with your permission, I would like to insert my statement in the record at this point in its entirety.

Mr. BEVILL. Permission granted.

[The information follows:]

STATEMENT OF REPRESENTATIVE WILLIAM H. NATCHER

Mr. Chairman, again, we want you to know that 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. Down through the years, we have suffered damages from floods and loss of life. Again, within the last six months, we have had damages from flooding of the rivers and small streams in Kentucky.

In the Budget for Fiscal Year 1982, we have $14,000,000 to continue construction on the Taylorsville Lake Project which is located on the 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 some 26 miles southeast of the City of Louisville. The lake area lies in Spencer, Anderson and Nelson Counties and was authorized by the 1966 Flood Control Act. The benefit cost ratio for this project is 2.1 to 1 and so far, the allocations to date total $55,340,000. The amount contained in the budget of $14,000,000, if approved, would leave a balance to complete the project after Fiscal Year 1982, of $32,600,000.

Mr. Chairman, I believe that all of us must at this time with our own projects, and in every instance possible, make reductions in the budget. The reduction requested on the $14,000,000 contained in the budget for Fiscal Year 1982 as you well know, is $2,100,000 and Mr. Chairman, I would like to join with you and the Members of your Committee in recommeding that this reduction be approved. This would then leave the sum of $11,900,000 in the bill for Fiscal Year 1982 to be used to continue construction on this project. I therefore, Mr. Chairman, respectfully request that the sum of $11,900,000 be approved for Fiscal Year 1982.

In the budget for Fiscal Year 1982, we have the sum of $460,000 to be used to continue the studies on the Camp Ground Lake Project in the Second Congressional District of Kentucky. The sum of $300,000 for general investigation and for advance engineering and design was approved for Fiscal Year 1981 and in the budget for Fiscal Year 1982, we have the sum of $460,000 to be used in continuing Phase I stage of advance engineering and design. In the Fiscal Year 1979 budget, Mr. Chairman, the sum of $200,000 was approved for this project and prior to that time, the sum of $330,000 had been approved for the project.

I respectfully request that the $460,000 carried in the budget for Fiscal Year 1982 for the Camp Ground Lake Project Phase I stage of advance engineering and design be approved.

Mr. Chairman, the sum of $100,000 is in the budget for Fiscal Year 1982 to continue the studies of the Green and Barren Rivers. The total estimated federal cost of the survey studies for this project is $1,158,000 and the sum allocated prior to Fiscal Year 1981 was $658,000. The additional cost to complete this study is $400,000. Mr. Chairman, I respectfully request that the sum of $100,000 carried in the budget for the Green and Barren Rivers study be approved.

Mr. Chairman, I join with all of my colleagues from Kentucky in the House and in the Senate in their requests for their State and their Districts. Again, I want you to know that I appreciate the opportunity to appear at this time in behalf of the Taylorsville Lake Project, the Camp Ground Lake Project and the Green and Barren Rivers study. I want to thank you and the Members of your Committee for your support and assistance all down through the years.

Mr. NATCHER. In addition, I have a statement of our friend and colleague from the Fourth Congressional District of Kentucky, Gene Snyder, and this statement has been passed around to the members of your subcommittee and to the press table over here. With your permission, I would like to place this statement in the record in its entirety.

STATEMENT OF GENE SNYDER, MEMBER OF CONGRESS, FOURTH DISTRICT, KENTUCKY

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 ($1.3 billion at 1980 values).

The total estimated cost of the project is $76,190,000 with the Federal share being $66.6 million. The remaining benefit/remaining cost ratio is 4.5 to 1.

To date, over $25 million has been allocated. 14.4 million dollars is being requested for continuation of the construction in fiscal 1982.

It is a valuable project—the annual benefits are estimated to be in the neighborhood of $7.1 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 next 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 December, 1982, at an estimated total cost of $14,863,000 of which the Federal share will be $12,820,000—12.4 million of which has already been allocated. The $380,000 included in the 1982 Budget request will see this project through to completion. It is interesting to note that the Federal cost of this project has actually decreased over a million and a half dollars since the Corps submitted its last estimate to Congress. Of the five million dollars provided for in this project in this year's budget—the '81 budget—$1,150,000 was assigned as savings and $975,000 was transferred from the project.

It is a valuable project; a necessary project for the people of Dayton—one they have waited 43 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 constitutents and I appreciate it, and we urge you to do the same again for fiscal '82.

Just in passing, I would also like to reaffirm my support for the continuation of the Ohio River Maine Stem Study and particularly the continuation of funding for the specific study for flood control at Rosedale Park and Latonia, Kentucky which was added to the Main Stem Study last year.

Currently, the Rosedale Park and Latonia areas near Covington are subject to periodic flooding. In 1955, the Corps completed a local flood protection project adjoining this area. While the project has to date prevented approximately $1.3 million in damages, flood losses continue to be sustained near the project.

The study will take a total of three years—to be completed in 1983. Last year you were kind enough to provide $100,000 to initiate the study. For fiscal '82, the request is for $200,000. I would appreciate your favorable consideration again this year.

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.

Mr. NATCHER. With your permission, I have a statement from our junior Senator from Kentucky, Wendell Ford. With your permission, I would like to place this statement in the record in its entirety.

STATEMENT OF SENATOR FORD OF KENTUCKY

Mr. Chairman: I am writing in support of Kentucky's civil works projects for fiscal year 1982 and ask that my statement be included in the hearing record.

I would like to express my appreciation to the Subcommittee on Energy and Water Development of the Committee on Appropriations for their continued interest in flood control and water resource development in Kentucky, 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 concerning Kentucky projects, I would like to single out several of them for comment.

GALLIPOLIS L. & D.

The study of improvements to Gallipolis Locks and Dams is nearing completion. The project, located in the coal intensive upper third of the Ohio River is at a critical bottleneck in the Ohio River system. Average shipping delays at this site are increasing rapidly. The renovation needs to go forward as quickly as possible, particularly in view of the Nation's increasing need for coal to meet its energy requirements.

TENNESSEE-TOMBIGBEE WATERWAY

Kentucky is one of 14 states that will directly benefit from the completion of the Tennessee-Tombigbee Waterway. The primary interest in this waterway, however, rests in its ability to transport coal at cheaper costs.

The national balance of payments and the transportation of energy are of concern to all of us. When completed, the Tennessee-Tombigbee will provide an alternative route for eastern-minded-coal to southeastern markets and for export through the Gulf of Mexico. This project deserves your continued support.

PAINTSVILLE DAM

In 1980, the Paintsville Dam in Eastern Kentucky became operational, providing flood control protection for the residents of the Big Sandy River Basin. Road relocation work is already underway with additional contracts for road relocation and recreational development scheduled for next year. Continued funding will soon complete this project.

TAYLORSVILLE DAM

This flood protection project is already under construction southeast of Louisville but funds are needed this year to begin construction of the main dam. The dam will reduce flood damage along the Ohio River downstream from the Salt River and provide water quality control for adjacent communities. This project will make a significant contribution to the citizens of this region.

BIG SOUTH FORK NATIONAL RIVER AND RECREATION AREA

This area is located on the Kentucky-Tennessee border. Section 108 of the Water Resources Development Act of 1974 authorized the Corps of Engineers to acquire the land and to construct a number of improvements while preserving its unique natural features. The present budget ceiling will not permit accomplishment of all the authorized work which has been planned. I urge you to reconsider this ceiling to allow completion of this valuable project.

There are two programs which, although not supported by the Corps of Engineers, should be fully supported by the Committee budget projections.

KENTUCKY RIVER LOCKS AND DAMS

I want to express my concern over the possible discontinuation of operations of Locks 5 through 14 on the Kentucky River. This proposed action by the Corps of Engineers could have a seriously detrimental effect on all the communities along the river.

I would like to point out a few areas of genuine concern. Recent drought conditions have emphasized the need for a stable water supply. The impounding of water will guarantee water for all adjacent communities. Another concern is navigation. It is essential that the river have the capacity to transport coal in the future.

The Kentucky river provides a vital lifeline to other coal transportation facilities in the region.

A final aspect of major concern is the appropriateness of phasing down Lock 5–14 during the preparation of the Kentucky River Basin Study. This study, which will be completed by 1984, will fully evaluate the utility of the locks and dams, water supply, recreation, and flooding problems.

Without the findings of this report, any decision on the disposition of Locks 5–14 is undeniably premature. Therefore, I urge funding of these valuable facilities.

TUG FORK AND LEVISA FLOOD PROTECTION

The people in Virginia, West Virginia and Kentucky live in constant fear of flood disasters. They have waited many years for relief and although work has begun on this valuable project they are facing another funding setback.

Citizens in this area are dependent upon this committee to provide adequate funds to alleviate the devastating effects of flooding on their lives. The benefits which will be derived from this project cannot be over estimated. It is imperative that this committee give the project every consideration possible.

Thank you for your kind consideration of Kentucky's interest and concerns.

Mr. NATCHER. Mr. Chairman, at this time I want to present to you and the members of our committee, our friend and colleague of the Third District, Romano Mazzoli.

Mr. BEVILL. Pleased to have you with us this morning.

STATEMENT OF REPRESENTATIVE MAZZOLI

Mr. MAZZOLI. Thank you very much. Your distinguished committee has over the years been very helpful to Kentucky.

Mr. Chairman, I have a short statement which I wish to be made a part of the record. The statement basically deals with the southwest Jefferson County flood protection project which over the years Mr. Snyder and I have worked together on. This year, my understanding is there is a $14.4 million allotment which has been recommended both by President Reagan and the former administration. It is needed to complete the project and we ask and solicit your congenial support of the request for $14.4 million.

I again appreciate being here today.

[The information follows:]

STATEMENT OF HON. ROMANO L. MAZZOLI

Mr. Chairman, I thank you and the members of the subcommittee for offering me this opportunity to appear before you today. I am pleased to testify on behalf of the Southwest Jefferson County Kentucky Flood Protection Project.

The full $14.4 million recommended by both President Ronald Reagan and former President Jimmy Carter is needed to ensure timely completion of this project.

Mr. Chairman, this project—consisting of a system of earth levees, concrete floodways and pumping plants—is designed to protect nearly 60,000 residents, two industrial sites and several hundred commercial units in the area from floods which occur on an almost annual basis. Over the last 100 years residents in the southwest Jefferson County vicinity have been victimized by Ohio River floods at least 75 times.

Local authorities have raised nearly 25 percent of the funds for this project. This demonstrates a strong local commitment. The unanimous endorsement the project has received over the years from the Kentucky congressional delegation is a further demonstration of the commitment and worthiness of this project.

In sum, Mr. Chairman, the southwest Jefferson County flood project merits continued support. And, the level of funding proposed by both the former and present administration is appropriate and necessary.

Mr. NATCHER. Mr. Chairman, on the record.

I present to you and members of your subcommittee, our friend and colleague from the First District, Carroll Hubbard.

Mr. BEVILL. We are always pleased to hear from our good friend and colleague, Congressman Hubbard.

STATEMENT OF REPRESENTATIVE HUBBARD OF KENTUCKY

Mr. HUBBARD. Thank you very much, Mr. Chairman, for your kindness in allowing the Kentucky delegation to appear before your subcommittee this morning. I appreciate the opportunity to appear before this distinguished panel with my colleagues from Kentucky who are present at this time. Let me also express my appreciation to my good friend and distinguished colleague Bill Natcher, for once again arranging this opportunity for the Kentucky delegation to testify in behalf of our Kentucky projects.

Mr. Chairman, my remarks today will be brief but sincere. I wish to speak in support of the inclusion of approximately $6.7 million in the fiscal year 1982 budget for four projects affecting my district.

First, I respectfully urge the inclusion of the full $4,135,000 requested by the administration for the operation and maintenance of Barkley Dam. This multipurpose project, located in Livingston, Lyon, and Trigg Counties, Kentucky, and Stewart, Montgomery, and Cheatham Counties, Tennessee, includes recreation areas, commercial marinas, camp and picnic sites. The powerplant produced more than 840 million kilowatt-hours (KWH) of power in fiscal year 1980. You can see its importance to the energy needs of our country.

Next, the administration has requested $297,000 for Hickman Harbor, Hickman, Kentucky. The present waterfront of Hickman is the specific area of interest. It serves as an outlet for Obion Creek and Bayou Du Chien into the Mississippi River. This outlet was improved to form a harbor under section 107 of the River and Harbor Act of 1960. It was completed in January of 1963. Local interests in Fulton County, Kentucky and Lake County, Tennesee, have expressed a need for additional harbor facilities and flood-free waterfront land to meet the demands of expanding economic activity and new industry moving into the area. I respectfully urge the inclusion of this funding.

Finally, I direct my remarks toward two projects, the Uniontown Locks and Dam in Union County, Kentucky, on the Ohio River and the Smithland Locks and Dam at Livingston County, Kentucky. The Uniontown project is about 98 percent complete and fully operational. Remaining work involves real estate acquisitions in addition to the service building and recreational facilities. It is my understanding the administration has provided for the $1,014,000 in construction funds to be included in fiscal year 1982 budget. I respectfully urge the inclusion of this funding.

The Smithland Locks and Dam Project is about 92 percent complete. The administration has requested $1.3 million in construction funding. I respectfully urge the inclusion of the full amount requested in the fiscal year 1982 budget.

In conclusion, Mr. Chairman, let me repeat my support for the acceptance of the funding requested for these projects.

Thank you, Mr. Chairman.

Mr. BEVILL. Very good.

Mr. NATCHER. Mr. Chairman, off the record.

Mr. HUBBARD. In order to further help our projects, I would like to say I will support Indiana tonight over North Carolina.

[The prepared statement of Mr. Hubbard follows:]

STATEMENT OF HON. CARROLL HUBBARD

Mr. Chairman, I appreciate the opportunity to appear today before this distinguished panel along with my colleagues from the Commonwealth of Kentucky. Let me also express my appreciation to my good friend and distinguished colleague from the Second District, Congressman Bill Natcher, for once again arranging this opportunity for the Kentucky Delegation to testify in behalf of our Kentucky projects.

Mr. Chairman, my remarks today will be brief but sincere. I wish to speak in support of the inclusion of approximately $6.7 million in the Fiscal Year 1982 budget for four (4) projects affecting my district.

First, I respectfully urge the inclusion of the full $4,135,000 requested by the Administration for the operation and maintenance of Barkley Dam. This multipurpose project, located in Livingston, Lyon and Trigg Counties, Kentucky, and Stewart, Montgomery and Cheatham Counties, Tennessee, includes recreation areas, commercial marinas, camp and picnic sites. The power plant produced more than 840 million kilowatt-hours (KWH) of power in Fiscal Year 1980. You can see its importance to the energy needs of our country.

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Finally, I direct my remarks toward two (2) projects, the Uniontown Locks and Dam and the Smithland Locks and Dam. The Uniontown project is about 98 percent complete and fully operational. Remaining work involves real estate acquisitions, an addition to the service building, and recreation facilities. It is my understanding that the Administration has provided for $1,014,000 in construction funds to be included in the Fiscal Year 1982 budget. I respectfully urge the inclusion of this funding.

The Smithland Locks and Dam project is about 92 percent complete. The Administration has requested $1.3 million in construction funding. I respectfully urge the inclusion of the full amount requested in the Fiscal Year 1982 budget.

In conclusion, Mr. Chairman, let me repeat my support for the acceptance of the funding requested for these projects.

Thank you, Mr. Chairman.

Mr. NATCHER. Mr. Chairman, the man on my right is Mr. William Berry. He says he wants to speak on the Yatesville project.

Mr. BEVILL. Just go right ahead. We are pleased to have you. You may go right ahead.

STATEMENT OF WILLIAM C. BERRY

Mr. BERRY. Gentlemen, my name is William C. "Bud" Berry. I consider it a great privilege and honor to appear before a committee which has the responsibility you gentlemen have. I am here to speak on behalf of the Yatesville Reservoir project, which is in the Honorable Carl D. Perkins area, which is the 17th Congressional District of the great State of Kentucky.

I am employed by the International Brotherhood of Electrical Workers, Local Union No. 317, as business manager. My local union has jurisdiction in 14 counties in the great State of Kentucky, and the Yatesville project falls within this area. The members of my local union which reside in the State have asked me to appear before you to express their wishes to have the Yatesville Dam and Flood Control project approved as planned.

First, let me say I do not own any property or have any business interest either above or below the proposed project.

If I am correct in my understanding, the U.S. Corps of Engineers has been designated the responsibility of flood control in this great country of ours. In my opinion this is a responsibility second to none, and the Corps has met the challenge and has done a tremendous job on flood control, by a system of small dams constructed along the Big Sandy River, and the Yatesville Dam should be included in this system to be completed. You can measure the dam not only in dollar value, but the heartache, misery, and human suffering the residents of that area go through every spring after the spring rains, and runoff, from the tributaries of the Big Sandy River, overflows.

Gentlemen, I can tell you of the misery of being caught in a flood firsthand. I was 12 years old in the great 1937 flood and my family lost all their possessions, including all their farm animals. My mother and father had to start from scratch. I lost my grandfather (my mother's father) shortly after the flood and the doctors attributed his death to the flood because he waded in water to his waist trying to save the farm animals. The Red Cross furnished my sister and me clothes and shoes to go to school—nothing fit—but we were grateful to get what we did.

Gentlemen, I say to you any dam, regardless of how big or small, which can prevent flooding that causes problems for the residents of the Big Sandy Valley, and I might add, the Ohio River Valley, should have top priority.

Gentlemen, in my opinion, the U.S. Corps of Engineers should be commended for their foresight on flood control and should be funded with whatever necessary to continue their great efforts.

I have heard there is a move in some of the highest offices of this great Nation of ours to degrade the Corps of Engineers. As a taxpaying citizen and a resident of an area where the Corps has worked very hard and diligently to assist the residents of this area, that move is very distasteful and downright disgusting.

I get very upset when I hear certain groups are trying to stop progress, and impede the work of other groups, to help individuals relieve them of their misery and suffering, over an endangered species of minnow or bat. I speak of the environmental association, and I could go into a great deal about that. There is no greater environmentalist than I am myself. I was born and raised on a small farm and helped my family scratch out a meager living. I am an ardent fisherman and hunter spending time in the mountains and the streams of our great Nation every chance I get, and I can see the need for the U.S. Corps of Engineers and the Yatesville Dam, plus other flood control projects of this nature.

I am firmly convinced the Yatesville Dam will not only serve as a flood control project, and save untold millions of dollars in property damage, and personal suffering, but will also serve as a great recreational area and tourist attraction.

Gentlemen, in conclusion, I would submit to you that you give this area this much needed project, and I wish to thank you for your kind attention and courtesy during my testimony. It gives me a great deal of pride to be able to appear before such a committee as this to express my concern for this project, and it makes me realize our Nation is still one of the great Nations left where we have the right to appear before such a distinguished committee and express our concern.

[The prepared statement of Mr. Berry follows:]

STATEMENT OF WILLIAM C. "BUD" BERRY, BUSINESS MANAGER, INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS, LOCAL UNION NO. 317

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Gentlemen, I can tell you of the misery of being caught in a flood first hand. I was twelve years old in the great 1937 flood and my family lost all their possessions, including all their farm animals. My mother and father had to start from scratch. I lost my grandfather (my mothers father) shortly after the flood and the doctors attributed his death to the flood because he waded in water to his waist trying to save the farm animals. The Red Cross furnished my sister and me clothes and shoes to go to school—nothing fit—but we were grateful to get what we did.

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Thank you.

Mr. BEVILL. Very good, Mr. Berry. Thank you for a very fine statement.

Mr. NATCHER. Mr. Chairman, with your permission, I have a statement from our colleague and good friend, Larry Hopkins. We would like to have it inserted in the record at this time.

Mr. BEVILL. Without objection.

STATEMENT OF CONGRESSMAN HOPKINS OF KENTUCKY

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., March 30, 1981.

HON. TOM BEVILL,
Chairman, Subcommittee on Energy and Water Development, Committee on Appropriations, Rayburn House Office Building, Washington, D.C.

DEAR MR. CHAIRMAN: I am writing to discuss the budget requests for Kentucky's civil works projects for fiscal year 1982, and would appreciate your including my statement in the record.

There are two requests in the Civil Works Budget Request of the Army Corps of Engineers which specifically affect the Sixth Congressional District, and I will direct my comments to those.

The first of these requests, in the amount of $300,000, would continue the Kentucky River and Tributaries flood control study. As you know, I have closely monitored the progress and results of the flood control study for which the Committee resumed funding after the devastating floods in the area, in 1978. I believe continuation of this study is in the interests of the residents of the Kentucky River Basin, and would encourage the Committee to approve this request. The Corps has made good progress in pursuing the avenues available for flood control, and I feel the plans they have outlined for the time period contained in fiscal year 1982 will bring a prompt completion of the necessary studies. I am concerned about the safety of the residents in the Kentucky River Basin area, and the most feasible option should be identified in the very near future. At that point, construction should be initiated immediately.

The Corps has also requested funds, in the amount of $1,000,000 to continue operation and maintenance of the lock and dam system along the Kentucky River. I am aware that this request will be sufficient to operate only the first four locks in the system of fourteen, and because of the results of a public hearing on this issue last year, I feel it would be in the best interests of the Corps to continue to operate the entire system.

This same dilemma arose last year, when the Corps did not intend to operate the last locks on the River, and at that time, I stated my opposition to closing locks 5–14 until studies on the River had been completed. According to the Corps' own infor-

mation, the effects of keeping these locks in "caretaker" status for the long term has not yet been determined.

I would appreciate the Subcommittee's cooperation in providing an additional $1.8 million, which should be specifically "earmarked" for the purpose of operating Locks 5-14 on the Kentucky River, until long term effects of closing those locks has been determined.

Thank you very much for responsiveness in the past, Mr. Chairman. I certainly appreciate the time and attention the Subcommittee has given to me, and your willingness to assist where help is needed.

Yours very truly,

LARRY J. HOPKINS,
Member of Congress.

Mr. NATCHER. As you know, our friend, Tim Lee Carter, retired from Congress. We all respected and loved Tim Lee Carter, still do. He was an able member of the House. His successor sits on my left, Mr. Chairman, Hal Rogers of Somerset, Kentucky, who also will make an able, dedicated Member of the House and make an outstanding member.

At this time, I present him to the committee.

Mr. BEVILL. Pleased to have you with us. Proceed as you wish.

STATEMENT OF REPRESENTATIVE ROGERS

Mr. ROGERS. Mr. Chairman, my statement is being delivered to me by my secretary who is on the way now, and perhaps until that time, I would beg the chairman and the committee to perhaps take up further matters, and would like to come back to you as soon as the statement arrives.

Mr. BEVILL. That will be all right. We can just put the statement in the record at this point.

[The prepared statement of Mr. Rogers follows:]

TESTIMONY OF HON. HAROLD ROGERS

Mr. Chairman, I appreciate this opportunity to appear before the Subcommittee to testify on behalf of water projects in the great state of Kentucky, and, in particular, those in the Fifth District.

Mr. Chairman, it is with particular enjoyment that I testify today in support of programs with which I am well acquainted—the Corps of Engineers water projects which bear directly on the safety and prosperity of the people in the Fifth District.

Two of the finest examples of such worthy projects are the Big South Fork National River and Recreation Area and the Upper Cumberland Flood Control Project.

First, Big South Fork, McCreary County, Kentucky and adjoining Tennessee boast one of the most spectacularly beautiful land formations in the world. The breathtaking beauty of the river, its gorge and the rugged surrounding mountains offer the promise for Big South Fork to become the Yellowstone of the East.

But, Mr. Chairman, the reason I have fought so hard for Big South Fork's continued funding is that the park is expected to attract more than one million visitors to the area each year—mainly to Wayne, McCreary and Pulaski Counties and to the park area in adjoining Tennessee. These counties are perenially depressed, and this development will bring unprecedented economic development.

County and city governments are already preparing. In addition, the state is contemplating the construction of a major access road to the park from I-75.

The continued federal support will encourage these local endeavors and will provide the necessary stimulus for the private development of the tourist industry which will enable this region to continue developing itself.

The project was initially approved in 1974, and is now in the final land acquisition stage. The park is currently due to be completed in 1986, and will span 123,000 of the most beautiful acres in creation. Fiscal year 1982 funds were originally $26 million. This has been cut to $9.9 million. I urge that the Committee approve the Administration's request of $9.9 million for furthering this great park. This is the minimum amount required to permit the survival of this program.

Now, Mr. Chairman, I speak to the Upper Cumberland Flood Control Project. In a moment I would like to introduce to you the mayor of one of the towns in my district. If he appears to be nervous it is partly because of testifying before this august body. But, more importantly, it is because there was the forecast of heavy rain in Kentucky for last night, today and tomorrow.

It was precisely four years ago this month that his town came within inches of being obliterated by the flood waters of the Upper Cumberland River. Only through the heroic efforts of some five hundred volunteers who ignored warnings to evacuate the city, who stayed to pile the thousands of sandbags on top of the levees surrounding the town, was disaster averted.

Pineville, Kentucky was not so lucky. The levees and floodwall were too low. The Flood of 1977 was too much. The result was $25 million in damages.

But all of the towns along the Upper Cumberland, from Harlan through Williamsburg, spanning four counties, know the constant threat of perennial flooding. Each time a dark cloud comes into view, the citizens of these communities have cause to worry as to whether or not their very existence is threatened.

Major floods have inundated these towns from their very earliest years. The steep slopes of the surrounding coal-laden mountains cause very rapid run-offs, which only shortens the warning time of an impending flood. The narrow valleys constrict both the demands of the river and the demands of those who live in these narrow valleys.

In its wisdom, the 96th Congress passed legislation, Public Law 96-367, authorizing and directing the Army Corps of Engineers to design and construct appropriate flood control measures to protect against floods similar to the 1977 disaster without respect to the cost-benefit formula normally attendant. The legislation directed the same protection for the communities of the Levisa Fork and the Big Sandy River in far eastern Kentucky and Virginia and the Tug Fork in West Virginia.

The Corps is now preparing specific engineering plans for the construction of appropriate floodwalls, levees, overflow channels, and clearing and snagging of the river channels.

I urge the Subcommittee to continue the compassion exhibited to the residents of these perennial flood basins which was demonstrated in the 96th Congress and to appropriate the requested Corps funding for this work.

With the Chair's permission, I would now like to introduce to the Subcommittee Mr. Charles Buchanan, the mayor of Barbourville. Following his testimony, and with the Chair's permission, I will then submit the remainder of my testimony to be included in the Subcommittee's record.

UPPER CUMBERLAND RIVER BASIN STUDY AND WOLF CREEK DAM

The Cumberland River is a maverick among Kentucky's rivers—it flows to the south instead of to the north.

This Cumberland River is contrary in other regards as well. On the one hand, its lake offers a fisherman's and boater's paradise, the breathtaking Cumberlands Falls, and the serene beauty of still water, countless coves and hollows, and surrounding tree-covered mountains.

The lake and river have profoundly benefited Pulaski County, which has already developed an infrastructure and array of services to fully address the needs of the water-based tourist trade.

But on the other hand, the maverick river threatens the residents of the Upper Cumberland River Valley with the sobering possibility of flooding. Few will forget the tragedy of the April, 1977 flood, with its wanton destruction and the attendant loss of life and property.

It brought home the lesson to all of us that flood control was a vital need in the area.

The Corps of Engineers is conducting a continuing study of the areas affected by flooding. In particular, I am eager for them to continue to focus these necessary efforts on the towns below Harlan: Loyall, Wallins Creek, as well as Pineville and Barbourville.

These towns are essential to the country's supply of coal. But without protection from flooding, these communities will be unable to attract and develop the business and population base needed to support this growing coal industry.

Federal dollars spent on this flood protection are thus not only humane, but are also good business, as part of our nation's efforts to develop a self-sufficient energy base.

The Administration has requested $200,000 to enable the Corps to continue the Upper Cumberland River Basin Study. I recommend that the Committee approve this entire amount—it will be money well invested.

WOLF CREEK DAM

The Wolf Creek Dam constituted the first phase of the Cumberland Lake Project, beginning in 1950.

Originally, the Dam was intended to control flooding and to generate hydroelectric power (it now has six generators, which will generate an anticipated one billion kilowatt hours of electricty in 1982).

As I have mentioned, however, the lake itself now offers rare recreational facilities as a bonus to the flood control and hydroelectric efforts.

I wholeheartedly advocate that the Committee approve the $138,000 in cost-sharing recreation funds in order to complete the contract at the Pulaski County Park, finishing the access roads and tourist facilities.

This will help the park to accomodate the anticipated six million visitors in 1982, which will provide such a boon for local development in Pulaski County.

BUCKHORN LAKE

Another area that has suffered from flooding is the Kentucky River Basin. While the chilling flood during the winter of 1978 stands out in recent years, the counties of Madison, Jessamine, Estill, Lee and Leslie have historically suffered from the spring tides of the river and from the persistent fear each year that the river will again rise too high.

The Buckhorn Lake flood control project provides the immediate benefits of preventing flooding downstream in these counties.

In addition, the operating and maintenance appropriations request will allow the local procurement of equipment, hardware, cement and other materials—an important benefit to the small businessmen in the region.

The Administration has requested $845,000 for operation and maintenance and I urge its approval.

GREEN RIVER LAKE

The Green River Lake, completed in 1969, is another example of a project intended to avert disaster, but which has also been wisely tapped to spur local development.

The project has helped to provide a greater measure of security from flooding to Casey, Taylor, Adair and Green Counties. For years they have lived with the persistent threat of flooding and its attendant damage, and even today the telling water stains on buildings remind the residents of these counties that flooding can occur any spring. The continuation of this project is essential in order to ensure that this threat of flooding does not again become a reality.

The lake that was formed as a result of the flood control project has also provided important benefits for the region. Apart from the delightful recreational aspects, the tourist trade has stimulated a healthy economic growth, including retailing, fishing-related enterprises and motels.

I recommend approval of the Administration's request for $1,399,000 in operation and maintenance funding for this important project.

LAUREL RIVER LAKE

The Laurel River Lake promises to be a welcome addition to Eastern Kentucky's tourist attractions. The Grove Recreation Area with its one hundred-unit campground and the Craigs Creek-Marsh Branch with a small swimming beach are expected to attract at least half a million visitors each year.

And while I support the increase in tourist business that is expected to ensue, the construction project will offer some important short run benefits to the region as well.

First, it will employ more than 100 workers during these construction phases. Such additional jobs are always welcome.

In addition, the $2.4 million expected to be spent on procurement of asphalt, concrete, lumber, sewer and water line pipes, and electrical, roofing and plumbing equipment will provide a stimulus to the businesses of the area.

The Administration has requested $6.1 million for the construction of this project, and I agree that this would be prudently spent money.

MARTINS FORK

Finally, I would like to indicate my strong support for the $100,000 in cost sharing funds for this lovely lake in Harlan County.

It is my understanding that these additional funds are needed to build access roads and a small recreational area.

Unlike some of the other projects, this lake is enjoyed primarily by local residents, who find it offers recreational activities without having to drive long distances for a vacation.

I certainly urge the committee to adopt the Administration's request for cost-sharing funds for this worthy project.

Mr. Chairman, the projects I have outlined include a broad array of programs, ranging from flood control to small recreational endeavors to major tourism development plans. But there is a fundamental theme.

In each case, the funds will enable the people in these communities to better help themselves. They will help eliminate the persistent fear of the spring tides of the rivers. They will provide the seed money necessary to spur a major tourism industry in severely depressed regions.

The Congress has done an about-face with the inauguration of the new Administration. Programs are no longer evaluated in terms of whether they might be useful, but instead in terms of whether they are essential, whether they constitute a legitimate function of the federal government as opposed to state and local entities, and whether they will unleash the private industrial prosperity that will lead to more jobs, more business, more thriving local communities.

The water projects I have outlined stand up admirably to this line of investigation.

The Committee has recognized the merits of these projects in the past, and I urge them to promote their continued development and full appropriation.

Mr. ROGERS. Mr. Chairman, I do have, also, one of the mayors of my district who I would like to present to you. He also is on the way.

Mr. NATCHER. Off the record.

[Discussion off the record.]

Mr. BEVILL. Go right ahead.

Mr. ROGERS. Mr. Chairman, I appreciate this opportunity to appear before the subcommittee to testify on behalf of water projects in the great Commonwealth of Kentucky, and, in particular, those in the Fifth District.

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STATEMENT OF CHARLES W. BUCHANAN

Mr. BUCHANAN. Mr. Chairman and members of the committee.

Mr. BEVILL. Pleasure to have you, Mr. Mayor.

Mr. BUCHANAN. It is a pleasure to be here today. My name is Charles Buchanan, Mayor of the city of Barbourville, Kentucky. The city of Barbourville, Kentucky, is located on the Upper Cumberland River in Knox County, approximately halfway between the city of Pineville and the city of Corbin, Kentucky. The city of Barbourville has had disastrous floods in 1929, 1946, 1951, and 1957. Barbourville is protected from Richland Creek and the Cumberland River on three sides by an earthen levee constructed in 1959. This action reclaimed much of the flat previously floodprone areas estimated by the 1980 census to contain 3,299 residents. Although the Barbourville flood levee was designed to protect against a reoccurring 100-year flood, flooding from the April 1977 flood (classified by the Corps of Engineers as an 80-year flood) was only avoided by extensive sandbagging of the levee. I have an extra brochure with the testimony. Cost estimates reveal that $6 million in damage to private and public properties occurred in Barbourville/Knox County as a result of the April 1977 flood. The raising of the flood levee and a channel cut-through approximately 2 miles south of the city of Barbourville, therefore, becomes critical to the overall protection of residents residing within Barbourville and the surrounding areas. The Corps of Engineers estimate that the proposed channel cut-through would lower the water level 2½ feet which, had the cut-through been constructed prior to the April 1977 flood, the sandbagging and evacuation would not have been necessary.

Although the State and Federal governments have attempted to create a flood forecasting network within the Cumberland River basin, this flood forecasting network has limitations. The terrain within the area creates an extremely fast runoff and the length of time between the precipitation and the flooding is too short for the forecast network to be effective.

The steep mountains and narrow flood plains of the area also create problems in flood plain management as required by the national flood insurance program. The majority of developable land exists within the flood plain. The long-term goal of removing damage-susceptible development from the flood plain will not work because there is very little alternative flood-free developable land. The coal boom has compounded the problem of overdeveloped flood plains and lack of developable land. The counties along the Cumberland River are among the leading coal-producing counties in the Nation, and the area's coal production has increased to help solve the national energy problem.

The increasing coal mining activities have reversed the outmigration of the 1950s and created a critical housing shortage. Modification of the Surface Mining Control and Reclamation Act of 1977, in order to allow for the development of flat floodfree land for housing and industrial development rather than reclaiming the land to the original contour, would be of extreme assistance in dealing with the flooding problems of the Upper Cumberland River.

The city of Barbourville is not asking only for a Federal handout. The city has already implemented the national flood insurance program; provided the local share for a Commonwealth of Kentucky flood damage abatement program; provided flood-free alternate housing sites; and is presently awaiting the announcement on funding for a HUD small cities block grant program to lift structures and relocate families out of the Apple Grove area flood plain. The city in cooperation with the Corps of Engineers Nashville district office developed an evacuation plan which was effectively utilized during the April 1977 flood, and is presently being used as a "model" by all the other Corps of Engineers district offices for implementation by cities throughout the country. The city has also applied to the Commonwealth of Kentucky for additional flood damage abatement funds to correct runoff into the ponding areas within the flood levee. The city of Barbourville has utilized all of the various resources and funding programs within its control and undertaken local efforts to resolve the flooding problems within the city. Barbourville is now asking the Federal Government to work in partnership with the community to raise the flood levee and the construction of the channel cut-through, in addition to providing funds for the development of additional flood-free housing sites for relocation of families from the flood plains. These Federal funds, coupled with the local efforts presently under way, will reduce the mental and physical suffering and individual property losses within the Barbourville/Knox County area.

Only through these efforts can coal production, necessary for increased energy consumption, be achieved while retaining a social infrastructure necessary for families residing in the area.

Again, we ask that you join in a partnership with cities such as Barbourville, Pineville, and Pikeville, Kentucky; Logan, Matewam, and Williamson, West Virginia, as well as other communities along the Big Sandy and Upper Cumberland River to provide for flood-free, decent, safe, and sanitary housing opportunities, and enhance the development of property for industrial sites, thus creating an economic impact in a depressed area.

We are supporting and endorsing the requested appropriations by the Corps of Engineers Nashville district office fiscal year 1982, for the Tug Fork and Levisa Fork of the Big Sandy and the Upper Cumberland River flood protection project. Provisions of additional funds to implement section 202 of Public Law 96-367 enacted by Congress in September 1980 is critical to the provision of flood control in the Big Sandy and the Upper Cumberland River and will guarantee the availability of the critical coal resources for this Nation.

[The prepared statement of Mr. Buchanan follows:]

City of Barbourville

POST OFFICE BOX 705

BARBOURVILLE, KENTUCKY 40906

March 30, 1981

Congressman Tom Beuill, Chairman
Subcommittee on Energy and Water Development
of the Appropriations Committee
Washington, D. C.

Dear Chairman Beuill:

Transmitted herewith is my documentation concerning flooding within the City of Barbourville and surrounding areas. As shown in my testimony the two most critical elements in establishing a flood free community are continued funding of Section 202 of P.L. 96 - 367 and the modification of the Surface Mining Control and Reclaimation Act of 1977 to allow for the development of flood free housing sites.

We invite you to visit the Barbourville area to personally experience our concerns and to see the efforts presently underway. It is our hope that we will be able to work in partnership with you in finding a solution to this critical problem.

Please contact me if I can be of further assistance.

Sincerely,

Charles W. Buchanan

Charles W. Buchanan,
Mayor

Mr. Chairman and Members of the Committee. I am Charles Buchanan, Mayor of the City of Barbourville, Kentucky.

The City of Barbourville, Kentucky, is located on the Upper Cumberland River in Knox County, approximately half way between the City of Pineville and the City of Corbin, Kentucky. The City of Barbourville has had disastrous floods in 1929, 1946, 1951 and 1957. Barbourville is protected from Richland Creek and the Cumberland River on three sides by an earthen levee constructed in 1959. This action reclaimed much of the flat previously flood prone areas estimated by the 1980 census to contain 3,299 residents. Although the Barbourville flood levee was designed to protect against a reoccurring 100 year flood, flooding from the April, 1977 flood (classified by the Corp of Engineers as a 80 year flood) was only avoided by extensive sandbagging of the levee (see pictorial exhibit). Cost estimates reveal that 6 million dollars in damage to private and public properties occurred in Barbourville/Knox County as a result of the April 1977 flood. The raising of the flood levee and a channel cut-through approximately 2 miles south of the city of Barbourville, therefore, becomes critical to the overall protection of residents residing within Barbourville and the surrounding areas. The Corps of Engineers estimate that the proposed channel cut-through would lower the water level 2½ feet which, had the cut-through been constructed prior to the April 1977 flood the sandbagging and evacuation would not have been necessary.

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The increased coal mining activities have reversed the out migration of the 1950's and created a critical housing shortage. Modification of the Surface Mining Control and Reclamation Act of 1977, in order to allow for the development of flat flood free land for housing and industrial development rather than reclaiming the land to the original contour, would be of extreme assistance in dealing with the flooding problems of the Upper Cumberland River.

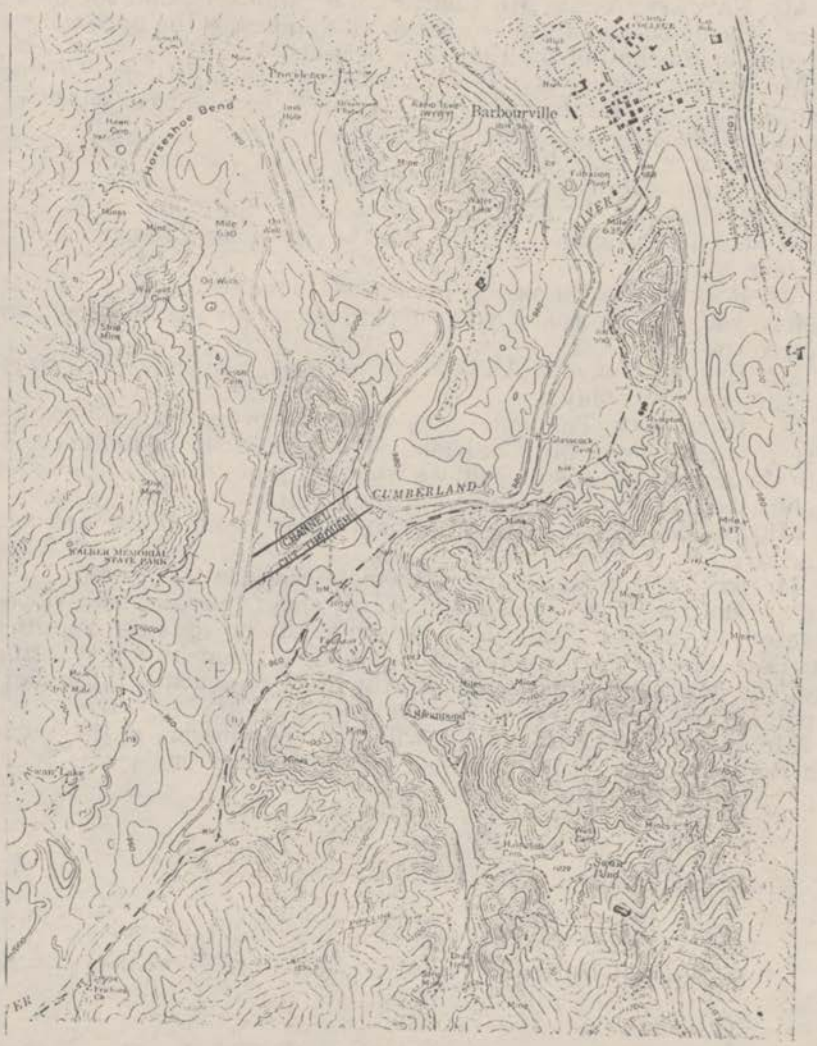
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Horseshoe Bend
Barbourville
CUMBERLAND
CUMBERLAND FALLS HIGHWAY
WALKER MEMORIAL STATE PARK

Mr. NATCHER. Again, Mr. Chairman, we want you and the members of your subcommittee to know we appreciate the opportunity to appear in behalf of the Kentucky projects.

Mr. BEVILL. We always look forward to hearing from you fine gentlemen from Kentucky. Certainly this subcommittee will work with this Kentucky delegation.

Mr. ROGERS. Thank you.

Mr. MYERS. Mr. Mayor, what is flood stage?

Mr. BUCHANAN. 33 feet. We have to close the gates at 33 feet. Now actual flood stage is 22 feet, but when we close the gates, it is 33 feet.

Mr. ROGERS. We thank the committee for allowing us to appear before you, and we thank you for permitting our mayor to appear before you.

Mr. BEVILL. I have looked at the pictures, which tell the story mighty well, Mr. Mayor.

Mr. BUCHANAN. The water was 19 inches over our levee. So we are running scared, Mr. Chairman. If you could see fit to appropriate the money for this project, we would be grateful.

Mr. BEVILL. You have Harlan in your district?

Mr. ROGERS. Yes, the city of Harlan, Cumberland, Wallins Creek, and so on.

Mr. BEVILL. You have part of the main coal district.

Mr. ROGERS. Yes, Harlan and Knox, those narrow steep slopes cause a heavy runoff, and with regard to the mayor's communities in Barbourville, the warning time given to them by the warning system was just not adequate. So, they had to evacuate in a short span of time.

Mr. NATCHER. Mr. Chairman, with your permission, at this point in the record, we would like for the statement of our senior Senator to be filed, Senator Huddleston.

STATEMENT OF SENATOR WALTER D. HUDDLESTON BEFORE SENATE AND HOUSE APPROPRIATIONS COMMITTEES ON FISCAL 1982 BUDGET RECOMMENDATIONS FOR KENTUCKY WATER RESOURCE PROJECTS
MARCH 30, 1981

Mr. Chairman, I appreciate the opportunity to present my statement in behalf of the civil works projects in Kentucky. I fully support the funds which have been recommended in the FY 82 budget submissions but I am also quite concerned about several projects which have merit and were not included in the FY 82 budget recommendations.

Tug and Levisa Forks of the Big Sandy and Upper Cumberland Rivers

Senators Byrd, Randolph, Ford and I cosponsored emergency flood control legislation for the Tug and Levisa Forks of the Big Sandy and the Cumberland River.

I don't have to remind the committee that this area of eastern Kentucky and West Virginia is among the ten hardest hit areas of the country as far as flooding is concerned. We have been working on this problem ever since I was elected to the Senate and there have been only one or two issues which have frustrated me as much as this one.

The Corps of Engineers has informed me that it has a capability of $7.5 million for work in this area in FY 82. It is my understanding that the capability amount of $7.5 million would be used to continue engineering and studies prerequisite to construction and land acquisition, to construct increments of flood protection measures at Pikeville and South Williamson, Kentucky, and to initiate construction at Pineville, Kentucky.

The first area to receive construction funds is Pineville, Kentucky. The physical setting of the city of Pineville lends itself to catastrophic consequences during large floods. The central business district and about 75 percent of the residential area of Wallsend and Pineville are virtually locked between the levee floodwall and practically vertical mountains. Once the floodgates are closed, direct escape is not possible, since water surrounds Pineville on all sides. The major evacuation route is up Pine Mountain around a narrow road, over which vehicular traffic cannot pass. Chances for tremendous loss of life due to failure of any relatively low level levee floodwall system are much greater than most other leveed areas because of population concentration and great depth of flooding. A level of protection commensurate with an extremely rare flood, such as the standard project flood, is an absolute necessity.

I have been to these flooded areas and seen firsthand the terrible devastation. The persons whose homes were ruined will spend years and thousands of dollars trying to put their lives back together. According to the Corps of Engineers, during the last six years there have been 85 floods in Kentucky causing damages amounting to over $181,850,000 and the loss of four lives.

The large number of floods, the actual damages caused by the floods, the sociological damages to persons requiring rehabilitation or relocation point up the necessity for immediate design and construction of flood control measures to prevent or reduce damage from these repeated floods.

Funds to get started on this emergency flood control work is absolutely vital and should receive the highest priority we can give.

Big South Fork National River and Recreation Area

I strongly support the $ 9.9 million budget request for this project, which will provide a unique and special recreation area that will preserve the natural beauty of the Big South Fork River and allow millions of people to visit one of the outstanding natural areas of the country.

Yatesville Lake

I request that the committee provide $4 million in the FY 82 budget to continue work on the Yatesville Lake project, which was authorized in 1966 and is about 20 percent complete. As you recall, the Appropriations Committees of the Senate and House added $2 million last year to continue work on this project.

I think it is grossly unfair to the residents of the area to allow this project to continue in a state of limbo. The land for the 2,100 acre lake has been cleared and some site preparation has taken place. This has created an intolerable situation in which area residents have lost their land, other neighbors' land values have been damaged and the whole community is caught in a bind because of the uncertainty of the federal government.

Support for the project is very strong in the area and among the Congressional delegation and I hope very much the committee will appprove the $4 million for the Corps of Engineers to continue work on this needed project.

Kentucky River and Tributaries

I also request that our committee provide full funding for continuing operation and maintenance of the Kentucky River and Tributaries locks. The budget request includes $ 1 million to be used in operating Locks 1 through 4. I feel very strongly that our committee should add funds, as has been done in previous years, to keep the full system in operation. During recent years the operation and maintenance of the entire Kentucky River system, including major structural repairs, has cost on the order of $2.5 million annually.

There is a Kentucky River and Tributary study underway which is scheduled for completion in 1984. The study will evaluate flooding, water quality, commercial navigation, recreation, water supply and hydropower problem needs and potential along the Kentucky River. Colonel Thomas Nack informed me:

> "In evaluating navigation needs various alternatives will be considered ranging from a complete shutdown of existing facilities and their subsequent disposal, to construction of a new lock and dam system capable of accomodating current and expected future towing equipment and meeting contemporary navigation needs. We also intend to accomplish all environmental and sociological impact studies and all economic evaluations necessary to support a recommendation as to what should be done with the existing Kentucky River navigation system."

The governor, state legislature, elected officials and concerned citizens of the area strongly support full funding for maintaining and operating the Kentucky River system pending completion of the study.

That concludes my statement. Thank you for your consideration of Kentucky civil works needs.

NEBRASKA PROJECTS

WITNESS

MILTON CHRISTENSEN, PRESIDENT, NEBRASKA ASSOCIATION OF RESOURCES DISTRICTS

Mr. BEVILL. Mr. Lee Orton is in the room. Mr. Orton, the Chair recognizes you. You may proceed as you wish.

Mr. MYERS. Mr. Chairman, if you will yield.

Mrs. Smith has been detained. She planned to be here to present you to the committee. She asked me to tell you that she cannot be here personally, but she appreciates your presence here before the committee. She says she will be studying your testimony very carefully.

Mr. BEVILL. Not only that, when we write this bill, she will be here to help us write it.

STATEMENT OF MILTON CHRISTENSEN

Mr. CHRISTENSEN. I am Milton Christensen. Unfortunately, Mr. Orton is not here this morning.

I would like to read the testimony at this time.

"In Nebraska . . . the resources of land and water are among the most extensive in the Nation. Nebraska's past was built from the land and water and her future lies in their wise development and use. What then must be done to meet that future, not by chance, but by the design of our own choosing?

"Simply stated, there are four basic problems in our use of land and water: First, contrary to wishful thinking, Nebraska's natural resources are limited in amount compared to potential needs. There is not enough land and enough water for each of us to have all we might desire or to use as each might see fit—so we must share. Second, the natural resources occur not where man wills them, but where nature places them. Fertile soils and abundant waters by themselves offer little to man. It is their productive union that multiplies the value of each. Third, while the land is always with us, the rains have their own time. Flood and drought are different sides of the same coin. If water is to be of maximum beneficial use, it must be under control and available in time of need. Fourth and finally, water available where, when, and in the amounts required must be of a quality suitable for its intended use."

These words appear in the introduction to Nebraska's State water plan. That plan and its appendices outline presently available resources, outline potential projects and programs for proper utilization of Nebraska's land and water resources, and make a number of recommendations for modifications in policies and programs in Nebraska.

One of the recommendations of that State water planning effort was the creation of local units of government with a broad-based responsibility for management of the State's water and related land resources. Those units, created in 1972, are today known as natural resources districts. I am here today representing the State

association of those districts. Our natural resources districts are responsible for a great many programs and projects in the State water and land resources business and work closely with other governmental entities in Nebraska at the local and at the State level responsible for water and land resources programs.

We appear here today in support of several specific activities which have provided Federal assistance to Nebraska in its efforts to properly manage and utilize our precious natural resources.

First, we are here to support an appropriation for funding the O'Neill unit of the Missouri River basin project. We recognize that that project is still awaiting a final decision in the Federal courts, but would anticipate that with a conclusion of that action, some construction activities can be undertaken during the next fiscal year. Our organization has long supported the need for the O'Neill unit, whose primary function would be the irrigation and supplemental service of water on 77,000 acres of land in Keya Paha and Holt Counties in north central Nebraska. Conjunctive use of ground and surface water in areas of Nebraska where that is possible can undoubtedly assure a more sustained and successful agricultural economy for this State, and we believe that the O'Neill project can provide such an effort.

Second, we wish to express our continued support for the North Loup division of the Missouri River basin project located in central Nebraska along the North Loup, Calamus, and Loup Rivers. That area is now predominantly supported by agriculture and associated businesses, but can reach its full potential in that part of the State only if adequate water supply is made available.

Third, the association would like to support the funding for the Missouri national recreation river project. During the last several years, Nebraska's local and State government have been involved in the Missouri River bank stabilization and demonstration project along the river from Gavins Point down to Ponca, Nebraska. We would consider inclusion of $2.3 million for construction funding and $160,000 for operation and maintenance as proposed by the Corps of Engineers to be a continuation of that bank stabilization project, and feel it would provide some much-needed protection to the lands along the river in that reach as well as provide for improvement in public access to a potentially outstanding recreation resource.

Fourth, our association will be supporting the authorization for feasibility study of the Prairie Bend project along the Platte River in central Nebraska. We feel that funding for that project will be appropriate beginning in fiscal 1983, and at that time will be supporting a 3-year study effort with a total cost of $1.5 million. The Prairie Bend project is one that has been supported by the State of Nebraska as well as the Missouri River Basin Commission which has recommended feasibility study authorization for the last several years.

Yet another project which we as an association of natural resources districts in Nebraska would like to support is the Narrows project in northeastern Colorado. Although Narrows is a project which would provide supplemental irrigation water supplies for northeastern Colorado, in our opinion it will provide downstream flood control benefits to Nebraska interests as well as return flows

to the river which can benefit Nebraska's downstream interests as well. We would be interested in supporting an authorization for a new construction start of the Narrows project, one which has been long-delayed since originally authorized for construction by Congress.

Lastly, our natural resources districts have a great deal of concern for recommendations by the administration which would apparently significantly curtail, if not eliminate, State water planning funding for the future. Nebraska has been a State which has made substantial use of title III funding for State water planning activities and, as such, has developed a sound water planning and review process. Local and State water planning is the foundation upon which all water and land resources project and program activity must be founded. No matter what becomes of regional planning commissions and Federal Water Resources Council programs, continued Federal financial assistance to the States and, perhaps, even to local units of government carrying our proper comprehensive water planning activities must not be eliminated.

Many thanks for this opportunity to appear before your committee to express our organization's support of strong Federal input into the investment this country must make in our water and related land resources. The future of this Nation does indeed rely upon the proper utilization of its basic natural resources.

Thank you.

[The prepared statement of Mr. Christensen follows:]

TESTIMONY PRESENTED BY
THE NEBRASKA ASSOCIATION OF RESOURCES DISTRICTS
BEFORE THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS

HOUSE OF REPRESENTATIVES
CONGRESS OF THE UNITED STATES

on Monday, March 30, 1981

"In Nebraska...the resources of land and water are among the most extensive in the nation. Nebraska's past was built from the land and water and her future lies in their wise development and use. What then must be done to meet that future, not by chance, but by the design of our own choosing?

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Many thanks for this opportunity to appear before your Committee to express our organization's support of strong federal input into the investment this country must make in our water and related land resources. The future of this nation does indeed rely upon the proper utilization of its basic natural resources.

MISSOURI RIVER DIVISION PROJECTS

WITNESS

RANDY MOODY, DIRECTOR, MISSOURI RIVER MARKETING OFFICE

Mr. BEVILL. Very good. I understand Mr. Randy Moody is also here. Since we are ahead of schedule, we will recognize you at this time, Mr. Moody, and you may proceed as you wish.

Mr. MYERS. Likewise, Randy, Mrs. Smith regrets that she cannot be here.

Mr. MOODY. I understand. Mr. Myers, I wish Indiana luck tonight.

Mr. MYERS. Thank you. We may need luck.

Mr. BEVILL. You are certainly getting a lot of support today.

Mr. MYERS. Off the record.

[Discussion off the record.]

Mrs. BOGGS. I would also like to say, even though Mrs. Smith is not here, our respect for her is.

STATEMENT OF RANDY MOODY

Mr. MOODY. Thank you. I was on her staff for 2 years. So I do know what a good Representative she is.

In the interest of time, I will summarize my statement, but the full text is in the record.

Thank you very much for giving the Missouri River Marketing Office, an agency of the State of Nebraska, an opportunity to present its views on the budget request for fiscal year 1982 of the U.S. Army Corps of Engineers Missouri River Division.

The Missouri River Marketing Office is an agency which was the idea of Governor Charles Thone, who was a colleague of yours in the House of Representatives. The idea is to promote the increased use of barge traffic on the Missouri River, to promote economic development along the river, encourage intermodal cooperation in the transportation of commodities, increase the awareness of potential shippers and the general public of the advantages of Missouri River navigation.

In summary, we would like to see the Congress take two actions which we believe would enhance navigation on the 735-mile stretch of the river from Sioux City to the mouth:

(1) The administration's budget request for Operation and Maintenance is $8.546 million. However, the Corps has expressed a capability for an additional $2 million for fiscal year 1982. We believe that appropriation of this additional money will return much more to the U.S. Treasury in additional revenues from increased use of the river by barge companies and will help make the river more attractive to potential shippers and riverfront developers.

(2) We would like to request that language be included in the committee report on this energy and water development appropriations bill indicating that it is the intent of the Congress that consideration of additional construction work to finish the Missouri River bank stabilization and navigation project be included in the

Missouri River Division's plan for fish and wildlife mitigation. This proposal is currently being prepared for submission to the Chief of Engineers in Washington for ultimate submission to the Congress for authorization.

Before I explain the two requests further, let me give you some background on the Missouri River Marketing Office.

Our office is an agency of the State of Nebraska created to accomplish four goals:

(1) Increase barge traffic on the Missouri River.

(2) Promote economic development along the river.

(3) Encourage intermodal cooperation in the transportation of commodities.

(4) Increase the awareness of potential shippers and the general public of the advantages of Missouri River navigation.

Basically what this last request has to do with is the Corps, under a 1958 Act, has determined that on all the channel work on the river for navigation and other purposes, they need to have a new authorization for mitigation for the damage done to fish and wildlife habitat. There have been proposals ranging from Fish and Wildlife Service, $2.1 million, to the most conservative estimate of $17 million. The Corps has held hearings up and down the river, and the Kansas City and Omaha districts are in the process of putting together a report. Our idea is that there are many things wrong with the Missouri River as far as making it comparable to other inland waterways for navigation. We believe that a combined proposal to do some of the work that needs to be done on the river with the mitigation would certainly have a better chance of success in the Congress where there would be something to satisfy certainly the fish and wildlife interests as well as those who would like to see navigation continue on the Missouri River.

Mr. Chairman, that basically is the request of the Missouri River Marketing Office. We hope maybe you can agree with what we have requested here. I would be happy to answer any questions you may have.

[The prepared statement of Mr. Moody follows:]

STATEMENT OF

RANDY MOODY

DIRECTOR OF

THE MISSOURI RIVER MARKETING OFFICE
STATE OF NEBRASKA

Submitted to

THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEES

COMMITTEES ON APPROPRIATIONS

U.S. SENATE

U.S. HOUSE OF REPRESENTATIVES

March 30, 1981

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1) Increase Barge traffic on the Missouri River
2) Promote economic development along the River
3) Encourage intermodal cooperation in the transportation of commodities
4) Increase the awareness of potential shippers and the general public of the advantages of Missouri River navigation

To achieve those goals, the Missouri River Marketing Office has developed a comprehensive marketing plan assigning specific objectives to ten state agencies which have been formed into a Task Force on Increased Use of the Missouri River. Each agency has certain duties to perform by a specified date to help the MRMO achieve its four goals. The agencies working together in Nebraska are the Departments of Agriculture, Banking, Economic Development, Environmental Control, Roads, Water Resources, the Nebraska Energy Office, the Natural Resources Commission, the Policy Research Office and the Public Service Commission.

The impetus for this coordinated approach to increasing Missouri River traffic stems from a European marketing trip taken by Governor Charles Thone in the fall of 1979. While there, he observed the tremendous amount of commerce being moved on the Rhine River. Noting that many of the characteristics of the Rhine and the Missouri are similar, he became concerned about the lack of use of the Missouri for navigation.

For example, if you stand at one spot near the Rhine, you can see one tow go by every three minutes. If you stand at one spot of the Missouri, you will see one tow every three days. Average annual tonnage on the Missouri is about 3 million. The potential, according to the Corps, is 20 million tons per 8-month shipping season.

The MRMO was formed in the aftermath of a highly successful shippers' conference in Omaha in March, 1980, which drew in excess of 200 people. The MRMO has been in business since July, 1980. We recently finished a series of seven "Barge into a New Market" meetings in our State designed to bring potential river shippers together with barge line representatives. More than 300 persons attended those meetings and we're in the process of the all-important "follow-up" work to insure the interest isn't lost.

With the tremendous transportation problems that are chronic in our part of the country, it's a crime that the Missouri has not been more fully utilized -- not only to ship out grain, but to bring in raw products for manufacturing.

To bring Missouri River shipping up to its potential, we need the cooperation of the Corps of Engineers to improve the physical characteristics of the River. Time and again it is mentioned by barge company representatives that there are shallow spots in the River, that bends are too sharp and that other hazards prevent them from making a full commitment to increasing Missouri River use.

The MRMO recently asked several barge companies familiar with the Missouri River to comment on some of the problems. The following are excerpts from their letters:

"We, and I am sure others, have avoided Missouri River moves. The channel... is far below the standards of other rivers. It is a must that a 9 foot channel depth be maintained to guarantee navigation. Swift water, sharp bends, combined with the existing narrow channel spots make it nearly impossible to operate the River in anything less than perfect conditions. These conditions, as I see it, appear for a relatively short period of time each year." -- E. A. Carlson, President, Riverway Co., Minneapolis.

"... the U.S. Army Corps of Engineers needs to keep the banks and dikes up on the Missouri River so other barge companies can have a 9 foot channel to run." -- Jimmy Bryson, Port Captain, Huffman Towing Company, Clayton, Mo.

"There are several shallow spots on the river -- the Corps has all the exact locations -- and it would be helpful if we had a more consistent channel in those areas. Such might be provided by increasing dredging and possibly several more, properly placed, channel structures such as wing dams. Perhaps a detailed modeling of these areas... would be the best and cheapest way to experiment with solutions.

"As you may have heard, the Missouri River has a number of sharp bends. For example, the Kansas River bend (Mile 367) is very sharp and tight. There are several others like it upstream, but tows running further upstream are not as large, so those bends are not quite the problem. In other words, it would be most beneficial to do something about the sharp bends downstream from Kansas City." -- David J. Marshall, Manager of Special Projects, Alter Barge Line, Inc., Davenport, Ia.

"I feel the Corps has done very well. They are not finished, however, as they would have us believe. There are still trouble spots that can be eliminated." -- Captain Bill Beacom, Senior Missouri River Captain, Brent Towing Company, Greenville, Miss.

"1. Determine exactly where the problem areas are located as far as shallow areas and rock ledges are concerned and remove these areas.
"2. The bank stabilization program should be continued as far as maintenance and repair is concerned.
"3. Continued maintenance of all structures, navigation markers, crossing markers is an important item that should be included in budget appropriations.
"4. Last but not least, the Corps of Engineers and the Coast Guard need the proper funding to maintain repair and maintenance functions, limited new construction items and aids to navigation service on the Missouri River." -- John R. McKenzie, Executive Vice President, SCNO Barge Lines, Inc., St. Louis, Mo.

The Corps has identified how the additional $2 million would be spent should it be made available.

--	Channel monitoring equipment	$ 200,000
--	Develop and test special channel modification equipment	$ 500,000
--	Environmental notch program	$ 160,000
--	Hydrographic surveys and engineering studies	$ 240,000
--	Structural repair of dikes/revetments	$ 900,000
		$2,000,000

The MRMO believes the appropriation of the additional funds would go a long way toward beginning to solve some of the problems identified as roadblocks to increasing Missouri River shipping.

However, more can and needs to be accomplished in the future. Currently, the Kansas City and Omaha Districts of the Corps Missouri River Division are putting the finishing touches on a report which will recommend mitigation activities needed to be accomplished under the provisions of P.L. 85-624, the Fish and Wildlife Coordinating Act of 1958. Because of the damage done to fish and wildlife habitat due to bank stabilization and navigation construction activities, the Corps is required to prepare a plan for mitigating some of the negative impacts to fish and wildlife. After many reviews, this proposal will be submitted to Congress for authorization.

There have been several proposals upon which the public has had a chance to comment. These range from a $2 billion plan submitted by the U.S. Fish and Wildlife Service to a $17 million proposal -- one of several developed by the Corps. All would entail to varying degrees restoration and preservation of surface water and adjoining land in the Missouri River Valley.

It is the belief of the MRMO that the final plan should be combined with authorization for additional construction to improve Missouri River navigation.

Such a plan would satisfy environmental as well as developmental interests. I think we have a demonstrated requirement for both fish and wildlife mitigation and additional channel and bank stabilization construction.

To emphasize the need to combine both programs, I would request the Appropriations Committee include the following language in its report on the FY 82 Energy and Water Development Appropriations Bill:

"The Missouri River Division of the Corps of Engineers is requested to include in it report on fish and wildlife mitigation for the Missouri River proposals which would lead to the identification of needed construction work to improve navigation. These proposals would include recommendations for Congressional authorization of projects to bring the Missouri River to a level competitive with other comparable inland waterways constructed and maintained by the Corps of Engineers."

With this guidance from the Congress, I believe the legislative package ultimately submitted to the Congress will better address the total needs of the Missouri River for the future.

Thank you very much for your attention. I would be most happy to answer any questions.

MRM01/P

Mr. MYERS. Mrs. Smith wanted me to ask you a couple of questions on her behalf.

What are the physical characteristics which hinder increased barge traffic?

Mr. MOODY. Well, Mr. Myers, the project is authorized to be a 9-foot-deep channel with a 300-foot width.

We have talked to a considerable number of shippers and barge companies and they say it ain't so. They believe what needs to be done with the current on the river, which is certainly swifter than that of a lot of other inland waterways, including the Mississippi, there is nothing that can be done about that without a huge investment for locks and dams. We feel there are advantages in not having locks and dams. There are things that can be done. Some of the bends are very sharp and hinder the pushing of the barges around the sharp corners. There are several very well identified low spots in the river that the Corps has not taken care of.

So, these are the types of things that need to be corrected, and we think the work on the Missouri is not yet completed.

Mr. MYERS. Does the Corps consider that its work is finished now through these authorizations?

Mr. MOODY. They do, and it is unfortunate. This is the first time the Missouri River Division has not testified and asked for money for construction, they have just asked for operation and maintenance. We feel there is work that needs to be done, there is not a 9-foot channel, and I have talked to everyone who has used the river in the past year or so and they say the construction work is not done either. This leads back to the last part of our request. If the Corps believes construction is done, we are batting our heads against the wall. We would like to have them look at these problem areas when they get new authorization for the work, including the first part of our request as to low spots in the river and some of the other problems, including some study, but mostly it would be some types of things that could eliminate some of the physical problems that are keeping a lot of the barge companies out. We have a lot of transportation problems in the midlands area and need every type of transportation we can use effectively.

Mrs. BOGGS. How many barges go abreast?

Mr. MOODY. On the Missouri, two or three at most. About a nine-barge tow is the maximum. Probably there is some room for expansion, but as you know, on the Mississippi there are 30 barges to a tow in some cases. So, we realize there are some physical limitations which without tremendous investment cannot really be overcome.

Mrs. BOGGS. You can equate one against the other, as you say, the advantages against the disadvantages.

But if the sharp bends were straightened out and the depth kept at 9 feet, would that help the nine-barge tow?

Mr. MOODY. Yes. One of the complaints is that the companies cannot load their barges full. So they do not like to commit them to the Missouri River. The fuller they can get them, the more they can haul. That is one of the problems we have, and we would certainly like to see the project completed as authorized, a 9-foot channel. But certainly there will be low spots, but the Corps real-

izes that and they do have equipment to do dredging in certain areas.

Mrs. BOGGS. Thank you.

Mr. BEVILL. You say you can handle nine barges? Are you saying you can handle nine now, but you cannot fill them?

Mr. MOODY. Yes. In some parts of the river, nine can be handled, but in some parts, the barge companies will not even put nine on. From Omaha to Sioux City they will put on four. They are timid. The Missouri is just being finished as a navigable river. What we are trying to do, of course, is to sell its benefits and point out to people that it is a viable transportation alternative in our part of the country.

Mrs. BOGGS. They have to be timid in some instances, because when you lose a barge you get into so much trouble with the people on the bank.

Mr. MOODY. They have a big investment.

Mr. BEVILL. That makes you timid.

Mrs. BOGGS. Yes, it does.

Mr. MYERS. Good to see you.

NORTHEASTERN GEORGIA WATER RESOURCES STUDY

WITNESS

FRANK SHERRILL, NORTHEAST GEORGIA PLANNING AND DEVELOPMENT COMMISSION

Mr. BEVILL. Next, Mr. Frank Sherrill, Northeast Georgia Planning and Development Commission.

STATEMENT OF FRANK SHERRILL

Mr. SHERRILL. Good morning, Mr. Chairman. I am Frank Sherrill, here today to represent the Northeast Georgia Area Planning and Development Commission concerning our request for funding of a critical need for all the 36 units of government in our commission. That is our water resources management study.

The 10 counties of the Northeast Georgia Area Planning and Development Commission (NEGAPDC) have identified a jointly critical problem that involves proper management of water resources. At this time there are an estimated 240,000 persons in the region, and they are placing a severe strain on the already limited water resources within the region. It is estimated that there will be approximately 375,000 persons residing in the region by the year 2010, making the region the second fastest growing area in the State of Georgia. It can be clearly seen from the above that there will not be adequate water supplies to meet their needs. Additional problems identified are a lack of adequate flood control facilities, a lack of adequate water-related recreational activities, and a lack of renewable resource energy activities.

It was with this in mind that all of the county and city governments within the region jointly pooled resources to request a water resources management study be initiated and the Northeast Georgia APDC to act on their behalf to have such a study authorized

and funds appropriated by the Congress for the Corps of Engineers to conduct such a study for our region.

On December 5, 1980 the Committee on Environment and Public Works of the United States Senate adopted a committee resolution authorizing a study by the U.S. Army Corps of Engineers to consider flood plain reduction, water quality management, water supply, fish and wildlife conservation, recreation, management of flood plain lands, and other measures which contribute to improvements in national economic development and environmental quality for streams serving the study. The studies are to be coordinated with the State of Georgia, appropriate local government entities, and interested Federal agencies.

This request now before the subcommittee is to consider the appropriations of the required funds for the needed water resources management study.

NEED FOR STUDY

There are several compelling reasons why this study must proceed. Among these reasons the most important are adequate water supplies for municipal and industrial purposes, flood plain reduction, recreation and renewable resource energy sources. Each of these are critical due to the ever expanding population of the region.

The current estimated population for the 10-county area is 241,200, which represents a 25-percent increase over the 1970 population. The population is expected to continue to increase to 375,000 persons by the year 2010. From an examination of the detailed breakdown shown on the region's population statistics, it can be seen that nearly 70 percent of the absolute growth in real numbers is located in 3 of the 10 counties. These counties are Clarke, Walton, and Barrow. Clarke County is the location of the city of Athens, the largest city in the region, and the home of the University of Georgia. Walton and Barrow Counties are located on the western edge of the region and border the rapidly expanding Atlanta region. Both Walton and Barrow are included in the Atlanta Standard Metropolitan Statistical Area (SMSA).

The need for looking at available water supplies is compounded by the expanding population discussed above and the fact that the region is located geographically in the upper reaches of river basins. Thus water availability is extremely limited. This is demonstrated by the fact that the State of Georgia in its water withdrawal permitting system has limited the cities of Athens, home of the University of Georgia, Winder, Monroe, Social Circle, Commerce, and Jefferson to existing water plant treatment capacity. In other words as population increases the need for municipal and industrial water supplies these cities will not be able to expand plant capacity to meet then existing needs without the addition of large quantities of raw water storage. The combination of population increases and existing water supply capabilities indicates that for the majority of the population in the region there will be significant water shortages by the year 1995. At this time only minimal raw water storage exists within the populated areas of the region.

There also is a need for reduction of damage due to flooding in the flood plain areas. Since no flood regulation facilities exist

within the populated areas and rapid development of land is occurring that alters flood peaks, it is imperative that steps be taken to limit flood damage. A study of the Athens area conducted by the Savannah District of the U.S. Army Corps of Engineers in 1977 under the title of "Expanded Flood Plain Information Study: Upper Oconee River Basin, Georgia" indicated that with a Clarke County population of 105,000 (which will be exceeded prior to 1990) that an annual expected damage of nearly $460,000 from flooding can be expected. It is noted that the dollar figure is listed in terms of 1977 dollars with no allowance for inflation.

In the area of water-related recreational activities there has been an identified need by the State of Georgia Department of Natural Resources for an additional 612 acres of surface water in 1980, and this need expands to nearly 1,500 acres in the year 2000. This study covers only the 10-county region as shown in the "Supply, Demand and Needs Report for Recreational Activities."

When looking at the question of water management there immediately arises the question of the potential of using water to provide electrical energy. The draft report of the U.S. Army Corps of Engineers in the "National Hydroelectric Power Resources Study" dated August 1980 identifies three potential sites within the region for hydrogeneration. The three sites are Curry Creek, Tallow Hill, and Anthony Shoals. The combined generating capacity is nearly 130,000 kilowatts with an expected annual yield of 167 million kilowatt-hours of energy. Run of the river and low head generating facilities were not considered in the study listed above but would deserve to be studied when the total water resources management problem is addressed.

ALTERNATIVES

After recognizing the importance of the problem the units of government rejected the "do-nothing" alternative but did consider the remaining two alternatives of a comprehensive study and an individual city approach.

The individual approach would require that each city and/or county solve its own water resources problem. The constraints of limited financial resources and limited political jurisdictional powers led to the conclusion that at best only water supply problem would be addressed and not all of those solved by the individual approach. Thus it was decided that a full water resources study as outlined in the aforementioned committee resolution was the desired approach of all the units of government in the region.

CONCLUSION

The unanimous decision of the Northeast Georgia APDC Board of Directors after evaluating the alternatives with respect to the defined multiplicity of water-related problems was to secure a comprehensive Water Resources Management Study through the U.S. Army Corps of Engineers. This finding has the support of the State of Georgia and through its Department of Natural Resources (Environmental Protection Division) will be a participant in the study.

The proposed study would require approximately 4 years to complete and cost a total of $1,300,000. The first priorities would be to

analyze the water supply problems most immediately facing the region. It is expected that the first full year of funding would be on the order of $250,000.

ATTACHMENTS

Permanently attached are a population trend chart of the region and a copy of a letter from the Georgia Environmental Protection Division supporting the study. Information submitted separately are a map of the region, a copy of the authorizing resolution of the U.S. Senate Committee on Energy and the Environment, and a copy of a letter from the Director of Civil Works of the Corps of Engineers indicating their concurrence in the desirability and justification for the study.

We appreciate this opportunity to present these our critical needs to you for your consideration. If there are any questions, I will be glad to try to answer them.

Mr. BEVILL. No questions.

Congressman Jenkins and Congressman Barnard both expressed a real interest in your being here to present the testimony.

[The information follows:]

JUSTIFICATION FOR APPROPRIATIONS FOR WATER RESOURCES MANAGEMENT STUDY FOR NORTHEAST GEORGIA AREA PLANNING & DEVELOPMENT COMMISSION

First Full Year Funding	$250,000
Total Project (Four Year Funding)	$1,300,000

INTRODUCTION

The ten counties of the Northeast Georgia Area Planning and Development Commission (NEGAPDC) have identified a jointly critical problem that involves proper management of water resources. At this time there are an estimated 240,000 persons in the region and they are placing a severe strain on the already limited water resources within the region. It is estimated that there will be approximately 375,000 persons residing in the region by the year 2010 making the region the second fastest growing area in the State of Georgia. It can be clearly seen from the above that there will not be adequate water supplies to meet their needs. Additional problems identified are a lack of adequate flood control facilities, a lack of adequate water related recreational activities and a lack of renewable resource energy activities.

It was with this in mind that all of the county and city governments within the region jointly pooled resources to request a water resources management study be initiated and the Northeast Georgia APDC to act on their behalf to have such a study authorized and funds appropriated by the Congress for the Corps of Engineers to conduct such a study for our region.

On December 5, 1980 the Committee on Environment and Public Works of the United States Senate adopted a Committee Resolution authorizing a study by the U.S. Army Corps of Engineers to consider flood plain reduction, water quality management, water supply, fish and wildlife conservation, recreation, management of flood plain lands and other measures which contribute to improvements in national economic development and environmental quality for streams serving the study. The studies are to be coordinated with the State of Georgia, appropriate local government entities and interested federal agencies.

This request now before the Subcommittee is to consider the appropriations of the required funds for the needed water resources management study.

NEED FOR STUDY

There are several compeling reasons that this study must proceed. Among these reasons adequate water supplies for municipal and industrial purposes, flood plain reduction, recreation and renewable resource energy sources. Each of these are critical due to the ever expanding population of the region.

The current estimated population for the ten county area is 241,200 which represents a 25 percent increase over the 1970 population. The population is expected to

continue to increase to 375,000 persons by the year 2010. From an examination of the detailed breakdown shown on the region's population statistics, it can be seen that nearly 70 percent of the absolute growth in real numbers is located in three of the ten counties. These counties are Clarke, Walton and Barrow. Clarke County is the location of the City of Athens, the largest city in the region, and the home of the University of Georgia. Walton and Barrow Counties are located on the western edge of the region and border the rapidly expanding Atlanta region. Both Walton and Barrow are included in the Atlanta Standard Metropolitan Statistical Area (SMSA).

The need for looking at available water supplies is compounded by the expanding population discussed above and the fact that the region is located geographically in the upper reaches of river basins. Thus water availability is extremely limited. This is demonstrated by the fact that the State of Georgia in its water withdrawal permitting system has limited the cities of Athens, Winder, Monroe, Social Circle, Commerce, and Jefferson to existing water plant treatment capacity. In other words as population increases the need for municipal and industrial water supplies these cities will not be able to expand plant capacity to meet then existing needs without the addition of large quantities of raw water storage. The combination of population increases and existing water supply capabilities indicates that for the majority of the population in the region there will be significant water shortages by the year 1995. At this time only minimal raw water storage exists within the populated areas of the region.

There also is a need for reduction of damage due to flooding in the flood plain areas. Since no flood regulation facilities exist within the populated areas and rapid development of land its occurring that alters flood peaks, it is imperative that steps be taken to limit flood damage. A study of the Athens area conducted by the Savannah District of the U.S. Army Corps of Engineers in 1977 under the title of "Expanded Flood Plain Information Study: Upper Oconee River Basin, Georgia" indicated that with a Clarke County population of 105,000 (which will be exceeded prior to 1990) that an annual expected damage of nearly $460,000 from flooding can be expected. It is noted that the dollar figure is listed in terms of 1977 dollars with no allowance for inflation.

In the area of water related recreational activities there has been an identified need by the State of Georgia Department of Natural Resources for an additional 612 acres of surface water in 1980 and this need expands to nearly 1,500 acres in the year 2000. This study covers only the ten county region as shown in the "Supply, Demand and Needs Report for Recreational Activities".

When looking at the question of water management their immediately arises the question of the potential of using water to provide electrical energy. The draft report of the U.S. Army Corps of Engineers in the "National Hydroelectric Power Resources Study," dated August 1980 identifies three potential sites within the region for hydrogeneration. The three sites are Curry Creek, Tallow Hill and Anthony Shoals. The combined generating capacity is nearly 130,000 kilowatts with an expected annual yield of 167,000,000 kilowatt hours of energy. Run of the river and low head generating facilities were not considered in the study listed above but would deserve to be studied when the total water resources management problem is addressed.

ALTERNATIVES

After recognizing the importance of the problem the units of government rejected the "do-nothing" alternative but did consider the remaining two alternatives of a comprehensive study and an individual city approach.

The individual approach would require that each city and/or county solve its own water resources problem. The constraints of limited financial resources and limited political jurisdictional powers lead to the conclusion that at best only water supply problems would be addressed and not all of those solved by the individual approach. Thus it was decided that a full water resources study as outlined in the aforementioned Committee Resolution was the desired approach of all the units of government in the region.

CONCLUSION

The unanimous decision of the Northeast Georgia APDC Board of Directors after evaluating the alternatives with respect to the defined multiplicity of water related problems was to secure a comprehensive Water Resources Management Study through the U.S. Army Corps of Engineers. This finding has the support of the State of Georgia and through its Department of Natural Resources (Environmental Protection Division) will be a participant in the study.

The proposed study would require approximately four years to complete and cost a total of $1,300,000. The first priorities would be to analyze the water supply problems most immediately facing the region. It is expected that the first full year of funding would be on the order of $250,000.

ATTACHMENTS

Permanently attached are a population trend chart of the region and a copy of a letter from the Georgia Environmental Protection Division supporting the study. Information submitted separately are a map of the region, a copy of the authorizing resolution of the U.S. Senate Committee on Energy and the Environment, and a copy of a letter from the Director of Civil Works of the Corps of Engineers indicating their concurrence in the desirability and justification for the study.

POPULATION TRENDS FOR NORTHEAST GEORGIA APDC

County	1960	1970	1980	1990	2000	2010
Barrow	14,485	16,859	21,100	24,400	28,100	31,300
Clarke	45,363	65,177	86,900	106,500	128,500	150,500
Elbert	17,835	17,262	18,700	20,100	22,000	24,100
Greene	11,103	10,212	11,200	11,800	12,800	13,900
Jackson	18,499	21,093	25,600	29,400	33,800	38,200
Madison	11,246	13,517	17,500	20,700	24,400	28,200
Morgan	10,280	9,904	11,000	11,900	13,000	14,200
Oconee	6,304	7,915	10,000	11,800	14,000	16,100
Oglethorpe	7,926	7,598	8,500	9,200	10,100	11,100
Walton	20,481	23,404	30,700	36,100	42,200	48,300
Total	163,612	192,941	241,200	281,900	328,900	375,900

Source: "Population Projections for Georgia Counties, 1980–2010."

JOE D. TANNER
Commissioner

J. LEONARD LEDBETTER
Division Director

Department of Natural Resources
ENVIRONMENTAL PROTECTION DIVISION
270 WASHINGTON STREET, S.W.
ATLANTA, GEORGIA 30334

March 6, 1981

Mr. Clint Lane
Executive Director
NE Georgia Area Planning &
Development Commission
305 Research Drive
Athens, Georgia 30610

Dear Clint:

By letter dated February 19, 1981, Mr. Frank Sherrill requested that I furnish you with comments regarding the Northeast Georgia Area Planning and Development Commission's water resources management study. This letter provides the views of the State in regard to that study.

The location of the University of Georgia has focused tremendous growth demands on the area encompassed by the Northeast Georgia Area Planning and Development Commission. As in other areas of the State, this growth has in turn placed demands on the limited water resources of the region. In your case, governments and industry have turned to the relatively small streams draining the Piedmont valleys.

A description of the factors that make this region a desirable area for growth would include the location of the University, the excellent transportation system offered by Interstates 85 and 20, and a willing and able work force. It should also be noted that this region is an important contributor to Georgia's agricultural production.

The greatest limiting factor in terms of future growth for this area is, without a doubt, the availability of water. Sufficient supplies are available to accomodate future demands, but only if the supplies are properly managed. For that reason, the State is of the opinion that a water resources management study is definitely needed for the region. I applaud your efforts in initiating this study effort.

As you are aware, there are a number of other sections in the State that are experiencing problems similar to those in the Northeast Georgia Area Planning and Development Commission area. The U.S. Army Corps of Engineers has just completed a water resources management study for the metropolitan Atlanta region. A similar study is now underway for the Savannah area which will conclude within the next two years. A water resources management study for the area immediately south of the City of Atlanta has been budgeted by the Corps for FY 1982.

In our work with the water resources of the State of Georgia, the Environmental Protection Division sees a current need for your study. We consider your needs to be one of the high priority areas of the State requiring this type detailed study. If your study is selected for federal funding, the Division stands ready to be a full participant in the study effort.

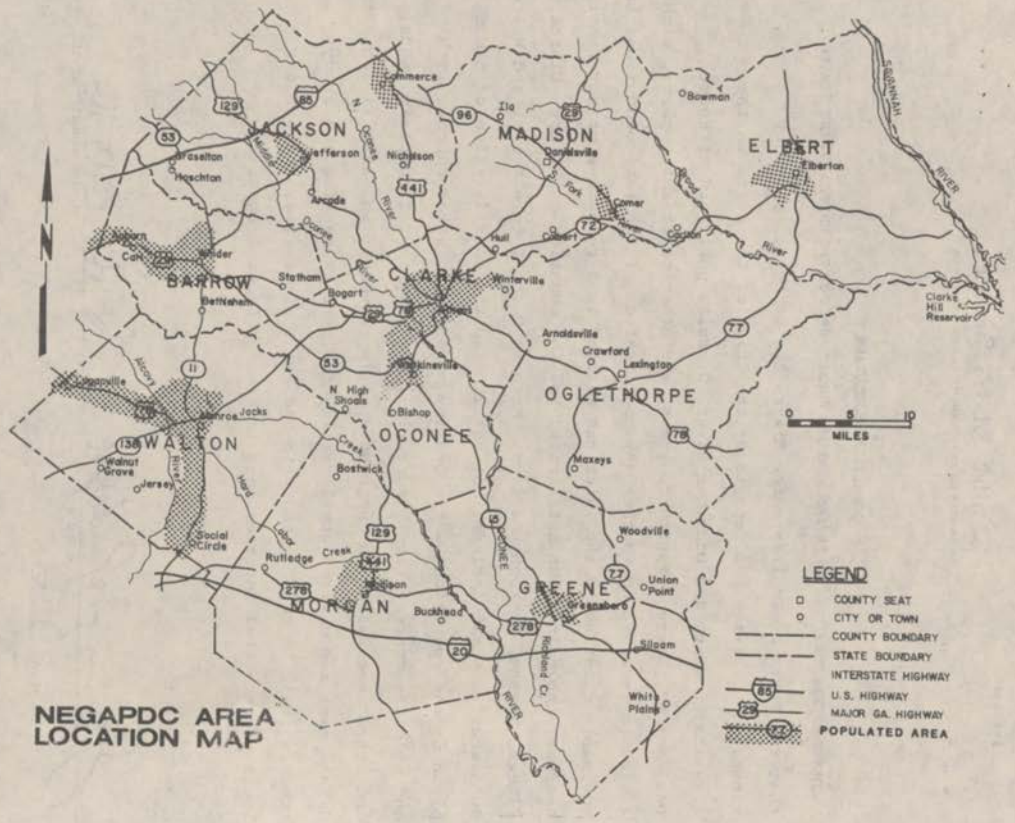
I wish you complete success in this endeavor.

Sincerely,

J. Leonard Ledbetter

J. Leonard Ledbetter
Director

JLL:gdb



NEGAPDC AREA LOCATION MAP

Session

United States Senate

COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS

COMMITTEE RESOLUTION

RESOLVED BY THE COMMITTEE ON ENVIRONMENT AND PUBLIC WORKS OF THE UNITED STATES SENATE, that the Board of Engineers for Rivers and Harbors, is hereby requested to review the reports of the Chief of Engineers on the Altamaha, Oconee, and Ocmulgee River, Georgia, published as House Document 68, Seventy-fourth Congress, and other pertinent reports, with a view to determining whether any modification of the recommendations is advisable relating to the water and related land resources of northeaste: Georgia, including, but not limited to, the counties of Barrow, Clarke, Elbert, Greene, Jackson, Madison, Morgan, Oconee, Oglethrope, and Walto Such studies shall include, but not limited to, consideration of flood-plain damage reduction, water quality management, water supply, fish and wildlife conservation, recreation, management of floodplain lands, and other measures which contribute to improvements in national economic development and environmental quality for streams serving the study. Suc studies shall be coordinated with the State of Georgia, appropriate local governmental entities, and interested Federal agencies.

Jennings Randolph
CHAIRMAN

RANKING MINORITY MEMBER

Adopted: 12/5/80

(at the request of Senators Talmadge & Nunn, Georgia)

DEPARTMENT OF THE ARMY
OFFICE OF THE CHIEF OF ENGINEERS
WASHINGTON, D.C. 20314

REPLY TO ATTENTION OF:

DAEN-CWP-E

4 FEB 1981

RECEIVED
FEB 1981
PUBLIC WORKS AND TRANSPORTATION COMMITTEE

Honorable James J. Howard
Chairman, Committee on Public Works
and Transportation
House of Representatives
Washington, D.C. 20515

Dear Mr. Chairman:

This is in reply to Harold T. (Bizz) Johnson's letter of December 2, 1980, designated as Docket Number 2196, requesting our views about the desirability and justification of a study of Northeast Georgia Region (Comprehensive Study).

The Northeast Georgia Region includes the counties of Barrow, Clarke, Elbert, Greene, Jackson, Madison, Morgan, Oconee, Oglethorpe, and Walton; all of which are within the area served by the Northeast Georgia Area Planning and Development Commission (NEGAPDC). The headwaters of the Corps' existing Clarks Hill Lake and the tail waters of the Richard B. Russell Dam and Lake, now under construction, are located in Elbert County which is the northeast boundary of the 10-county area under consideration. The Savannah District completed a report on a proposed Curry Creek Dam and Lake project in March 1968, as part of the Appalachian Region Commission study. The Water Resources Development Act of 1974 (PL 93-251, dated March 7, 1974) authorized Phase I advanced engineering and design (AE&D) studies for this proposed project located in Jackson County. To date, funds have not been provided to initiate Phase I AE&D studies.

The NEGAPDC desires that water supply studies be conducted to provide alternative plans for meeting future water demands of the area. Specific reference has been made to water supply; however, local interests desires are that all water resource needs in the region be addressed.

The 10-county region is currently the second fastest growing area in the State of Georgia. As a result of rapid growth, local governments are experiencing difficulties in planning and providing facilities to meet growing water needs throughout the region. Athens is the commercial and industrial hub of the

DAEN-CWP-E
Honorable James J. Howard

area. The majority of workers in neighboring counties are employed in Clarke County. Growth has been stimulated recently along the western edge of the region due to the new industries moving into Barrow County and home developments in Walton County for Atlanta area workers. Other counties are on the verge of an expansion if water and sewer problems can be solved.

A water management study of the area would provide state and local governments with needed long-term plans for developing and managing the region's water resources. The study area should include all 10 counties of the NEGAPDC with possible emphasis on an interim water supply report for Athens/Clarke County which is the most populous area and would, therefore, appear to be more critical. The study should address all water and related problems in the area. The authorized Phase I study for the Curry Creek Project could be initiated upon receipt of funds. This study would address the water resource problems, particularly the water supply demands for the Athens/Clarke County area, the most pressing problem of the area. Simultaneously, a water resources management study could be initiated for the 10-county region to identify needs and develop alternative plans to serve the long-range requirements of the area. Results of the Phase I Curry Creek study would be integrated with the findings of the longer range, broader scope 10-county study.

Based on the above, a study appears desirable and justified. On December 5, 1980, the Committee on Environment and Public Works of the U.S. Senate adopted a resolution authorizing this study. A copy of this resolution is attached. The estimated cost and time to complete the study are $1,300,000 and four years respectively. If a similar resolution is adopted it could be combined with the outstanding authority at no increase in cost or time.

Sincerely,

E. R. HEIBERG III
Major General, USA
Director of Civil Works

2 Incl
1. Ltr from Congressman Barnard
2. Senate Resolution

OROVILLE-TONASKET PROJECT

WITNESS

DICK PRICE, OROVILLE-TONASKET IRRIGATION DISTRICT

Mr. BEVILL. Next, we have Mr. Dick Price.

STATEMENT OF DICK PRICE

Mr. PRICE. As you may or may not be aware, the Oroville-Tonasket Irrigation District serves orchardists and farmers in a portion of north central Washington. The district delivers water down the Okanogan Valley from the Canadian border to the towns of Oroville and Tonasket, approximately 23 miles. The water delivery system as originally constructed in 1906, based on the technology and materials of the day, consisted of, among other things, 17 miles of wooden flumes, most of which are perched along the steep granite walls along either side of the valley floor so as to provide pressure from the gravity flow system to the users in the valley.

Today the water delivery system in question brings life-giving water to over 611 family farms and irrigates up to 10,000 acres. The human factor in connection with these facts is that the system truly supports a family-oriented community, and the average acreage involved is 20 to 25 acres per family. Only 1 percent of the family farms exceed 160 acres in size. We would like to suggest the apple industry is one of the last vestiges of free enterprise. It does not have to exist on government subsidies; it pays for itself. We are in the midst of the reconstruction, putting the system under pressure, changing it from the wooden flumes to a pressure system. Construction started last year for fiscal year 1982. We are advised that $13.7 million has been appropriated. It is now being considered to cut $2 million to $2-1/2 million out of that appropriation.

The board has asked me to say they are in favor of the administration's attempt to curb the spiraling inflation. In that regard, I am required to indicate to you that we are in favor of the limitation. Attached to our written submission is a statement from the chief project engineer on the job indicating that he will make continued efforts to continue construction with the cut. I would just like to point out to your subcommittee that the Government has an office there set up with some 57 personnel, costing over a million dollars a year to run the construction of this project. We would hope that the subcommittee and the Congress would see fit in future years to fund this to the full amount so we can complete the project as soon as possible without running into additional overhead costs.

Mr. BEVILL. Thank you very much.

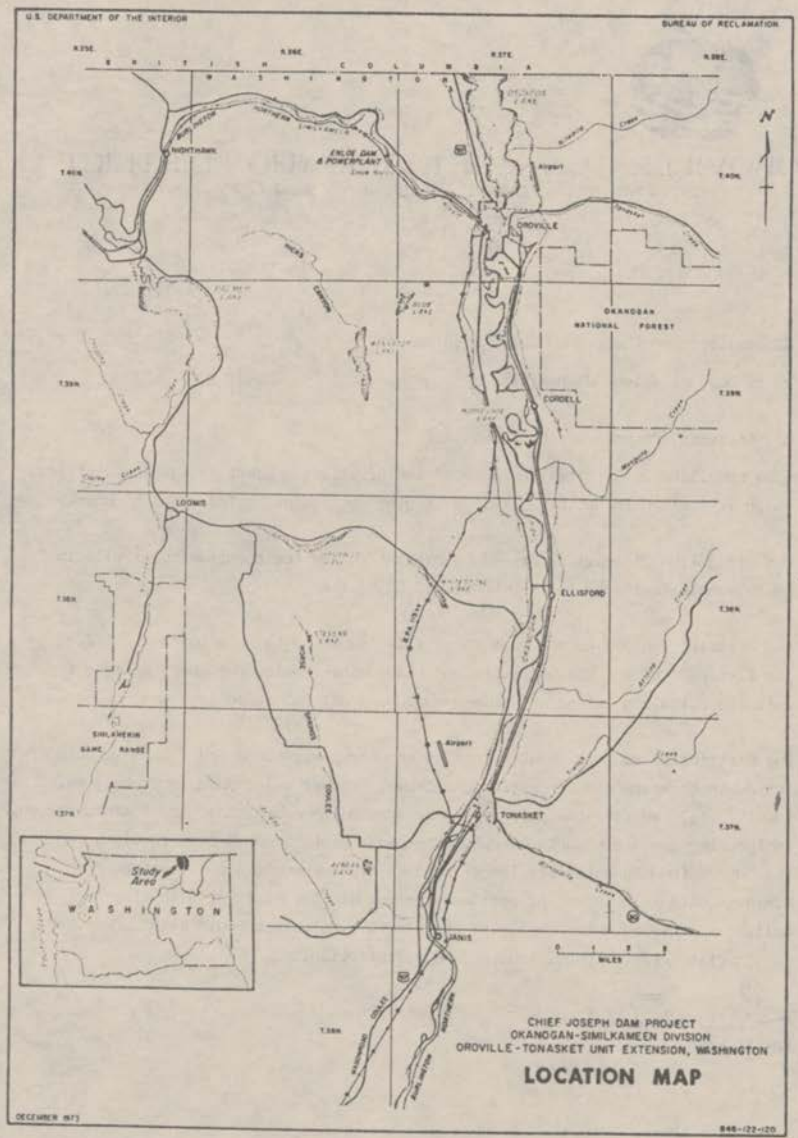
[The attachments to the statement of Mr. Price follow:]

Oroville-Tonasket Irrigation District Submission

To

House Appropriations Committee
Subcommittee on Energy and Water Development

Regarding Fiscal Year 1982 Funding
of Rescue Operation


U.S. DEPARTMENT OF THE INTERIOR
BUREAU OF RECLAMATION
BRITISH COLUMBIA
WASHINGTON
NORTHPORT
ENLOE DAM & POWERPLANT
OROVILLE
OKANOGAN NATIONAL FOREST
CHESAW
CORDELL
LOOMIS
ELLISFORD
TONASKET
SIMILKAMEEN GAME RANGE
AENEAS LAKE
DONALD
JANIS
Study Area
WASHINGTON
0 1 2 3
MILES
N
CHIEF JOSEPH DAM PROJECT
OKANOGAN-SIMILKAMEEN DIVISION
OROVILLE-TONASKET UNIT EXTENSION, WASHINGTON
LOCATION MAP
DECEMBER 1971
848-122-120

OROVILLE-TONASKET IRRIGATION DISTRICT
POST OFFICE BOX H • OROVILLE, WASHINGTON 98844 • (509) 476-3696

March 27, 1981

Subcommittee on Energy and Water Development

House Appropriation Subcommittee

Mr. Chairman, Members of the Committee;

I am Lowell Felt, Secretary-Manager of the Oroville-Tonasket Irrigation District, which is located in North Central Washington contiguous to the Canadian Border.

Our Irrigation District is greatly appreciative for the opportunity of allowing us to submit testimony to this honorable Committee.

Our District would like the records of this Committee to show our support for the President of the United States and his Administration for their efforts to curb the spiraling inflation, which has run almost out of control the past decade.

Our District is sincere about accepting the necessary budget cuts to help support the Administration and our nation's dilemma, however we do have some concerns, to wit: (a) We feel the cuts should be across the board, that is, Administration, Engineering and overhead to be cut in the same proportion as construction. (b) Major funding cuts over longer periods of time would seem to defeat the Administration's purpose and seriously jeopardize the District's ability to deliver an assured water supply to its users. The delays would also index the construction costs higher, thus adding to inflation.

Lowell Felt
Lowell Felt

United States Department of the Interior
WATER AND POWER RESOURCES SERVICE
OROVILLE-TONASKET CONSTRUCTION OFFICE
P.O. BOX 929
OROVILLE, WASHINGTON 98844

IN REPLY
REFER TO:

MAR 27 1981

Mr. Richard B. Price
Attorney - Oroville-Tonasket Irrigation District
P.O. Box 904
Omak, Washington 98841

Ref: Water and Power Resources Service Project Data in Support of Your Testimony before the Congressional Appropriations Committee concerning the FY1982 Budget

Dear Richard,

At this time, as reflected by the program outlined in our internal budget and program document, (the PF2b dated September 12, 1980) this office is staffed and equipped to about 95% of its ultimate size. Our annual administrative budget, considering personnel, equipment and property costs is surpassing the $1,000,000 per year figure.

Considering the "start-up" mode of the project, and our only moderately successful attempts to overcome prior years deficiencies in program accomplishment, the anticipated $2,000,000 cut in FY82 budget can be accomodated without any apparent slippage in construction as programmed.

Also, because of the large amount of preparatory work presently underway in anticipation of future construction, this allocation cut will not cause a reduction in personnel or plant. Those additional personnel acquisitions anticipated to fully cover the construction work can be delayed somewhat without causing loss of efficiency and extra cost.

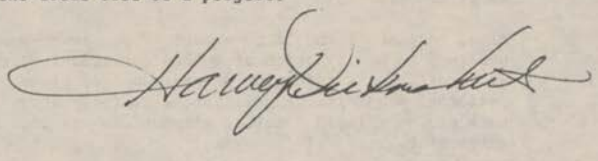
Our present flexibility, however, which results from our "start up" mode will, within the coming year, be drastically reduced as the programmed work is placed under contract. Because of this, future cuts in budget may seriously effect our capability to fully utilize the existing staff and plant and could cause an unanticipated reduction in staff. This cost, plus the cost of rehiring, and relocating personnel when the funding does become available must be considered as <u>added</u> administrative cost and would reduce the effectiveness of budget cutting in the long run. Coupled with this and of far greater import is the fact that construction costs are rising at approximately 17% per year and inflation at 13%±. These two items, when considered together, will probably result in an added

real cost of delayed construction of approximately 30 to 35% for each year that the anticipated construction is delayed.

In other words, continued under-funding of the project, based on the anticipated program outlined in the PF2b dated September 12, 1980, beyond the presently anticipated cut in FY82 must be considered as being detrimental to the governments committment to construct this project unless the economic climate of the future years improves correspondingly.

Considering a uniform expenditure of funds necessary to complete the project over the next 5 years, each year should accomplish 20% of the construction. It would seem, from a superficial examination, that a 25% cut in yearly expenditures would only result in an overall extension of slightly more than one year, if each years budget were cut 20 to 25%. However, one must closely examine this type of reduction in its true light. That is, what items of work are delayed, what time frame of construction must be adjusted, what extraneous constraints must be adjusted, (i.e. winter construction versus summertime construction, environmental permits requiring the work to be performed only within certain windows, and conflict with operation and maintenance of the existing water delivery system and yearly crop production.). All of these have a very real effect on the cost of the completed works, and must be very closely coordinated in order to minimize adverse effects.

From an in-depth examination, therefore, it is apparent that what may seem, on the surface, as a minor budget reduction with no long lasting effect, may be a truly devastating action if applied in the middle of a programmed activity. It is very easy to show, once a project of this type is underway, that a 20 to 25% percent cut in annual budget can result in a years delay in project completion, and that a single years delay can add 18 to 20% to the total cost of a project.



MISSOURI NATIONAL RECREATION RIVER

WITNESSES

HON. DOUGLAS K. BEREUTER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA
EARL ROWLAND, PRESIDENT, MISSOURI RIVER BANK STABILIZATION ASSOCIATION
DARREL CURRY, VICE-PRESIDENT, MISSOURI RIVER BANK STABILIZATION ASSOCIATION

Mr. BEVILL. I notice our colleague Congressman Bereuter is here. If you will come forward and bring your witnesses with you, you may proceed as you wish.

Mr. BEREUTER. Thank you very much, Mr. Chairman. I appreciate the opportunity for us to combine two parts of testimony through our constituents and friends.

I might also say, Mr. Bevill, I appreciate the thank you note from you for the Jolly Time popcorn which Berkley Bedell and I sent, and these two gentlemen come from the heart of the area which raises popcorn.

I think it might be possible if I give an opportunity for these gentlemen to present their testimony first, I would like to introduce for his statement first, if it meets with your approval, Mr. Earl Rowland of Newcastle, Nebraska, and Mr. Darrel Curry is here for questions.

Mr. BEVILL. We are pleased to have each of you here.

STATEMENT OF EARL ROWLAND

Mr. ROWLAND. Mr. Chairman and members of the subcommittee:

I appreciate the chance to appear before you on behalf of the Missouri River Bank Stabilization Association to testify regarding the fiscal year 1982 budget. I would like to speak in behalf of funding for the Missouri National Recreation River project. This is a 59-mile stretch of the Missouri River between Gavins Point Dam, South Dakota, and Ponca, Nebraska. The title "recreation river" is misleading as the main purpose of this designation is to preserve the natural condition and pristine values of the river along with providing some additional public access sites. Much of the money will be spent doing bank stabilization and purchasing scenic easements to save the remaining woodlands, wildlife habitat, and scenic beauty along the river. The Corps of Engineers had requested $2.3 million for construction and easements and $160,000 for operation and maintenance in the fiscal year 1982 budget, but the Office of Management and Budget deleted this portion, calling it a new start. We fail to understand why this was considered a new start when $5,743,000 has been spent on this reach for bank stabilization from 1976 through 1980 under the section 32 Streambank Erosion Control and Demonstration Act which was only a forerunner and beginning for the recreation river designation and development. Six hundred thousand dollars has been appropriated and mostly spent on the necessary studies and environmental impact statements to lead to further construction and purchase of easements. It could be disastrous to the whole project to stop funding at this time

as many farmers who have saved their woodlands while working for this project will be forced to clear them due to escalating taxes and production costs. The uniqueness of this project alone has a high value. Whereas most scenic or recreation river designations are requested by environmental groups and a long, hard battle is fought to obtain it, this designation request was led by farmers and landowners and the environmental groups were asked to join in and help to plan it, which made it much easier to develop a good, sound, workable plan.

Another feature is the bank stabilization, which has never been included in a scenic or recreation river designation. This will add to the value of the project by protecting the easements that are being purchased. The type of stabilization developed through the section 32 program is very acceptable, blending into the landscape to the point it is practically unnoticeable and in many cases adding to the fish and wildlife habitat. Much of the construction was done from floating plants, thus saving more of the natural scenery.

The farmers of Nebraska and South Dakota have contributed much to this work granting construction easements and land use preservation agreements without cost in the construction areas.

A study team comprised of Federal, State, county and local agencies as well as environmental groups and farmers have worked for almost two years developing the ideas for the managing agency to use in their proposed plans.

An advisory group consisting of the same people is being formed to help with future planning and work. The total cooperation shows the great interest and need for this project.

The recreation part of the plan calls for outright purchase of a minimal amount of land to build small parking areas and boat ramps to give the public more access to the river. At the present time most of the access is privately owned and less available to the public.

Funding of this project would provide a very desirable and long-time effect in saving one of the few remaining natural areas and natural rivers in our Nation so we would very respectfully ask that you consider the capabilities expressed by the Corps of Engineers in the amount of $2.3 million for construction and $160,000 for operation and maintenance for the Missouri National Recreation River in fiscal year 1982.

We would be happy to answer any questions you may have.

Mr. BEVILL. Very good.

STATEMENT OF CONGRESSMAN BEREUTER OF NEBRASKA

Mr. BEREUTER. I might mention Mr. Rowland and Mr. Curry are both active farmers living on their farms adjacent to this stretch of the Missouri River. Mr. Rowland has given you some of the history.

The original concern for the project came from local citizens who in the early 1970s observed the severe erosion of farmland along the river.

Over the years, ever-widening floodways and vast areas of sandbars have replaced and eroded upland forests and croplands.

In light of this continuing problem of wasted croplands, a small citizens group initially consisting mostly of six families formed the Missouri River Bank Stabilization Association in 1971.

Over the past decade this Association has grown to 150 members working together to try and find solutions, with the help of Federal and State agencies, to combat the bank erosion.

Out of this concern by private individuals and governmental agencies came the unique plan for this part of the Missouri River which combines river bank stabilization with a recreational river designation.

Along with bank stabilization, a number of recreation plans followed the 1978 designation of this part of the Missouri as a National Recreation River under the Wild and Scenic Rivers Act.

Through the use of zoning, scenic easement, and technical assistance on permits for irrigation pumping facilities, unsightly streambank development should be kept to a minimum.

These approaches, along with bank protection, were meant to maintain river integrity so that important ecological, cultural and recreational values could be preserved, at the same time permitting agricultural and other ongoing activities compatible with river designation.

Funding for this project has been a perennial problem. Despite all of their favorable rhetoric and pledges of cooperation, the National Missouri Recreational River has never been included in the Corps of Engineers' budget, in either the previous Democratic Administration or the current Republican Administration.

While I undertand that there are many priorities the Corps must consider in the Missouri River Basin area, their continued failure to provide room in their budget for the National Missouri Recreational River leads me to question whether their support is downgraded because it is an untraditional project involving interagency cooperations with the Department of Interior.

As you are aware, once again the Corps has not included funding in the budget to begin construction on the recreational river. Last year, this subcommittee felt that the merits of the project warranted its inclusion in the budget and provided $1.7 million to begin construction.

I thank you for that support and commend you for recognizing that a favorable consensus among citizens is sometimes a fragile thing. Unfortunately, the Senate failed to include the necessary funds for the project and all funding was deleted by the Conference Committee.

This leads to my appearance before the subcommittee today. You may find it to be a somewhat unusual appearance. Why? Mr. Chairman, this particular issue is important to me personally because of an involvement which dates back to 1968. It is unquestionably one of the most important projects to my constituents in the First Congressional District of Nebraska.

However, I have made the painful decision not to personally ask this subcommittee to include funds in the fiscal year 1982 budget for the Missouri National Recreational River. I have publicly pledged to stand by the President's recommendations for fiscal year 1982 spending.

In keeping with that pledge, I believe that we are prepared to forego this year's funding in the interest of bringing total Federal spending under control. But, I want to make sure that no program

of value is allowed to "slip through the cracks" into obscurity in future Federal budgets.

Indeed, Mr. Chairman, you can expect to see me back again next year, to ask this subcommittee for the funding to begin construction on this project as soon as possible. I want to make sure that the fiscal year 1982 budget is not a death knoll for this unique project because of the present economic crisis we face.

I want to say that I speak again for myself. These gentlemen are obviously here trying to convince you that it ought to be funded this year, certainly I will not stand in their way to speak for the funding.

I thank you for your time and we as a threesome would be pleased to take any questions or comments from you.

Mr. MYERS. Only one statement.

Mrs. Smith was not able to be here because of a previous long-standing commitment in Nebraska. She asked us to extend her regrets that she couldn't be with you. But she said she would be reading your testimony very closely and, of course, she will be on the committee when we mark up the bill.

Mrs. BOGGS. How much more do you expect this to cost if you are not able to continue construction next year?

Mr. BEREUTER. I can guess that it may be this type of construction 22 to 24 percent more next year. That is a very valid point that you bring up.

Mrs. BOGGS. If indeed we are not able to continue next year, do you think the timberland will be there when we will have to experience the 20 to 24 percent you mentioned additionally on the project?

Mr. BEREUTER. I am concerned it may not be because of the way the costs are escalating. Some people moving in from outside are taking this native timberland and clearing it totally. It is then dropping into the river in a much more accelerated pace.

Mr. ROWLAND. Many of the farmers that have saved this just for the purpose of the chance to sell an easement on it, I may add they have agreed it would be a better figure than they would sell the land otherwise.

Our taxes in my own case have tripled in the last two years. It is hard to hang onto your land when they are doing that to you. Our fuel costs in our farming operations have doubled. It is becoming more and more difficult to hang onto it. I am hanging onto some timber myself but I don't know how much longer the financial situation will let me do that.

Mrs. BOGGS. If we prolong this we are merely going to be pennywise and pound foolish.

Mr. BEREUTER. This area is immediately across from Vermillion, South Dakota where the University of South Dakota is located.

As you know, sometimes environmental groups are more active in university cities. These gentlemen, among others, were taking the opponents in an early stage down the river and they were asked, when are you going to begin these demonstration projects along the river for us to see, after they completed their tour.

They said, but you missed them; we have concealed them so well we have worked them into the river scape that you went by all those efforts on our part without noticing it.

That is why we have this strong farmer-environmental-economic coalition today but it is fragile because of costs.

[The statement of Mr. Bereuter follows:]

TESTIMONY BY CONGRESSMAN DOUGLAS BEREUTER

TESTIMONY FOR NATIONAL MISSOURI RECREATIONAL RIVER

Mr. Chairman, thank you and the Members of the Subcommittee for giving me the opportunity to appear before you today to discuss the future of the Missouri National Recreational River.

In combining the efforts and planning capabilities of the Corps of Engineers and the Department of the Interior, this unique project is aimed at stabilizing the river banks along a 57.9-mile stretch of the Missouri River between Yankton, South Dakota and Ponca, Nebraska, while also providing for wildlife mitigation projects and recreation sites along the river.

This project was certainly not conceived by a Federal agency and forced upon the local citizens along this section of the Missouri River. The original concern for the project came from local citizens who in the early 1970s observed the severe erosion of farmland along the river. Over the years, ever-widening floodways and vast areas of sandbars have replaced and eroded upland forests and croplands. In light of this continuing problem of wasted croplands, a small citizens group initially consisting mostly of six families formed the Missouri River Bank Stabilization Association in 1971. Over the past decade this association has grown to 150 members working together to try and find solutions, with the help of Federal and state agencies, to combat the bank erosion.

Out of this concern by private individuals and governmental agencies came the unique plan for this part of the Missouri River which combines river bank stabilization with a Recreational River designation.

Along with bank stabilization, a number of recreation areas have been proposed within this area of the river. These recreational plans followed the 1978 designation of this part of the Missouri as a National Recreation River under the Wild and Scenic Rivers Act. Through the use of zoning, scenic easement, and technical assistance on permits for irrigation pumping facilities, unsightly streambank development should be kept to a minimum. These approaches, along with bank protection, were meant to maintain river integrity so that important ecological, cultural and recreational values could be preserved, at the same time permitting agricultural and other on-going activities compatible with river designation.

Funding for this project has been a perennial problem. Despite all of their favorable rhetoric and pledges of cooperation, the National Missouri Recreational River has never been included in the Corps of Engineers' budget, in either the previous Democratic Administration or the current Republican Administration. While I understand that there are many priorities the Corps must consider in the Missouri River Basin area, their continued failure to provide room in their budget for the National Missouri Recreational River leads me to question whether their support is downgraded because it is an untraditional project involving interagency cooperations with the Department of Interior.

As you are aware, once again the corps has not included funding in the budget to begin construction on the recreational river. Last year, this subcommittee felt that the merits of the project warranted its inclusion in the budget and provided $1.7 million to begin construction. I thank you for that support and commend you for recognizing that a favorable consensus among citizens is sometimes a fragile thing. Unfortunately, the Senate failed to include the necessary funds for the project and all funding was deleted by the Conference Committee.

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possible. I want to make sure that the fiscal year 1982 budget is not a death knoll for this unique project because of the present economic crisis we face.

The National Missouri Recreational River is a solid plan that when completed will benefit farmers, wildlife and all citizens who use and enjoy scenic and recreational areas.

As we set the agenda for the 1980s and beyond, we must be aware that Federal spending must be slowed and budgets must be balanced. But we must also recognize that two of our nation's most valuable resources in the future will be fresh water and fertile cropland. This project, which, again I stress, deserves priority status, is primarily concerned with the preservation and wise use of both of these resources. We cannot afford to abandon or long delay the completion of this project.

Thank you, Mr. Chairman, and Members of the Subcommittee for giving me the opportunity to appear before you today.

Mrs. BOGGS. Thank you.

Mr. BEVILL. Thank you very much, Doug. Very fine presentation. This committee will work with you and Mrs. Smith on it.

OHIO PROJECTS

WITNESSES

DR. ROBERT W. TEATER, DIRECTOR, OHIO DEPARTMENT OF NATURAL RESOURCES, STATE OF OHIO

ROBERT H. ANDERSON, VICE PRESIDENT, STANLEY CONSULTANTS, INC., AND FOUNDING MEMBER OF WATER MANAGEMENT ASSOCIATION OF OHIO

HON. CLARENCE E. MILLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

Mr. BEVILL. I see our friend and colleague Clarence Miller is in the committee room. Congressman Miller, we will recognize you at this time.

STATEMENT OF HON. CLARENCE E. MILLER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF OHIO

Mr. MILLER. Mr. Chairman, I appreciate having the opportunity to bring my interest in the Corps fiscal year 1982 civil works budget request to the attention of this Subcommittee. One particular aspect of this budget proposal is especially significant in that it includes a $400,000 request by the Corps for further work under the Central Ohio survey at Logan and Nelsonville, Ohio.

Approval of the Corps request means that advanced engineering and design work for the flood control work on the Hocking River at Logan and Nelsonville would advance to yet another important pre-construction plateau. As in previous Congresses, I have again submitted legislation authorizing the Logan and Nelsonville projects. Authorization of both projects was included in both the 1978 and 1980 Water Resources Development Acts. As the Subcommittee knows, water development bills failed to be enacted into law by either the 95th or 96th Congress.

The work won widespread approval at two (April 1973 and May 1976) local public hearings in both Logan and Nelsonville. They have been strongly endorsed by local industrial development councils and Chambers of Commerce. They were approved at the Corps District level more than two years ago and at the Ohio River Division level in 1977. The work was approved by the Army's

Board of Engineers for Rivers and Harbors in June 1977. At the time the Board approved the work and recommended the projects to the Chief of the Corps of Engineers, the projects' costs totalled $3.2 million for Logan and $3.4 million for Nelsonville. One year later—after another layer of interagency review, evaluation, study, and analysis had been added to the Logan and Nelsonville file—the project cost had jumped to $3.6 and $3.7 million for Logan and Nelsonville respectively. The interagency review included an extensive environmental impact study. Logan and Nelsonville cleared the environmental inspection with flying colors. The Chief of the Corps approved the projects in June 1978 and reported the projects to the Secretary of the Army in July. The approved package includes an endorsement from Ohio Governor James A. Rhodes, the Ohio Department of Natural Resources, the Ohio Environmental Protection Agency, the Ohio River Basin Commission, the City of Logan, the City of Nelsonville, and the local project sponsor, the Hocking Conservancy District.

As my colleagues on this distinguished Subcommittee know, I am committed to a balanced budget. My record with respect to supporting a sound fiscal policy is clear. I feel that my support for the Corps request is fiscally consistent and justified. Approval of legislation affecting flood control work at Logan and Nelsonville represents an investment of federal assistance that will ultimately translate into the preservation of jobs, the attraction of new industry, and the assurance of economic stability in the Hocking Valley. Flood control work at Logan and Nelsonville represents sound federal involvment in projects that will produce economic benefits far outweighing initial costs.

At this time I'd like to introduce Dr. Robert Teater, Director of the Ohio Department of Natural Resources. Dr. Teater has appeared before this subcommittee many times. Dr. Teater will comment on the water resources concerns of Ohio.

Mr. BEVILL. Doctor, we will be glad to hear from you.

Statement of Dr. Robert Teater

TESTIMONY

by

DR. ROBERT W. TEATER
DIRECTOR

OHIO DEPARTMENT OF NATURAL RESOURCES

STATE OF OHIO

GIVEN BEFORE THE SENATE & HOUSE SUBCOMMITTEES

ON ENERGY AND WATER DEVELOPMENT

(APPROPRIATIONS COMMITTEES)

SENATE
DIRKSEN OFFICE BUILDING
ROOM 1318

HOUSE OF REPRESENTATIVES
RAYBURN OFFICE BUILDING
ROOM 2362

MONDAY, 30 MARCH 1981

HOUSE - 11:05 A.M.

SENATE - 2:00 P.M.

Mr. Chairman and members of the Subcommittee, I am Robert W. Teater, Director of the Ohio Department of Natural Resources and I am here representing the Honorable James A. Rhodes, Governor of the State of Ohio.

Water is our natural resource workhorse in Ohio. When properly developed and well managed, water is the lifeblood of our homes, our agriculture, and our manufacturing; it forms the main arteries of our transportation; it is the foundation for outdoor recreation.

When poorly managed, water is unnecessarily wasted and, during floods, it is a source of havoc.

Water development is essential for continued economic livelihood and sound national defense.

The Corps of Engineers' FY '82 Budget for Ohio provides an investment of almost 70 million dollars in the future of our state and nation. It includes water projects for navigation, flood control, erosion protection, and recreational development. We believe this is a sound investment of federal dollars in projects that will widely benefit society.

While we recognize there have been some cuts in water development, we are generally satisfied with the budget that has been proposed for Ohio. I am here today to support that budget and to be sure the water needs of the people of Ohio are given appropriate consideration. I am also here to assure this Subcommittee of our continued commitment to work with the Corps of Engineers and other federal water agencies to gain maximum benefits from all dollars invested in water development.

We are aware of the sentiments of the administration and some members of Congress to shift more of the costs and responsibilities to the states to manage water resources. We support this shift. However, the states cannot be expected to assume increased financial responsibility for water development based on a tax structure which, for Ohio, draws 73% of taxpayer's dollars to Washington, while only 16% goes to the Statehouse in Columbus.

Although we agree with proposals to shift more of the costs and responsibilities of water development to the states, we believe there exists a strong federal role in the continued development of projects for commercial navigation and comprehensive flood control. Navigation improvement projects, such as Gallipolis Locks and Dam on the Ohio River and Cleveland Harbor on Lake Erie, are not only of nationwide economic importance, but also vital to our national defense.

An organization called DINAMO (Association for the Development of Interstate Navigability on the Allegheny, Monongahela, and Ohio) has recently been formed to seek modernization of the outdated and antiquated lock and dam system in the upper reaches of the Ohio River Basin. Some of these structures are 75 years old and totally inadequate to handle modern waterborne commerce. This commerce is vital to the economic life of the region, as well as to the nation.

The federal government has a critical role to play in making these improvements and we urge the Subcommittee to favorably consider funding requests for these projects in the future.

Comprehensive flood control involving entire river basins, has properly been determined by the Congress to be of national interest. Projects in Ohio such as Logan and Nelsonville, long-awaited by the people of the Hocking Valley, have been funded in the FY '82 Budget and should be built as soon as possible.

To demonstrate Ohio's leadership and our commitment to share in the cost of water development, we have been cooperating with the Corps of Engineers and other federal agencies on a number of water projects. Last week, a check for $800,000 was delivered to the Buffalo District Engineer as the state's first installment on a $7 million dollar harbor of refuge project on Lake Erie at West Harbor. We have other critical projects on line and intend to fulfill our financial responsibility as the non-federal sponsor.

We recognize the sensitive responsibility this Subcommittee has in determining priorities for funding of water programs. We are also aware of the clamor to restore funds which have been cut from such entities as the Water Resources Council and river basin commissions. Ohio no longer actively participates in basin commission activities because we believe our state dollars can best be spent in bolstering the water management programs within the state. Therefore, if the Subcommittee is looking for ways to reduce overall expenditures, and at the same time preserve funding for effective water programs, we would recommend termination of funding for river basin commissions.

In conclusion, Mr. Chairman and members of the Subcommittee, let me say it is a privilege to appear before you once again and present Ohio's views on federal appropriations for water development. I have attached to my testimony a copy of the listing of Corps of Engineers' water projects for Ohio. We urge funding approval of these projects.

I would be happy to respond to any questions you may have.

Thank you.

PROJECT	TYPE OF PROJECT	SURVEYS	ADVANCE ENGINEERING AND DESIGN	CONSTRUCTION	OPERATION AND MAINTENANCE	TOTAL
OHIO						
ALUM CREEK LAKE, OH	FC			1,400,000	432,000	
ASHTABULA HARBOR, OH	N				402,000	
ASHTABULA HARBOR (DIKED DISPOSAL), OH	N				220,000	
ASHTABULA HARBOR, OH (MAJOR REHAB)	N			5,300,000		
BEAVER RIVER BASIN, OH & PA	FDP	150,000				
BERLIN LAKE, OH	FC				1,618,000	
CAESAR CREEK LAKE, OH	FC			1,100,000	312,000	
CENTRAL OHIO SURVEY, OH	FDP	240,000				
CENTRAL OHIO SURVEY AT LOGAN, OH	FDP	200,000				
CENTRAL OHIO SURVEY AT NELSONVILLE, OH	FDP	200,000				
CHILLICOTHE, OH	FC			6,600,000		
CLARENCE J. BROWN DAM, OH	FC				409,000	
CLEVELAND HARBOR, OH	N				7,412,000	
CLEVELAND HARBOR, OH (PHASE I)	N	202,000				
CONNEAUT HARBOR, OH	N				1,248,000	
CUYAHOGA RIVER BASIN, OH	FDP	50,000				
DEER CREEK LAKE, OH	FC				455,000	
DELAWARE LAKE, OH	FC				348,000	
DILLON LAKE, OH	FC				310,000	
FAIRPORT HARBOR, OH	N				865,000	

PROJECT	TYPE OF PROJECT	SURVEYS	ADVANCE ENGINEERING AND DESIGN	CONSTRUCTION	OPERATION AND MAINTENANCE	TOTAL
OHIO (CONTINUED)						
GENEVA-ON-THE-LAKE, OH (SEC 201)	N		150,000			
GREAT LAKES CONNECT, CHANNELS & HBRS, MI, IL, IN, MN, NY, OH & WI (SEE MICHIGAN)						
HURON HARBOR, OH	N				392,000	
LAKE ERIE WASTEWATER MANAGEMENT, OH, MI, NY, PA, & IN	SPE	348,000				
LORAIN HARBOR, OH	N	275,000			457,000	
MASSILLON, OH	FC				11,000	
MIAMI RIVER, LITTLE MIAMI RIVER, AND MILL CREEK BASIN, OH	FDP	350,000				
MICHAEL J. KIRWAN DAM & RESERVOIR, OH	FC				504,000	
MILL CREEK, OH	FC			7,000,000		
MOSQUITO CREEK LAKE, OH	FC				699,000	
MUSKINGUM RIVER RESERVOIRS, OH	FC				5,397,000	
MUSKINGUM RIVER LAKES, OH (REHAB)	FC			5,320,000		
MUSKINGUM RIVER LAKES, OH (DAM SAFETY ASSURANCE)	FC			2,000,000		
MUSKINGUM RIVER BASIN, OH	FDP	200,000				
MUSKINGUM RIVER BASIN AT MANSFIELD, OH	FDP	200,000				
MUSKINGUM RIVER BASIN AT KILLBUCK, OH	FDP	200,000				
NEWARK, OH	FC			1,871,000	11,000	

PROJECT	TYPE OF PROJECT	SURVEYS	ADVANCE ENGINEERING AND DESIGN	CONSTRUCTION	OPERATION AND MAINTENANCE	TOTAL
OHIO (CONTINUED)						
NORTH BRANCH OF KOKOSING RIVER LAKE, OH	FC				152,000	
OHIO RIVER LOCKS AND DAMS, IL, PA, IN, OH, WV, & KY (SEE ILLINOIS)						
OHIO RIVER MAIN STEM, IL, IN, KY, OH, PA, & WV (SEE ILLINOIS)						
OHIO RIVER OPEN CHANNEL WORK, IL, PA, IN, OH, WV, & KY (SEE ILLINOIS)						
PAINT CREEK LAKE, OH	FC				509,000	
POINT PLACE, OH	FC			3,050,000		
RENO REACH - HUNARD FARMS AREA, OH	FC		100,000			
ROSEVILLE, OH	FC				11,000	
SANDUSKY HARBOR, OH	N				1,076,000	
TOLEDO HARBOR, OH	N				3,673,000	
TOM JENKINS DAM, OH	FC				194,000	
WEST FORK OF MILL CREEK LAKE, OH	FC				380,000	
WEST HARBOR, OH	N			1,600,000		
WESTERN LAKE ERIE SHORE, OH	FDP	100,000				
WILLIAM H. HARSHA LAKE, OH	FC			1,600,000	327,000	
WILLOW ISLAND LOCKS AND DAM, OH & WV	N			670,000		
TOTAL - OHIO		$ 2,715,000	$ 250,000	$ 37,911,000	$ 27,824,000	$ 68,700,000

Mr. TEATER. Thank you, sir.

Mr. Chairman and Congressman Miller, members of the committee, I have submitted a written statement with the backup material and I will not read this at this time. However, I do want to make two or three points with you.

I appreciate your courtesies in the past and I am pleased to be here today representing Governor Rhodes and our Water Management Program in Ohio.

First of all, water is extremely important to us in Ohio, not only for flood control and recreation and domestic industrial supply but also for navigation. It bathes the north shore as well as the south shore of our State much like that in Indiana of Congressman Myers' district.

It is extremely important to us in our industrial development.

I am here to support the Corps budget as it has come from the President's office. That is approximately $68 million for Ohio. We are not asking for any more money at this time. We are asking for support of that budget that has come from the President's office.

We have helped develop that. We worked with the Corps of Engineers on a day-to-day basis in Ohio. We have a lot of planning and mutual work in that budget. We have committed State funds to it where appropriate, and are willing to do so more in the future.

I know the sentiments of this committee and the Administration of accepting more responsibility in the States, and we are willing to go through that. We look forward to working with the Federal Government and your committee and Congress and the Corps of Engineers in moving more responsibility to the States.

I think it is good. We are prepared to accept that and we look forward to working with you on it.

I might also add in closing that if you are looking for someplace to save money, and I think Congressman Myers is aware of our feeling on this, we believe that the River Basin Commission's, the Water Resources Council has served its purpose and that is a good place you can save some money.

I will not be back here if you continue to fund Title I, II, III or the River Basin Commissions.

I think you know we have withdrawn from that Commission.

Thank you very much. That concludes my testimony. Again, it is always good to be with you. If there are any questions I would be happy to answer them.

I have one other person, sir, Bob Anderson, who has appeared here also. He represents the Water Management Association for Ohio and has a very short statement.

STATEMENT OF BOB ANDERSON

Mr. ANDERSON. Mr. Chairman, members of the committee:

WMAO is an organization made up of approximately 500 members representing all aspects of water concerns in the State of Ohio and the Nation.

We are working to meet the challenges of today and tomorrow and are directed towards sustaining long-term and consistently good water management.

We recognize the problems this committee faces, but respectfully request your favorable consideration of Ohio's minimal request and recommendations. Our Board has reviewed, commented and support the requests submitted by Dr. Teater.

Mr. BEVILL. Thank you very much.

Does that conclude, Mr. Miller?

Mr. MILLER. That does conclude our statement.

Mr. BEVILL. We appreciate your appearing and your very fine statement.

DAVENPORT, IOWA PROJECT

WITNESSES

HON. CHARLES E. GRASSLEY, A U.S. SENATOR FROM THE STATE OF IOWA

HON. JIM LEACH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

CHARLES J. WRIGHT, MAYOR, DAVENPORT, IOWA

Mr. BEVILL. Congressman Jim Leach is here. We are pleased to hear from you and you may come around.

STATEMENT OF HON. JIM LEACH, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

Mr. LEACH. I will be very brief.

Senator Grassley and I are here primarily to talk about the City of Davenport with the Hon. Chuck Wright, and to talk about flood protection that I think you have heard about before.

In a nutshell, Davenport is the largest city in the Mississippi area without flood protection. It is opposite areas in Illinois which have flood protection so it is a little bit like a bathtub with only one wall constructed.

Let me turn to our former colleague and ask for any comments he might have.

STATEMENT OF HON. CHARLES E. GRASSLEY, A U.S. SENATOR FROM THE STATE OF IOWA

Senator GRASSLEY. Thank you, Jim, and Mr. Chairman, and members of the committee.

I want to come before you in support of this project, the details of which will be filled in by the Mayor.

I think you will find the program has been worked out, one that will justify the expenditure of the taxpayers' money for the protection that we think is desirable.

Additionally, because I am scheduled to be here at 3:00 p.m. this afternoon and since you will be having people from the Waterloo-Evansdale area to testify on their project to save my coming back over here because we are on the budget resolution, I would like to put in my support for that project as well. You have been very good to that project in the past, and if you are as good to the project in Davenport we will be back here thanking you as we have in the case of the Waterloo project in the past.

Mr. BEVILL. We will certainly work with you and Jim. As you know, Mayor, we are glad to hear from you.

Mr. WRIGHT. The project is exactly as they have stated. One thing I would point out, this project will safeguard the City of Davenport's system. During a flood we are without water both for fire protection and for drinking water. That is the first phase of the project that is listed as $75 million.

With that I thank you for any help you may give.

Mr. BEVILL. Very good. We appreciate your appearance and we will put your statement in there, Senator, at the point with your testimony presented this afternoon. Mayor Wright's statement will be entered for the Record.

DAVENPORT, IOWA
FLOOD PROTECTION PROJECT

Contact Persons:
* Mayor Charles J. Wright
* City Administrator, Robert J. Mulready

City Hall
Davenport, Iowa 52801
319-326-7701

SUMMARY

The Davenport Project is the focus of a broad-based community effort involving job development and preservation, housing, recreation, environmental preservation, and flood protection. Investments protected exceed $37 million and approximately 12,000 jobs, resulting in an annual economic impact exceeding $145 million.

The City of Davenport is a Central City of 103,036, in an SMSA of 382,981. It is the largest city on the Mississippi remaining without flood protection. The proposed project will provide the following significant benefits:

* Community stability during flood times.
* Revitalization of the Central Business District.
* Protection of Regional Water and Sewage Treatment Plant.
* Continuous riverfront recreational opportunities.
* Preservation of the 162-acre Nahant Marsh.
* Reclamation of 40-acre former City Dump.
* Protection of 1,700 acres of residential, commercial and industrial land.
* Protection of 12,000 existing jobs.

The project would consist of 6,700 L.F. of channel improvements and modifications to five bridges on Blackhawk Creek, 4½ miles of earthen levee, 5,000 L.F. of permanent and movable flood wall along the Mississippi River and protection of marsh and wetlands. It will protect the Central Business District, major industrial areas, low income residential areas, the regional water treatment plant, and the regional sewage treatment plant.

The project costs $38,600,000 of which the Federal share is $33,500,000. The Mayor and Council have agreed to pay the local share of $5,100,000. Unlike other cities, Davenport is in excellent fiscal condition and can readily meet its commitment through the use of unvoted general obligation bonds. The benefit/cost ratio of this project is a favorable 1.17.

REQUESTS FOR CONGRESSIONAL ACTION

The City of Davenport respectfully requests Congress to consider:

1. The authorization of the Nahant Marsh mitigation plan as part of the project purpose and as submitted in the 96th Congress, First Session as S.502 offered by Senators Culver and Jepson and H.R. 3012 offered by Congressman Leach.

2. The authorization of $750,000 to provide project capability to the Corps of Engineers for this project in the F.Y. 1982 Federal Budget.

This year is crucial for this project to progress. The water resources policy has already slowed implementation. Without the authorization of the Nahant Marsh Plan and the funded capability, the Davenport Flood Protection Project cannot proceed to construction since all engineering will be complete by the end of this year.

I. PROJECT DESCRIPTION

A. PROJECT HISTORY/TIMING/STATUS

Shortly after the disasterous flood of 1965, the City Council requested the U.S. Army Corps of Engineers to study and propose a solution for flood control which was authorized by the Flood Control Act of 1970 (P.L. 91-611). Project planning began in January, 1972. Between February, 1972, and September, 1973, 7 meetings were held, including City officials to discuss project alternatives and effects. 6 neighborhood planning sessions were also held for the various project reaches which culminated in the "Preformulation Public Meeting" in July, 1973. The Phase I GDM was submitted to OCE in August, 1976. The SPAC Report on the Nahant Marsh was submitted to OCE in February, 1977, and the final EIS was submitted to CEQ in March, 1978. All changes noted are within the authority of the Chief of Engineers with the exception of the Nahant Marsh mitigation plan which is scheduled for Congressional action. The Phase II Final GDM and the signing of the assurances agreement can be completed in the current fiscal year. The project is currently scheduled to be built under 7 continuing contracts with the dates as follows:

1) Stage I	Water Treatment Plant	3/83	to 9/84
2) Stage II	Structural Work, I-280 to Gaines Street	5/84	to 9/85
3) Stage III	Credit Island Pump Station to Harbor Closure	5/85	to 9/87
4) Stage IV	Earthwork I-280 to Gaines St.	5/85	to 9/87
5) Stage V	Blackhawk Creek Channel Modification	6/84	to 9/86
6) Stage VI	All work, downtown segment	5/85	to 11/87
7) Stage VII	Beautification and Recreation	5/87	to 12/87

B. COSTS AND BENEFITS

The recommended plan provides the greatest economic return for the alternatives studied and supported by local interests. However, the proposed FY-82 Federal Budget contains no funds to initiate construction. The Federal first cost of construction is estimated to be $33,500,000 with an estimated annual cost of $3,636,100 assuming a 100 year project life calculated at 7-3/8% interest. The total non-federal contribution is estimated to be $5,100,000 of which $2,549,000 will be cash. Local annual operating and maintenance costs are estimated to be $164,000. Total federal and local project costs will amount to $38,600,000.

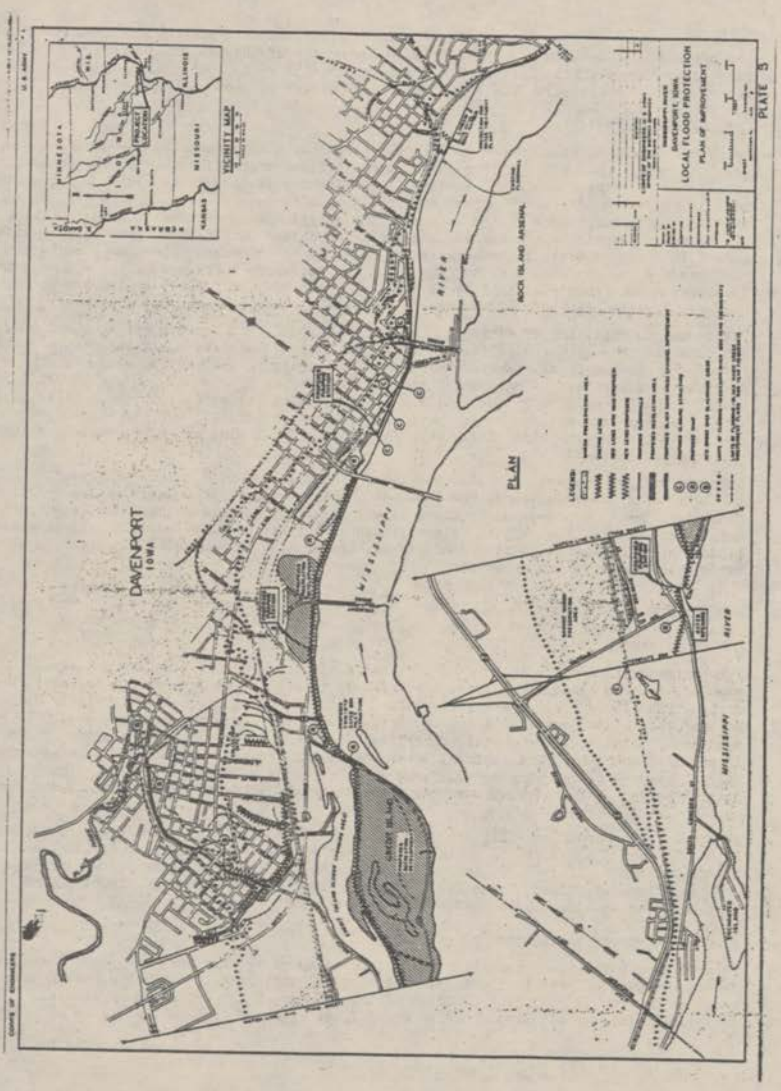
Annual project benefits are estimated to be $622,100 in excess of the costs for the project life yielding a benefit/cost ratio of 1.17. Total annual benefits are estimated to be $4,258,200 with flood protection being (39%) recreation (20%), redevelopment (29%), protection of water supply (3%), advance replacement and detour costs (1%) and improved land use (8%). 51,000 persons will benefit directly from the project, exclusive of employees of business establishments.

A funding capability has been expressed by the Corps in past fiscal years, but because of the pending legislation, administrative policy has not allowed the expression of a capability for FY-82. Therefore, Congress needs to authorize such a capability, for without a funded capacility, a water resources review cannt be accomplished. Davenport is therefore caught in a classic "Catch 22" situation which only Congress can resolve.

C. LOCAL ABILITY/COOPERATION

The City has committed to furnishing all land, easements and right-of-way including relocation for the project and also is willing to contribute 50% of the separable costs for recreation features which are significant. The City will finance its share of the project costs through the sale of General Obligation Bonds, which do not require a referendum. The Corps' efforts have been supported by several Councils as expressed in "letters of intent", the latest of which was approved in March, 1979. There has been bi-partisan support of the project at the local level; the City is grateful for the strong local congressional support which has been received; and participating federal and state agencies have endorsed the project's content.

Book 5 4.


DAVENPORT
IOWA
ROCK ISLAND ARSENAL
PLAN
LOCAL FLOOD PROTECTION
PLAN OF IMPROVEMENT
PLATE 5

fter many years of formulation, the City is willing, capable and anxious to proceed with the project contained in the Phase II GDM. The merits of the project justify its implementation. However, the City of Davenport is financially incapable of undertaking the entire project by itself. State law limits the amount of debt the City can assume.

II. NATIONAL WATER POLICY

Revisions in the national water policy, which are being considered by the Carter Administration, have broad ramifications in the area of flood protection. Local and regional officials recognize that flood management planning for developed areas with existing problems must be approached differently from programs applied for undeveloped areas. The Bi-State SMSA is at the confluence of the Rock and Mississippi Rivers with urban cores abutting the rivers. Carrying out national water policies in the Quad Cities, particularly with regard to flood control, is too complex to solve by local means. Remedial structural measures are the management techniques which are necessary to reduce property damage in developed urban flood plains along major rivers, and is particularly applicable to Davenport because the adjacent banks of the Mississippi are already structurally protected.

Due to the multiplicity of cities in the Quad Cities region, one project is completed, and five are in some phase of formulation. The cities, which have all selected structural methods of flood control, regard their individual projects as integral elements of a comprehensive approach to managing the region's flooding problem. With structural flood protection 90% completed on the Illinois banks opposite Davenport's project, it is imperative that the Iowa portion begin in order to prevent a partial, and therefore unacceptable solution. Leaving the Quad Cities with only the Illinois side protected will increase the flood in Davenport.

Congress will be discussing implementation of national water policy in this session. The involvement in these deliberations will not include local governments; yet Davenport has concluded that it can reasonably adapt to any resulting changes in national water policy, and we contend that the project is consistent with other national policies and programs. As evidenced in the following justification, the project is equitable, comprehensive and multi-faceted in its approach.

III. PROJECT JUSTIFICATION

A. FLOOD PROTECTION

The project will provide a 200-year level of protection against frequent and severe flooding for the Mississippi River and a 100-year level of protection for Blackhawk Creek floods. The flood problem area, consisting of 1,700 acres, has been extensively developed for industrial, commercial and transportation purposes. Developments in the area to be protected include 263 commercial properties, 79 industrial plants, 510 residences and 23 public properties. The regional water and sewage treatment plants, rail lines and U.S. Highway 61/67 carrying up to 27,900 vehicles daily will be protected by the flood control project. The developments have been seriously affected by past floods and continue to be vulnerable today.

Major floods occurred in 1951, 1952 and 1965 which respectively caused $1,472,400, $1,989,500 and $11,533,700 in damages at current prices. In the event of occurrence of the design flood, $34,397,000 in damages would be avoided. Floods caused by ice jams have occurred four times in the last 100 years, most recently in 1966. More recent floods have occurred in 1967, 1969, 1973, 1974, 1975 and 1979.

B. ENVIRONMENTAL PROTECTION

In addition to the flood control aspects, a comprehensive plan has been pursued to complement the existing riverfront environment. The project will primarily affect man-made environments which vary in quality. 20 acres of low-land woods and 120 acres of acquatic environment will be affected, but two significant areas of wetland timber, an old dump and

Both Sides



ROCK ISLAND DISTRICT. CORPS OF ENGINEERS, U. S. ARMY. ROCK ISLAND, ILLINOIS.

High Water Conditions - Mississippi River - Davenport, Iowa.

Looking East, on 2nd Street.

1535-140 Time - 8:40 a.m. 30 April 1965

a marsh will be improved by the project. The former City dump, closed in 1972, will be reclaimed for recreation by the deposit of dredged material for a topsoil cover and by mitigating the possible impact that leachate has on water quality. The Nahant Marsh property, comprising 163 acres, will be acquired and preserved for research, education and nature observation. The life expectancy is low if enhancement and mitigation are not pursued because of urbanization in the watershed. The proposed improvements will duplicate the hydrologic processes to which the marsh owes its existence and create a vegetative species succession returning the area from sedge to acquatic species. The preservation plan is recommended by several governmental agencies and is in accordance with the National Environmental Protection Act of 1969 and the Fish & Wildlife Coordination Act of 1958.

Environmental quality would also be significantly reduced if the regional sewage and water treatment plants were flooded, affecting over 140,000 persons in 4 cities and unincorporated Scott County. With the project, the domestic water supply system will not be contaminated or become inoperative or ineffective, and pollution from discharges will not affect the acquatic, wildlife and human environments. These efforts are in conformance with the Federal Water Pollution Control Act Amendments of 1972 and the Safe Water Drinking Act of 1974.

The effects of increased flood heights caused by the project on nearby communities and similar projects would be minimal because they are already protected. The level of protection is the same as the existing Rock Island project across the river, the surface profile would be raised less than one foot for one to two miles upstream of the project, flood waters will not rise below the project and in the other areas the river will assume its natural flow characteristics.

C. RECREATION IMPROVEMENT

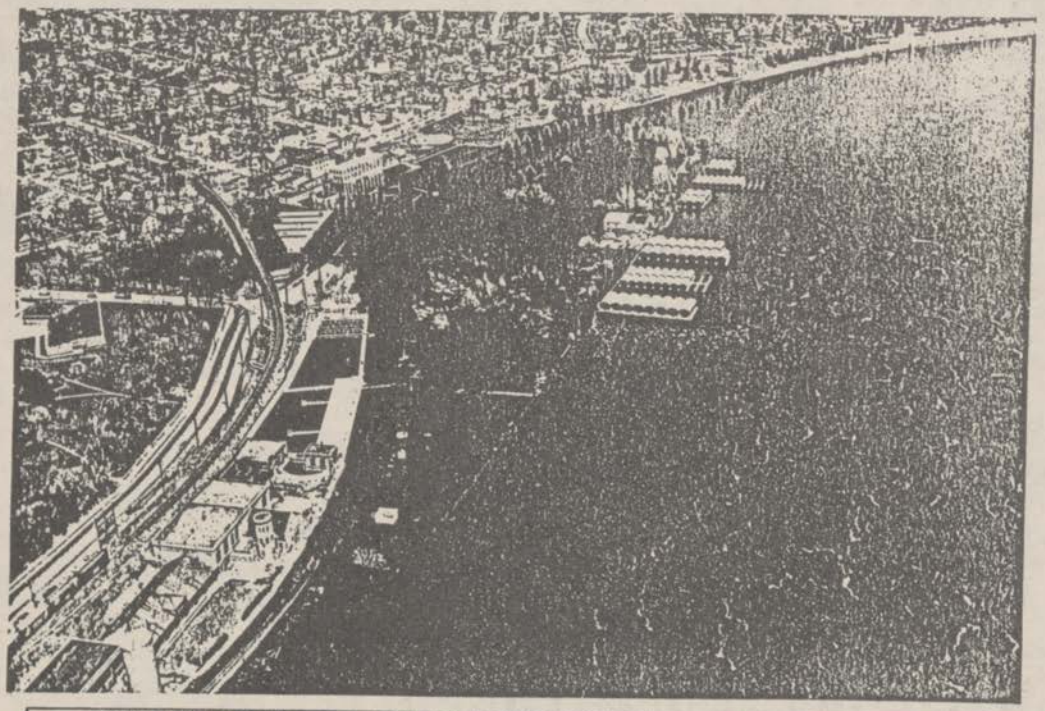
Recreation is also a significant aspect and part of the project purpose as authorized by Congress. LeClaire Park's use in the downtown will be intensified to provide docking facilities for excursion boats, passive recreation and space for major outdoor events. A new 40-acre park will be developed on the riverfront to provide for family recreation and athletic activities. The continued use of the riverfront stadium will be preserved by the project. Credit Island, a 250-acre City owned park, will be improved for uses which are adapted to flooding, since it will not be inside of the protection system. Camping and water oriented uses will be added, and an existing golf course will be improved. Finally, a scenic road and bicycle path will connect the entire riverfront into a system and could be incorporated into the Great River Road System.

The recreation facilities will allow utilization of the flood control structure by the public and provide opportunities for day use and weekend activities. The entire reach of the riverfront will for the first time be accessible, and the variety of facilities will make the riverfront attractive and useable for all ages and interest groups.

D. ECONOMIC STABILITY AND SOCIAL WELL BEING

Community stability during flood times is disrupted by property damage, deterioration of buildings, lapses in employment and increases in health and safety hazards. Large sums of public and private money are needed to combat the destructive forces during floods and for cleanup and reconstruction after these events. The project will minimize the change in established land uses from that which now exists and optimize the conditions for long-term occupancy and neighborhood cohesion and stability.

Jobs development is today a critical national issue. Davenport has actively contributed to a healthy national economy. With more than 160,000 employees who work and live in the Quad Cities, our community is seeking to retain existing jobs and develop new employment centers. Besides the direct impact that the project would have on employment, 65 acres of industrial land could be developed, and existing employers would remain at their present locations. Rising costs on all fronts have forced the City's second largest employer, Oscar Mayer and Company, with 2,000 workers, to consider leaving its existing plant which is now valued at $26,000,000. This company alone is a powerful economic force in this community and the region having an annual payroll of $30,000,000 and payments to farmers in excess of $100,000,000. Of the 4,500 workers who are employed in the downtown, more



ROCK ISLAND DISTRICT.	CORPS OF ENGINEERS, U. S. ARMY.	ROCK ISLAND, ILLINOIS.
High Water Conditions - Mississippi River - Davenport, Iowa.		
Aerial view of flooded area, water works and Lindsay Park Boat Harbor in foreground.		
1555-140	Time - 2:30 p.m.	1 May 1965

han one-half are directly affected through actual or indirect displacement from their jobs during times of periodic flooding. Improvements have been deferred and major projects have been held in abeyance until flood construction funds are available.

E. NATIONAL URBAN POLICY AND DOWNTOWN REDEVELOPMENT

Without the flood control project the City of Davenport stands to lose a downtown redevelopment program that is estimated to be at least 25% greater than the construction cost of the flood control system. Projected at more than $38,700,000 over the next ten years, the development would be concentrated along 1,800 lineal feet of the downtown portion of the system. Since virtually all of the improvements would be located in the flood plain (including housing, parking, businesses, commercial retailing and convention/hotel accommodations), the flood control system is absolutely essential in order to get them underway. These improvements are supplemental to the $15.1 million of assessed real property value in the downtown that are part of the current benefit/cost ratio of the system.

As one of 322 "distressed cities" under the 1977 Housing and Community Development Act, Davenport has experienced aged housing stock, growth and job lag as well as pockets of poverty much of which is concentrated in and around the downtown. While commercial values increased city-wide in 1977 by 39.3%, downtown property showed no increase in value. At the same time prime downtown land declined from $2,400 R.F.F. in 1966 to $1,900 R.F.F. in 1977 in spite of a 29.6% assessment increase during this time. Since the 1965 flood, properties in the flood plain have been devalued by an average of 50%, and only one new building was constructed in this fifteen year period. Flood control will provide a base upon which Davenport can launch projects consistent with the National Urban Policy.

IV. CONCLUSION

Davenport is the largest city on the Mississippi River which remains unprotected against flood damage. It is the only city in the Quad Cities Metropolitan area without flood protection. Without Congressional action, the central city of the largest SMSA between Chicago and Omaha and between Minneapolis and St. Louis will see its core and chief industrial areas repeatedly damaged and begin an irrevocable decline. National policy for the last two decades has been consistently supportive of revitalization of the Central City and its urban core. No Federal project will contribute to the revitalization of Davenport's inner-city as will this Flood Control Project.



ROCK ISLAND DISTRICT.	CORPS OF ENGINEERS, U. S. ARMY.	ROCK ISLAND, ILLINOIS.
High Water Conditions - Mississippi River - Davenport, Iowa.		
Aerial view of flooded Garden Addition.		
1564-140	Time - 2:30 p.m.	1 May 1965

TALLAHALA CREEK LAKE, MISSISSIPPI

WITNESSES

HON. TRENT LOTT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSISSIPPI
PAT W. SELLERS, CHAIRMAN OF THE BOARD, PAT HARRISON WATERWAY DISTRICT

Mr. BEVILL. I see our good friend and collegaue here, the House Minority Whip, Trent Lott, the gentleman from Mississippi.

STATEMENT OF HON. TRENT LOTT, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSISSIPPI

Mr. LOTT. With your indulgence, may I ask the chairman of the Pat Harrison Waterway to join me?

Mr. BEVILL. Of course. Come up.

Mr. LOTT. Mr. Chairman, it is a pleasure to be back before this subcommittee and I appreciate the very kind reception that I have always received over the nine years that I have been a Member of the House.

Mr. BEVILL. We appreciate the good work you do in the Congress.

Mr. LOTT. Thank you very much.

I am here to testify this morning on the Tallahala Creek Reservoir Project, and I would like to make my prepared statement part of the record.

This project goes back some 13 years and there have been funds totalling over $13 million appropriated to initiate land acquisition on the reservoir.

There have been numerous delays, of many different kinds. Finally, all the problems were resolved, and back in fiscal year 1978, this subcommittee actually provided $5 million to begin construction.

About that time oil was discovered in the area where the reservoir would be constructed, and, therefore, the Federal Water Pollution Control Act came into play. The Act required submission of a supplemental environmental impact statement.

The Corps of Engineers has now drafted this supplemental statement and has submitted it for public comment.

The final version of this statement should be provided to Congress by the fall of this year, indicating that all potential environmental problems have been satisfactorily resolved.

I did testify before the subcommittee last year as to what was going on. We didn't want the project, which is very sadly needed, to fall by the wayside while we were waiting for this supplemental EIS to be prepared.

The preparation of this report, in my opinion, has dragged on unnecessarily long. But it has now been completed, and the environmental issues have been resolved.

If Congress will provide the necessary funding in fiscal year 1982, land acquisition can begin immediately upon the submission of the supplemental statement. Otherwise, the project will languish for a full year following completion of the report with absolutely no work being done on the reservoir.

For this reason, Mr. Chairman, I am here today to urge the subcommittee to include the sum of $5 million in your bill for the Tallahala project.

The beleaguered inhabitants of the Tallahala flood plain have waited long enough for relief. In recent years the people of Laurel, one of the major cities in my district, have suffered through numerous floods.

These disasters have resulted in tremendous damage to private and public property, the loss of millions of dollars in commercial and agricultural productivity, homeless days for hundreds of people, and the creation of serious health hazards.

The long delays in the initiation of this project have, of course, added to the economic losses and human suffering which have occurred during frequent periods of flooding. I am indeed delighted at the prospect that construction of this long-awaited and necessary water project may at last begin in the very near future.

I respectfully ask that you provide $5 million in appropriations for this reservoir in fiscal year 1982.

This reservoir would do two major things: It would provide flood protection to parts of five counties, but primarily two—Jones County, which is in my District, and some protection in Jasper County which is in my colleague, Rep. Sonny Montgomery's district.

There is annual flooding in Laurel, and the affected area is the poorest section of the city. The people cannot afford to move out, and, yet something must be done to keep them from being flooded every year. There are efforts underway in some communities in the area to try to assist these people in moving out. In Hattiesburg, located in another area of my district, we have gotten 502 funds to do this but it is such a massive undertaking in the Laurel, Jones County area, we cannot justify the costs of moving people out of a major portion of the town. It also would provide drinking water for the town of Laurel in addition to industrial water.

The State of Mississippi has the lowest per capita income and the people who are hit with this flooding are the lowest of the low per capita income. If we are ever going to be able to provide quality jobs for the people in that area, we need the additional industrial water supply and drinking water in that community. It is badly needed.

The Pat Harrison Waterway, is represented here by Mr. Pat Sellers, who has worked very closely with former Congressman Bill Colmer and me and with this subcommittee on the Tallahala flood plain and the need for this reservoir.

Having brought to your attention the great need for it and the fact that we are to the final point of receiving this report from the Corps of Engineers, I would like to ask your consideration in this minimal funding of $5 million which was provided in 1978 but never used because of the oil discovery.

Now the Corps has determined there would be no problem with the reservoir as a result of this oil discovery. I would like to go back where we were really four years ago so that this project can go forward. It is the only one of its type in the southern part of Mississippi for which we are seeking funding. This project is vitally important to the Fifth District.

Mr. BEVILL. I am sure this subcommittee is going to work with you and Chairman Whitten also expressed his interest in it so you certainly have some good support.

Mr. SELLERS. Thank you, Mr. Chairman.

Mrs. BOGGS. One of the things I noticed in the testimony is you also have a statement from the Laurel City schools. That should be a very significant point, I think.

Mr. LOTT. Mr. Sellers is going to go into specifics of that nature, but it is true that a large portion of Laurel, Mississippi, the third largest town in my district, including several school grounds, is affected by the periodic flooding of the Tallahala Creek. Mr. Sellers will go into that.

Mr. BEVILL. We will be glad to hear from you.

STATEMENT OF PAT W. SELLERS

Mr. SELLERS. I do have a prepared statement.

Mr. Chairman and distinguished Members of Congress:

My name is Pat W. Sellers; I represent the Pat Harrison Waterway District, an agency of the State of Mississippi.

The district is the local sponsoring agency for the Tallahala Creek Reservoir Project.

We respectfully request that this committee provide funds to the Corps of Engineers during fiscal year 1982 for the resumption of the construction of the much needed Tallahala Creek Reservoir Project.

The Corps of Engineers has not asked for funding due to the fact that their "Second Supplement to the Final Environmental Statement" has not been submitted to Congress. I have reviewed the draft of the supplement, which is favorable toward the project, and my information is the supplement will be submitted to Congress in the fall of this year.

The submission of this supplement, by the Corps, would place the Congress in the position to authorize the project and funds could be used in fiscal year 1982.

Therefore, I request this committee appropriate $5 million to be used by the Corps of Engineers for land rights acquisition in fiscal year 1982.

The history of the Tallahala Creek Reservoir Project goes back to the very beginning of Public Works projects of this nature, as public outcries for needed flood relief date all the way back to that time. After numerous requests, the United States Congress authorized the Tallahala Creek Reservoir Project for construction in 1968.

The District and the City of Laurel, Mississippi, an urban area, and the major beneficiary of the project, have provided all the necessry cooperation and assurances prior to, during, and following the authorization of the project in 1968.

Although funds totalling more than $13 million have been provided by the Congress to initiate construction of the reservoir since 1972, no physical construction has been accomplished at this time. This more than $13 million has been transferred to other projects as a result of continuing delays in the project. These costly delays in construction are a result of a long line of changing environmental criteria and related problems.

In just ten years since 1971, the City of Laurel has experienced numerous floods which have caused approximately 20,000 homeless days for its people, private property damage amounting to nearly $5 million, public property damages amounting to more than $2 million, with loss to such things as schools, waste treatment plants and lift stations.

In just ten years, nearly $8 million has gone down the Tallahala Creek with no relief in sight except for the reality of the Tallahala Creek Lake Project.

I would like to present these photographs to the committee as evidence of these recent flood damages. In 1979, flooding along the Tallahala Creek caused over $1 million in flood losses to residential, commercial, and public property in the City of Laurel. These losses would have been averted had the Tallahala Creek been under the control of the Tallahala Reservoir Project.

In the last 16 years, the flood of record has occurred along the Tallahala Creek three times. In 1974, flood waters covered sections of the City of Laurel for approximately nine days at an average depth of four feet. The value of this urban property affected by this flooding was more than $150 million and, as mentioned earlier, damages were heavy.

If the reservoir is not resumed in 1982, average annual benefits, equalling more than $3 million, will be delayed. Potential flooding would continue for more than 31,000 acres of agricultural lands along the Tallahala Creek flood plain, 300 acres of residential lands, and 900 acres of commercial lands.

Loss of life is of deep concern during each flood because of the number of people living in the flood plain. Within this area, there are more than 600 homes, more than 30 businesses and industrial sites, and two schools.

In addition, Laurel sewer systems, consisting of 11 sewer lift stations, as well as the city lagoon system, are in danger of being inundated by flood waters. The loss of these public services create serious health hazards during each flood.

I wish to point out to you the additional supplement, conducted by the Corps of Engineers, concerns itself with the discovery of oil in the Tallahala Basin.

This problem has resolved since Pat Harrison Waterway District has accepted the additional responsibilities by agreeing to the regulating of oil and gas operation in the Tallahala Basin. This will require Pat Harrison Waterway District employing a qualified individual with the capabilities of interpreting and enforcing the regulations.

With the approval of the supplement by the Congress, the Corps of Engineers will then have the capability to resume construction of the project during fiscal year 1982.

This committee can make this project a reality by appropriating $5 mllion for land rights acquisition in fiscal year 1982.

We trust the committee will recognize the long delays that the Tallahala Reservoir has incurred during the past, and the economic losses in human suffering that have occurred during this period as a result of flooding.

The Pat Harrison Waterway District has made an effort to assist the Corps in resolving all obstacles encountered by the project so

that the citizens affected by the Tallahala floods may receive the relief they have deserved for so many years.

I hope the committee recognizes this effort by all concerned parties, and that you will appropriate the $5 million being requested. Thank you.

Mr. BEVILL. There are no questions. Thank you very much. We are pleased to hear from you.

HEARING STATEMENTS

TO

SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES
CONGRESS OF THE UNITED STATES

MARCH 30, 1981

SUBJECT

TALLAHALA RESERVOIR PROJECT
FUNDING REQUEST FOR FY 1982

INDEX OF ATTACHED STATEMENTS

Pat Harrison Waterway District
Hattiesburg, Mississippi

Resolution from Board of Supervisors, Jones County
Laurel, Mississippi

Bill Patrick, Mayor
Laurel, Mississippi

Pleasant Valley Baptist Church
Laurel, Mississippi

Morning Star Baptist Church
Laurel, Mississippi

Saint Elmo Baptist Church
Laurel, Mississippi

Laurel City Schools
Laurel, Mississippi

City of Laurel
Laurel, Mississippi

Bank of Laurel
Laurel, Mississippi

Laurel Chamber of Commerce
Laurel, Mississippi

Industrial Committee of Jones County
Laurel, Mississippi

PAT HARRISON WATERWAY DISTRICT
P. O. DRAWER 1509
HATTIESBURG, MISSISSIPPI 39401
TELEPHONE 264-5951

A. L. "BUD" GERRARD, JR.—EXECUTIVE DIRECTOR

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MT. OLIVE—COVINGTON CO.

ROBERT E. SMITH
QUITMAN—CLARKE CO.

RON WALTON
MERIDIAN—STATE-AT-LARGE

March 30, 1981

Mr. Chairman, and Distinguished Members of Congress:

My name is Pat W. Sellers; I represent the Pat Harrison Waterway District, an agency of the State of Mississippi. The District is the local sponsoring agency for the Tallahala Creek Reservoir Project. We respectfully request that this Committee provide funds to the Corps of Engineers during Fiscal Year 1982 for the resumption of the construction of the much needed Tallahala Creek Reservoir Project.

The Corps of Engineers has not asked for funding due to the fact that their "Second Supplement to the Final Environmental Statement" has not been submitted to Congress. I have reviewed the draft of the Supplement, which is favorable toward the Project, and my information is the Supplement will be submitted to Congress in the Fall of this year. The submission of this Supplement, by the Corps, would place the Congress in the position to authorize the Project and funds could be used in Fiscal Year 1982. Therefore, I request this Committee Appropriate $5 million dollars to be used by the Corps of Engineers for land rights acquisition in Fiscal Year 1982.

The history of the Tallahala Creek Reservoir Project goes back to the very beginning of Public Works Projects of this nature, as public outcries for needed flood relief date all the way back to that time. After numerous requests, United States Congress authorized the Tallahala Creek Reservoir Project for construction in 1968.

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In just ten years since 1971, the City of Laurel has experienced numerous floods which have caused approximately 20,000 homeless days for its people, private property damage amounting to nearly $5 million dollars, public property damages amounting to more than $2 million dollars, with loss to such things as schools, waste treatment plants and lift stations. In just ten years, nearly $8 million dollars has gone down the Tallahala Creek with no relief in sight except for the reality of the Tallahala Creek Lake Project.

I WOULD LIKE TO PRESENT THESE PHOTOGRAPHS TO THE COMMITTEE AS EVIDENCE OF THESE RECENT FLOOD DAMAGES. IN 1979, FLOODING ALONG THE TALLAHALA CREEK CAUSED OVER $1 MILLION DOLLARS IN FLOOD LOSSES TO RESIDENTIAL, COMMERCIAL, AND PUBLIC PROPERTY IN THE CITY OF LAUREL. THESE LOSSES WOULD HAVE BEEN AVERTED HAD THE TALLAHALA CREEK BEEN UNDER THE CONTROL OF THE TALLAHALA RESERVOIR PROJECT.

IN THE LAST 16 YEARS, THE FLOOD OF RECORD HAS OCCURRED ALONG THE TALLAHALA CREEK THREE TIMES. IN 1974, FLOOD WATERS COVERED SECTIONS OF THE CITY OF LAUREL FOR APPROXIMATELY NINE DAYS AT AN AVERAGE DEPTH OF FOUR FEET. THE VALUE OF THIS URBAN PROPERTY AFFECTED BY THIS FLOODING WAS MORE THAN $150 MILLION DOLLARS AND, AS MENTIONED EARLIER, DAMAGES WERE HEAVY.

IF THE RESERVOIR IS NOT RESUMED IN 1982, AVERAGE ANNUAL BENEFITS, EQUALLING MORE THAN $3 MILLION DOLLARS, WILL BE DELAYED. POTENTIAL FLOODING WOULD CONTINUE FOR MORE THAN 31,000 ACRES OF AGRICULTURAL LANDS ALONG THE TALLAHALA CREEK FLOOD PLAIN, 300 ACRES OF RESIDENTIAL LANDS, AND 900 ACRES OF COMMERCIAL LANDS.

LOSS OF LIFE IS OF DEEP CONCERN DURING EACH FLOOD BECAUSE OF THE NUMBER OF PEOPLE LIVING IN THE FLOOD PLAIN. WITHIN THIS AREA, THERE ARE MORE THAN 600 HOMES, MORE THAN 30 BUSINESSES AND INDUSTRIAL SITES, AND TWO SCHOOLS. IN ADDITION, LAUREL SEWER SYSTEMS, CONSISTING OF 11 SEWER LIFT STATIONS, AS WELL AS THE CITY LAGOON SYSTEM, ARE IN DANGER OF BEING INUNDATED BY FLOOD WATERS. THE LOSS OF THESE PUBLIC SERVICES CREATE SERIOUS HEALTH HAZARDS DURING EACH FLOOD.

I WISH TO POINT OUT TO YOU THE ADDITIONAL SUPPLEMENT, CONDUCTED BY THE CORPS OF ENGINEERS, CONCERNS ITSELF WITH THE DISCOVERY OF OIL IN THE TALLAHALA BASIN. THIS PROBLEM HAS BEEN RESOLVED SINCE PAT HARRISON WATERWAY DISTRICT HAS ACCEPTED THE ADDITIONAL RESPONSIBILITIES BY AGREEING TO THE REGULATING OF OIL AND GAS OPERATION IN THE TALLAHALA BASIN. THIS WILL REQUIRE PAT HARRISON WATERWAY DISTRICT EMPLOYING A QUALIFIED INDIVIDUAL WITH THE CAPABILITIES OF INTERPRETING AND ENFORCING THE REGULATIONS. WITH THE APPROVAL OF THE SUPPLEMENT BY THE CONGRESS, THE CORPS OF ENGINEERS WILL THEN HAVE THE CAPABILITY TO RESUME CONSTRUCTION OF THE PROJECT DURING FISCAL YEAR 1982. THIS COMMITTEE CAN MAKE THIS PROJECT A REALITY BY APPROPRIATING $5 MILLION DOLLARS FOR LAND RIGHTS ACQUISITION IN FISCAL YEAR 1982.

WE TRUST THE COMMITTEE WILL RECOGNIZE THE LONG DELAYS THAT THE TALLAHALA RESERVOIR HAS INCURRED DURING THE PAST, AND THE ECONOMIC LOSSES IN HUMAN SUFFERING THAT HAS OCCURRED DURING THIS PERIOD AS A RESULT OF FLOODING.

THE PAT HARRISON WATERWAY DISTRICT HAS MADE AN EFFORT TO ASSIST THE CORPS IN RESOLVING ALL OBSTACLES ENCOUNTERED BY THE PROJECT SO THAT THE CITIZENS AFFECTED BY THE TALLAHALA FLOODS MAY RECEIVE THE RELIEF THEY HAVE DESERVED FOR SO MANY YEARS.

I HOPE THE COMMITTEE RECOGNIZES THIS EFFORT BY ALL CONCERNED PARTIES, AND THAT YOU WILL APPROPRIATE THE $5 MILLION DOLLARS BEING REQUESTED. THANK YOU.

RESPECTFULLY SUBMITTED

Pat W. Sellers

PAT W. SELLERS
PRESIDENT, BOARD OF DIRECTORS
PAT HARRISON WATERWAY DISTRICT

ATTACHMENTS

RESOLUTION REQUESTING THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FUNDS FOR THE CONSTRUCTION OF THE TALLAHALA CREEK RESERVOIR

WHEREAS, the Flood Control Act of 1968 authorized the construction, operation, and maintenance by the Pat Harrison Waterway District of a Tallahala Creek Lake and Reservoir on Tallahala Creek in Jasper County, Mississippi; and,

WHEREAS, Jones County, Mississippi, by Resolution is an original member County of said Pat Harrison Waterway District and the taxpayers of Jones County, Mississippi, have contributed in excess of $2,141,203.63 to the maintenance of said District primarily for flood control and water storage in the Jones County area for the benefit of the citizens of Jones County, Mississippi; and,

WHEREAS, the United States Corps of Engineers, Mobile District, Mobile, Alabama, has conducted many studies and public hearings concerning said Tallahala Creek Lake and Reservoir Project and have made thorough findings which confirm the many problems of flood control and water supply which may be alleviated by construction of said Lake and Reservoir; and,

WHEREAS, the citizens of the City of Laurel and Jones County, Mississippi, have a desperate need for flood control of the Tallahala Creek to relieve the extreme hardships of hundreds of people who are flooded from their homes and businesses on a regular and periodic basis, which results in serious damages to their health and property; and,

WHEREAS, the March 5-10, 1979, flooding of the Tallahala Creek displaced many people from their homes and businesses and caused unestimated damages, further pointing up the urgent need for flood control; and,

WHEREAS, the City of Laurel and Jones County, Mississippi, face serious problems with providing the future water supply of a growing residential and business community;

NOW, THEREFORE, BE IT RESOLVED the the Board of Supervisors of Jones County, Mississippi, hereby respectfully requests and urges the Congress of the United States to appropriate the necessary funds to immediately commence the construction of the Tallahala Creek Lake and Reservoir.

BE IT FURTHER RESOLVED, that the Board of Supervisors of Jones County, Mississippi, hereby pledges to continue to fully cooperate with said Corps

of Engineers in the construction of said Lake and Reservoir and such other projects on the Tallahala Creek and will do all in its power to expedite the construction of said Tallahala Creek Lake and Reservoir.

SO RESOLVED on this the 25th day of March, 1981.

BOARD OF SUPERVISORS OF
JONES COUNTY, MISSISSIPPI

Morris Brown
MORRIS BROWN, PRESIDENT

ATTESTED to this the 25th day of March, 1981.

CHANCERY CLERK OF JONES COUNTY

Donice V. Knight
DONICE V. KNIGHT, CLERK
BY: Dianne Dunnville D.C.

Mr. Chairman and distinguished members of this committee:

My names is Bill Patrick, Mayor of the City of Laurel, Mississippi. I appreciate having this means of transmitting to you the need for the resumption of construction funding for the Tallahala Creek Reservoir Project. The City of Laurel and the residents whom I represent will be the primary beneficiaries of this much needed flood control, water supply project. The need for this project has been defended on several different occasions and those needs continue to exist.

Flood Control:

Today flood control is the most pressing need in the City of Laurel, located along the Tallahala Creek and immediately downstream of the reservoir's planned location. Since 1939, the Tallahala Creek has reached or exceeded flood stage more than 100 times. Although the frequency of flood heights have remained basically constant, the magnitude of each disaster steadily rises. In just one year, 1974, flood waters damaged over 650 homes and displaced over 2,000 people in our city. In just four years, 1971-1974, the City of Laurel experienced seven floods which caused 11,850 homeless days for our people. Private property owners lost $3,377,500 in damages. Public property experienced a $1,258,041 loss to such things as schools, waste treatment plants, and sewer lift stations.

Since I last testified before you, we have had three more major flood experiences in Laurel and Jones County. In April of 1979, flood damage to public and private property was $1,838,237. Flooding in March of 1980 resulted in damage to public and private property in the City of Laurel alone of over $107,000. Two short weeks later another flood struck Laurel and Jones County and the

damages were $406,000.00, with many man hours required on the part of city and county officials to protect its citizens and numerous hours expended by the individual property owners in evacuating and protecting his property against vandalism and greater damage. The people who this flooding affects the most are our low income and minorities who can afford these losses the least. Bear in mind that this loss, resulting from project delay, is more than 10% of the estimated project cost and does not put a price tag on the mental and physical suffering of our people. In addition, it does not account for the many hours of planning and effort relative to evacuating and assuring that health standards are maintained through a partially innundated sewer disposal system. Another financial relief our low and moderate income people can enjoy with the completion of the Tallahala Creek Reservoir Project is the reduced construction cost of building a house to Federal Insurance Administration standards. The additional cost of raising and purchasing a 100' x 100' lot is now over $6,000. This added expense could well mean the difference in good housing for our people or sub-standard slum dwellings. If the human aspect or human rights factor alone were considered, this project is a MUST. I personally feel that this area of consideration alone is enough to cause this Committee to provide sufficient funding to the Corps of Engineers for construction during FY 1982. There is, though, a second area that is also very important to our people and especially to their future economic growth.

Water Supply:

At the present time, approximately 9MGD is being drawn

from ground water aquifers in the Laurel area for the supply of its municipal and industrial water needs. With this rate of water drawn, the water table is and has for the last several years dropped on an average of approximately one foot per year. Two of our fifteen wells are now completely dry due to the continuing drop in the water level and the production in the remaining thirteen has fallen off considerably. We are now facing the problem of finding financing to drill new wells to meet our present needs, which with inflation, looks impossible at this time.

Recent studies have shown by the year 2015, Laurel will require a 45MGD source and ground water aquifers will be unable to supply that need for an extended period. These facts are brought out to show that without the Tallahala Creek Reservoir Project, which will have a 45MGD water storage, Laurel will soon face a very serious water shortage problem or the possibility of restricting industrial and economic growth. Restricting industrial growth would be a serious problem for a community. Mississippi's per capita income is the lowest in the United States and the only way for us to get off the bottom is to bring new industry into our area to provide better jobs for our citizens. Therefore, the needed water supply for continued growth has added seriousness for Laurel, Jones County, and Mississippi. Hopefully, you will provide sufficient construction funding for this project for FY 1982 and this problem won't have to be faced. There are, of course, many other benefits that will accrue as a result of the project, but none as important as these.

May I conclude by paraphrasing part of a report from the Corps of Engineers: "The people of Laurel have received severe

flood damages through the years from the Tallahala Creek. This flood damage will possibly increase in the future. The solution to this problem, the Tallahala Creek Reservoir Project. The alternative is to sustain flood damage. The people will face a water shortage in the near future. The solution is the Tallahala Creek Reservoir Project, the alternative is the use of well fields, (if our well fields can supply the need)."

We pray that you, our leaders, will provide the needed funding for the Tallahala Creek Reservoir Project and give us that one ray of hope that has been too many times delayed and so long coming.

Thank you.

Respectfully submitted,

Bill Patrick
Mayor - City of Laurel

Pleasant Valley Baptist Church
1039 AMARANTH AVENUE
P. O. BOX 1217
LAUREL, MISSISSIPPI 39440

Reverend J. N. Armstrong, Pastor
Res: 1041 Amaranth Avenue

Phone: Office - 428-7033
Phone: Res. - 426-6269

March 17,1981

The City of Laurel:

RE: Tallahalia Creek Dam

This comes to reaffirm the importance of the Tallahalia Creek Dam to this community.

Each year of flooding the residents are effected to the extent that area schools and churches are opened to shelter these families.

In the Bruce Quarters, there had been some relief, but, more recently, waters are backing up and overflowing, again becoming hazadous to the remaining families, all because some company interested in erecting buildings on this land have begun filling in drainage areas.

On Conti and or 17th Street , families are unable to make much needed improvements because they cannot afford the HIGH COST Flood Insurance which is required in order to secure a home loan.

We have been informed that it is possible that we may be in for a shortage of water if the level continues to drop as indicated on the Water Table.

Industries will not locate in any area which does not have sufficient Water Supply.

Supportive and Interested Members,

Rev. J. N. Armstrong, Pastor

JNA:odr

Morning Star Baptist Church
116 Flora Avenue
Church Phone 428-1894
Laurel, Mississippi

March 16, 1981

Dr. I. L. Thomas
Jones County Director
Pat Harrison Waterway
c/o: Thomas Pharmcy
Laurel, Mississippi 39440

Dear Sir:

In my past six years as Pastor of one of the larger churches in the City of Laurel, constituting about 450 members living in cross sections of the City, it has been my concern of the flooding in and around our Church. As you know, in a Church membership there is all kinds of members; (lain, cripple, old, diseased, etc.) which causes me to be very concerned of their welfare.

Dark clouds causes us to live in suspense due to the past experiences in the area. By now, you have concluded that our Church is in the flood proned area. It was stated at one of our meetings in the City that the record shows that we are about eight-feet below the flooding level.

I believe this system would solve our problem. Also in attendance to another meeting in the City, we were told that our water table is dropping so fast that it could cause our water to be rationed by this summer.

My congregation and I will continue to Pray for the legislation and others who are concerned about the welfare of our people that this condition will be alleviated in the ensuing years.

Thank you.

Yours with deep concern,

Rev. Arthur R. Bridges
Pastor

ARB/aa

Church Office: 426 3053

Pastor's Residence 426 9?3?

Saint Elmo Baptist Church
Robert Earl Jones, A.B., B.D., Pastor
512 SOUTH SIXTH AVENUE
LAUREL MISSISSIPPI 39440

OFFICE HOURS
A.M. 9-12 P.M. 2-6
WEDNESDAYS - SATURDAYS
MRS. WILLA M. OLDHAM
CHURCH SECRETARY
SUNDAY SCHOOL 9:30 A.M.
B.T.U. AT 5:00 P.M.

WORSHIP HOURS 11:00 A.M.
8:00 P.M. EACH SUNDAY
PRAYER MEETING WEDNESDAY
NIGHTS 7:00
COMMUNION EACH FIRST SUNDAY

Pat Harrison
Waterway District
Hattiesburg,Ms. 39401

Dear Sir:

This letter is in support of whatever can be done for the floodin in Laurel,Miss.

As you know that much emotional stress and agony is experienced by the people who live in the flood area during the flood season. They have had furniture damaged and lost as well, as a result of the water rising as rapidly as it does. They have had to pack up and leave home, and sometimes before they are settled, they have had to leave again as a result of the water receeding ans rising again. They have had water to damage their houses as a result of the flood.

Our church, in an attempt to be helpful has been used as a shelter, from time to time.

Whatever you can do to eleviate this problem of flooding will be appreciated by the landowners, tenants, and the community as a whole.

Sincerely,

Rev. Robert Earl Jones

Rev. Robert Earl Jones

"ENTER TO WORSHIP - DEPART TO SERVE"

LAUREL CITY SCHOOLS

700 BEACON STREET
P. O. BOX 288
LAUREL, MISSISSIPPI 39440

David L. Sheppard
Superintendent

March 17, 1981

William L. Patrick, Jr., Mayor
City of Laurel
Laurel, MS 39440

Dear Mayor Patrick:

I understand that you will soon attend subcommittee meetings in Washington relative to the Tallahala Creek Reservoir Project. I would like to re-affirm our support for this project.

When east and south Laurel flood due to excessive water in Tallahala Creek, large numbers of students are absent from our schools, some of our teachers can't come to work, nor can our school buses get in to pick anyone up. Additionally, the school district must open one or more of its schools for refugees.

We feel that completion of this project will alleviate these problems and will insure a quality supply of water for the City of Laurel for many years to come.

Sincerely,

David L. Sheppard,
Superintendent

DLS/dc

CITY OF LAUREL, MISSISSIPPI

P. O. BOX 647
39440

MRS. JOLYN SELLERS
CITY CLERK AND
TAX COLLECTOR

W. L. PATRICK, JR.
MAYOR

T. A. BLACKLEDGE
STREET COMMISSIONER

JAMES (FOXY) ROBERTS
WATER COMMISSIONER

W. L. Patrick, Jr.
Mayor
City of Laurel, Mississippi
P. O. Box 647
Laurel, MS 39440

Dear Mayor Patrick:

The Planning Commission of the City of Laurel, at its meeting held March 12, unanimously endorsed your efforts to secure funding and construction of the Tallahala Reservoir.

During the March 12 meeting, we heard a report from the Commission's Committee on Water Supply and Storage, Sewage and Sewer System warning us of the continual drop in level of the water table under the City's water wells and the necessity for seeking additional water sources to meet Laurel's needs-present and future. Construction of the Tallahala Reservoir would provide the solution to this problem.

Also, the Planning Commission remains concerned with the almost-annual flooding of eastern Laurel by the Tallahala Creek. Not only does the flooding threaten the physical and economic health of persons living in the flood plain, it denies the City use of hundreds of flood prone acres. Again, construction of the reservoir would alleviate a serious problem.

The entire population of the City of Laurel would benefit from the project in question.

Thanking you for your efforts in our behalf, I am

Sincerely yours,

Harry H. Bush
Chairman
Planning Commission

HHB/SCC/aa

Bank of Laurel
Building Tomorrows Together/Member FDIC

A. Jackson Huff, Jr.
President

March 16, 1981

The Honorable W. L. Patrick, Jr.
Mayor of Laurel
P. O. Box 647
Laurel, Mississippi 39440

Dear Mayor Patrick:

This letter is an expression of my support of the Tallahala Reservoir Project.

It is my feeling, as well as the feeling of the bank, that this is a desperately needed project, needed to control the water levels in the Laurel, Jones County, area.

As you know, we have had a severe flood problem during the rainy seasons in the area and this flooding has caused tremendous damage to the Laurel area.

Additionally, from an economic standpoint, the reservoir project would add a great deal of revenue to the four county areas.

Once again, I am very supportive of the project and if I can assist, please call on me.

Sincerely yours,

BANK OF LAUREL

A. Jackson Huff, Jr.

A. Jackson Huff, Jr.
President

AJHjr/bm

FORWARD LAUREL

Laurel Chamber of Commerce
P. O. Box 527 —:— Dial 601/428-0574
Laurel, Mississippi 39440

March 13, 1981

STATEMENT OF THE LAUREL CHAMBER OF COMMERCE

The Tallahala Creek starts in Jasper County approximately twenty-five (25) miles north of Laurel, Mississippi and drains a good portion of Jasper County. The Creek flows near and through the eastern part of Laurel, continues on entirely through Jones County and the northern portion of Perry County before it flows into the Leaf River.

For more than twenty (20) years the Laurel Chamberof Commerce has worked to provide someway to control the water in this Creek which has a long history of flash flooding in time of heavy rains.

According to documented evidence presented by the U.S. Army Corps of Engineers the Tallahala Creek has produced flooding conditions seventy-one (71) times in the twenty-five (25) year period from 1939 to 1964. Flooding conditions have not been noticeably less frequent since 1964 and it is a reasonable estimate that this area has suffered from floods over 100 times in the past forty (40) years.

The U. S. Army Corps of Engineers have studied all alternative plans and have recommended that a dam be built about seven (7) miles north of Laurel to create a reservoir that could hold back surplus waters during rainy periods and release this water to stabilize the flow of the Creek at other times.

The two important questions to be considered are: Is the dam needed, and Is it economically feasible to build and maintain?

As to its need let us state that these frequent floods have cost the people of this area and the Federal Government, in disaster assistance and loans, millions of dollars. Unlike mighty rivers like the Mississippi River where people who are to be flooded, in most cases, have days to plan and carry out evacuation, the people in this area only receive a few hours notice which means they do not have time to save their furniture and other belongings. Most of the people that are affected are those in the lower economic strata and can least afford these frequent losses.

The most recent flooding occured on March 3, 1979 when, in one day, seven (7) inches of rain fell throughout the day. The local drainage sewers were

taxed to capacity but little damage was recorded that day. The next day was unny but the Tallahala Creek was rising steadily and was four (4) feet above flood stage by midnight. A crest of six (6) feet of flood level was predicted for Tuesday. By Sunday night 250 people were evaculated from their homes.

Drainage ditches that drained the area on Saturday were now filling up with water from the Tallahala Creek. Considerable damage was done to drainage facilities and sewage treating lagoons creating a health hazard.

On Monday and Tuesday, County Schools throughout Jones County were closed because of the many roads used by school buses were flooded.

One industry, Wayne Poultry Company, was closed because of the flooding causing 300 employees to loose working time and much needed pay checks. Several other industries were apprehensive that they, too, would be inundated. Fortunately the rain lasted but one day.

The Reservoir, when completed, will also provide the City of Laurel with a needed additional source of drinking water. At present Laurel secures all its water from 13 wells from 318 to 530 feet deep. With expanded demand for water, and especially in dry seasons, the water level has been dropping. The experience of many parts of the country provide concrete evidence that the amount of water that can be taken from the ground is not unlimited. Laurel needs this additional source of water.

There is little doubt that the Tallahala Dam and Reservoir is needed - and as soon as possible.

As to the feasibility. The U. S. Army Corps of Engineers have mede repeated studies that show this project is economically feasible even with the solution to a new problem - protecting the present and proposed oil wells in the area. Their benefit costs are not permitted to include the savings of millions of dollars from frequent floods but this will be the major benefit to the people throughout Jones County.

The Laurel Chamber of Commerce respectfully urges the members of Congress to provide the funding that will make this much needed and feasible project a reality and put an end to the constant fear of flooding and the tragic situations that happen when flooding occurs.

Yours very truly,

Owen L. Neathery
Executive Secretary

INDUSTRIAL COMMITTEE
OF JONES COUNTY

PHONE 601/428-0574
POST OFFICE BOX 527
LAUREL, MISSISSIPPI 39440

March 13, 1981

Statement of
THE INDUSTRIAL COMMITTEE OF JONES COUNTY

I am B. L. Chesser, Chairman of the Industrial Committee of Jones County, a volunteer group of citizens working to improve the economic conditions of this area by encouraging the expansion of industries already located here and attracting new industries to the area.

We have been vitally interested in the construction of the Tallahala Dam and Reservoir to provide protection from flooding to industries in Laurel and to land on which other industries could be located when the dam is completed and the flooding of the Creek is controlled.

The Tallahala Creek flows along the eastern boundaries of our City for a distance of approximately five (5) miles. There are some 1200 acres of land in the flood plane and nearly half of this land is either zoned for industry or has industries already located thereon.

The Masonite Corporation, our largest industry employing 2,000 local people has been threatened with shut-downs by the flooding of the Tallahala Creek.

Wayne Poultry Company employs 300 people, most of whom live in the area near the Tallahala Creek. Within the past five (5) years the plant has been shut down by floods for a total of twelve (12) days. The company has suffered damages to equipment and supplies amounting to over fifty thousand dollars ($50,000) in addition to disruption of operations. It's employees have lost over forty thousand dollars ($40,000) in wages at a time they needed money the most.

Other industries such as: Mid-South Industries, Inc.; M & E Sales, Inc.; Hilyard Drilling Company and Commercial Construction Company have seen the Tallahala Creek rise to within a few feet of flooding their operations.

The construction of the dam and reservoir would not only protect these existing industries but would also provide badly needed sites for other industries that would provede good jobs for our unemployed and improve the economic standards of the entire area.

Statement of
INDUSTRIAL COMMITTEE OF JONES COUNTY - Page 2

A dependable source of water for plant protection and manufacturing operation is a necessity for industrial development and also for the continued operation of existing plants.

For years Laurel has depended on water from wells to supply this need. This underground source is providing around five million gallons per day for the Masonite plant.

The damand is being supplied but the water table is dropping about a foot a year. As the city continues to grow the rate of the decline of the water will also increase.

Until recently only Laurel, Sandersville and Ellisville has community water systems. Today there are ten (10) rural water systems financed by the Farmers Home Administration and all of these are drawing water from the same source thus increasing the demand on underground water.

Many area of our county have been forced to face the fact that underground water is not an unlimited source. Wells do run dry.

The Tallahala Creek Reservoir would not only provide an additional source of water for the City of Laurel. Because of its location the reservoir would recharge the underground supply beneath Jones County. This factor is of extreme importance for the water underground is not subject to loss by evaporation.

We believe the people in our area will suffer serious economic loss in the not too distant future, if the Tallahala Creek Dam and Reservoir is not constructed. We urge that this project be continued with all possible haste until it is completed.

INDUSTRIAL COMMITTEE OF JONES
COUNTY

B. L. Chesser, Chairman

PAPILLION CREEK AND TRIBUTARIES PROJECT, NEBRASKA

WITNESSES

HON. HAL DAUB, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA
LEO HIKE, FORMER SARPY COUNTY COMMISSIONER AND VICE PRESIDENT, PAPIO FLOOD PROTECTION ASSOCIATION
BLASE J. CUPICH, SARBY COUNTY, NEBRASKA COMMISSIONER
MILTON FRICKE, PRESIDENT, PAPIO FLOOD PROTECTION ASSOCIATION
ALDEN AUST, OMAHA CITY PLANNING DIRECTOR, OMAHA, NEBRASKA

STATEMENT OF HON. HAL DAUB, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF NEBRASKA

Mr. DAUB. Mr. Chairman, and distinguished members of the subcommittee:

I would like to thank you for the opportunity to testify before your subcommittee on the Papillion Creek and Tributaries, Nebraska project.

This year, more than any other, I recognize the difficulty facing your subcommittee in preparing an appropriations report.

I assure you that my testimony today is limited to and in support of the one most vital water project facing my district—one which has received your committee's continued support year after year as we attempt to protect Douglas and Sarpy Counties in Nebraska from extensive property damage and/or any loss of human life caused by flooding on these creeks.

My testimony today thoroughly documents the history of the project. To summarize, Mr. Chairman, I am pleased to tell you that just within the last few weeks, a consensus has been reached by all the competing governmental entities and citizens groups as to the future of this project.

On March 14, 1981 the Papio Watershed Coordination Committee was formed. Representatives from 11 different groups were ready to demonstrate to the communities involved and to your subcommittee that they are ready to resolve this critical and long-standing problem of flood protection.

Having watched and participated in the PWCC's consensus reaching, I come before your subcommittee to heartily endorse their unanimous request to seek appropriation for a new study of the Papillion Creek and Tributaries, Nebraska.

Recognizing the time limits involved, Mr. Chairman, I would ask that the rest of my testimony be submitted for the written record so that I may introduce Mr. Leo Hike, of the Papio Flood Protection Association, and Mr. Blase Cupich with the Sarpy County Board of Commissioners.

It is my hope that their testimony can be given in the remaining time allotted to me.

Mr. Alden Aust, who is representing the City of Omaha, has been given scheduled time. It is my hope their testimony can be given in terms of the really unique result of 15 years of fighting and finally two weeks ago we brought everybody together and we

77-001 O - 81 (Pt. 10) - 25

agreed that the Corps of Engineers felt that we could redesign this particular program for an alternative plan with just a little effort and a very small amount of money, probably in the range of $60,000 to $120,000 which could be discretionary within the language of the Bureau of Waters and Harbors and to give the direction to the Corps of Engineers and finally solve the problem and move ahead with added protection and at far less cost than the currently authorized project if it were ever to be built.

Thank you very much.

Mr. BEVILL. Very good.

STATEMENT OF CONGRESSMAN HAL DAUB

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CONGRESSMAN HAL DAUB'S TESTIMONY BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE ON APPROPRIATIONS

Mr. Chairman, distinguished members of the subcommittee, I would like to thank you for this opportunity to testify before your subcommittee on the Papillion Creek and Tributaries, Nebraska project.

The Papillion Creek and Tributaries in Nebraska consists of 3 main branches: the Big Papillion Creek, the Little Papillion Creek and the West Branch of the Pappillion Creek. Normally, the Papillion Watershed causes no problem as it runs through 3 counties. However, from 1929 to 1964 the Papillion Creek has flooded on the average of every three years, causing millions of dollars damage. The flood of 1964 was devastating, with 7 lives lost and property damage of almost $5 million.

After the 1964 flood, governmental entities and citizens groups banded together in an effort to provide the needed flood protection in the Papillion Watershed. As a result of their efforts, the Papillion Creek and Tributaries Project, Nebraska was authorized by P.L. 90–483 of the Flood Control Act of 1968. The project consisted of 21 separate dams in 3 different counties. Dams 1 through 9, 16 and 17 were designed to provide flood protection on the Big Papillion Creek; Dams 10 and 11 were to provide flood protection on the West Branch; and Dam 3A, conditionally authorized in 1976, would replace Dams 1 through 9.

Public opposition to the 21 dam project arose from property owners whose land was to be taken to build the project and also from surrounding land owners. Over 7800 acres of land were to be utilized in Washington County alone. The Papillion Valley Preservation Association was formed to oppose the project.

Although dams 16 and 17 began construction in 1972 and 1973 respectively, a halt to the project came in 1975 when a temporary restraining order was issued against the U.S. Army Corps of Engineers affecting dam 10. This injunction was granted

because, according to the accompanying memorandum by the court, . . . "the agency decision in this case was to proceed with Dam 10 notwithstanding the Corps reevaluation of the remaining 17 dams. That a significant change in the remainder of the project is very likely, even probable, is readily adduced from the evidence . . . these factors persuade the court that the continuation of activity on Dam 10, while the remainder of the project is being reevaluated . . . is probably not within the congressional mandate. . ."

As a result of the public opposition and the temporary restraining order, Dams 1 through 9, 12, 13, 14, 19 and 21 were reclassified to an inactive status in 1976.

Dam 20 did receive funds in the amount of $1,000,000 in Fiscal Year 1981 for relocation and site preparation. I would urge today that continued funding be authorized in the amount of $5,000,000 for construction on Dam 20 and land acquisition on Dam 18. The completion of these two dams would reduce the flood threat in the West Branch of the Papillion Creek by about one-half.

We have been very lucky in the Papillion Watershed since 1964. Although minor flooding occurred in 1965, there has been no further flooding. This does not mean that a flood protection project is unnecessary. The history of the Papillion Watershed indicates that it is only a matter of time until a major flood will occur again. In fact, the danger of loss of life and property damage is greater now than ever before. There are now over 3500 residential units and 700 commercial and industrial units in the Papillion Watershed with an estimated value of $320 million.

That is why I invited representatives from 11 different governmental entities and citizens groups to a meeting on March 14, 1981 in an effort to resolve this 17 year problem of providing flood protection. Representatives from the County Boards of Commissioners of Douglas, Sarpy and Washington, the Mayors of Ralston, Papillion, Omaha, Washington, and Bennington, the Papillion Flood Protection Association and the Papio Natural Resources District and the Papillion Valley Preservation Association met and formed the Papio Watershed Coordination Committee. The PWCC adopted a set of goals, purposes, and procedures, a copy of which is attached.

The PWCC then went about drawing up a resolution to present to your committee. The original proposed resolution of March 14, which is attached, was passed unanimously by the PWCC and was to be taken back to each members group for ratification. The resolution was requesting a new study of the Papillion Creek and Tributaries and stated in part, ". . . to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineer on Papillion Creek and Tributaries . . . to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention . . . to include approved channelization and other structured measures, including levees, dikes, diversions, and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21 . . . and Dam 3A."

This resolution failed to pass all the groups represented. However, on March 21, 1981, the PWCC met once again and amended the original resolution with the additional words, . . . "If no agreement on the study is unanimously reached by September 30, 1983 by the PWCC, then the Committee will support and pursue the deauthorization of the Papillion Creek and Tributaries, Nebraska with the exception of Dams 18 and 20."

The resolution of March 21, 1981 of the PWCC was adopted by the Douglas County Board of Commissioners, the cities of Bennington, Papillion, and Ralston and the Papillion Flood Protection Association.

The March 14, 1981 resolution of the PWCC was adopted by the Papio Natural Resources District.

The City of Omaha adopted the resolution of March 14, 1981 and added that they support the continued funding and construction of dams 18 and 20.

The Washington County Board of Commissioners, the City of Washington, and the Papillion Valley Preservation Association chose to adopt the resolution of March 14 and added that they support a halt to any further funding or construction of dams 18 and 20 until any such study by the U.S. Corps of Engineers is completed.

The PWCC therefore is unanimous in its effort to seek authorization of a new study of the Papillion Creek and Tributaries, Nebraska. The U.S. Army Corps of Engineers should be requested to work with the PWCC in an effort to develop a comprehensive, effective plan that is acceptable to all the members of the Papio Watershed Coordination Committee. This comprehensive review of the remaining elements of the authorized plan, including the conditionally authorized Dam 3A is desperately needed. An alternative plan that is both effective and implementable must be developed.

ITEM 10.—PAPIO WATERSHED COORDINATING COMMITTEE; GOAL, PURPOSE, PROCEDURES

The goal of the PWCC is to secure a comprehensive plan for adequate flood protection of the Papio Watershed that:

1. Minimizes threat to life.
2. Minimizes land losses.
3. Minimizes losses of existing improvements.
4. Is compatible with soil conservation projects.
5. Encourages cooperation between public interest groups, NRDs and all government agencies involved.
6. Minimizes bank erosion.

The purpose of the PWCC is to:

1. Bring together local interest groups of the Papio Watershed in a coordinated effort to provide flood protection of same.
2. Provide necessary communications with those affected groups, agencies and individuals.
3. Be aware of the needs of the various interests on the Papio Watershed.
4. Serve as a forum for PWCC members to interchange ideas, suggestions and grievances.

The procedural format of the PWCC shall be:

1. Matters are to be decided by consensus.
2. Vote: one member, one vote. Alternates are permitted on a one time basis with an authorizing letter from the member.
3. Minutes are to be prepared and circulated to all members.
4. Taping of meeting permissable.
5. Meeting place—MAPA Board Room.
6. Meetings are to be open.
7. New media welcomed.

PROPOSED RESOLUTION OF THE PWCC

Be it resolved by the Papio Watershed Coordinating Committee that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12, through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90–483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94–587.

If no agreement on the study is unanimously reached by September 30, 1983 by the Papio Watershed Coordinating Committee the Papillion Creek and Tributaries, Nebraska, PWCC will pursue deauthorization with the exception of Dams 18 and 20.

RESOLVED BY THE PAPILLION VALLEY PRESERVATION ASSOCIATION, INC.

Whereas, a seven point agreement for resolution of the Papillion Valley flood problem has been agreed to by the Papillion Valley Preservation Association and the Papillion Valley Flood Protection Association, the County Boards of Douglas, Washington, and Sarpy and the Papio WRD; and

Whereas, it appears necessary in order to accomplish said seven point agreement, that the Corps of Engineers be asked to recommend a comprehensive plan for flood prevention as an alternative to the construction of the dams authorized by the Flood Control Act of 1968, Public Law 90–483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94–587.

The proposed resolution of the Papio Watershed Coordinating Committee, copy of which is attached hereto, is approved provided any action on acquisition or construction of Dams 18 and 20 be held in abeyance until an acceptable alternative plan of flood damage prevention is recommended by the Corps of Engineers, and Congres-

sional deauthorization is accomplished of Dams 1 through 10, 12 through 15, authorized by the Flood Control Act of 1968, Public Law 90-483, and also the deauthorization of Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-581.

Statement of Leo Hike

Mr. Hike. I am Leo Hike, former Sarpy County Commissioner. I am now a member of the Papio Flood Protection Association and represent them on the Papio Watershed Coordinating Committee.

I want to thank you for the consideration you gave us last year when you agreed to move ahead with the construction of Dams 18 and 20 on the Papio West Branch which affects the flooding through Millard and Papillion and drains 138 square miles of the total Papio watershed of 402 square miles.

With the actions in Sarpy County of having flood plain regulations that have been implemented over the years, and have now brought to a public hearing, April 15, at the Planning Board, recommendations for soil erosion and storm water runoff regulations to be added to the commercial, industrial and residential subdivision section of our zoning laws, we believe that this will cover four points of the seven points of our regional agreement of last year.

The PWCCs met and agreed to work with the Corps of Engineers in redesigning the main stem of the Big Papio by various means of flood control methods that would be agreeable to everyone in the watershed, thus lifting a controversial shroud that has kept this project from being completed for the past several years. This we believe would complete the last three points.

We would therefore ask you to approve the Corps' funding capabilities on the two dams and a request to provide funding for the redesign of the Big Papio.

We thank you for your time today and your consideration over the next few weeks in your deliberations.

I would like to introduce Blase Cupich of the County Board of Commissioners.

Statement of Blase Cupich

Mr. Cupich. Mr. Chairman and members of the committee:

I am Chairman of the Sarpy County Board of Commissioners. I want to speak to you this morning. I am going to be brief. We presented our written testimony. Just to add a footnote to this written testimony: Four hundred and two square miles of Papillion watershed flows under the bridge in the middle of Papillion.

I thank you for your time.

Mr. Bevill. Very good.

Statement of Milton Fricke

Mr. Fricke. I am Milton Fricke. I have appeared before you a number of times over the past years.

Mr. Bevill. We are glad to have you back.

Mr. Fricke. Thank you for your time and we appreciate all you have done in the past.

The City of Papillion was to send a statement with me but they missed it, so I will have them mail it directly to you.

I would like to ask that you continue money for the construction of 18 and 20.

Mr. BEVILL. Thank you.

STATEMENT OF ALDEN AUST

Mr. AUST. Mr. Chairman, distinguished members of the committee:

I am Alden Aust, Planning Director for the City of Omaha. I am testifying for Mayor Veys in support of appropriations for the Papillion Creek Flood Program. Mayor Veys would have been here but I think you can appreciate he is running for reelection. The election is next Tuesday so he thought he better stay close to the hustings.

Mr. BEVILL. We certainly understand that.

Mr. AUST. I, too will be very brief. The Mayor was anxious that the city be represented.

Cloudbursts and steep hillside valleys make for bad floods in urban areas, as Omaha and its neighboring cities know from bitter experience.

Fifteen years ago, after a series of particularly disastrous floods, resulting in millions of dollars of property damage and the loss of eight lives, the cities of Omaha, Millard and Papillion and three counties in the Papillion Creek watershed joined forces to sponsor a comprehensive 21 dam flood control program which was designed by the Corps of Engineers and authorized by the 87th Congress, Second Session.

Three dams were subsequently completed which have been tremendously successful; reducing the flood hazard in one tributary by more than 90 percent while providing recreational facilities, the use of which has far surpassed our most optimistic projections.

Unfortunately, before the fourth dam could be started, a small group of vociferous rural land owners obtained a temporary injunction against one small dam and succeeded in bringing the entire program to a halt.

Fortunately, no floods have occurred while proponents and opponents attempted to negotiate a compromise designed to permit resumption of work on two top priority dams, Nos. 18 and 20, which would go far toward protecting two of our long-established suburban cities, Millard and Papillion, with combined populations of approximately 20,000.

Millard is now a part of the City of Omaha. That is the reason for our particular interest in the one that will protect Millard.

Last year a compromise of sorts was reached and $1 million was appropriated to start work on these two dams. Today, as a representative of the City of Omaha, I wish to testify in support of the proposed $5 million fiscal year 1982 budget appropriation to continue work on Dams No. 18 and 20 of the authorized Papillion Creek Flood Control Program.

The life-saving merits of these two dams have never been questioned by any of the dam opponents and the flood hazard potential and consequent benefits of these dams are monumental.

Dam No. 18, for instance, would protect Millard's business district and the Omaha Airport Authority's reliever-airport from extensive inundation.

Therefore, we strongly urge your support of a $5 million or $10 million "capability" appropriation this year before our tenuous "agreement among parties" comes unglued and the overdue floods come down again.

Mr. DAUB. We have that part of our information before you. The rest is in writing and will be submitted.

To stress again the uniqueness of the efforts first of the City of Omaha for a change participating in the support of the solution to this watershed problem.

[Information follows:]

March 27, 1981

The Honorable Hal Daub
U.S. House of Representatives
1008 Longworth Building
Washington, D.C. 20515

Dear Congressman Daub:

As Co-chairmen of the Papio Watershed Coordinating Committee (PWCC), we would like to take this opportunity to provide you a preliminary report on the Committee's activities.

Representatives from eleven (11) different governmental entities and citizens groups affected by the Papillion Creek and Tributaries Project, Nebraska, were invited to attend our first meeting on Saturday, March 14, 1981, which you attended. These eleven represented the Counties of Washington, Douglas and Sarpy, the Cities of Papillion, Ralston and Omaha, the Villages of Bennington and Washington, the Papio Valley Preservation Association, the Papio Flood Protection Association and the Papio Natural Resources District. They voted to form the Papio Watershed Coordinating Committee. The Goal, Purpose and Procedures for the PWCC, a copy of which is attached, was also adopted.

At the conclusion of the first meeting, and after much discussion, a resolution was adopted by the PWCC that was to be taken back to each member group by the PWCC representative for ratification. This proposed resolution is attached. Another meeting was also scheduled for March 21, 1981.

During the week of March 16-20, several of the groups who were represented did in fact pass this original proposed resolution. Some of the others were unable to do so due to problems in setting up special meetings for their group. Four groups who considered the resolution failed to pass it as proposed. While there was no apparent problem with the intent of the resoltuion, that is to ask for a new study of the Papillion Creek and Tributaries, these groups wished to amend the resolution asking that any work on Dams 18 and 20 be held in abeyance until an acceptable alternative plan is recommended by the U.S. Army Corps of Engineers and deauthorization of the original plan is accomplished.

On March 21, 1981, the PWCC met for the second time. A revised resolution was adopted by the PWCC. The revised resolution, a copy of which is attached, was identical to the original resolution with these works added; "If no agreement on the study is unanimously reached by September 30, 1983 by the Papio Watershed Coordinating Committee, the Papillion Creek and Tributaries, Nebraska will support and pursue deauthorization with the exception of Dams 18 and 20."

Representatives from the Sarpy County Board, the Cities of Ralston and Papillion and the Papio Flood Protection Association indicated that they were able to support the resolution without a vote of their group. The other members all indicated that they must present the revised resolution to their respective groups for ratification.

At this point, we now have reports back from all of the member groups. The County Boards of Sarpy and Douglas, the City Councils of Papillion, Ralston and Bennington and the Papio Flood Protection Association have passed the PWCC resolution of March 21.

The Papio NRD passed the original resolution of March 14.

The Omaha City Council, while voting to support the need for a new study on the Papillion Creek and Tributaries, chose to adopt the March 14 resolution and added that they urge continued funding and construction of Dams 18 and 20.

The County of Washington, the Village of Washington and the Papio Valley Preservation Association have passed the March 14 resolution with the amendment that funding and construction of Dams 18 and 20 be held in abeyance until an acceptable alternative plan is recommended by the U.S. Army Corps of Engineers and deauthorization of the original plan is accomplished.

In essence, there is unanimous support that funds be appropriated for a new study by the U.S. Army Corps of Engineers to develop alternatives for the 21 dam project. The only real disagreement centers around the decision of whether funding and construction of Dams 18 and 20 should continue in the interim.

The PWCC stands ready to work with the Corps of Engineers in their effort to develop alternatives to the 21 dam project should funds be authorized. Flood protection in the Papio watershed must be forthcoming and we view this proposal as the most viable means of accomplishing this goal. We hope that a new study will result in a project that is both effective and implementable.

Sincerely,

Don Johnson
Chairman, Board of Directors
Papio Natural Resources District

Commissioner Dan Lynch
Douglas County Board

Atch: PWCC membership
PWCC Goal, Purpose and Procedures
Resolution of March 14
Resolution of March 21
Resolution of PVPA
Minutes of March 14 and 21 PWCC meetings

cc: PWCC Committee Members

Date: 03/14/81

PAPIO WATERSHED COORDINATING COMMITTEE MEMBERS

Member	Representing
Don Johnson, Co-Chairman Valmont Industries Valley, NE 68046 359-2201	PAPIO NATURAL RESOURCES DISTRICT
Dan Lynch, Co-Chairman 1819 Farnam Omaha, NE 68102 444-7025	DOUGLAS COUNTY BOARD OF COMMISSIONERS
Mel Hoier Kennard, NE 68034 427-7342	PAPIO VALLEY PRESERVATION ASSOCIATION
Leo Hike 15402 S. Hwy 73-75 Omaha, NE 68123 291-4473	PAPIO FLOOD PROTECTION ASSOCIATION
Jim Knag RR 1 Ft. Calhoun, NE 68023 453-0947	WASHINGTON COUNTY BOARD OF COMMISSIONERS
Ray Lind Sarpy County Courthouse Hwy 370 & 84th St. Papillion, NE 68046 339-3225	SARPY COUNTY BOARD OF COMMISSIONERS
Mayor Joe Wager 8304 Park Drive Ralston, NE 68127 331-4836	CITY OF RALSTON
Mayor Mike Greco 724 James View Papillion, NE 68046 339-3237	CITY OF PAPILLION
Councilman Richard Takechi 1604 Farnam Omaha, NE 68102 341-3044	CITY OF OMAHA
Mayor Bill Bohn Bennington, NE 68007 238-2929	VILLAGE OF BENNINGTON
Mayor Eric Knudsen Washington, NE 68068 238-2413	VILLAGE OF WASHINGTON

PAPIO WATERSHED COORDINATING COMMITTEE
Goal - Purpose - Procedures
Adopted - 03/14/81

The goal of the PWCC is to secure a comprehensive plan for adequate flood protection of the Papio Watershed that:

1. Minimizes threat to life.
2. Minimizes land losses.
3. Minimizes lossess of existing improvements.
4. Is compatible with soil conservation projects.
5. Encourages cooperation between public interest groups, NRDs and all government agencies involved.
6. Minimizes bank erosion.

The purpose of the PWCC is to:

1. Bring together local interest groups of the Papio Watershed in a coordinated effort to provide flood protection of same.
2. Provide necessary communications with those affected groups, agencies and individuals.
3. Be aware of the needs of the various interests on the Papio Watershed.
4. Serve as a forum for PWCC members to interchange ideas, suggestions and grievances.

The procedural format of the PWCC shall be:

1. Matters are to be decided by consensus.
2. Vote: one member, one vote. Alternates are permitted on a one time basis with an authorizing letter from the member.
3. Minutes are to be prepared and circulated to all members.
4. Taping of meeting permissable.
5. Meeting place - MAPA Board Room.
6. Meetings are to be open.
7. New media welcomed.

Date of Proposal: 03/14/81

PROPOSED RESOLUTION OF THE PWCC

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

Date of Proposal: 03/14/81

Revised: 03/21/81

REVISED PROPOSED RESOLUTION OF THE PWCC

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587. If no agreement on the study is unanimously reached by September 30, 1983 by the Papio Watershed Coordinating Committee, the Papillion Creek and Tributaries, Nebraska, will support and pursue deauthorization with the exception of Dams 18 and 20.

PAPILLION VALLEY PRESERVATION ASSOCIATION, INC.

March 19, 1981

RESOLVED by the Papillion Valley Preservation Association, Inc.

WHEREAS, a seven point agreement for resolution of the Papillion Valley flood problem has been agreed to by the Papillion Valley Preservation Association and the Papillion Valley Flood Protection Association, the County Boards of Douglas, Washington and Sarpy and the Papio NRD; and

WHEREAS, it appears necessary in order to accomplish said seven point agreement, that the Corps of Engineers be asked to recommend a comprehensive plan for flood prevention as an alternative to the construction of the dams authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

The proposed resolution of the Papio Watershed Coordinating Committee, copy of which is attached hereto, is approved provided any action on acquisition or construction of Dams 18 and 20 be held in abeyance until an acceptable alternative plan of flood damage prevention is recommended by the Corps of Engineers, and Congressional deauthorization is accomplished of Dams 1 through 10, 12 through 15, authorized by the Flood Control Act of 1968, Public Law 90-483, and also the deauthorization of Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

Signed by _____
Chairman of the Board

Minutes of
Papio Watershed Coordinating Committee
Meeting - 10:00 a.m. - March 14, 1981

This, the organizational meeting, was held in the Metropolitan Area Planning Agency Conference Room, 7000 West Center Road, Omaha, Nebraska.

Introduction was by Congressman Hal Daub with the following committee members present-

-Don Johnson - Papio Natural Resources District
-Mel Hoier - Papio Valley Preservator Association
-Leo Hike - Papio Valley Flood Protection Association
-Jim Knag - Washington County Board of Commissioners
-Blase Cupich - Sarpy County Board of Commissioners
-Dick Schoettger - Douglas County Board of Commissioners
-Joe Wager - Mayor, City of Ralston
-Mike Greco - Mayor, City of Papillion
-Eric Knudsen - Mayor, Village of Washington
-Richard Takechi - City Councilman, City of Omaha

Organizational activities
Motion, seconded and carried with unanimous vote on each motion-

Motion 1) - Don Johnson, Co-Chairman.
Motion 2) - Dan Lynch, Co-Chairman (if approved).
Motion 3) - NRD office to provide future secretarial and staff support.
Motion 4) - Corp of Engineers to provide review and study if requested.
Motion 5) - 9:30 a.m. Saturday, March 21, 1981 meeting for decision making relating to recommendation of committee.
Motion 6) - Appointment of Dick Schoettger, temporary Secretary. Congressman Hal Daub stated that Congress would hold committee meetings and hear any interested groups on approximately March 23, 24, 25, 1981.

The following resolutions were presented for consideration and vote.

Resolution A) - Motion and second-with unanimous vote for

PROPOSAL

The goal of the PWCC is to secure a comprehensive plan for adequate flood protection of the Papio Watershed that:

1. Minimizes threat to life.
2. Minimizes land losses.
3. Minimizes losses of existing improvements.
4. Is compatiable with soil conservation projects.
5. Encourages cooperation between public interest groups, NRD's and all government agencies involved.
6. Minimizes bank erosion.

Resolution B) - Motion and second-with unanimous vote for

The purpose of the PWCC is to:

1. Bring together local interest groups of the Papio Watershed in a coordinated effort to provide flood protection of same.
2. Provide necessary communications with those affected groups, agencies and individuals.
3. Be aware of the needs of the various interests on the Papio Watershed.
4. Serve as a forum for PWCC members to interchange ideas, suggestions, and grievances.

Resolution C) - Motion and second-with unanimous vote for

The procedural format of the PWCC shall be:

1. Matters are to be decided by consensus.
2. Vote: 1 member, 1 vote. Alternates authorized by member on a one meeting basis only.
3. Minutes are to be prepared and circulated to all members
4. Taping of meeting permissable.
5. Meeting place - MAPA Board Room
6. Meetings are to open
7. News Media welcome.

Resolution D) - Motion and second-Vote seven (7) for and three (3) opposed that at the March 21, 1981 meeting the following resolution be presented for review, discussion and action.

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE, that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document numbered 475, Eighty-seventh Congress, 2nd Session, House Document numbered 349, 90th Congress, 2nd Session, and other pertinent reports, to determine whether any alterations of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levies, dykes, diversions, and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

Congressman Daub said that every effort was made to assure that all positions of the community were equally represented on the committee. Note was taken that the following communities were interested and could be represented by the Counties.

-City of Bellevue
-City of Bennington
-City of Elkhorn

Congressman Daub pledged continued effort for this and next year, to work with the committee with the goal of an agreeable conclusion to all concerned.

Dick Schoettger
Temporary Secretary

Papio Watershed Coordinating Committee
Meeting Minutes
March 21, 1981

A meeting of the Papio Watershed Coordinating Committee was called to order by Co-chairman Johnson at 9:52 a.m. in the Metropolitan Area Planning Agency conference room, 7000 West Center Road, Omaha, Nebraska. The following committee members were present: Mel Hoier, Papio Valley Preservation Association; Leo Hike, Papio Flood Protection Association; Jim Knag, Washington County Board of Supervisors; Blase Cupich, representing Ray Lind, Sarpy County Board of Commissioners; Joe Wager, Mayor, City of Ralston; Mike Greco, Mayor, City of Papillion; Richard Takechi, City Councilman, City of Omaha; Bill Bohn, Mayor, Village of Bennington; Eric Knudsen, Mayor, Village of Washington; John D. Johnson, Co-chairman, Papio Natural Resources District. Absent was Dan Lynch, Co-chairman, Douglas County Board of Commissioners.

The minutes of the March 14, 1981 Committee meeting were approved by consensus.

The Chairman called upon each organization present to report on their position with respect to the proposed resolution of the Papio Watershed Coordinating Committee dated March 14, 1981. The City of Papillion, City of Ralston, Sarpy County, Papio Flood Prevention Association reported that they supported the resolution. The Village of Washington, Washington County Board, Papio Valley Preservation Association and the Village of Bennington reported that they favored the resolution with one suggested amendment. A copy of the PVPA suggested amendment is attached to the minutes. Councilman Takechi indicated that no action had been taken by the Omaha City Council. He reported that action was anticipated at the March 24, 1981 Council meeting following a public hearing. He noted that the language of the previous resolution by the Council is still applicable. It was reported that the Papio NRD supported the resolution. It was reported by Al Hogan that Douglas County had introduced the resolution at the last Tuesday meeting and discussed it but no action was taken.

There was then extended discussion regarding action which should be taken by the Papio Watershed Coordinating Committee on the resolution and amendments thereto.

Motion was made by Hoier and seconded by Knudsen to accept the original resolution with the additional condition that work on Sites 18 and 20 be held in abeyance until the Papio Watershed Coordinating Committee agrees on a plan. Voting yea were: Hoier, Knag, Bohn, Knudsen, Johnson. Voting nay were: Hike, Cupich, Wager, Greco, Takachi. The Chairman declared the motion failed because there was no consensus.

The motion was then made by Greco and seconded by Takechi to take the addition of the PVPA back to the organizations for approval or disapproval. The motion was withdrawn by Greco with the consent of Takechi.

There was then continued discussion on action on the resolution. A revised resolution was prepared and presented to the group for consideration.

Motion was made by Greco and seconded by Cupich to approved the revised resolution. The motion carried unanimously. A copy of the revised resolution is attached. The Chairman requested that those voting should indicate whether they needed to take this revision back to their organization for consideration. The following indicated that they would need to review the revisions with their organization: Hoier, Knag, Takechi, Bohn, Knudsen, Johnson.

Congressman Daub expressed his appreciation for the time and effort which the group has spent on this important matter.

The Chairman requested that a telephone solicitation be made on Wednesday, March 25, 1981, of those indicating that their organization would need to consider the action taken. The representatives should be prepared to indicate whether their organization supports the revised proposed resolution of the PWCC as attached hereto.

The meeting adjourned at 1:15 p.m.

PAPILLION CREEK AND TRIBUTARIES LAKES, NEBRASKA
BACKGROUND INFORMATION PACKAGE

Contents

Item 1	Flood History
Item 2	Flood Damage Potential
Item 3	Papillion Creek Flood Plains
Item 4	Authorized Project
Item 5	Map of Authorized Project
Item 6	Chronology Of Major Events
Item 7	Current Situation
Item 8	Seven-Point Agreement
Item 9	Papio Watershed Coordinating Committee
Item 10	Papio Watershed Coordinating Committee - Goals, Purpose, and Procedures
Item 11	FY82 Construction Program

Item 1

FLOOD HISTORY

Occurrence Date Year	Month	Causative Factor	Relative Magnitude	Damage Historic Price Levels
*1929				
*1932				
*1936				
*1938				
*1941				
1943			Minor	$ 200,000
1948	July	Rainstorm	Major	Not Available
1950	July	Rainstorm	Moderate	Not Available
1959	August	Rainstorm	Major	$1,090,000
1960	June	Rainstorm	Moderate	$ 671,000
1964	June	Rainstorm	Major	$4,962,000
1965	September	Rainstorm	Moderate	$ 529,000

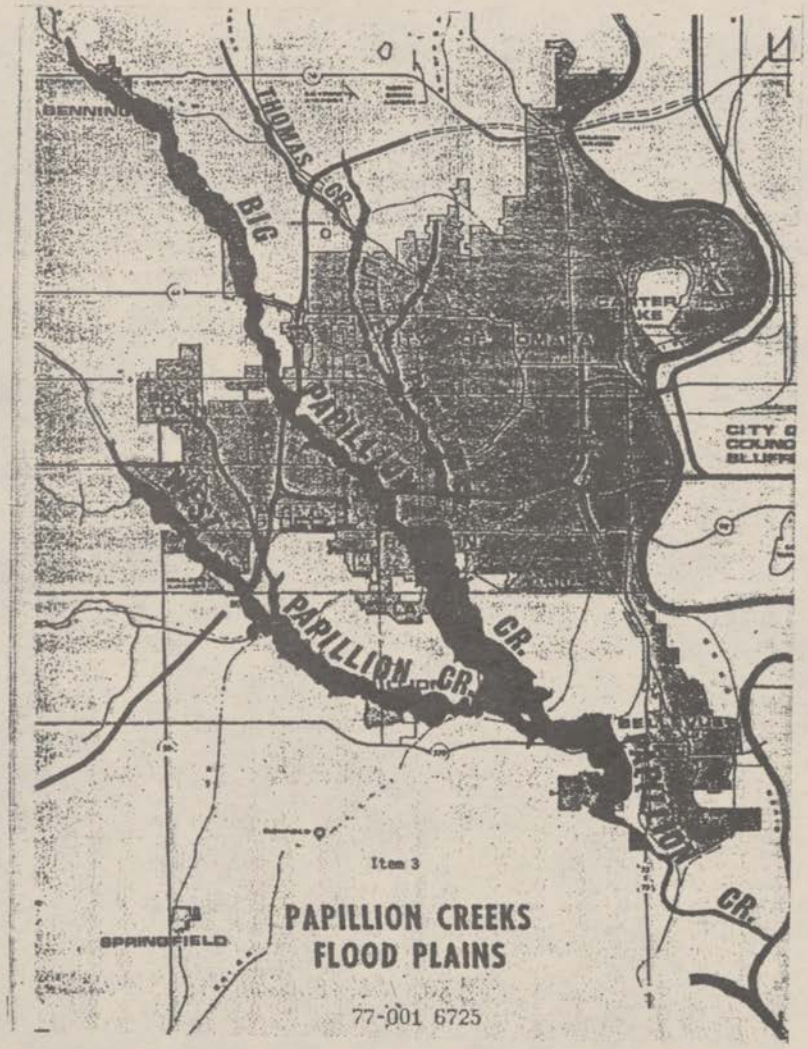
* Information not available for these flood events.

Flooding occurred in the Papillion Creek basin on an average of once every three years based on available data from records up until 1965. Since that time no flooding of any significance has occurred. This has resulted in some apathy. Flooding will occur again.

Item 2

FLOOD DAMAGE POTENTIAL
(As of 1975)

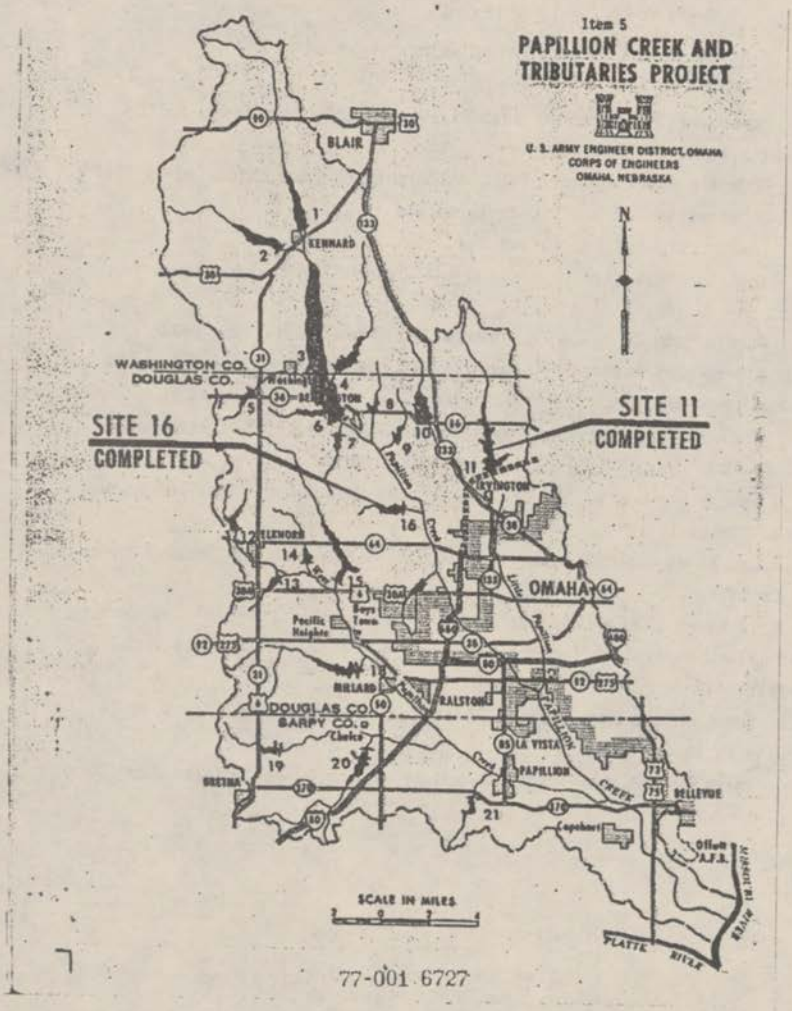
	Little Papillion	Big Papillion	West Branch
Residential Units	1500	1700	300
Commercial and Industrial	200	250	250
Value	$ 130 M	$ 170 M	$ 20 M
Transportation Facilities	$ 14 M	$ 35 M	$ 24 M
Average Annual Damages	$290,000	$1,300,000	$550,000


BENNINGTON
THOMAS CR.
BIG
PAPILLION CR.
PAPILLION CR.
CR.
SPRINGFIELD
CR.
Item 3
PAPILLION CREEKS
FLOOD PLAINS
77-001 6725

Item 4

AUTHORIZED PROJECT

The project consists of 21 reservoirs for flood control, water quality, recreation and fish and wildlife enhancement. Dams numbered 1 through 9, and 17 are located in the Big Papillion Creek basin; Dams 10 and 11 are located in the Little Papillion Creek basin; and Dams 12 through 15 and 18 through 21 are located in the West Branch of the Papillion Creek basin. Dams 3A, conditionally authorized in 1976 would replace dams 1 through 9.


Item 5
PAPILLION CREEK AND TRIBUTARIES PROJECT
U. S. ARMY ENGINEER DISTRICT, OMAHA
CORPS OF ENGINEERS
OMAHA, NEBRASKA
N
SITE 16
COMPLETED
SITE 11
COMPLETED
BLAIR
KENNARD
WASHINGTON CO.
DOUGLAS CO.
BENSON
KENNARD
ELKHORN
OMAHA
PACIFIC HEIGHTS
FORT CROOK
MILLARD
RALSTON
DOUGLAS CO.
SARPY CO.
LA VISTA
PAPILLION
CREEK
BELLEVUE
OFFUTT A.F.B.
GRETNA
PLATTE RIVER
MISSOURI RIVER
SCALE IN MILES
77-001-6727

Item 6

CHRONOLOGY OF MAJOR EVENTS

. Papillion Creek project authorized by Public Law 90-483 of the Flood Control Act of 1968.

. Economic reevaluation of the authorized project conducted in 1971.

. Construction of Dam 16 was initiated in 1972.

. Construction of Dam 11 was initiated in 1973.

. The Flood Disaster Protection Act, Public Law 93-234 was passed in 1973.

. Acquisition of lands for Dam 20 was initiated in June 1974.

. A temporary restraining order affecting Dam 10 was issued against the Corps in March 1975.

. Plan evaluation report completed in September 1975. Recommended construction of Dam 3A in lieu of Dams 1 through 9.

. Dams 1 through 9, 12, 13, 14, 19, and 21 were reclassified to an inactive status in 1976.

. Dam 3A was conditionally authorized by Congress for Phase I investigations in 1976.

. In March 1980 a Joint Resolution identifying a 7-point approach to provide flood control in the Papio Watershed was signed by some local organizations.

. Funds in the amount of $1,000,000 were appropriated for Dams 18 and 20 in FY 81.

. In March 1981 the Papillion Watershed Coordinating Committee (DWCC) was formed.

Item 7

CURRENT SITUATION

- Construction of Dams 18 and 20 would reduce the flood threat in the West Branch of Papillion Creek by about one-half.

- With Dams 11, 16, 18, 20 of authorized project complete essentially all of the flood problem within Big Papillion Creek, and approximately half of that in West Branch Papillion Creek would still remain.

- The remainder of the dams in the authorized project including the conditionally authorized Dam 3A, are currently either economically infeasible or highly controversial.

- A comprehensive review of the remaining elements of the authorized plan (including the conditionally authorized Dam 3A) is desperately needed. An alternative plan that is effective and implementable must be developed.

- At the earliest possible date, the Corps of Engineers should be requested to work with the newly created Papio Watershed Coordination Committee in an effort to develop a comprehensive, effective plan that is acceptable to all the members of the Papio Watershed Coordination Committee.

Item 8

SEVEN-POINT AGREEMENT

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):

. Develop state legislation requiring control of water runoff in housing and/or commercial developments in the watershed.

. Promote the acceleration of PL 566 projects under the supervision of SCS and CAP projects of the Natural Resources District.

. Implement reasonable channelization measures to provide adequate runoff from the watershed.

. Continue enforcement of flood plain regulations by local units of government.

. Seek legislation bringing Dam 20 back to active status.

. Urge funding and construction of Dam 18.

. 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.

Item 9 Date: 03/14/81

PAPIO WATERSHED COORDINATING COMMITTEE MEMBERS

Member	Representing
Don Johnson, Co-Chairman Valmont Industries Valley, NE 68046 359-2201	PAPIO NATURAL RESOURCES DISTRICT
Dan Lynch, Co-Chairman 1819 Farnam Omaha, NE 68102 444-7025	DOUGLAS COUNTY BOARD OF COMMISSIONERS
Mel Hoier Kennard, NE 68034 427-7342	PAPIO VALLEY PRESERVATION ASSOCIATION
Leo Hike 15402 S. Hwy 73-75 Omaha, NE 68123 291-4473	PAPIO FLOOD PROTECTION ASSOCIATION
Jim Knag RR 1 Ft. Calhoun, NE 68023 453-0947	WASHINGTON COUNTY BOARD OF COMMISSIONERS
~~Ray Brind~~ Blase Cupich Sarpy County Courthouse Hwy 370 & 84th St. Papillion, NE 68046 339-3225	SARPY COUNTY BOARD OF COMMISSIONERS
Mayor Joe Wager 8304 Park Drive Ralston, NE 68127 331-4836	CITY OF RALSTON
Mayor Mike Greco 724 James View Papillion, NE 68046 339-3237	CITY OF PAPILLION
Councilman Richard Takechi 1604 Farnam Omaha, NE 68102 341-3044	CITY OF OMAHA
Mayor Bill Bohn Bennington, NE 68007 238-2929	VILLAGE OF BENNINGTON
Mayor Eric Knudsen Washington, NE 68068 238-2413	VILLAGE OF WASHINGTON

Item 10

PAPIO WATERSHED COORDINATING COMMITTEE
Goal - Purpose - Procedures
Adopted - 03/14/81

The goal of the PWCC is to secure a comprehensive plan for adequate flood protection of the Papio Watershed that:

1. Minimizes threat to life.
2. Minimizes land losses.
3. Minimizes loosess of existing improvements.
4. Is compatible with soil conservation projects.
5. Encourages cooperation between public interest groups, NRDs and all government agencies involved.
6. Minimizes bank erosion.

The purpose of the PWCC is to:

1. Bring together local interest groups of the Papio Watershed in a coordinated effort to provide flood protection of same.
2. Provide necessary communications with those affected groups, agencies and individuals.
3. Be aware of the needs of the various interests on the Papio Watershed.
4. Serve as a forum for PWCC members to interchange ideas, suggestions and grievances.

The procedural format of the PWCC shall be:

1. Matters are to be decided by consensus.
2. Vote: one member, one vote. Alternates are permitted on a one time basis with an authorizing letter from the member.
3. Minutes are to be prepared and circulated to all members.
4. Taping of meeting permissable.
5. Meeting place - MAPA Board Room.
6. Meetings are to be open.
7. New media welcomed.

Item 11

FY82 CONSTRUCTION PROGRAM

- If $5 million is made available construction would continue on Dam 20 and land acquisition would be initiated on Dam 18.
- If $10 million is made available land acquisition for Dam 18 would be accelerated and construction would be initiated on Dam 18.

STATEMENT

by

Papio Flood Protection Association

Before

Congressman Tom Bevill, Chairman
House Energy and Water Development Subcommittee, Appropriations Committee

Concerning

Appropriations for Papillion Creek Watershed Flood Control,

Recreation, and Water Quality Project

March 30, 1981

Mr. Chairman and Members of the Subcommittee:

I am Milton Fricke of Papillion, Nebraska, president of the Papio Flood Protection Association. I have appeared before you in years past as chairman of the Papio Natural Resources District and before that as chairman of the Papio Watershed Advisory Board.

My testimony is brief. I will not repeat details presented in previous years which are in your committee files.

Our organization favors construction of Dams 18 and 20 by the Corps of Engineers on the West Branch of Papillion Creek in Nebraska. When I testified before this committee in 1976, we estimated that $213 million of improvements were subject to flooding on the West Branch. This total has grown sharply in the five years since that calculation. And the need for the dams has grown as well. Even though local units of government have enacted flood plain zoning control laws, there is a large flood-prone area where industry and family dwellings exist--vulnerable to extensive damage until the dams are built.

First steps have been taken to provide flood protection in what is one of Nebraska's fastest growing areas. The federal government already owns the land for Dam 20. Detailed planning has moved ahead in recent years so that actual construction is ready to go.

We urge that the Corps of Engineers be funded to the fullest capacity to move forward on these two dams. We understand the Corps is asking $5 million for the next fiscal year but that it has the capacity to utilize $10 million on this project.

Our Association requests the fullest possible funding.

"Prepared statement to be presented before the Energy and Water Development Subcommittee on Appropriations by Alden Aust, Omaha City Planning Director, Omaha, Nebraska, in support of appropriations for Papillion Creek Flood Control Program."

CONTENTS

1. Copy of Omaha City Council Resolutions in support of appropriation

2. Testimony of City Planning Director

3. Omaha & Vicinity Map

March 30, 1981

CITY OF OMAHA

COUNCIL CHAMBER

Omaha, Nebr. March 24, 1981

RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

WHEREAS, flood control and flood plain management projects are a vital interest to the City of Omaha and surrounding areas; and,

WHEREAS, the City Council of the City of Omaha has previously expressed its support of the construction or continued study of Dams 15, 18, 19, 20, and 21 by the passage of Resolution No. 976 on March 25, 1980.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

THAT, the City Council endorses Dam Sites 18 and 20 and strongly urges Congress to fund and construct Dam Sites 18 and 20 immediately.

APPROVED AS TO FORM:

CITY ATTORNEY

7C2:45

By Councilman

Adopted MAR 24 1981 6-0

City Clerk

Approved 3/26/81.

Mayor

CITY OF OMAHA

COUNCIL CHAMBER

Omaha, Nebr. March 24, 1981 19

RESOLVED BY THE CITY COUNCIL OF THE CITY OF OMAHA:

THAT, the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587; provided that such review will not necessarily hold up immediate construction of Dam Sites 18 and 20, unless a recommendation is forth coming from the Corp of Engineers.

APPROVED AS TO FORM:

3C3:37

CITY ATTORNEY

By Councilman

Adopted MAR 24 1981 6-0

City Clerk

Approved 3/26/81

Mayor

Testimony to be presented before the Energy and Water Development Subcommittee on Appropriations by Alden Aust, Omaha City Planning Director, Omaha, Nebraska, in support of appropriations for Papillion Creek Flood Control Program.

Cloudbursts and steep hillside valleys make for bad floods in urban areas, as Omaha and its neighboring cities know from bitter experience.

Fifteen years ago, after a series of particularly disasterous floods, resulting in millions of dollars of property damage and the loss of eight lives, the cities of Omaha, Millard, and Papillion and three counties in the Papillion Creek watershed joined forces to sponsor a comprehensive 21 dam flood control program which was designed by the Corps of Engineers and authorized by the 87th Congress, second session.

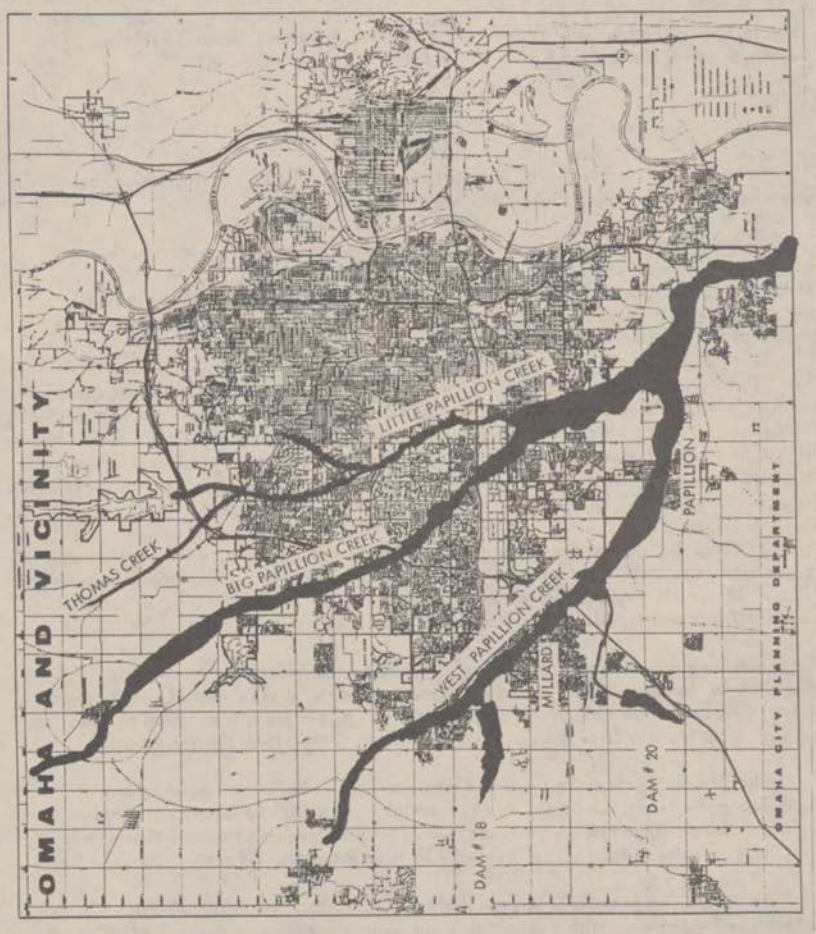
Three dams were subsequently completed which have been tremendously successful; reducing the flood hazard in one tributary by more than 90% while providing recreational facilities, the use of which has far surpassed our most optimistic projections. Unfortunately, before the fourth dam could be started, a small group of vociferous rural land owners obtained a temporary injunction against one small dam and succeeded in bringing the entire program to a halt.

Fortunately, no floods have occurred while proponents and opponents attempted to negotiate a compromise designed to permit resumption of work on two top priority dams, #18 and 20, which would go far toward protecting two of our long established suburban cities, Millard and Papillion, with combined populations of approximately 20,000.

Last year a compromise of sorts was reached and $1,000,000 was appropriated to start work on these two dams. Today, as a representative of the City of Omaha, I wish to testify in support of the proposed $5,000,000 FY '82 budget appropriation to continue work on Dams #18 and 20 of the authorized Papillion Creek Flood Control Program.

The life saving merits of these two dams have never been questioned by any of the dam opponents and the flood hazard potential and consequent benefits of these dams are monumental. Dam #18, for instance, would protect Millard's business district and the Omaha Airport Authority's reliever-airport from extensive inundation.

Therefore, we strongly urge your support of a $5,000,000 or $10,000,000 "capability" appropriation this year before our tenuous "agreement among parties" comes unglued and the overdue floods come down again.


OMAHA AND VICINITY
THOMAS CREEK
BIG PAPILLION CREEK
LITTLE PAPILLION CREEK
WEST PAPILLION CREEK
MILLARD
PAPILLION
DAM # 18
DAM # 20
OMAHA CITY PLANNING DEPARTMENT



NEW HALL OF JUSTICE BUILDING

Phone
402-339-3225

Sarpy County Board of Commissioners

Papillion, Nebraska 68046

March 31, 1981

House Sub Committee on Energy & Natural Resources
House Committee on Appropriations
Washington D. C. 20515

Project: Papillion Creek Flood Control Project

Reference:

1. Witness List: Blase J. Cupich, Sarpy County, Nebraska Commissioner

2. Written Testimony:
   (a) Funding Request
   (b) Attached Resolution of PWCC
   (c) Map of 100 Year Flood Plain, Douglas & Sarpy County
   (d) Letter From Mayor of Bellevue

3. 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
   (e) City of Omaha



NEW HALL OF JUSTICE BUILDING

Phone
402-339-3225

Sarpy County Board of Commissioners

Papillion, Nebraska 68046

House Sub Committee on Energy & Natural Resources
House Committee on Appropriations
Washington D.C. 20515

March 31, 1981

Project: Papillion Creek and Its Tributaries

Ref: Testimony for Funding Request

The Sarpy County Board would like to thank this Committee and Congress for moving ahead with Dams 18 & 20 on the West Branch of the Papio, which is so vital for flood protection through Millard, Papillion and most of Sarpy County.

This will provide protection through the area that suffered most of the damage and loss of life in 1964 when nearly 5 million dollars in damages and 7 lives (three of them young children) were lost to the fast raising, wide spreading and uncontrollable waters of the West Branch.

We were a party of the seven point apreement that was worked out last year in an effort to find a workable plan to control the flood waters over the whole Papio Creek Watershed. We believe that there has been a great deal of accomplishment in the past year with this plan, i.e.:

(1) The County Zoning Board will hold a Public Hearing April 15 to strengthen its Subdivision Laws on Soil Erosion and Storm Water Runoff.

(4) We subscribe to this point and will continue implementing Flood Plain Regulationg.

(5 & 6)Were approved by Congress in 1980.

The Sarpy County Board is a member of the Papio Watershed Coordinating Committee which is asking for the Corps of Engineers to receive funding in order to study and recommend a plan that would be acceptable to everyone in the Watershed. This study would be done while work continued on dams 18 & 20 and would be completed within 2 years. If this could be done it would complete Points (2), (3) & (7) of our joint resolution of last year.

We would appreciate very much your continued support in helping us solve a problem that is of such a vital interest to Sarpy County.

Sincerely,

Blase J. Cupich
Sarpy County Board
of Commissioners

COMMISSIONER RECORD BOOK 15 PAGE 173

PROPOSED RESOLUTION OF

THE PAPIO WATERSHED COORDINATING COMMITTEE

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

If no agreement on the study is unanimously reached by September 30, 1983 by The Papio Watershed Coordinating Committee, the Papillion Creek and Tributaries, Nebraska, will support and pursue deauthorization with the exception of Dams 18 and 20.

DATED this 24 day of March, 1981.

Moved by Ray Lind and seconded by Blair Lyons that the above Resolution be adopted. Carried.

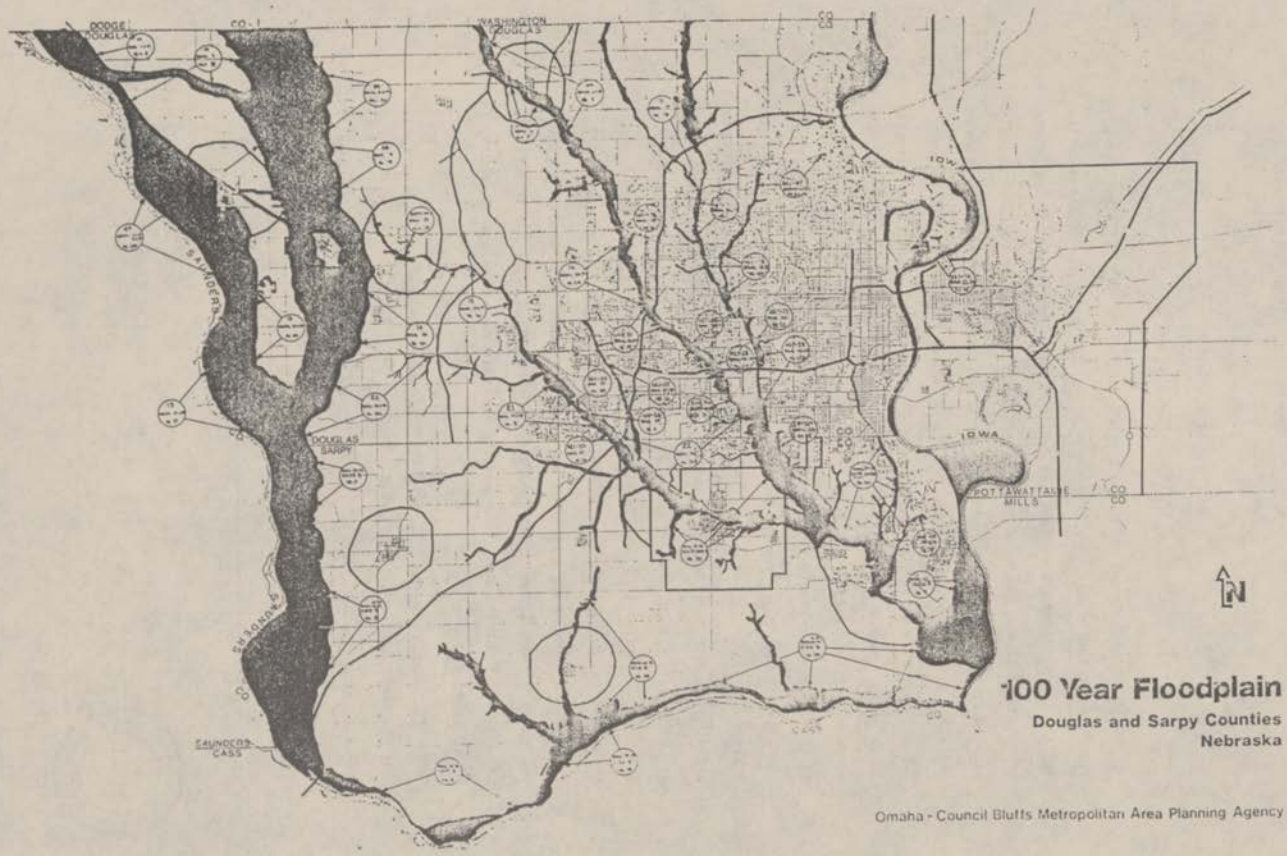
Yeas: Ray Lind, Blair Lyons, Edward F. Gilbert, Leon Duff

Nays: None

Chairman, Board of County Commissioners

SEAL

County Clerk



100 Year Floodplain

Douglas and Sarpy Counties
Nebraska

Omaha - Council Bluffs Metropolitan Area Planning Agency

Robert M. Haworth
MAYOR

City of Bellevue
210 WEST MISSION ST. · BELLEVUE, NEBRASKA 68005
AREA CODE 402 291-8007

March 27, 1981

Sarpy County Board
of Commissioners
Sarpy County Court House
Papillion, NE 68046

Dear Sirs:

This letter is to express the backing of the City of Bellevue in support of the position of the Sarpy County Board in their continuing efforts on behalf of Dams #18 and #20 and for funding as requested by the US Army Corps of Engineers in regard to those dams.

Also, the city supports the Resolution of Congressman Hal Daub for funding of a study of the complete watershed.

We stand ready to assist you in your efforts in this regard.

Sincerely,

CITY OF BELLEVUE

Robert M Haworth

Robert M. Haworth
Mayor

RMH:bh

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
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 Ben Hayes and seconded by Tom Poff that the above Resolution be adopted. Carried.

Yeas: Ray Lind, Tom Poff, Ben Hayes, Gene Tibbe, Jerry Shaffer

Nays: None

MARY E. COUNGER, COUNTY CLERK SEAL SARPY COUNTY, NEBRASKA

Ray Lind
Chairman, Board of County Commissioners

ATTEST: Mary E. Counger
County Clerk

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. Fellman

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

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, Chairman
Washington County Board of Supervisors

Attest:

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

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

[illegible] 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 Jerry Hewitt
Councilman

Adopted 3/25/80

Mary Gallagher Pomeroy
City Clerk

Approved [illegible] Mayor 3/25/80

Adjourned 6:50 P.M.

Mr. MYERS. Mrs. Smith, a very valued member of the subcommittee, wanted me to express her appreciation for your coming to Washington and testifying before the subcommittee and she regrets she couldn't be here today. She had a long-standing engagement in Nebraska that required her to be out there today.

She is well aware of the problem and said she would be reading the testimony.

Mr. BEVILL. We appreciate the fine presentation you have made and certainly we will work with you and Mrs. Smith on this.

The committee stands adjourned until two o'clock.

AFTERNOON SESSION

DEPARTMENT OF ENERGY

WITNESS

HON. DON FUQUA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF FLORIDA

Mr. BEVILL. The committee will come to order.

We are pleased to have our friend and colleague, Chairman Don Fuqua, chairman of the Science and Technology Committee. We are pleased to have you, Don.

STATEMENT OF CONGRESSMAN FUQUA OF FLORIDA

Mr. FUQUA. Mr. Chairman, thank you very much for permitting me to be here, and members of the subcommittee and staff. We very much appreciate the effort and cooperative working relationship that our committee has had over the years with this subcommittee. It is very gratifying to me personally, and I look forward to its continuation over the years.

Mr. Chairman, in my testimony I would like to present (1) the recommendations of the Subcommittee on Energy Development and Applications on the fiscal year 1982 Department of Energy authorization for solar and geothermal energy, supporting energy research, and high-energy and nuclear physics; and (2) the recommendations of the Subcommittee on Energy Research and Production for nuclear fission and fusion, electric energy and storage systems, and hydropower. I will first summarize the programs of my subcommittee, and then discuss the recommendation of the subcommittee chaired by the Honorable Marilyn Lloyd Bouquard of Tennessee.

As you are well aware, the administration has presented the Congress with a DOE budget request which requires us all to make hard choices between fiscal constraint and responsible Federal support for energy research and development. Our subcommittee has taken the view that the development of future energy technologies, which have potential for reducing—and hopefully eliminating—this country's dependence on foreign energy supply, is a matter of national security.

After a series of comprehensive hearings, with testimony from both government and nongovernment witnesses, the subcommittee last week marked up the solar, geothermal, and basic research portions of the fiscal year 1982 DOE authorization.

We concluded that the administration's request for solar energy R&D, which amounts to a reduction of $385 million from the fiscal year 1981 appropriation, would seriously damage these programs and would certainly devastate our young solar industries.

Accordingly, we have recommended a fiscal year 1982 authorization for solar R&D of $378 million, which represents an increase of $185 million above the request, but which is still a reduction of $200 million from the current fiscal year. This recommendation provides for a viable, bare-bones core program of solar research and technology development.

The recommendations that I present to you this afternoon on the solar energy research and development program reflect a painstaking analysis of the existing DOE programs and the various pieces of legislation that established them. As the members of this subcommittee are undoubtedly well aware, all of the solar energy research and development legislation that has been enacted into law originated in the Committee on Science and Technology. These public laws, and the photovoltaics, wind, OTEC, and other programs they established, have been overwhelmingly supported by previous Congresses.

In our review of the legislated solar R&D program, in every case the subcommittee has prepared recommendations that are consistent with the fundamental objectives of these strongly supported acts. While maintaining key research and technology development activities that will make these objectives achievable, we have eliminated unnecessary program activities which no longer can be justified in an era of severe budget stringency. We have further identified and eliminated activities that can be described as no more than advocacy exercises.

The recommendations contained in the detailed charts and materials provided to you lay out a clear overall Federal role in solar and energy development. This role includes federally sponsored research, development, and demonstration activities with industry and industrial cost-sharing wherever possible. This activity would be sustained for solar technologies until they are proven technically and economically viable, and ready for their self-sustaining entry in the marketplace. This reordering of Federal efforts, as contained in our recommendations, will allow the achievement of the legislated program objectives for these technologies. This would be done without burdening the Federal budget with many of the peripheral programmatic activities and costly commercialization approaches contemplated by previous Congresses.

Our subcommittee has accepted the administration's request for geothermal energy. However, we have recommended subprogram redirections which would allow both 50-megawatt hydrothermal demonstration plants to proceed in the Imperial Valley.

Mr. BURGENER. Good show.

Mr. FUQUA. Turning now to DOE basic research, Mr. Chairman, let me remind you that over the years, Congress has provided sustained support for these fundamental scientific research programs. That support has been well recognized and much appreciated by the responsible leadership of the scientific community.

For all of the basic research programs—that is, basic energy sciences, university research support, and high-energy physics and

nuclear physics, and related activities—the subcommittee recommends an authorization that would allow the administration's philosophy that adequate support for long-term, high-risk, energy research is a Federal Government responsibility.

During our recent subcommittee hearing we have identified the following critical funding issues for basic energy research, and I think they are very important to you, and I would like to reiterate them.

1. The United States is falling behind Western Europe and Japan in its support for several important fields of basic energy research. It is claimed that the United States is in danger of losing its preeminence in these fields.

2. The cost of equipment and electric power for experimental research facilities has risen faster than the typical cost-of-living index, causing research levels-of-effort to fall. Cost-of-living budget increases alone may not be adequate to certain programs that are viable.

3. According to a recent study, the quality of scientific instruments at U.S. research centers has seriously deteriorated, due principally to a relative decrease in instrumentation funding, inflexibility with the project grant system, and insufficient support for maintenance.

4. And the fourth and final conclusion, Mr. Chairman, is that there is a severe manpower shortage in certain key technical fields (such as engineering and computer sciences) which are required for our energy research, development, and commercial activities. Basic research programs train graduate students for these fields by supporting university-based research.

The new administration, although it recognizes the seriousness of these problems, is faced with our overall economic difficulties and therefore has requested only cost-of-living adjustments for DOE basic research.

For these reasons, Mr. Chairman, I would urge you to follow our subcommittee recommendation, which authorizes funding for basic energy sciences, university research support, technical assessment projects, high-energy and nuclear physics, and other energy research activities—at the administration request. I believe that a reduction below this funding level would have an impact even more severe than I have described.

Our Energy Research and Production Subcommittee completed their markup on Wednesday, March 25 and made a series of recommendations with respect to the nuclear fission and magnetic fusion program requests.

The overall budget level recommended by the subcommittee is less than 2 percent above the Reagan request and has the following priorities.

NUCLEAR FISSION

Under conventional reactor systems the subcommittee recommended funding the high-temperature gas-cooled reactor. As you know, this reactor concept offers the advantage of application to provide industrial process heat, particularly to produce hydrogen for coal conversion processes. The subcommittee recommended a reduction in funding for TMI activities which could not be de-

fended as R&D. The subcommittee recommended some reductions in the light water reactor system R&D on the basis that the new administration's philosophy is that near-term R&D should be performed by the private sector.

The ERP Subcommittee recommendations in waste management were for a significant reduction of $15 million, since the administration had simply added a request for a test facility on top of an R&D program which our committee felt is unfocused at the present time.

In the breeder reactor systems area the subcommittee supported the Reagan request except for the advanced water breeder applications subprogram of the water-cooled breeder program. As you know, the GAO has just issued an extremely critical report of the WCBR program and our committee has felt for 4 years that this program is overfunded. Our objection to this activity is chiefly based on the fact that there is little or no utility or reactor manufacturers' interest in commercializing this concept.

MAGNETIC FUSION

The subcommittee mark for magnetic fusion is at the OMB request, that is $475 million, just slightly above the administration request of $460 million. As the chairman knows, the committee and many members of this subcommittee went strongly on record supporting the magnetic fusion energy bill, and we do not feel that a funding level of $31 million below the Carter recommendation is too high. Our ERP Subcommittee did recommend moving funds around within the MFE program, reducing some items in confinement systems development and technology and increasing funds in planning and project activities. The committee feels that the ISX-C experiment is important and intends to keep alive the development activities for the FMIT project at Hanford, although they agree with zeroing the plant funding for this project until it is rescoped. We also feel that DOE should move ahead with the Center for Fusion Engineering at modest funding.

NONNUCLEAR PROGRAMS

In the nonnuclear programs, Mr. Chairman, the ERP Subcommittee also recommended continued R&D on ultra low-head hydro power as well as funding some engineering demonstrations for application of new pump concepts. In the area of electric energy systems and storage, the subcommittee recommended funding above the Reagan request because they felt that much of the activity to be terminated in the Carter budget was neither near-term nor could we count on the private sector doing such work on their own.

Mr. Chairman, that concludes my statement. I have supplied your staff with the necessary detailed tables and explanatory material which reflect the actions of our energy subcommittees.

I would now be happy to answer any questions that you and the other members may have.

[The prepared statement of Mr. Fuqua follows:]

STATEMENT OF THE HONORABLE DON FUQUA, CHAIRMAN, COMMITTEE ON SCIENCE AND TECHNOLOGY, U.S. HOUSE OF REPRESENTATIVES

Mr. Chairman and Members of the Subcommittee on Energy and Water Development, I am pleased to have the opportunity to appear before you today, I very much appreciate the effective and cooperative working relationship that our Committee has had over the years with this Subcommittee. It is very gratifying to me personally, and I look forward to its continuation over the years. In my testimony, I would like to present (1) the recommendations of the Subcommittee on Energy Development and Applications on the Fiscal Year 1982 Department of Energy Authorization for solar and geothermal energy, supporting energy research, and high energy and nuclear physics; and (2) the recommendations of the Subcommittee on Energy Research and Production for nuclear fission and fusion, electric energy and storage systems, and hydropower. I will first sumamrize the programs of my Subcommittee, and then discuss the recommendation of the Subcommittee Chaired by the Honorable Marilyn Lloyd Bouquard of Tennessee.

As you are well aware, the Administration has presented the Congress with a DOE budget request which requires us all to make hard choices between fiscal constraint and *responsible* federal support for energy research and development. Our Subcommittee has taken the view that the development of future energy technologies, which have potential for reducing—and hopefully eliminating—this country's dependence on foreign energy supply, is a matter of national security.

After a series of comprehensive hearings, with testimony from both government and non-government witnesses, the Subcommittee last week marked-up the solar, geothermal, and basic research portions of the fiscal year 1982 DOE authorization.

We concluded that the Administration's request for solar energy R&D, which amounts to a *reduction* of $385 million from the fiscal year 1981 appropriation, would seriously damage these programs and would certainly devastate our young solar industries.

Accordingly, we have recommended a fiscal year 1982 authorization for solar R&D of $378 million, which represents an increase of $185 million above the request, but which is *still a reduction of $200 million* from the current fiscal year. This recommendation provides for a viable, bare-bones *core* program of solar research and technology development.

The recommendations that I present to you this afternoon, on the solar energy research and development program reflect a painstaking analysis of the existing DOE programs and the various pieces of legislation, that established them. As the Members of this Subcommittee are undoubtedly well aware, all of the solar energy research and development legislation, that has been enacted into law, originated in the Committee on Science and Technology. These Public Laws, and the photovoltaics, wind, OTEC, and other programs they established, have been overwhelmingly supported by previous Congresses.

In our review of the legislated solar R&D program, in every case, the Subcommittee has prepared recommendations that are consistent with the fundamental objectives of these strongly supported Acts. While maintaining key research and technology development activities that will make thesee objectives achievable, we have eliminated unnecessary program activities which no longer can be justified in an era of severe budget stringency. We have further identified and eliminated activities that can be described as no more than advocacy exercises.

The recommendations contained in the detailed charts and materials provided to you lay out a clear overall federal role in solar and energy development. This role includes federally sponsored research, development and demonstration activities which industry and industrial cost sharing wherever possible. This activity would be sustained for solar technologies until they are proven technically and economically viable, and ready for their self-sustaining entry in the market place. This reordering of federal efforts, as contained in our recommendations, will allow the achievement of the legislated program objectives for these technologies. This would be done without burdening the federal budget with many of the peripheral programmatic activities and costly commercialization approaches contemplated by previous Congresses.

Our Subcommittee has accepted the Administration's request for geothermal energy. However we have recommended subprogram redirections which would allow both 50 megawatt hydrothermal demonstration plants to proceed in the Imperial Valley.

Turning now to DOE basic research, Mr. Chairman, let me remind you that over the years, Congress has provided sustained support for these fundamental scientific research programs. That support has been well recognized and much appreciated by the responsible leadership of the scientific community.

For all of the basic research programs—that is, basic energy sciences, university research support and high energy physics and nuclear physics, and related activities—the Subcommittee recommends an authorization that would allow the Administration's philosophy that adequate support for long-term, high risk, energy research is a federal government responsibility.

During our recent Subcommittee hearing, we have identified the following critical funding issues for basic energy research:

1. The U.S. is falling behind Western Europe and Japan in its support for several important fields of basic energy research. It is claimed that the U.S. is in danger of losing its preeminence in these fields.

2. The cost of equipment and electric power for experimental research facilities has risen faster than the typical cost-of-living index, causing research levels-of-effort to fall. Cost-of-living budget increases alone may not be adequate to certain programs that are viable.

3. According to a recent study, the quality of scientific instruments at U.S. research centers has seriously deteriorated, due principally to a relative decrease in instrumentation funding, inflexibility with the project grant system, and insufficient support for maintenance.

4. There is a severe manpower shortage in certain key technical fields (such as engineering and computer sciences) which are required for our energy research, development and commercial activities. Basic research programs train graduate students for these fields by supporting university-based research.

The new Administration, although it recognizes the seriousness of these problems, is faced with our overall economic difficulties and therefore has requested only cost-of-living adjustments for DOE basic research.

For these reasons, Mr. Chairman, I would urge you to follow our Subcommittee recommendation, which authorizes funding for basic energy sciences, university research support, technical assessment projects, high energy and nuclear physics and other energy research activities—at the Administration request. I believe that a reduction below this funding level would have an impact *even more severe* than I have described.

Our Energy Research and Production Subcommittee completed their mark-up on Wednesday, March 25th and made a series of recommendations with respect to the Nuclear Fission and Magnetic Fusion Program requests.

The overall budget level recommended by the Subcommittee is less than 2 percent above the Reagan request and has the following priorities.

Nuclear fission

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The ERP subcommittee recommendations in Waste Management were for a significant reduction of $15 million since the Administration had simply added a request for a test facility on top of an R&D program which our Committee felt is unfocused at the present time.

In the Breeder Reactor Systems area the Subcommittee supported the Reagan request except for the advanced Water Breeder Applications Subprogram of the Water-Cooled Breeder Program. As you know, the GAO has just issued an extremely critical report of the WCBR program and our Committee has felt for four years that this program is over funded. Our objection to this activity is chiefly based on the fact that there is little or no utility or reactor manufacturers' interest in commercializing this concept.

Magnetic fusion

The Subcommittee mark for Magnetic Fusion is at the OMB request, that is $475 million, just slightly above the Administration request of $460 million. As the Chairman knows, the Committee and many Members of this Subcommittee went strongly on record supporting the Magnetic Fusion Energy Bill and we do not feel that a funding level of $31 million below the Carter recommendation is too high. Our ERP Subcommittee did recommend moving funds around within the MFE program reducing some items in Confinement Systems Development and Technology and increasing funds in Planning and Project activities. The Committee feels that the ISX-C experiment is important and intends to keep alive the development activities for the FMIT project at Hanford, although they agree with zeroing the

plant funding for this project until it is rescoped. We also feel that DOE should move ahead with the Center for Fusion Engineering at modest funding.

Nonnuclear programs

Mr. Chairman, the ERP Subcommitee also recommended continued R&D on ultra low-head hydro power as well as funding some engineering demonstrations for application of new pump concepts. In the area of Electric Energy Systems and Storage, the Subcommittee recommended funding above the Reagan request because they felt that much of the activity to be terminated in the Carter Budget was neither near-term nor could we count on the private sector doing such work in their own.

Mr. Chairman, that concludes my statement. I have supplied your staff with the necessary detailed tables and explanatory material which reflect the actions of our energy Subcommittees.

I would now be happy to answer any questions that you and the other members may have.

Mr. BEVILL. Chairman Fuqua, you know this subcommittee certainly shares the concerns you have expressed about those programs. We have worked very closely with you, and our staff has worked very closely, which of course we will continue doing. But now we do need the benefit of your thinking on several things here which would help this committee. Your testimony has been primarily on the 1982 appropriations. As you realize, the thing that is up on us first are the 1981 rescissions. The 1981 rescissions in solar total $100 million, and one thing we are considering here in this committee is converting these to deferrals in order to allow authorization committees to act, so the Congress can act more intelligently on these cuts. This would certainly stop the spending of the money, and then we could take a good look at it, and your committee could look at it, and I think we could do a much better job on this.

Would this meet with your approval?

Mr. FUQUA. It certainly would, Mr. Chairman. We have been so busy, as you are well aware of, trying to comply with the House Budget Act and with the revised budget that we were confronted with earlier last month and this month, with trying to get figures and break down figures on the new proposals that have been submitted to us, that we really have not had a chance to take a look, a hard look at the proposed rescissions. We have heard about them, but we have not really had a chance to review them to see what the impact would be.

Mr. BEVILL. I hope you do, because we would like to have the benefit of your advice.

Mr. FUQUA. We can get right on that.

Mr. BEVILL. You know what is happening now, the rescissions will be bypassing the authorization committees. This concerns us a great deal, because this committee relies a great deal on your committee and the others handling the authorization. Also for 1982, again, we need your guidance with your authorization bill.

Mr. FUQUA. My remarks today specifically address just the fiscal year 1982 authorization bill, but I certainly would appreciate the opportunity to look at the proposed rescissions, because they do impact programs being funded in 1982. I think it would be most helpful to take a look at it. Many have long-range implications.

Mr. BEVILL. Yes. They are practically cutting some of these energy programs to ribbons, as you know. As I understand it now, we are going to be forced to act on a schedule that will force us to

act on the rescissions and deferrals for 1981 within the next 2 weeks. So you can see, we really have a very difficult situation.

Mr. FUQUA. I realize the pressure being put on this subcommittee and the entire Appropriations Committee.

Mr. BEVILL. That will be the first thing, then of course the supplemental, then when we get to the 1982—now the question is going to be there, with the Budget Committee placing a limit on us and we cannot go over the limit, then the question is how are we going to do it; the solar, they have slashed it down to about a third of what you would normally recommend. I know you and your staff recommended these figures to my staff when we were putting the 1981 bill together.

Mr. FUQUA. Right.

Mr. BEVILL. So we are going to be in a real bind on this thing. I am glad you are already looking ahead to 1982, but any advisory help you could give us on this rescission and deferral situation would be helpful.

Mr. FUQUA. We have concluded all the markups with the exception of the fossil programs, which we hope to conclude tomorrow. Once that is behind us we can pay attention to these rescissions. We do plan to get busy on that and review those very carefully and try to make recommendations. Mr. Chairman, we have discussed this before and with other members of the Appropriations Committee, I certainly support the continuing roles and functions of the authorizing and appropriating committees. I do not think that responsibility can be transferred to the Budget Committee. We will certainly try to make some recommendations to you within the next week or 10 days.

Mr. BEVILL. That will be very helpful.

The Chair recognizes Mr. Burgener.

Mr. BURGENER. I thank the chairman for a very fine report. It is a real privilege to work with your committee. Thank you.

Mr. BEVILL. Mr. Rudd.

Mr. RUDD. Chairman Fuqua, thank you for your statement. As you know, I had the privilege of serving on your committee for my first term in Congress, so I know the importance of the several programs that you are working on now and have worked on. That committee is responsible for putting a man in space and on the Moon and a few other exciting items, and of course magnetic fusion is truly an exciting concept. I do not know how far along we are on that, but I appreciate your concept, because it may mean whether our Nation survives or not if we can pull that into fruition.

Mr. FUQUA. As you recall in your service on our committee, we passed the magnetic fusion bill in the last Congress by rather overwhelming support. We are having rather exciting things happening in magnetic fusion which leads people to feel we do have something very viable, something that has great promise and this may accelerate our ability to rid ourselves of imported oil much sooner than we thought 5 or 10 years ago.

Mr. RUDD. It would be nice to be independent again.

Mr. FUQUA. Very nice.

Mr. RUDD. I read in the paper this morning that the space shuttle may come off on April 10. I know it has been set up two or three times. Of course this may be the only vehicle that we can

afford to keep us in space. So I hope it comes off well. I wonder if the April 10 is a fixed or firm date or do you know?

Mr. FUQUA. Around 7:30 this evening, they intend to formally set a date. After they have reviewed all the information they have available, the Acting Administrator, Dr. Lovelace, intends to make some kind of decision on the April 10 launch.

It is my understanding that he will go for the April 10 launch. All the tests, the tests over the weekend, everything has been fine, and there is no reason at this point that they cannot go for an April 10 launch, and also the lakebed in the Mojave Desert is dry and they can land there.

Mr. RUDD. We appreciate your testimony.

Mr. FUQUA. Somebody said it never rains in southern California, but we did have a rather wet lakebed, although it is dry now.

Mr. BEVILL. We are looking forward to working closely with you again.

As you know, we have some difficult problems this time, the most difficult we have faced, really.

Mr. FUQUA. We certainly do, and I appreciate the problems this subcommittee has. We do want to work with the subcommittee and we respect your responsibilities, and we do want to work with you in every way we can in trying to mutually achieve what I think we are both after.

Thank you.

MISSOURI, KANSAS, IOWA, NEBRASKA PROJECTS

WITNESSES

E. THOMAS COLEMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
RAY KIRK, PRESIDENT, MO-ARK ASSOCIATION, WESTON, MO.
JOHN GILL, KANSAS CITY, MO.
JAMES C. HART, GARDNER, KANS.
WINSTON RASHLEIGH, CHAIRMAN, MISSOURI RIVER SHIPPERS COMMITTEE, FREMONT, NEBR.
JOHN McKENZIE, EXECUTIVE VICE PRESIDENT, SCNO BARGE LINES, INC., ST. LOUIS, MO.
GENE DuVALL, FORT SCOTT, KANS.
ROY PHILLIPS, EL DORADO, KANS.
BUFORD WATSON, LAWRENCE, KANS.
JUDGE EDWARD J. BAUMAN, CLAY COUNTY COURT, LIBERTY, MO.
BISHOP WILLARD BECKER, R.L.D.S. CHURCH, CITY OF INDEPENDENCE, AND CHAMBER OF COMMERCE, INDEPENDENCE, MO.
DON ELEFSON, R.L.D.S. CHURCH, CITY OF INDEPENDENCE, AND CHAMBER OF COMMERCE, INDEPENDENCE, MO.
GLEN TOALSON, OSCEOLA, MO.
T. D. FLEMING, PRESIDENT, UPPER OSAGE-SOUTH GRAND ASSOCIATION, CLINTON, MO.
HELEN MACHNICKI, MAYOR PRO TEM, CITY COUNCIL, CLINTON, MO.
BILL MEYERS, MONROE CITY, MO.
LEW PARAMORE, EXECUTIVE VICE PRESIDENT EMERITUS, MO-ARK ASSOCIATION, KANSAS CITY, KANS.
L. M. SCHWARTZ, PAOLA, KANS.
JOHN MORRISON, HUFFMAN TOWING CO., ST. LOUIS, MO.

WILLARD PENCE, MAYOR, SMITHVILLE, MO.
MRS. T. D. FLEMING, CLINTON, MO.
PETER WERNER, SHERIFF, HENRY COUNTY, MISSOURI, CLINTON, MO.
DAVID MILLS, PRESIDENT, CLINTON CHAMBER OF COMMERCE, CLINTON, MO.
JOAN COMPTON, EXECUTIVE DIRECTOR, CHAMBER OF COMMERCE, CLINTON, MO.
JENNIFER CLOUSE, CLINTON CHAMBER OF COMMERCE, CLINTON, MO.
PATRICK REILLY, CITY OF CLINTON, CLINTON, MO.
RICHARD KING, MAYOR, CITY OF CLINTON, CLINTON, MO.
JANE PUTNAM, HEADWATERS ASSOCIATION, WARSAW, MO.
MRS. ROY PHILLIPS, EL DORADO, KANS.
JACK BRISCO, MONROE CITY, MO.
CHARLES RENDLIN III, MONROE CITY, MO.
DOLORES BANKS, MO-ARK ASSOCIATION, KANSAS CITY, KANS.
JAMES A. McPHERSON, EXECUTIVE VICE PRESIDENT, MO-ARK ASSOCIATION, KANSAS CITY, KANS.
PETER MARSHALL, OFFICE OF REPRESENTATIVE LARRY WINN
LISA BARRAUCH, OFFICE OF REPRESENTATIVE JIM JEFFRIES
MINDY TRACHTENBERG, OFFICE OF REPRESENTATIVE HAROLD VOLKMER
RUSSELL ORBAN, OFFICE OF REPRESENTATIVE IKE SKELTON

Mr. BEVILL. Next we have Mr. Ray Kirk, chairman of the Mo-Ark Association.

You are the spokesperson.

Mr. KIRK. I will not call on the whole delegation to come up. But all associated with Mo-Ark stand.

Mr. BEVILL. All these names will be put in the record.

STATEMENT OF RAY KIRK

Mr. KIRK. Today we are discussing the appropriations bill for fiscal year 1982. Several Mo-Ark members wish to testify on capital investments in the future.

[The recommendations follow:]

Recommendations for appropriations, Kansas and Missouri Water Resources projects, fiscal year 1982 by the Mo-Ark Associations; presented to the Energy and Water Resources Subcommittee on Appropriations of the U.S. Senate and the House of Representatives, Washington, D.C., March 30, 1981.

CORPS OF ENGINEERS PROJECTS

[Kansas City District]

Fiscal Year 1982

	Carter's recommended budget	Reagan's recommended budget	Requests by Mo-Ark Association
Kansas River Basin:			
Clinton Lake	[1] 1,192,000	[1] 1,192,000	[1] 1,192,000
Kansas and Osage Rivers	[2] 1,070,000	[2] 1,070,000	[2] 1,070,000
Marais des Cygnes-Osage River Basin:			
Hillsdale Lake	[1] 2,864,000	[1] 2,864,000	[1] 2,864,000
Harry S. Truman Dam and Reservoir	[1] 19,700,000	[1] 14,500,000	[1] 20,700,000
Fort Scott Lake	0	0	0
Missouri River Basin:			
Missouri River levee system	[1] 3,500,000	[1] 3,500,000	[1] 3,500,000
Missouri River navigation	[3] 8,546,000	[3] 8,546,000	[3] 10,546,000
Little Blue River channel	[1] 5,100,000	[1] 5,100,000	[1] 5,100,000

CORPS OF ENGINEERS PROJECTS—Continued

[Kansas City District]

	Fiscal Year 1982		
	Carter's recommended budget	Reagan's recommended budget	Requests by Mo-Ark Association
Little Blue River Lakes	[1] 38,000,000	[1] 36,500,000	[1] 38,000,000
Blue River channel	[1] 4,400,000	[1] 4,400,000	[1] 4,400,000
Long Branch Lake	[1] 500,000	[1] 500,000	[1] 500,000
Smithville Lake	[1] 2,963,000	[1] 2,963,000	[1] 2,963,000
Lower Grand River (levee)	0	0	[4] 150,000
Rathbun Lake	[3] 835,000	[3] 835,000	[3] 2,145,000
Platte River, Mo	0	0	[4] 70,000
Arkansas River Basin:			
El Dorado Lake	[1] 2,600,000	[1] 2,600,000	[1] 4,100,000
Access road	0	0	[2] 50,000
Halstead local protection	[2] 200,000	[2] 200,000	[2] 275,000
Pearson-Skubitz (Big Hill Lake)	[1] 2,913,000	[1] 2,913,000	[1] 2,913,000

[1] c.
[2] gi.
[3] O & M.
[4] p.

WITNESS LIST, MO-ARK ASSOCIATION

Ray Kirk, President, Mo-Ark Association, Weston, Missouri.
L. M. Schwartz, Paola, Kansas, Hillsdale Dam.
Leon Brownfield, Kansas City, Missouri, City Council.
Winston Rashleigh, Chairman, Missouri River Shippers Committee, Fremont, Nebraska.
John McKenzie, Exec. V. P., SCNO Barge Lines, Inc., St. Louis, Missouri.
John Morrison, Huffman Towing Company, St. Louis, Missouri.
Buford Watson, Lawrence, Kansas, Clinton Dam.
Lew Paramore, Exec. Vice President Emeritus, Mo-Ark Association, Kansas City, Kansas.
James C. Hart, Gardner, Kansas, Hillsdale Lake.
Judge Edward J. Bauman, Clay County Court, Liberty, Missouri, Smithville Lake Project.
Willard Pence, Mayor, Smithville, Missouri, Smithville Lake.
Bishop Willard Becker, Independence, Missouri, R.L.D.S. Church, City of Independence and Chamber of Commerce.
Don Elefson, Independence, Missouri, R.L.D.S. Church, City of Independence and Chamber of Commerce.
Glen Toalson, Osceola, Missouri, Truman Dam and Reservoir.
Ernest Barker, Osceola, Missouri, Truman Dam and Reservoir.
T. D. Fleming, President, Upper Osage-South Grand Assn., Clinton, Missouri, Harry S. Truman Dam and Reservoir.
Mrs. T. D. Fleming, Clinton, Missouri, Harry S. Truman Dam and Reservoir.
Peter Werner, Sheriff, Henry County Missouri, Clinton, Missouri, Harry S. Truman Dam and Reservoir.
David Mills, President, Clinton Chamber of Commerce, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Helen Machnicki, Pro Tem. City Council, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Joan Compton, Exec. Director, Chamber of Commerce, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Jennifer Clouse, Clinton Chamber of Commerce, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Patrick Reilly, City of Clinton, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Richard King, Mayor, City of Clinton, Clinton, Missouri, Harry S. Truman Dam & Reservoir.
Jane Putnam, Headwaters Association, Warsaw, Missouri, Harry S. Truman Dam & Reservoir.
Gene DuVall, Fort Scott, Kansas, Fort Scott Lake.

Roy Phillips, El Dorado, Kansas, El Dorado Lake.
Mrs. Roy Phillips, El Dorado, Kansas, El Dorado Lake.
John Gill, Kansas City, Missouri, Missouri River Levees.
Jack Brisco, Monroe City, Missouri, Cannon Dam Reservoir.
Bill Meyer, Monroe City, Missouri, Cannon Dam Reservoir.
Charles Rendlin III, Monroe City, Missouri, Cannon Dam Reservoir.
Mrs. Charles Rendlin III, Monroe City, Missouri, Cannon Dam Reservoir.
Delores Banks, Mo-Ark Association, Kansas City, Kansas.
James A. McPherson, Executive Vice President, Mo-Ark Association, Kansas City, Kansas.

Mr. KIRK. At this time I would like to ask John Gill to present a Mo-Ark policy statement on budget restraints.

STATEMENT OF JOHN GILL

Mr. GILL. The Mo-Ark Association has since 1952 been a strong voice for water projects within the Missouri and Arkansas basins as well as their tributaries. Since the adoption of the Pick-Sloan Plan in 1944, much work has been completed within the scope of this plan. This work includes construction of many reservoirs, levees, and other watershed projects, as well as work to help make Midwest rivers navigable. Most of these projects have been completed at a time when the United States economy was flourishing and under control. But now our economy is not as healthy as it once was. Inflation has totally changed all our lives and how we do business. President Reagan has taken steps to control inflation, and one of these steps is in cutting projects and social programs to balance the Federal budget. The Mo-Ark Association agrees that inflation is the largest problem we have to deal with at this time, and steps taken to control it are supported by the Mo-Ark Association.

Many Government programs, of course, are being cut or eliminated to fight inflation. However, the Mo-Ark Association feels that water projects should be treated differently. Differently because reservoirs and levees are projects where Government dollars are invested in capital improvements in our country, not money donated away to Government charity programs.

These water projects do help local economies in their construction, but they also benefit the entire Nation in the form of tax dollars and other benefits. Many of these projects have proven to have paid for themselves plus interest in the form of tax dollars, and will continue this return on investment. Other benefits include recreation and increased crop production, which is vital to the world's food supply and as a contributor to the solution of the balance-of-payments problem. At this time many small communities in the Missouri-Kansas area are running short of water due to the recent drought. Water resource projects can help alleviate this problem. Also, it is a recognized fact among farmers in bottomland areas where Government levees have been built under the Pick-Sloan plan, there has been a significant increase in the numbers and quality of wildlife.

While the Mo-Ark Association sympathizes with appropriations committees and their budget problems, we also feel water projects are very important to all Americans, and we appreciate your consideration and support now and in the future.

[The prepared statement of Mr. Gill follows:]

The Mo-Ark Association has since 1952 been a strong voice for water projects within the Missouri and Arkansas Basins as well as their tributaries. Since the adoption of the Pick-Sloan plan in 1944, much work has been completed within the scope of this plan. This work includes construction of many reservoirs, levees, and other watershed projects as well as work to help make Midwest rivers navigatable. Most of these projects have been completed at a time when the United States economy was flourishing and under control. But now our economy is not as healthy as it once was. Inflation has totally changed all our lives and how we do business. President Reagan has taken steps to control inflation and one of these steps is in cutting projects and social programs to balance the Federal budget. The Mo-Ark Association agrees that inflation is the largest problem we have to deal with at this time and steps taken to control it are supported by the Mo-Ark Association.

Many Government programs, of course, are being cut or eliminated to fight inflation. But the Mo-Ark Association feels however, that water projects should be treated differently. Differently because reservoirs and levees are projects where Government dollars are invested in capitol improvements in our country, not money donated away to Government charity programs.

These water projects do help local economies in their construction but they also benefit the entire Nation in the form of tax dollars and other benefits. Many of these projects have proven to have paid for themselves plus interest in the form of tax dollars and will continue this return on investment. Other benefits include recreation and increased crop production which is vital to the world's food supply and as a contributor to the solution of the balance of payments problem. At this time many small communities in the Missouri-Kansas area are running short of water due to the recent drought. Water resource projects can help alleviate this problem. Also, it is a recognized fact among farmers in bottom land areas where Government levees have been built under the Pick-Sloan plan, there has been a significant increase in the numbers and quality of wildlife.

While the Mo-Ark Association sympathizes with appropriations committees and their budget problems, we also feel water projects are very important to all Americans and we appreciate your consideration and support now, and in the future.

Mr. KIRK. Mr. James C. Hart, Gardner, Kansas. Hillsdale Lake.

Mr. BEVILL. Nice to have you here.

STATEMENT OF JAMES C. HART

Mr. HART. I am appearing here in behalf of the Mo-Ark Association. You have before you a number of projects that have been recommended. In that you will note the Hillsdale project. I am president of that association, which represents about four or five rural water districts and seven or eight small municipalities who are depending on that source for domestic water. We are in our third, hopefully, last year of drought in that area. Before then we had floods. This stream that we are putting a dam in did a lot of damage downstream, but it seems to me we either feast or fast as far as water is concerned.

But some years ago the group in support of the Hillsdale started putting all their eggs in one basket for water supply. At present the Corps is at about 80 percent of completion of that. We are happy to look over the list here of the previous Administration's recommendations for the 1981 budget and also for the 1982 budget which also coincide with Mo-Ark's request for continued construction.

As said earlier in support of the projects that you have before you there, the Mo-Ark group urges you and beg of you to let us invest a little bit more money in these projects, because later on you will hear another statement from another witness, this is not an assessment but an investment we are making in these water projects. Thanks again for letting me appear before you today.

Mr. BEVILL. That is so true. Sometimes we overlook the fact that it is not spending, it is an investment.

[The prepared statement of Mr. Hart follows:]

3A-2 H3R
AP81905 3A

Hart
for record

City of Paola

P.O. Box 409
Paola, Kansas 66071

City Hall
19 E. Peoria Street

Telephone
913-294-2397

March 30, 1981

Public Works Subcommittee on Appropriations
U. S. Senate
Washington, D.C. 20510

Public Works Subcommittee on Appropriations
U. S. House of Representatives
Washington, D. C. 20510

Gentlemen:

The City of Paola, Kansas, a community of about 5,000 people located on Bull Creek less than three miles down stream from the Hillsdale Lake project has for many years requested fund appropriations for the construction of this project.

At this time we again request that you continue the necessary financial support to bring this project to completion. We understand that closure of the structure will be this fall and the new appropriations are to provide final clean-up and public access to the area.

The citizens of Paola have had two major concerns in relation to this project: 1) flood control and 2) a source of public water supply. The demonstrated need for both is within the easy memory of us all. The dry conditions prevailing in Eastern Kansas today would concern us far less if the Hillsdale Project was complete and full of water.

The citizens and public officials of the Paola area wish to take this opportunity to thank you and all the members of Congress for making the necessary funding available for this

project. Further, we wish to thank you for the courtsey and understanding you have shown our citizens who have appeared before you in our behalf.

Respectfully submitted

City of Paola, Kansas

by Jack G. Rowlett
Jack G. Rowlett, Mayor

cg

77-001 6787

Mr. BEVILL. At this point I want to mention to you, our colleague and friend Thomas Coleman had hoped to be here, but he had a conflict with his schedule, so he asked me to put his statement here. He has prepared a statement supporting these projects, and so I will just put his statement in the record at this point.

[The prepared statement of Mr. Coleman follows:]

E. THOMAS COLEMAN
6TH DISTRICT, MISSOURI

COMMITTEES:
AGRICULTURE
SUBCOMMITTEES:
LIVESTOCK AND GRAINS
CONSERVATION AND CREDIT
FAMILY FARMS, RURAL DEVELOPMENT AND SPECIAL STUDIES
EDUCATION AND LABOR
SUBCOMMITTEES:
HUMAN RESOURCES
SELECT EDUCATION

for record 3A-3 AP0 8905

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 26, 1981

WASHINGTON OFFICE:
1527 LONGWORTH HOUSE OFFICE BUILDING
WASHINGTON, D.C. 20515
(202) 225-7041

DISTRICT OFFICES:
2701 ROCKCREEK PARKWAY
NORTH KANSAS CITY, MISSOURI 64116
(816) 474-9035

POST OFFICE AND FEDERAL BUILDING
8TH AND EDMOND
ST. JOSEPH, MISSOURI 64501
(816) 364-3900

The Honorable Tom Bevill
Chairman
Subcommittee on Energy and
Water Development
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Tom:

Members of the Mo-Ark Association are to appear before your subcommittee on March 30, 1981, to testify on behalf of the funding request for the Smithville Lake project in my district in Missouri.

I had hoped to be able to accompany the Mo-Ark representatives for the presentation of their testimony, but because of scheduling conflicts, may not have the opportunity. However, I have enclosed a statement, introducing the MO-ARK members and expressing my support for the project. I would like it to be included as a part of the hearing record.

Thank you for your consideration and help in this matter.

Sincerely,

Tom Coleman

E. THOMAS COLEMAN
Member of Congress

ETC:ncj

STATEMENT BY THE HONORABLE E. THOMAS COLEMAN

HOUSE COMMITTEE ON APPROPRIATIONS
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

Chairman Bevill, I am grateful for this opportunity to introduce to you members of the Mo-Ark delegation here today in support of the final funding request for the Smithville Lake project in my district in Missouri.

The project was authorized in 1965 by Public Law 89-298, and provides for the construction of a dam and lake in Clay and Clinton Counties in Missouri. The project is a very worthwhile one, and my support for it is a matter of record. Once completed, the Smithville Lake project will ensure enhanced water and flood management capabilities as well as provide recreational facilities for the people of the area.

This is expected to be the final request for funding for the project. In the past , your committee has been most supportive of the Smithville effort, and I hope that will be the case again this year.

I urge you to support full funding for the Smithville Lake project in FY 1982.

Mr. KIRK. I have Mr. Winston Rashleigh, chairman, Missouri River Shippers Committee.

STATEMENT OF WINSTON RASHLEIGH

Mr. RASHLEIGH. I appreciate very much appearing before your committee. I had a statement prepared, but I changed it.

Mr. BEVILL. We do that, sometimes.

Mr. RASHLEIGH. I represent also Consolidated Blenders, processors of dehydrated alfalfa, in the State of Nebraska. We ship a large portion of our production of alfalfa pellets by barge, and also for export to Western Europe.

In both of these capacities—

Mr. BEVILL. That is a mighty good place to ship it, Guntersville, Alabama; that is in my district.

Mr. RASHLEIGH. We have had a plant down there for some 20-odd years. In both these capacities I want to stress the importance of the appropriation of funds for the operation and maintenance of the Missouri River navigation project. Missouri River navigation provides a much needed form of transportation for bulk commodities. Most of these are in three agriculturally oriented groups including grain, feed ingredients, and agricultural chemicals. For example, during the past 10 years between 16 and 17 percent of the farm products in the lower Missouri basin were moved by barge, between 6 and 12 percent of the feed ingredients and kindred products, and between 17 and 22 percent of the agricultural chemicals.

The average distance of each move was approximately 1,700 miles.

As you know, we are entering our third year of severe drought in the Missouri River basin. Our shippers' and operators' committee has been told by the Missouri River Corps of Engineers that unless we receive significantly higher than normal rainfall we face the prospect of either a shorter navigation season or lower water levels. Although the Corps has not dredged the river for many years, dredging will likely be necessary this year.

For these reasons we urge the committee to appropriate the moneys needed to maintain transportation. Barge transportation it has been shown is the most fuel-efficient and economical method of bulk transportation of farm products. This transportation mode will continue to keep its level of performance if our waterways are adequately maintained, unless, of course, disproportionate implementation of additional taxes, whether fuel use, segment or other, forces the discontinuance of this means of moving bulk agricultural commodities from farm to market.

I allude to the bill forwarded by the Acting Assistant Secretary of the Army, Edward E. Rogers, to the Honorable Thomas O'Neill.

Thank you very much for your time, interest, and consideration.

Mr. KIRK. Mr. John McKenzie, executive vice-president, SCNO Barge Lines, Inc., St. Louis, Missouri.

STATEMENT OF JOHN MCKENZIE

Mr. MCKENZIE. I am here on behalf of the navigation interests on the Missouri River. The purpose of my statement is that the

Congress know that the SCNO and other barge lines are vitally concerned with these hearings and the ultimate decisions concerning this. We feel the river transportation system provides a very positive economic benefit to the entire Missouri basin and surrounding area. This is especially true in agricultural products.

The recommended Missouri River operating maintenance and repair budget is $8,546,000 for 1982. We are concerned this money be used in the best possible ways to benefit navigation on the Missouri River. We need and receive cooperation from the Corps of Engineers and U.S. Coast Guard in maintaining the proper navigational channel and repair and maintenance on the Missouri River. The tonnage shipped in the most recent season for which statistics are available was 7,765,000 tons, an 18½-percent increase over the previous year, 1978. At the present time, there is additional capacity for handling tonnage on the river, and we expect a steady growth in tonnage over the next 20 years.

We feel as operators of barges and towboats we provide a definite economic benefit. We would not want to see any funds cut from operating, maintenance, and repair budgets. This agricultural section of the United States is vital to satisfying the appetites of the entire world. The Missouri River is a definite asset to see that the agricultural items produced are transported in the most economical way.

The navigational interests thank you for the opportunity to appear before your subcommittee.

Mr. KIRK. Mr. Gene DuVall, Fort Scott, Kansas. Fort Scott Lake.

STATEMENT OF GENE DUVALL

Mr. DUVALL. I am speaking in behalf of the Marmaton River Reservoir, Bourbon County, Kansas.

The completion of this reservoir for the storage of water to supply urban and agricultural needs in southeast Kansas and southwest Missouri is critical.

At least 12 cities and a large rural area will rely on this impoundment for their present and future water supply, which they are willing to purchase. The directors of the Kansas Water Resources Board have acknowledged this need and have expresed their interest in the development of the reservoir for water storage and the sale of it. This benefit in itself will return to the Government and the people many times the investment. However, this multipurpose impoundment will provide benefits in many other ways such as flood control and possible hydrogenerated electrical energy.

You have properly appropriated funds in past years that have allowed the surveying and engineering for this project to be completed. Also, you have voted appropriations for phase I and II of the final three-phase study and plans. We ask that funds for the maximum capability specified by the Army Corps of Engineers be appropriated in fiscal year 1982 for the completion of the plans and study. Such funds have been included in their budget for fiscal year 1982.

Even though this project is small in cost comparison with many such projects, the benefits will be great and it will have a favorable impact on many people and communities.

Thank you, Mr. Chairman, for letting me submit this testimony.

Mr. BEVILL. You are welcome.

[The prepared statement of Mr. DuVall follows:]

The completion of this reservoir for the storage of water to supply urban and agricultural needs in Southeast Kansas and Southwest Missouri is critical.

At least 12 cities and a large rural area will rely on this impoundment for their present and future water supply, which they are willing to purchase. The Directors of the Kansas Water Resources Board have acknowledged this need and have expressed their interest in the development of the reservoir for water storage and the sale of it. This benefit in itself will return to the government and the people many times the investment. However, this multi-purpose impoundment will provide benefits in many other ways such as flood control and possible hydro-generated electrical energy.

You have properly appropriated funds in the past years have allowed the surveying and engineering for this project to be completed. Also, you have voted appropriations for Phase I and II of the final 3 phase study and plans. We ask that funds for the maximum capability specified by the Army Corps of Engineers be appropriated in FY 82 for the completion of the plans and study. Such funds have been included in their budget for FY 82.

Even though this project is small in cost comparison with many such projects, the benefits will be great and it will have a favorable impact on many people and communities.

THE STATE OF KANSAS

WATER RESOURCES BOARD

Suite 303
503 Kansas Avenue
Telephone (913) 296-3185
TOPEKA, KANSAS 66603

March 6, 1981

Mr. Paul Barber
Chief, Engineering Division
Kansas City District
U.S. Corps of Engineers
700 Federal Office Building
Kansas City, Missouri 64106

Dear Mr. Barber:

Reference is made to our letter of January 27, 1981 transmitting staff comments relative to the interests of the Kansas Water Resources Board in the development of the Fort Scott reservoir. As noted in this letter we indicated that the comments were those of the staff subject to review and concurrence by the Board.

This is to advise that at the regular meeting of the Kansas Water Resources Board on March 5, 1981 this subject matter was reviewed and by unanimous action the Board indicated concurrence in the staff position.

If you have any questions regarding this action, please do not hesitate to contact us.

Sincerely,

Francine Neubauer
Executive Director

FN:bb

cc: Kansas Water Resources Board Members

Agenda Item V

THE STATE OF KANSAS

WATER RESOURCES BOARD
Suite 303
503 Kansas Avenue
Telephone (913) 296-3185
TOPEKA, KANSAS 66603

January 27, 1981

Mr. Paul D. Barber, Chief
Engineering Division
U.S. Corps of Engineers
700 Federal Building
Kansas City, MO 64106

Dear Mr. Barber:

Reference is made to discussions between our respective staffs concerning the interest of the Kansas Water Resources Board in the construction of the Fort Scott Reservoir, Bourbon County, Kansas. We understand that the Corps of Engineers is completing a Reconnaissance Report on the reservoir which indicates a feasible project may be developed. As indicated by your staff, the Corps would like to obtain the views of the State of Kansas regarding the development of this reservoir.

From the information presented, we understand that approximately 49,000 acre-feet of conservation storage could be incorporated for water supply purposes. From our studies, we believe there is need for conservation storage in the Fort Scott Reservoir for municipal and industrial water supply to service the general area. Potential water users that have indicated an interest in the water supply storage include the cities of Pittsburg and Fort Scott, Kansas, and possibly Nevada, Missouri. The need for additional municipal and industrial water supply in the general area of the reservoir is also supported, in part, from information contained in our Southeast Kansas Water Supply Report. We would also consider a possible use of a portion of the future storage for development of electric energy in the area.

We would advise that time has not permitted a review by the Kansas Water Resources Board itself; and therefore, the views expressed in this letter must be treated as tentative until such time as the Board has an opportunity to review this matter and make a final determination. However, the Board has expressed interest in the development of the Fort Scott Reservoir on previous occasions; and we do not anticipate any major change in this policy decision. Certainly, from the standpoint of southeast Kansas, we feel there

is a need for additional water supply storage; and we encourage the Corps of Engineers to complete the Reconnaissance Report in order that the State of Kansas may have an opportunity to review the detailed information and make a final decision as to their continued interest.

Your consideration of this matter is greatly appreciated.

Sincerely,

s/s

Francine Neubauer
Executive Director

FN:JMD:dk

cc: Kansas Water Resources Board Members

Mr. KIRK. Mr. Roy Phillips, El Dorado, Kansas. El Dorado Lake.

STATEMENT OF ROY PHILLIPS

Mr. PHILLIPS. We met with the Corps about 2 weeks ago and they said as far as we could see, we could start impounding water 3 months sooner than anticipated. The city is out of water at this time. We would like to see you go along with the Corps so we can start impounding water.

[The information follows:]

rec'd - Phillips 12

3A-7 Appropriations

#17



TEL. 321 - 9100
220 EAST FIRST STREET
EL DORADO, KANSAS 67042

March 24, 1981

Mr. Tom Benill
Chairman, U.S. House of Representatives
Subcommittee on Energy & Water Development
Washington, D.C. 20516

Dear Mr. Benill:

We the undersigned, duly elected and constituted representatives of the City of El Dordo, Kansas do hereby request and urge the United States House of Representatives to increase the President's recommended budget allocation and appropriate to the full Corps of Engineer's capability of $4,100,000 for continued construction of the El Dorado Reservoir.

In 1972, the City of El Dorado entered into an agreement with the Secretary of Army to guarantee repayment of the municipal industrial water supply in the El Dorado Reservoir. At the time, the people of El Dorado approved the contract at a special election and agreed to pay approximately 37% of the total cost. We urge the Congress to appropriate to the full Corps capability in order to keep the project on its timetable and to not needlessly permit the cost to escalate due to inflation.

The City of El Dorado lies in the midst of a rich agricultural cattle raising land, surrounded by two large oil refineries, one being the largest in the State of Kansas. The health and vitality of this area is closely linked to the interest of the nation's well being. The area, however, is alternately threatened with floods and drought, currently characteristic of the Kansas Walnut Valley Basin. A devastating flood struck our area on June 8, 1979. We are now in a drought. The City's current water supply will only last until about August unless large rains are received. Our request for funds today is another step in a long road of effort dating back to 1958, to secure economic stability and prosperity in our region.

Construction of the El Dorado Reservoir is now underway. The City of El Dorado urges an appropriation which will keep the project on schedule. We consider the City to be a partner with the Federal Government in this project. The local taxpayers have agreed to the contract with the Department of Army to share in the construction cost. We seek, in light of our financial interest, your utmost consideration of our request.

Respectfully,

Joe W. Stephenson
Mayor

Ronald F. Adlesperger
Commissioner

Marilyn White
Commissioner

Guy F. Kellogg
Commissioner

D. Gleason
Commissioner

Mr. KIRK. Mr. Buford Watson, Lawrence, Kansas, Clinton Dam.

STATEMENT OF BUFORD WATSON

Mr. WATSON. I am Buford Watson, city manager of Lawrence, Kansas, member of Mo-Ark Board of Directors, and selected spokesman for Douglas County, Kaw Valley Water Management Association, Kaw Valley Basin Management, and the city of Lawrence.

I am here to say, "Me too" on this project, but also we wish to thank you for your past considerations in our behalf.

We wish to thank you for your past considerations toward our community that resulted in the dedication of Clinton Lake last July. We know we will be much better able to endure should the present drought continue.

We support all capital investment in the future of America, and that is what the Mo-Ark projects are—a better America tomorrow from today's efforts. We further urge continued study of the bank stabilization and water quality problems on the lower Kansas River.

Clinton Lake, specifically, has $1.1 million requested for orderly completion of service areas and continuing operations. Our local people tell me that, though they could do more, this is a very reasonable figure. We support the recommended budget figure.

We would like to keep these projects moving. We think it is a good investment and good for our area. Again, thank you very much for letting me appear. We appreciate your past consideration.

[The prepared statement of Mr. Watson follows:]

March 26, 1981

LAWRENCE CHAMBER of COMMERCE

Appropriations Sub-Committee on Public Works
United States Senate
United States House of Representatives

Mr. Chairman and Members of the Committee:

I am Buford Watson, City Manager of Lawrence, Kansas, member of Mo-Ark Board of Directors, and selected spokesman for Douglas County, Kaw Valley Water Management Association, Kaw Valley Basin Management, and the City of Lawrence.

We wish to thank you for your past considerations toward our community that resulted in the dedication of Clinton Lake last July. We know we will be much better able to endure should the present drought continue.

We support all capital investment in the future of America and that is what the Mo-Ark projects are - a better America tomorrow from today's efforts. We further urge continued study of the bank stabilization and water quality problems on the lower Kansas River.

Clinton Lake, specifically, has $1.1 million requested for orderly completion of service areas and continuing operations. Our local people tell me that, though they could do more, this is a very reasonable figure. We support the recommended budget figure.

Thank you for your time.

Ed Carter, Mayor
Lawrence, Kansas

Bob Neis, Chairman
Board of Douglas County Commissioners

Don Westheffer, President
Kaw Basin Water Management Association

George T. Faler, Sr., President
Douglas County Kaw Drainage District

Buford M. Watson, Jr., City Manager
Lawrence, Kansas

S. J. Schaub, President
Lawrence Chamber of Commerce

Don Westheffer, Chairman
Water Conservation Committee
Lawrence Chamber of Commerce

(913) 843-4411 • 823 VERMONT • P.O. BOX 581 • LAWRENCE, KANSAS 66044

Mr. KIRK. Mr. Edward Bauman, presiding judge, Clay County, Missouri.

STATEMENT OF EDWARD BAUMAN

Mr. BAUMAN. For over a decade the United States Army Corps of Engineers has been constructing the Smithville Reservoir in Clay and Clinton Counties in Missouri. When finished, this project will end flood problems caused by the Little Platte River. Equally as important, it will establish a major park and recreational facility for the entire Kansas City metropolitan area.

To date, over $90 million in public funds has been expended on this project. Final completion is scheduled for 1983. We presently project that upwards of a million and one-half persons a year will soon be taking advantage of this exciting facility.

These funds will complete the project so it will be once and for all finished. The county court has entered into a contract with the Corps of Engineers for the sum of $14 million as a Federal and local partnership. This is to lease over 5,000 acres of recreation facilities for a 50-year period. It has been a pleasure working with the Federal Government and I, personally, have served for the past 10 years on this project, and I think it started about 20 years ago. I want to thank this committee and the U.S. Congress for its support in the past.

[The statements of Mr. Bauman and Mr. Pence follow:]

COUNTY COURT
OF CLAY COUNTY, MISSOURI
LIBERTY, MISSOURI 64068

EDWARD J. BAUMAN
Presiding Judge
J. B. MOORE
Eastern District Judge
CHARLES BROOMFIELD
Western District Judge

TELEPHONE
(816) 781-7700
Ext. 166

STATEMENT OF EDWARD J. BAUMAN, PRESIDING JUDGE, CLAY COUNTY MISSOURI
Before the Public Works Subcommittees on Appropriations, U.S. Senate and U.S. House of Representatives, concerning the Smithville Reservoir, Clay County, Missouri, March 30, 1981.

For over a decade the United States Army Corps of Engineers, has been constructing the Smithville Reservoir in Clay and Clinton Counties in Missouri. When finished, this project will end flood problems caused by the Little Platte River. Equally as important, it will establish a major park and recreational facility for the entire Kansas City Metropolitan Area.

To date, over $90,000,000 in public funds has been expended on this project. Final completion is scheduled for 1983. We presently project that upwards of a million and one-half persons a year will soon be taking advantage of this exciting facility.

As Presiding Judge of Clay County, I would like to express to this committee and to the United States Congress, the gratitude of the Clay County Court and Clay County Citizens for past support of this project. We appreciate the interest and the efforts of the many individuals who have brought the Smithville Reservoir to this point and will be making possible its final completion.

We view this project as a singular example of Federal-Local partnership in recreational development. Clay County, Missouri has agreed, through a lease agreement with the Corps of Engineers to operate and maintain virtually all lands adjacent to the Reservoir in Clay County. The lease calls for Clay County to pay almost $14,000,000 to the Corps over the next 50 years for this land and the recreational facilities constructed thereon. We are excited about this unique opportunity.

The Corps of Engineers informs us that an additional $2,963,000 will be required this year for the project. These funds would assure the completion of the Reservoir and its related facilities. We urge that this committee give favorable consideration to this amount of funds.

Ed Bauman

Edward J. Bauman, Presiding Judge

City of Smithville
108 North Bridge Street Smithville, Missouri 64089
Phone: 816 – 532-0500

STATEMENT OF
MAYOR WILLARD C. PENCE, SMITHVILLE, MISSOURI

TO

THE ENERGY AND WATER RESOURCES SUBCOMMITTEES
ON APPROPRIATIONS OF THE U.S. SENATE AND THE
UNITED STATES HOUSE OF REPRESENTATIVES

March 30, 1981

I am submitting this statement on behalf of the Smithville Board of Aldermen, the 2,000 citizens of Smithville, Missouri, and myself. We have been making trips to Washington, D. C., for many years, speaking on behalf of the Smithville Reservoir. As you are aware, the project is nearly complete and only a few finishing touches are yet to be made.

The United States Corps of Engineers has requested construction funds in the amount of $2,963,000 and this figure is included in President Reagan's proposed FY 1982 budget. As I understand, this amount would provide the necessary money to complete the project. Since it has been such a long time in coming, and since many of the economic gains of the project are predicated on its completion, I feel it is important and financially prudent that the project be completed as soon as possible. Therefore I urge you to approve and designate in the Public Works Appropriation Bill for the 1982 fiscal year the $2,963,000 listed in the President's budget.

I thank you very much for your continued support and consideration.

Respectfully submitted,

Willard C. Pence

Willard C. Pence
Mayor

Mr. KIRK. Bishop Willard Becker, Independence, Missouri, R.L.D.S. Church, City of Independence, and Chamber of Commerce.

STATEMENT OF WILLARD BECKER

Mr. BECKER. I have filed statements in regard to the Atherton Levee District and Little Blue River. We have seen that the benefits far exceed the costs as they have taken place over a period of years.

I hope it will be possible to continue to appropriate funds for a continual development of this system as it has been outlined for the Missouri River area.

Another area that we are slightly concerned with is that of the program of the Little Blue, the channels and the lakes of this valley. Our levee system is located at the lower end of the Little Blue, and as the channel work has progressed, the drainage has been improved. The upper end of the project has benefited tremendously by increased runoff and prevention of floods. But while that has happened, we on the lower end have gotten that water. Until the Little Blue Lakes, that is the Blue Springs and the Longview project are completed, it places us in a rather precarious position. We hope you will find it possible to continue the appropriations that have been listed in behalf of these two projects.

Thank you very much.

Mr. BEVILL. Thank you.

[The prepared statement of Mr. Becker follows:]

#10

ATHERTON LEVEE DISTRICT

OFFICERS:
PRESIDENT
John D. Jackson
SECRETARY-TREASURER
Willard C. Becker

Organized 1923

P. O. Box 1187
INDEPENDENCE, MISSOURI
64051

BOARD OF SUPERVISORS:
Albert J. Bundschu
John Jackson
Ocie Hughes
Francis E. Hansen
Fred Stewart

TO: THE PUBLIC WORKS SUBCOMMITTEES ON APPROPRIATIONS OF THE UNITED STATES SENATE AND THE UNITED STATES HOUSE OF REPRESENTATIVES

STATEMENT OF: WILLARD C. BECKER, SECRETARY-TREASURER
ATHERTON LEVEE DISTRICT

I appreciate the opportunity to submit a statement in support of appropriations for construction of the Little Blue River Lakes and Channel Improvements. The Atherton Levee system is located downstream from the flood control Lakes of the Little Blue project. Each day there is delay in these projects the area protected by the Atherton Levee (351-R) are in a precarious situation. The upper Channel has been improved permitting faster run-off of flood waters which prevents flooding in the upper areas, but until the control Lakes are constructed, we in the lower area are subject to this excess water. The project when completed will be of tremendous worth to Jackson County.

I respectfully request appropriations of sufficient amounts to continue the rapid development of the projects of the Little Blue Channel and Lakes.

Respectfully submitted,

Willard C. Becker

Willard C. Becker, Secretary-Treasurer
Atherton Levee District

March, 1981

Mr. KIRK. Don Elefson, R.L.D.S. Church, City of Independence, and Chamber of Commerce, Independence, Missouri.

STATEMENT OF DON ELEFSON

Mr. ELEFSON. The county in which the Little Blue River project is located is a major part of the area I represent. I am also here and have filed with you statements from the cities of Independence, Blue Springs, Lee's Summit, and also from the Chamber of Commerce of Independence, and also a letter from the R.L.D.S. Church.

Will Lardbecker (phonetic) mentioned the concerns we have on the Blue River. We are proud of the progress to date, but we do feel we are at a very critical point in the construction phase because of the need of the reservoirs to control the flow of water into the channels.

I call your attention to the fact that not only at the lower end is the Atherton District, but there is being constructed a major treatment plant for an interceptor system which will treat the sewage for the entire valley of the Little Blue River, and that would be subject to the hazard we see for the moment. When the dams are completed we feel everything will be fine, but in the interim we want a rain, but we want it gentle. We do not want a big rain or we would be in trouble. We appreciate that very much and support the appropriations that are presented but need them to the full capability of the Corps.

[The attachments to the statement of Mr. Elefson follow:]

INDEPENDENCE CHAMBER OF COMMERCE
P.O. BOX 147 • 213 SOUTH MAIN STREET • INDEPENDENCE, MISSOURI 64051
PHONE 816 / 252 4745

March 25, 1981

The Public Works Sub Committees on
Appropriations
United States Senate and the
House of Representatives

Friends:

The Chamber of Commerce of the City of Independence thank you for this opportunity to submit a statement in support of the funding of the Little Blue River flood control program.

We have observed with appreciation the progress of the project to date. We recognize it as a very important ingredient in the stability of our community. We realize the status of the present program to be at a critical point in its progress and that there is an urgent need for an early completion of the Lake portion.

We respectfully request that the funds be provided to the full capability of the Corps of Engineers for both the Channel improvements and the Lake construction.

Sincerely,

Sam Williamson

Sam Williamson
Executive Vice President

H11R

City of Independence

103 NORTH MAIN STREET • INDEPENDENCE, MISSOURI 64050 • (816) 836-8300

March 30, 1981

Public Works Committees on Appropriations
U.S. Senate and House of Representatives
Washington, D. C.

Gentlemen:

The City of Independence continues to be vitally interested in the ongoing channel improvement and flood control work on the Little Blue River in Jackson County, Missouri.

Virtually all of the undeveloped land within the corporate limits of the City of Independence which is suitable for industry lies within the flood plane of the Little Blue River, and I respectfully request that funding for channel improvements and flood control be considered and continued to the Corps of Engineers capabilities.

Your favorable consideration for the continuation of these projects in the most expeditious manner is earnestly solicited.

Sincerely,

E. Lee Comer

E. Lee Comer, Jr.
Mayor

MAYOR
Gene H. Rhodes

CITY ADMINISTRATOR
D. John Edwards

CITY OF LEE'S SUMMIT

CITY HALL
220 S.W. MAIN

CITY HALL ANNEX
220 S.E. MAIN

LEE'S SUMMIT, MO 64063
816-251-2301

ALDERMEN
Ward 1
Herbert W. Patrick
John E. Swearngin
Ward 2
Kelly Williams
Maxwell M. Jewell
Ward 3
Robert G. Jones
Donald L. Willyard

March 25, 1981

Public Works Subcommittees on
Appropriations of the United
States Senate and the United
States House of Representatives

Gentlemen:

The City of Lee's Summit expresses our appreciation for this opportunity to file a statement in support of the flood control program of the Little Blue River.

We feel the project as it is now being developed will have a very positive effect on our community. The control of flooding as well as the availability of the Longview Lake for recreational purposes is important to us.

We respectively request that funding to the capability of the Corps of Engineers be included in the budget of the 1982 fiscal year.

Sincerely,

Gene H. Rhodes

Gene H. Rhodes
Mayor

GHR:gw

#11R

THE PRESIDING BISHOPRIC

TO: THE PUBLIC WORKS SUBCOMMITTEES ON APPROPRIATIONS OF THE UNITED STATES SENATE AND THE UNITED STATES HOUSE OF REPRESENTATIVES

STATEMENT OF: FRANCIS E. HANSEN, PRESIDING BISHOP, OF THE REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS

Thank you for this opportunity to submit a statement in support of the "Plan of Improvement for Flood Control and Water Resources for the Little Blue River" in Jackson County, Missouri.

We are very appreciative of the progress being made in resolving the flooding problems of the Little Blue River, we recognize however, that we are now at a critical point in the construction phase. A major portion of the Channel improvement has been completed. We are pleased with this accomplishment, however, flooding problems maybe somewhat aggravated in certain areas until control of the flow of water into the Channel has been completed, thus the critical need for the construction funds for the lake projects. We will hope for no unusual rainfalls during the interim.

The Corps of Engineers have indicated a capability for the 1982 fiscal year of $5,100,000 for construction of the Lakes. The Presidents budget recommends the same amount for Channel improvements and $36,500,000 for Lake development. We would request consideration be given to the full capability of the Corps of Engineers. However, recognizing the need for budget adjustments we would support the $36,500,000 as recommended in the Presidents budget, but strongly urge that this full amount be included.

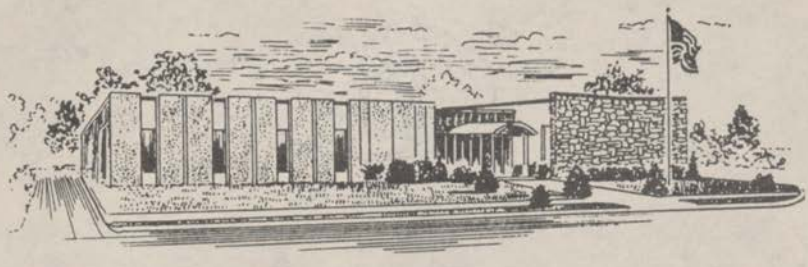
Respectfully submitted,

F. E. Hansen

Francis E. Hansen, Presiding Bishopric
Reorganized Church of Jesus Christ
of Latter Day Saints

March, 1981

REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY saints • WORLD HEADQUARTERS • INDEPENDENCE, MISSOURI
• BOX 1059 • ZIP CODE 64051 • TELEPHONE 816/833-1000



City of Blue Springs

March 24, 1981

Public Works Subcommittee
on Appropriations
Of The United States Senate
and The United States House
of Representatives

Honorable Committee Members:

On behalf of the City of Blue Springs, Missouri Board of Aldermen, I submit this letter of endorsement in full support of the funding for the Little Blue River Lakes Project. Our City officials feel that this project is vital to the economic and industrial development of this area. We respectfully request the Committee's favorable consideration of the appropriations that are needed in the fiscal year 1982 for this much-needed project.

Very truly yours,
CITY OF BLUE SPRINGS

Thomas E. Woods

Thomas E. Woods
Mayor

TEW:dd

H11C

OFFICE OF THE COUNTY EXECUTIVE
JACKSON COUNTY COURTHOUSE
415 EAST 12TH STREET
KANSAS CITY, MISSOURI 64106
816—881-3333

March 27, 1981

Mr. Don Elefson
RLDS Auditorium
Farm Dept. #202
Box 1057
Independence, Missouri 64050

Dear Don;

I will be unable to make the trip to Washington with MO-ARK.

You are very familiar with the needs of Jackson County. I would appreciate it if you would speak to the Committee on behalf of Jackson County in support of this project.

Thank you very much.

Sincerely,

Dale Baumgardner
County Executive

DB/tjr

Mr. KIRK. Glen Toalson, Osceola, Missouri. Truman Dam and Reservoir.

STATEMENT OF GLEN TOALSON

Mr. TOALSON. I have filed a statement. I am spokesman on behalf of our citizens and wish to express appreciation for the courtesies you have extended us. We appreciate also the funding in the past. We understand the many problems you have before you at this point in time.

Today is my 21st appearance in support for water resources; therefore, I feel I am in the same ballpark as you gentlemen, we are all dedicated to water. I am fully aware cuts have to be made, however the cuts made on Truman, our project with respect to recreation, gentlemen, I do not feel are justified. I am not saying our project is a sacred cow, but we have a half million dollar project on the brink of completion and this cut cuts the heart out of the very people who have suffered the most in the past 16 years. The Government bought over a third of our town, 25 percent of the homes were acquired, 40 percent of the businesses, thousands of acres of farmland. We have no businesses related to agriculture left. Last year we had three grocery stores in Osceola; today we have one. A store that had been in the dry cleaning business has closed its doors.

The only hope of recovery we have is through a new industry we have, known as tourism. The nearby public-use areas that the Corps has on schedule, until they are completed, no businesses that are related to this type enterprise will ever come to our town. So to accomplish this recovery, I feel it very imperative that you gentlemen restore to the budget the $4.7 million that has been removed because of recreation. Now recreation is not a necessity, but I feel that in our particular instance, it is absolutely a necessity. In other words, you are going to save Osceola. We are all looking at the same bottom line. To me, my town is a sacred cow. We hope you will consider our project, and we are appreciative.

[The prepared statement of Mr. Toalson follows:]



THE PRESIDING BISHOPRIC

TO: THE PUBLIC WORKS SUBCOMMITTEES ON APPROPRIATIONS OF THE UNITED STATES SENATE AND THE UNITED STATES HOUSE OF REPRESENTATIVES

STATEMENT OF: FRANCIS E. HANSEN, PRESIDING BISHOP, OF THE REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS

Thank you for this opportunity to submit a statement in support of the "Plan of Improvement for Flood Control and Water Resources for the Little Blue River" in Jackson County, Missouri.

We are very appreciative of the progress being made in resolving the flooding problems of the Little Blue River, we recognize however, that we are now at a critical point in the construction phase. A major portion of the Channel improvement has been completed. We are pleased with this accomplishment, however, flooding problems maybe somewhat aggravated in certain areas until control of the flow of water into the Channel has been completed, thus the critical need for the construction funds for the lake projects. We will hope for no unusual rainfalls during the interim.

The Corps of Engineers have indicated a capability for the 1982 fiscal year of $5,100,000 for construction of the Lakes. The Presidents budget recommends the same amount for Channel improvements and $36,500,000 for Lake development. We would request consideration be given to the full capability of the Corps of Engineers. However, recognizing the need for budget adjustments we would support the $36,500,000 as recommended in the Presidents budget, but strongly urge that this full amount be included.

Respectfully submitted,

P. E. Hansen

Francis E. Hansen, Presiding Bishopric
Reorganized Church of Jesus Christ
of Latter Day Saints

March, 1981

REORGANIZED CHURCH OF JESUS CHRIST OF LATTER DAY saints • WORLD HEADQUARTERS • INDEPENDENCE, MISSOURI
• BOX 1059 • ZIP CODE 64051 • TELEPHONE 816/833-1000

Executive Committee
Glen F. Toalson
Mabel Gist
Maxine Kiefer

Osage-Sac Association
of
Mo.-Ark.
Osceola, Mo. 64776



restore to the budget the 4.7 million dollar cut, thereby providing the necessary funds to complete the public use areas and recreational facilities on schedule. Only then will businesses related to tourism and recreation locate in our area. These new businesses will help restore our tax base and will also contribute considerable tax revenue to the U. S. Treasury.

Gentlemen, all of us are looking at the same "bottom line", and Osceola has been suffering since 1967.

Thank you again for your consideration and courtesy.

Very truly yours,

Glen F. Toalson

Glen F. Toalson

GFT/oc

CITY of OSCEOLA
OFFICE OF THE MAYOR
Osceola, Missouri 64776

STATEMENT OF FRANK E. HOSTETTER

MAYOR, CITY OF OSCEOLA, MISSOURI

March 16, 1981

The Public Works Subcommittees on Appropriations
U. S. Senate
U. S. House of Representatives
Washington, D. C.

Gentlemen:

On behalf of the Citizens of Osceola, Missouri, I wish to express appreciation for your courtesy and consideration extended our delegation today, and on previous occasions.

For the past fifteen years our community has been going through a severe economic decline because of delays in the completion of the Harry S. Truman Project. Government acquisition of farms, businesses and homes has created a depression within our City. The only way of recovery is the completion of the recreational areas of the project. Then and only then can business and industry related to tourism be developed.

Our City urges you to fund the Harry S. Truman Project to the full capability of the Corps of Engineers.

Thank you for your consideration and courtesy.

Frank E. Hostetter

Frank E. Hostetter, Mayor
City of Osceola, Missouri

FEH/oc

THE OSCEOLA AREA

CHAMBER OF COMMERCE

P.O. Box 422 Osceola, Missouri 64776



STATEMENT OF MAXINE KIEFER
DIRECTOR, Osceola Area Chamber of Commerce

30 March 1981

The Public Works Subcommittees on Appropriations
U. S. Senate
U. S. House of Representatives
Washington, D. C.

Gentlemen:

As a Director of the Osceola Area Chamber of Commerce and on behalf of the merchants of our area, I want to express our appreciation for your past support of the Harry S. Truman Dam and Reservoir Project.

Our area depends heavily upon tourism and recreational trade since we have no other industry. The Truman Reservoir has opened the door to our area in the form of improved roads and highways, improved city facilities, new park and recreational areas. We would like very much to see the project completed at the earliest possible date in order that the economy of our area might improve.

Many of our businesses are not expanding and private investors are not going into new businesses until the Truman Reservoir Project is finished. During this "wait and see" period, our little city is experiencing a depressed economy. After seventeen (17) years of waiting, it is urgent that we see the completion of this Project.

We urge you to restore the original appropriation funding for this important project. Any cut will only add further delays and, in turn, affect present businesses and possibly halt the opening of any new development or business.

Please consider this letter as the voice of our Merchants and Citizens of our area.

Thank you for listening. Any consideration given will be appreciated.

SINCERELY,

MAXINE KIEFER
Director, Osceola Area Chamber of Commerce

VILLAGE OF ROSCOE

Board Of Trustees
P. O. Box 34
Roscoe, Missouri 64781

for record

March 30, 1981

STATEMENT OF MABEL GIST
MEMBER, BOARD OF TRUSTEES, VILLAGE OF ROSCOE, MISSOURI
SECRETARY, ROSCOE PLANNING COMMISSION
MEMBER, BOARD OF DIRECTORS
MO-ARK ASSOCIATION

PRESENTED TO

THE PUBLIC WORKS
SUBCOMMITTEES ON APPROPRIATIONS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

On behalf of the citizens of Roscoe, Missouri, a small town on the upper Osage arm of the Harry S. Truman Lake, I urge that your Committee give favorable consideration to the allocation of funds for a recreational facility at Roscoe in the budget for Fiscal Year 1982.

The project proposed to the Committee, and that has been proposed to the Corps of Engineers since 1978, is the construction of a Public Recreation Area at Roscoe, specifically, a campground; with necessary funding to be allocated to the Corps of Engineers.

Mabel Gist
Mabel Gist

C. Thomas Bryant, Jr.
C. Thomas Bryant, Jr.
Chairman, Board of Trustees

VILLAGE OF ROSCOE

Board Of Trustees
P. O. Box 34
Roscoe, Missouri 64781

March 30, 1981

STATEMENT OF PROPOSAL
BY
MABEL GIST

The Roscoe access is the last access point on the Osage arm of the Harry S. Truman Lake, with the nearest overnight facility on the Lake 15 river miles away. Experience has proved the need for a camping facility is here - last summer campers and recreational vehicles were parked on side streets and at the edge of the Lake.

The proposed overnight camping facility would include seven (7) camp rings, approved water and sewage systems, electrical hook-ups, and park roads. The estimated cost to complete this projects, and the amount that we are asking to be allocated, is $37,500.00.

The original Master Plan prepared by the Corps of Engineers for the Lake shows the Roscoe area to have future intensive recreational use. The citizens of the town have proposed the facility each year since 1978. Roscoe is a village that needs assistance in its efforts to cope with the influx of visitors. I urge your support of this request for the Budget of Fiscal Year 1982.

Mabel Gist
Mabel Gist

3/30/81 Oral Testimony Notes

(1318)

On behalf our citizen - wish to express appreciation for courtesy & consideration extended today & previous - We appreciate standing of the past; understand their support in time of your efforts

Today is my 21st appearance in support of Water Res. Therefore I consider myself in the same ball park as you gentlemen in so far as the Cause of Water Resources is concerned. We are all dedicated to Water

I'm fully aware cuts have to be made - However the 4.7 cut on Truman not just that - Our town I admit this not saying your project is a second class citizen it is a and to has been suffering since 1967 half billion project on brink of completion. This cut for completion of Public use and Recreational area is understandable - normally recreation isn't a necessity - however this cuts the very heart out of the people who have suffered the most during the last 15 years.

Boat bought over 1/3 of town area; 25% of homes; 40% of businesses; thousands of acres of farm land in the County - were lost all agriculture related business; Last year we had 3 grocers - today we have one; A family owned dry goods store - been there since 1902 - closed its doors -; we have 2 more on brink of having to close.

Great acquisition of farms, businesses & homes has created this depression in our City

Only one route of recovery — a new industry to our town — known as Tourism.

To capture this Industry, the nearby public use areas must be completed and until they are completed no business related to Tourism will come in.

& recreation

To accomplish this recovery — it is imperative you restore to the budget the 4.7 million so these areas can be completed by FY 82. Not only will you be saving Osceola — the new business will contribute considerable tax dollars to US Treasury

We're all looking at same bottom line; To me Osceola is a sacred cow — I know one way to help the problem

4.7
2.16
2.1

2.16 million for Mo River Mitigation — the fish & wildlife extremists want the river to be what it was before Lewis & Clark saw it. ~~Why is this appropriation~~ and Pres Truman is short only 2.1 million — our people are the endangered species — not fish & birds

We hope you'll trust our problem as Capital Investment and we appreciate your past performance

Mr. KIRK. Mr. T. Dick Fleming, president, Upper Osage-South Grand Association, Clinton, Missouri. Harry S. Truman Dam & Reservoir project.

STATEMENT OF T. D. FLEMING

Mr. FLEMING. We are concerned with the $5 million cut mainly because it represents about 25 percent of the original budget of 1981, and about 50 percent of the recommendations for the public-use areas. We are faced with no small dilemma in 1981. We are looking forward to about a million visitors by midsummer, and we have public-use areas to be completed by year-end 1984. This could be as many as 4 to 5 million. This particular dam has suffered to some degree, budget cutbacks, delayed stretchouts and various other things that have held this dam to completion now of over 16 years. This is not necessarily a large dollar item in comparison with many budget items, but it does represent an additional investment in a project ready to deliver the economic side of investment by the Federal Government.

We hope with a project this near to completion and ready to deliver the supply side of economics will not go unheeded. We plead with you to reconsider the recommendations of 1982 and restore the entire Corps capability of $27,700,000 to this project. We feel the investment of these millions will be returned manyfold to the facility and the availability to the public.

[The statement of Mr. Fleming follows:]

The Upper Osage-South Grand Basin Association

P.O. BOX 469
CLINTON, MO. 64735



STATEMENT OF

T. DICK FLEMING, PRESIDENT

HARRY S. TRUMAN DAM & RESERVOIR PROJECT

MARCH 30, 1981

TO: HOUSE OF REPRESENTATIVES, PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS

Gentlemen:

My name is Dick Fleming, President of the Upper Osage-South Grand Basin Association, an orgnization representing the businesses and agri-businesses in the Harry S. Truman Dam and Reservoir area. We appreciate very much your allowing us to appear before your committee.

For area residents over the past 16 years, the Harry S. Truman Dam and Reservoir has been a continuing dream. The baton of responsibility to keep this dream alive has been handed from businessman to businessman over the years. Some of the leadership has passed on, moved away, or died, but not the dream.

What started as a great conservation and flood control project, and still is, with realistic cost benefits, has added hydroelectric power. Power that has become a premium in today's marketplace. Companion to this, is an economic world that was once thought of as just fallout from the development of water projects. But 1981 reality has caused us to feel the impact of recreation on the marketplace, and its potential to economically outstrip water projects that are laced with benefits, and provide financial boosts to areas in an infinite variety of ways. Thus enriching the original benefits for which the project was first perceived.

The Truman Dam and Reservoir is a triple threat. It provides flood control as originally intended; it will generate six hydroelectric power generators which will have a capacity of 280 million kilowatt hours; and it will enhance the lives of millions through recreation facilities and public use areas.

The Truman Lake Project has survived those who call themselves environmentalists, court action by less than informed Attorney General Staffs, an Asian war where money was diverted from many public work projects, stretch outs, outright delays, political probe, and even perhaps Corps of Engineers judgemental but correctible errors.

Now gentlemen, we face a real dilemma, and we do not wish the dream to turn to a nightmare. The Lake, all of its fifty-five thousand acres, is now a reality. Power from one generator should be operational by fall. Downstream problems, which have been so apparent in the news and so important to those who live in the area, have been resolved to their apparent satisfaction and to the satisfaction of the politicians, but we have one glaring problem. We have virtually no public use areas completed, and a projection of one million visitors in 1981 and perhaps three to five million by 1985.

The approximate five million dollars ($5,000,000) cut from the Harry S. Truman Project does not appear in our opinion to be a good sound business decision. In review of the entire Kansas City Area Corps of Engineer Projects, it is the only public works project so severely cut. The projected return in income from the completion of these public use areas would be many times the number of dollars spent and would be recaptured quickly after completion date. Also, consider the tremendous impact in conservation of energy, the millions in fuel cost which could be saved because of its proximity to two of the largest metropolitan cities in the state. Many of its current population are now traveling greater distances for the same facilities. It is very dramatic when you realize that in a medium size American made automobile one can get to Truman and back on a tank of gasoline from almost anywhere in the state of Missouri. This makes the project relatively affordable for a vast number of not only Missourians but Midwesterners.

Our Association is in harmony with those who would slow down inflation, but we feel to prolong a project that has historically taken its lumps in budget cuts needs its final completion, and a continued delay would only contribute to inflationary costs.

Although the five million ($5,000,000) is not large by some budget standards, it is by ours. It represents over 25 percent of the original 1981 budget recommendation and over 50 percent of the money to be allocated for public use area development.

A project this near completion and ready to deliver the supply side of economics bringing a return on government expenditure we feel should not be delayed. We plead with you to reconsider the recommended budget of 1982, restore the entire corps capability of twenty million seven hundred thousand dollars ($20,700,000). This job needs to be finished, and the American public deserves a return on its investment. Again, I thank you for your kind consideration.

Respectfully,

Dick Fleming

HEADWATERS ASSOCIATION

Box 52
WARSAW, MISSOURI 65355

March 30, 1981

The Public Works Subcommittee on Appropriations
United States House of Representatives

Honorable Sirs:

I appeal to you today with the interests of the Harry S. Truman Dam and Reservoir. We in the Headwaters area are fortunate to live next door to such a fine project. Our pollution free dam will soon be doing its' part for the country by generating needed electricity.

The dam is a contributing factor to our third largest industry in Missouri, tourism. We are seeing overwhelming interests and activity from people wanting to utilize our waterways and public use areas. We are delighted with the response and need the revenue for the livelihood of our communities. We need the total completion of the dam and reservoir area now in order to accommodate and meet the needs of our visitors.

We earnestly seek your approval of the Corps of Engineers proposed budget of $20,700,000. for fiscal year 1982. I realize budget cuts are necessary to stabilize our economy, however, our completed project will be able to contribute much to strengthen our economy and serve its citizens.

On behalf of the Headwaters Association, I thank you for your past support and hope you will continue to make Harry S. Truman Dam & Reservoir a place to be proud of.

Respectfully,

Jane Putnam
Executive Secretary

CLINTON CHAMBER of COMMERCE

SOUTHEAST CORNER SQUARE
CLINTON, MISSOURI 64735
TELEPHONE 816 885-8100

STATEMENT

HARRY S. TRUMAN DAM & RESERVOIR PROJECT

MARCH 30, 1981

TO: THE PUBLIC WORKS SUBCOMMITTEES ON APPROPRIATIONS
UNITED STATES SENATE AND HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

Ladies & Gentlemen:

After sixteen years of starts, stops and slow downs the Harry S. Truman Dam & Reservoir project is now 86% complete. I guess I should be saying,

"Yippee!"

That's not how I feel. There are days I could scream so loud you could hear me all the way to Washington, D. C. and then there are days I could sit down & cry! I know neither will do any good. I love our Country and I love the area in which I live, work and raise a family. I'm supportive of the President's efforts to balance the budget, to cut out waste, to do this, to do that. But, I see what budget cuts and regulations are doing to our area and I simply shudder.

For many years agricultural production was the main stay for Henry County. With over 60,000 acres taken out of production and another 31,000 plus acres with flowage easements in our County, alone, this is no longer the case. We must now place our efforts in other directions.

The natural thought would be tourism . . . Great, you say, Truman Dam & Reservoir is 86% complete. Of course, that's total complete. In reality, the public use areas are less than 40% underway or complete. With the total of $465,000,000 appropriated for Truman, thus far, less than $25 million has gone for public use areas. Considering the potential return of revenue to the government and to the area from this source that's a pretty pathetic investment.

We are being beseiged with people at our tourist information center and at boat and travel shows wanting information on Truman. It's difficult to provide this information when so little is completed.

I mentioned before budget cuts and Federal regulations. Let me expound a little further on these:

To: The Public Works Subcommittees on Appropriations

Page Two

Just this past week, a highway project, which we have been working on for about as many years as the Truman project, has been placed on the shelf: Unimportant - yes or no. Well, that highway was operating at a 200% capacity prior to Truman. It's now expected to exceed 600%!

Here's another goodie - Coal mining, at one time, another major industry in our area: One mine already closed, a second considering it. Valuable jobs lost . . . Why? Rigid Federal Regulations!

You work your rump off trying to find other jobs to replace these jobs and you run into more Federal Regulations! My most recent encounter has been with hazardous waste. How you can tack the term "hazardous" onto some liquid that is only flamable is beyond me. After about a month and at least 30 phone calls I found out that: You can't pour it out, that would be in violation of the Clean Water Act; You can't bury it because you can't bury anything that is flamable & liquid; You have to incinerate it. Of course, the nearest approved incinerator is only 450 miles away, and they won't accept the barrel until they have a sample. Probably has something to do with the Clean Air Act.

If you think I'm frusterated you're right! One of my primary duties is to create more jobs, but how does one go about it?

You can help us get the economy moving, again, in our area by restoring the Corp's full capabilities and also gain a return on your investment.

Sincerely,

Joan M. Compton
Executive Director

JMC:vew

#121-

PETER R. WERNER, SHERIFF
TELEPHONE - JAIL 885-4581
TELEPHONE - OFFICE 885-4951
Clinton, Missouri 64735

March 30, 1981

Public Works Sub-Committee on Appropriations
United States Senate and House of Representatives
Washington, D.C.

Gentlemen:

In my position as Sheriff and appointed representative, I can relate, first hand, the impact this project is having on the financial and social structure of Henry County, Missouri.

The permanent population of Henry County has not fluctuated more than 450 over the last 20 years; however, the financial obligations have increased 500% during the last eight years (Sheriff's Department $49,000-1973, $250,000-1981). The cost of public services per capita has risen dramatically due to the construction of the Reservoir. Due to the failure to complete the tourist/visitor facilities in Henry County, we are losing the tourist/visitor contribution to the support of government services which would have been partially financed by the lost property taxes. The tremendous financial burden of supplying governmental services to these visitors is awesome.

Now that the water retention portion of Truman Reservoir is completed, some tourists are going to come and utilize this lake even though these facilities are incomplete. This creates the secondary problem of importance in the usage of Reservoir property. The visitor/tourists will develop "camping sites" that are on Corps of Engineers property but not located on visitor facility sites where there are sanitary facilities, crowd control, protection, rules, regulations or law enforcement.

This development of "extra" camping sites has created expensive problems of thefts, vandalism, fights, drugs, sanitation and all these calls for services will be paid for by the county government.

Please complete the last portion of this tremendous project, complete the visitor facilities to help increase our revenue income and aid the law enforcement, visitor protection in Henry County.

Gentlemen we appreciate and thank you for your past confidence and support of this project, and we appreciate and look forward to your consideration of this project in the future.

Respectfully,

Peter R. Werner

Peter R. Werner
Sheriff of Henry County

PRW:cl

CLINTON CHAMBER of COMMERCE

SOUTHEAST CORNER SQUARE
CLINTON, MISSOURI 64735
TELEPHONE 816 885-8168

STATEMENT

HARRY S. TRUMAN DAM & RESERVOIR PROJECT

MARCH 30, 1981

TO: THE PUBLIC WORKS SUBCOMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE AND HOUSE OF REPRESENTATIVES
WASHINGTON, D. C.

As President of the Clinton Chamber of Commerce it is a priviledge to appear before this committee.

On behalf of the 450 businesses of Clinton we wish to express our appreciation for your past support of the Harry S. Truman Dam and Reservoir Project.

As this project is 86% completed the impact to our area is already apparent. Several new businesses have opened their doors as a result of this project but if not completed on schedule these new businesses will suffer. In regard to these businesses it is necessary to complete the public use areas which are now only 40% completed.

The Clinton Chamber of Commerce has a new tourist information bureau open but we are unable to direct people to the new public use areas because they are not yet completed.

The Corps of Engineers has the capability of utilizing $20,700,000 for this project and we would urge you to provide the necessary funds to meet the full capability. If these funds are not provided it will not only prolong the completion of the project but due to inflation it will cost the taxpayers more.

We appreciate your past consideration and support and solicit your continued interest and support so that the Truman Dam and Reservoir project can be completed as soon as possible.

Sincerely,

David L. Mills

David L. Mills
President

DLM:vew

Mr. KIRK. Helen Machnicki, mayor pro tem, city of Clinton, Missouri. Harry S. Truman Dam & Reservoir.

STATEMENT OF HELEN MACHNICKI

Ms. MACHNICKI. I am Helen Machnicki, mayor pro tem of the city of Clinton, Missouri. I wish to thank you for the opportunity to be present today as a representative of the Clinton, Missouri, city council and business community, on behalf of the Harry S. Truman Dam and Reservoir project.

The completion of this project and the public use areas are an extremely important part of this project to us. It will give us a great potential for industrial growth. The availability of recreational facilities will bring us tourism and its related industries, to compensate for the many acres of land, agri-business, and tax dollars we have lost.

We are aware of the ever increasing financial burdens within our Government, and we support you in the difficult decisions you must make. This dam, with its vast lake and ability to produce 282 million kilowatt-hours of hydroelectric power annually without pollutants, is an asset to our Nation and a monument to those of you who had the foresight to turn this dream into a reality. This project is so near completion, but we will receive no return on the investment until it is finished in its entirety. We therefore ask your consideration that this project be kept on schedule, and funded to the full capabilities of the Corps of Engineers.

We appreciate the thoughtfulness, consideration, and generous support you have given us in the past, and would like to thank you for your continued interest in our future.

Mr. KIRK. Bill Meyer, Monroe City, Missouri. Cannon Dam Reservoir.

STATEMENT OF BILL MEYER

Mr. MEYER. I have provided the staff with a copy of our statement.

Our project is 90 percent complete. In just a little more than a year, we hope it will be complete. The last stages of the dam and powerplant remain to be done, then it will be finished. We can hardly wait. I am here to thank you for your support and for the privilege of being here today. Thank you so much.

[The prepared statement of Mr. Meyer follows:]

WARREN G. SEE, PRES.
PHONE 314 RE 5-2345
MONROE CITY, MO.

AP0&905
~~438-5~~

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

Honorable Tom Bevill, Chairman
United States House of Representatives
Sub-Committee on Energy and Water Development
Room 2362-Rayburn House Office Building
Washington, D.C. 20510

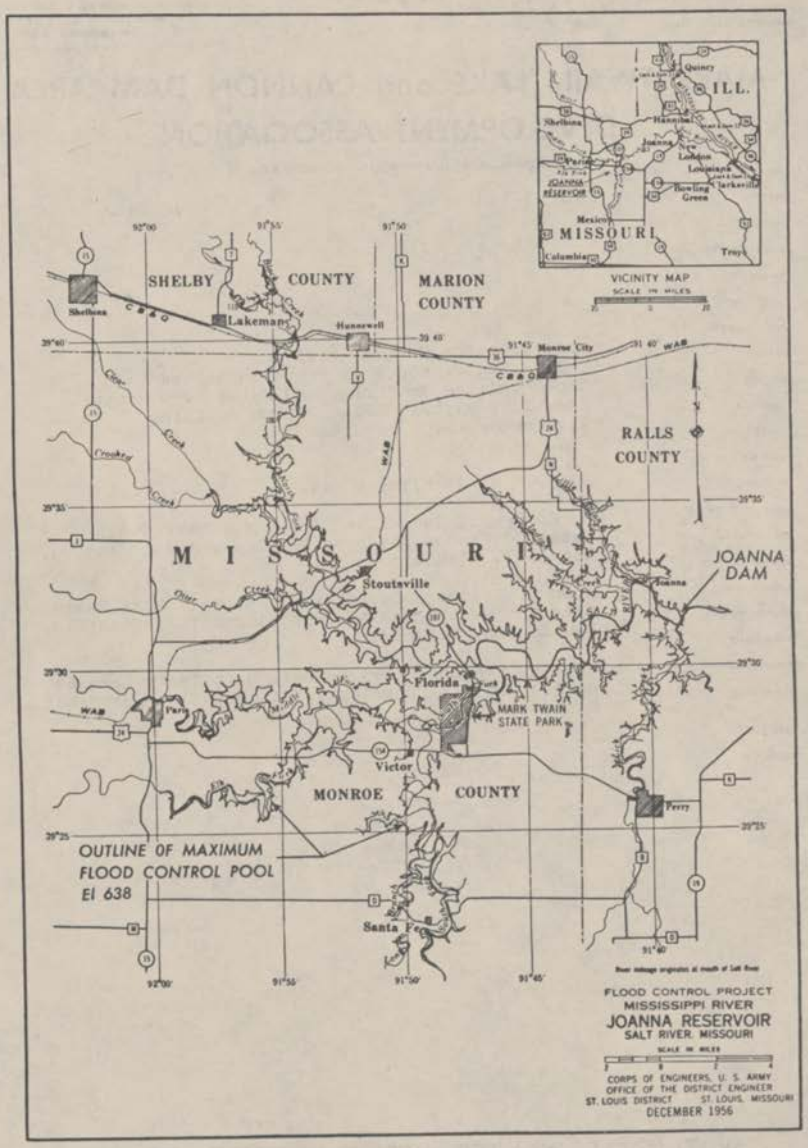
WITNESS LIST

W. H. Meyer, Executive Secretary, Mark Twain Lake and Cannon Dam Area Development Association, Hannibal, Missouri

John C. Briscoe, Secretary-Treasurer, Mark Twain Lake and Cannon Dam Area Development Association, New London, Missouri

Charles Rendlen, III, Member, Mark Twain Lake and Cannon Dam Area Development Association, Hannibal, Missouri

WITHOUT WATER WE CANNOT GROW


VICINITY MAP
ILL.
MISSOURI
SHELBY COUNTY
MARION COUNTY
RALLS COUNTY
MONROE COUNTY
M I S S O U R I
Shelbina
Lakenan
Hunnewell
Monroe City
Stoutsville
Florida
MARK TWAIN STATE PARK
Victor
Perry
Santa Fe
JOANNA DAM
OUTLINE OF MAXIMUM FLOOD CONTROL POOL El 638
FLOOD CONTROL PROJECT
MISSISSIPPI RIVER
JOANNA RESERVOIR
SALT RIVER, MISSOURI
CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
ST. LOUIS DISTRICT ST. LOUIS, MISSOURI
DECEMBER 1956

WARREN G. SEE, PRES.
PHONE 314 RE 5-2245
MONROE CITY, MO.

EDW. D. 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 30, 1981

Honorable Tom Bevill, Chairman
United States House of Representatives
Sub-Committee on Energy and Water Development
Room 2362-Rayburn House Office Building
Washington, D.C. 20510

Dear Representative Bevill:

The Mark Twain Lake and Cannon Dam Area Development Association, the 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 nearing completion on Salt River in Monroe and Ralls Counties, Missouri.

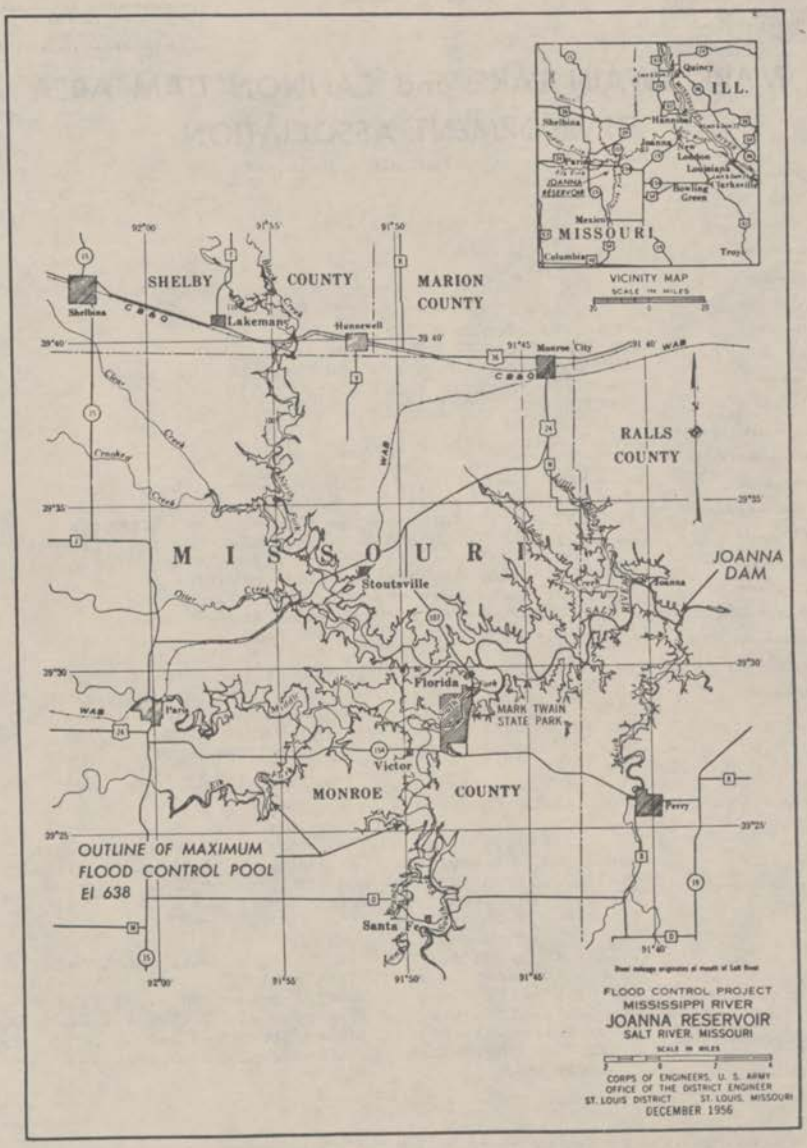
We earnestly request your support for adequate funds to insure the completion of this most important and vital project for our area. The Presidential Budget for FY82 carries $12.1 million for construction and $3.1 million for operation and maintenance.

We urge your consideration in funding of these full amounts for the following reasons:

1. To date $233,637,000 has been spent on this project and it is 90% complete. Any delay in funding the final stages of construction would only cause deterioration in the part already completed, and hence mean additional funds would be needed.

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. This project will generate 62,000 K.V.A. power which will help to alleviate power supply problems. At the present time power house work is 73% complete.

WITHOUT WATER WE CANNOT GROW


VICINITY MAP
ILL.
MISSOURI
SHELBY COUNTY
MARION COUNTY
RALLS COUNTY
MONROE COUNTY
Shelbina
Lakenan
Hunnewell
Monroe City
Stoutsville
Florida
MARK TWAIN STATE PARK
Victor
Perry
Santa Fe
JOANNA DAM
OUTLINE OF MAXIMUM FLOOD CONTROL POOL El 638
FLOOD CONTROL PROJECT
MISSISSIPPI RIVER
JOANNA RESERVOIR
SALT RIVER, MISSOURI
CORPS OF ENGINEERS, U. S. ARMY
OFFICE OF THE DISTRICT ENGINEER
ST. LOUIS DISTRICT ST. LOUIS, MISSOURI
DECEMBER 1956

3. Good clean water reserves are needed to provide the area with a high quality fresh water supply. This area, like many areas throughout the United States, is experiencing a severe drought forcing several water districts to curtail further expansion due to low water supplies. When this lake is filled, it will give a much needed source of water to communities and rural residents throughout the area by providing a reserve of 20,000 acre feet which will help provide the high quality fresh water supply needed.

Continued full funding without delay for an early completion date, we believe, is of utmost importance. We, therefore, urge you to continue your excellent support of this project as you have in the past so that it may be completed as scheduled 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.

Very truly yours,

MARK TWAIN LAKE AND CANNON DAM
AREA DEVELOPMENT ASSOCIATION

Warren G. See, President

WGS:jej

Mr. BEVILL. Mr. Lew Paramore, executive vice-president emeritus, Mo-Ark Association, Kansas City, Kansas.

STATEMENT OF LEW PARAMORE

Mr. PARAMORE. Jack Alexander asked if he could send a statement to be made a part of the record. He would like to find out if possible how much non-Federal funds it would take to get this lake constructed. All the advance planning and engineering have been done.

I also have for the record the track record of the flood control projects that have already been built, what they totally cost, and what they have saved in flood protection to date. A little over a billion dollars has been spent, and they have saved over $3 billion. Thank you.

[The information has been retained in committee files.]

Mr. KIRK. We have others in our contingent: Peter Marshall, with Larry Winn's office, Lisa Barrauch, Representative Jim Jeffries office; Mindy Trachtenberg, Representative Harold Volkmer's office; and Russell Orban, Representative Ike Skelton's office.

Mr. BEVILL. Those are mighty fine Congressmen you have mentioned.

Mr. KIRK. That concludes our presentation.

Mr. BEVILL. We appreciate the way you presented your testimony here.

AFTERNOON SESSION

MARK TWAIN LAKE AND CANNON DAM

WITNESSES

HON. HAROLD L. VOLKMER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI
MEMBERS OF THE MARK TWAIN LAKE AND CANNON DAM AREA DEVELOPMENT ASSOCIATION:
W. H. MEYER, EXECUTIVE SECRETARY
JOHN C. BRISCOE, SECRETARY-TREASURER
CHARLES RENDLEN III, MEMBER

Mr. BEVILL. We welcome you.

STATEMENT OF HON. HAROLD L. VOLKMER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MISSOURI

Mr. VOLKMER. I would like to have my statement made a part of the record and I will try to summarize.

[The statement of Mr. Volkmer follows:]

STATEMENT OF

THE HONORABLE HAROLD L. VOLKMER

NINTH DISTRICT, MISSOURI

BEFORE THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

HOUSE APPROPRIATIONS COMMITTEEE

MARCH 30, 1981

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 FY1982	CORPS CAPABILITY	PURPOSE OF FUNDING
CLARENCE CANNON DAM AND RESERVOIR	$12,100,000	$12,100,000	Continued Construction
	$3,371,000	$3,371,000	Operation and Maintenance
LONG BRANCH LAKE	$500,000	$500,000	Construction
	$355,000	$355,000	Operation and Maintenance
COLDWATER CREEK	$600,000	$600,000	Resume Study
LOCK AND DAM 26	$87,000,000	$87,000,000	Continued Construction
HANNIBAL, MISSOURI (FLOOD CONTROL)	0	$50,000	Resume planning

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 $12,100,000 for continued construction in FY82 and $3,371,000 for operation and maintenance. The Corps has indicated a like capability.

We have come a long way on the project since the Committee gave Cannon Dam its construction start in FY1966. Congress has appropriated over $215 million through FY1981 -- 88% of the total project cost now estimated at $244 million.

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.

We would again welcome the Committee's approval of the full budgeted amount so that we can proceed with this vital project, scheduled for completion in 1983.

LONG BRANCH LAKE

I would now like to turn the Committee's attention to the Long Branch Lake project in Macon which is budgeted for $500,000 for construction and $355,000 for operation and maintenance in FY 1982.

With the exception of recreation facilities, the Long Branch Lake project has been physically completed for several years. Total completion of the project was delayed by the lack of a cost sharing agreement for the development of the recreation facilities between the Corps of Engineers and the State of Missouri. I am now pleased to report that agreement was reached last year and we are now ready to proceed with the full development of the project's recreation facilities.

We are grateful for the Committee's past support of this project and would again appreciate your approval of the full budgeted amount.

LOCKS AND DAM 26

As a representative whose district is bordered by]02 miles of the Mississippi River, it gives me great pleasure to appear today on behalf of Locks and Dam 26. The FY82 Budget request for this project is $87 million for continued construction.

The importance of Locks and Dam 26 to the economic well being of the 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 in providing its initial funding in FY1980.

I respectfully request the Committee's approval of the full budgeted amount so that we can proceed with construction of this much-needed project.

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 Hono rable Robert A. Young.

The Coldwater Creek watershed was studied as part of the overall St. Louis Metro Area study (Metro Study) along with over 170 other watersheds in the metropolitian 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.

Although funds were not included in the FY1981 Budget Request, we are very grateful to this committee for giving the Coldwater Creek study its initial boost by appropriating $200,000 to begin a study to determine flood control and related water resource needs of the area. In the FY1982 budget request, 600,000 is included for the resumption of this study. We again request and be grateful for the Committee's approval of the full budgeted amount.

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 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.

Last year, funding for this study was not approved by the Committee. Although the Corps has expressed a capability of $50,000 to begin reformulation studies in FY1982 of $50,000, funds 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.

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.

MACON MUNICIPAL UTILITIES

Macon Municipal Utilities

BOARD OF PUBLIC WORKS
WARD HARRINGTON, Chairman
R. C. LAMMERS, V-Chrm.
ED KNOWLES
JAMES KIEHNE

PAUL E. JENSEN, P.E., Gen. Supt.
GERALD MALONEY, Sec'y

MACON,
MISSOURI
63552

To the Members of the Subcommittee on
Energy and Water Development Appropriation

This letter concerns the real and immediate need to complete development of Long Branch Lake. Authorized by Congress in 1965, Long Branch Lake is being constructed by the Corps of Engineers to meet regional and national needs for flood control, low streamflow supplementation, municipal and industrial water supply, and recreation. With the exception of recreation facilities, the project was physically completed several years ago. The lack of recreation facilities has, however, delayed realization of the other benefits of the project's multipurpose pool. Only as the recreation facilities are developed, will the full value of Long Branch Lake be realized.

Water supply for cities and rural areas is a critical need in Northeast Missouri as well as other parts of the United States. Because of our willingness, prior to initiation of construction, to commit ourselves to repay over one fourth of the joint-use construction cost of the Long Branch Lake, the city of Macon can look forward to a long term dependable source of water supply. Completion of recreation development and raising the pool level to its design level will bring to fruition this much needed source of water supply.

The Corps of Engineers and the State of Missouri are jointly developing the recreation potential at Long Branch Lake. Because of the need for recreational facilities and due to the inter-relationship with other project benefits, we respectfully request appropriation of necessary construction funds to meet the capability of the Corps of Engineers for Long Branch Lake.

On behalf of the citizens of the City of Macon,

John Hamilton,
Mayor

Paul E. Jensen, P.E.
Gen. Supt. of Utilities

Use Energy Wisely

Long Branch Reservoir Association
BOX 44
MACON, MISSOURI 63552

To the Members of the Subcommittee on
Energy and Water Development Appropriation

Now that Long Branch Lake is ready for construction of recreational facilities and the state and federal governments have ironed out the cost sharing problems, it is hoped that the construction of boat ramps, roads, camping, and rest room facilities can move along to give us the "BEST" state park in Northern Missouri.

It is hoped, also, that we can have your support for the allocation of the $500,000 necessary for this essential work. I know you have supported us in the past, and we greatly appreciate it and any help you can give us now.

Sincerely,

Kenneth Taylor, Pres.
Long Branch Lake Ass'n.

CHARLES L. CLAYTON
[redacted]
HANNIBAL MISSOURI
63401

P. O. Box 1275

March 25, 1981

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 are pleased to learn that you will appear before the EWDAC at their session scheduled for March 30 to testify in our behalf for the appropriation of funds that will enable the Rock Island Corps of Engineers to renew their flood control study originally authorized under the Flood Control Act of 1962.

You will recall that the Corps had hoped funds would be made available last year, and you testified before this same committee in an attempt to have the necessary funds transferred from an appropriation already made but not scheduled to be used during FY-1981. Although this approach was not successful, we felt that we had every reason to expect the funds would be made available during FY-'82.

Now, we are informed that all "new starts" will be eliminated from the FY-'82 budget. We wish to emphasize that this is not a new start but is the continuation of an ongoing struggle to find someway to fund a flood control program that will put an end to the ravages of floods that have devasted our downtown business core and even threatened our Mark Twain Historic District, a National Register Site.

Just within the past year, we have seen solid evidence of business firms moving back into the flood district, but there are still many vacant buildings. Sufficient private funds to affect a major rehabilitation cannot be expected to be made available until the threat of flooding is eliminated. Fortunately, we have not experienced a Major flood since 1973, but another one even approaching that magnitude will surely spell doom for Downtown Hannibal.

We urge you to do everything possible to convince the committee to restore the $50,000 request to the Corps budget for FY-'82.

Copies to:
Mayor Lillian M. Hermand
Emanuel Lock, Heritage Conservation
and Recreation Service

Respectfully submitted,

Chas. L. Clayton, Chairman
Hannibal Waterfront
Action Group

Mr. VOLKMER. I appreciate again the opportunity to appear before you to discuss projects within my District. I would like to introduce the two gentlemen that I have with me, Bill Meyer on my right, one of my neighbors back home, by the way, an-across-the-street neighbor; and Jack Briscoe from New London. They are with the Mark Twain Lake and Clarence Cannon Dam Association and they are here to appear in behalf of the request for $12,100,000 for construction on the Clarence Cannon Dam which is the amount the Corps has the capability. Also, $3,371,000 for operation and maintenance.

Long Branch in Macon, a project which is nearly completed, $500,000 for construction, $355,000 for operation and maintenance of that facility.

Coldwater Creek, in St. Louis County, a part of my district, requires funds for continuation of a flood control study, which the Corps of Engineers initiated last year. This will be a continuation of that study.

Regarding Lock and Dam 26, I want to emphasize my support for the full amount of the budget—the $87 million as shown in there for construction.

In passing I would like to say even though it has always been known as the Alton Lock and because the base is on the Illinois side, the other end of the dam is on my side in my district in West Alton, Missouri, in Saint Charles County. We fully support that.

I have another project that I would like to mention, although there is nothing in the budget. Last year, we requested $50,000 for a resumed planning study by the Rock Island District of the Corps of Engineers for flood control in my home town in Hannibal along the Mississippi River.

This project was started years ago and was being implemented, and then because of some disagreements we had within the city, especially with the mayor at that time, the Corps stopped it. But, in the last three years there has been increased activity on behalf of it, and the city now strongly favors continuation of the study.

If you could, in any way, find $50,000, I would be more than thankful for that.

Jack, do you have anything you would like to say?

Mr. BRISCOE. We are just here to thank you for the help you have given in the past.

Mr. MEYER. I might say you always were a neighborly fellow.

Mr. BEVILL. We will certainly work with Congressman Volkmer on this. We appreciate your coming before our committee.

PORT PROJECTS

WITNESSES

MELVIN SHORE, SECOND VICE PRESIDENT, AMERICAN ASSOCIATION OF PORT AUTHORITIES

PENNY GODDIN, STAFF, AMERICAN ASSOCIATION OF PORT AUTHORITIES

Mr. BEVILL. Mr. Shore you may proceed as you wish.

STATEMENT OF MELVIN SHORE, SECOND VICE PRESIDENT

AMERICAN ASSOCIATION OF PORT AUTHORITIES

BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

MARCH 30, 1981

Mr. Chairman and members of the Subcommittee, my name is Melvin Shore. I am second vice president of the American Association of Port Authorities and port director of the Port of Sacramento. I want to thank the Committee for granting our request to present testimony today on the Fiscal Year 1982 budget of the U.S. Army Corps of Engineers.

For more than three centuries, America's seaports have been centers of population, trade, and economic growth. Through these ocean gateways moves the vast and infinitely varied commerce that is the life blood of modern civilization. To millions of immigrants, they have been havens of comfort, safety, and promise. Around them have sprung up a multitude of industries that depend on the proximity of ocean transport. In all the nation's wars, ports have been a vital if often overlooked element in our nation's defense strategy.

The modern U.S. deepwater port industry consists of 189 seaports located on the Atlantic, Pacific, and Gulf coasts, and on the Great Lakes. The American Association of Port Authorities, founded in 1912, represents public port agencies throughout the Western Hemisphere, including all the major seaports of the United States. The U.S. seaport function is derived from a partnership between local port authorities and the federal government. That partnership, forged through history and built upon declarations by the country's founding fathers, rests on the principal that harbors and navigation channels are the responsibility of the federal government and that the providing of shore-side cargo handling infrastructure is the responsibility of state and local government and the private sector. That partnership has given the United States the most modern port system in the world today, and that is the way we want to keep it.

National responsibility for the navigable waters of the United States can be traced back to the Northwest Ordinance of 1787 and to the formation of the federal government under the Constitution. Beginning with the Survey Act of 1824 and continuing to the present day, the U.S. Army Corps of Engineers

has undertaken the federal task of harbor and navigation channel maintenance and improvement. It has done so professionally and with distinction, though in recent years, its efforts have been steadily undermined by inflationary pressures, with the result being that the Corps is able to do less and less with the available fiscal resources.

AAPA supports President Reagan's request for $1.085 billion for Corps' Operations and Maintenance. We also support the decision to leave the FY 1981 emergency supplemental of $39 million untouched. Had that not been done, that money might have been taken from the Operation and Maintenance allocation, thus further reducing the amount available for dredging. With regard to the proposed 15 percent cut in construction general funds for FY 1982, the Administration states: "About 75 of the more than 300 remaining projects would be delayed slightly. However, these delays would not affect the completion dates for hydro-power, municipal and industrial water supply, urban flood control or navigation projects." We hope that this commitment will be retained. The reality is that in actual dollars the Corps' budgetary allocations to deepwater navigation projects have been declining in recent years.

America's seaport system, as I have said, is based on a partnership between the federal government and the states. Local port authorities, true to their responsibilities, have invested billions of dollars in new and improved cargo handling facilities. For the five year period 1973-1978 alone, that amounted to $1.68 billion. The cash value of the U.S. seaport marine totals is estimated to be $40.4 billion and replacement value at approximately $54 billion. That is what we have done, but our federal partner, of late, has not been shouldering its share of the burden. Not a single new deep-draft navigation project has been authorized since 1976. The facts are that U.S. waterborne commerce is expanding, ships are becoming larger and technologically much more sophisticated than their forebears of two decades ago, and demands on our seaports have been growing proportionately. The economy of the United States is as dependent as ever on the flow of foreign trade. These pressures are certain to mount in the years ahead, and unless the U.S. port industry is prepared, America's foreign commerce and, yes, the national economy, are sure to suffer.

America's ports are a national asset, from which the federal government derives very substantial economic, social, and national security benefits. Data developed by the U.S.

Maritime Administration indicates that in 1977, for example, the U.S. port industry was responsible for:

--Gross sales within the economy of $28 billion;

--A $15 billion contribution to U.S. gross national product;

--1,046,800 jobs;

--Personal income of $96 billion;

--Business income of $3.7 billion;

--Federal tax and customs revenue amounting to $5.2 billion; and

--State and local taxes totaling $2 billion.

Foreign commerce is crucial to the U.S. economy. Most of the tonnage in U.S. foreign trade is carried by ship and is therefore dependent on ports. In 1978, foreign waterborne commerce passing through U.S. seaports amounted to 903.2 million tons valued at $197.9 billion. That is in addition to the very substantial tonnages handled in our Great Lakes and domestic ocean trades. Ports serve the commercial, fishing, and defense needs of the entire nation, and not merely those of the states and communities where they happen to be located. Corn raised on Nebraska farms, for example, is shipped thousands of miles for export through our West Coast ports. Coal exported through Hampton Roads comes from mines located in Virginia, West Virginia, Kentucky and elsewhere. Vast quantities of petroleum and thousands of other commodities enter the port of New York for delivery to customers spread throughout the United States. The port of Charleston services a hinterland covering more than 20 states.

The nation's security also depends very much on our ports. Major naval installations are located at the ports of Portsmouth, New London, Philadelphia, Norfolk, Charleston, Jacksonville, San Diego, Long Beach, San Francisco, Bremerton, Pearl Harbor, and elsewhere. San Diego, CA, and Morehead City, NC are embarkation points for the U.S. Marine Corps. Warships and other vessels controlled by the U.S. government share the same channels provided under local sponsorship for commercial shipping at no additional cost to the Department of Defense. In time of war or declared national emergency, ports can be required to give the Armed Forces priority use for the loading of military equipment and personnel. As America develops its

Rapid Deployment Force, ports will become of even greater significance in defense planning.

More tangibly, ports are an extremely lucrative source of federal revenue. In 1979, for example, the U.S. government collected $5.3 billion in customs revenues at U.S. seaports. By contrast, the Corps' FY 1980 appropriation for deep-draft navigation projects amounted to just $352.2 million. Port operators, moreover, are required to furnish the Customs Service with office facilities at minimal or no costs. These customs revenues are in addition to the billions of dollars in income taxes generated by port activities.

The facts are that without deep-draft navigation channels our ports simply cannot function. The funding problem has been aggrevated by the growing intricacy of the permitting and project authorization process. Needed harbor improvements must run a gauntlet of federal agency obstructions and lawsuits from well-organized and well-financed environmental lobbies, with the result that essential improvements are delayed for years, delays that are extremely costly and economically counterproductive.

The problem is beginning to catch up with us. The severe congestion at our nation's coal ports, with dozens of ships awaiting their turn at the coal berths for weeks if not months at a time, has aroused national concern. The facts are that America's coal ports do not have the depth of water required to fully load the very large colliers that may be expected to enter the international coal trades during the next two decades. The American people are aware now that failure to modernize our ports, including the development and maintenance of deeper channels, could cost the American economy thousands of jobs and millions of dollars in lost opportunities.

Current analyses suggest that our present deep-draft channels cannot safely accommodate many of the large ships that use them today. Increasing numbers of large ships moving in and out of our ports will only heighten the risk of serious accidents unless navigation channels are suitably enlarged and otherwise improved.

Ports are critically dependent upon the sum of U.S. dredging capabilities. For this reason, AAPA, during its 1980 annual meeting, adopted a resolution which supports a modern and efficient minimum fleet of the Corps of Engineers. With the

prospects for substantial Fiscal Year 1982 budget cuts, we acknowledge that the construction of new Corps dredges is an issue of questionable priority. However, AAPA relies on the judgment of the Corps of Engineers in its statement of need for such equipment. The U.S. port industry also recognizes the importance of the private dredging industry and its expanding capabilities.

The coal crisis has created new national awareness of the problems our ports have been facing for years. The situation confirms that if U.S. foreign commerce is to expand--as indeed it must--needed facilities, including deeper and regularly maintained navigation channels, must be provided. The port authorities and private industry have repeatedly demonstrated a determination to meet their responsibilities. It is time that the federal government in fulfilling its historic responsibility did the same.

Mr. SHORE. Thank you, Mr. Chairman.

My name is Melvin Shore. I am Director of the Port of Sacramento. I appear before you as Second Vice President of the American Association of Port Authorities.

I would like to introduce Penny Goddin who is a member of the Washington staff of AAPA.

We are here to support the fiscal 1982 Corps of Engineers budget. AAPA represents all the major ports in the United States as well as the Western Hemisphere. Our activity here today, of course, is in behalf of the U.S. Ports.

I think it is interesting to note that the major population centers of this country have been built around ports. In addition, ports are a vital element in the national defense both for the channels and the landside facilities. I would stress the latter.

We believe that the Corps has done an outstanding job, very professionally, through the years. Their efforts have been undermined by inflation and we are here to support the President's request for $1.085 billion for the Corps for maintenance and operation.

We are also pleased Congress has seen fit so far to leave intact the $39 million supplemental activities of the Corps for fiscal year 1981.

In the President's budget we note the proposed 15 percent cut in construction of general funds for fiscal 1982, also the commitment for completion indicates for navigation projects would not be affected. We certainly hope so.

I want to stress to you that the building of these navigation projects is a partnership between the Federal and local authorities. This is historically based and goes back to the Declaration of our Founding Fathers.

In this partnership in the years 1973 to 1978, the local port authorities invested $1.6 billion. The current cash value is $40.4 billion and is estimated at a replacement cost of $54 billion.

On the other hand when we look at the Federal side of this partnership that we speak of, we find five years with no authorizations at all. In the meantime, ships have become larger and channels and harbor work is necessary to keep up for the new technologies in the local investment.

Needless to say, failure to do so means impairment of our trade and has an effect on the entire economy.

I cite you, for example, a Maritime Administration study in 1977 which pointed out that the U.S. port industry contributes some $15 billion to the U.S. gross national product and is responsible for over one million jobs; personal income of $96 billion, business income of $3.7 billion, and—this is particularly interesting, I think—is involved in the Federal tax and Customs revenues of $5.2 billion, so the port industry is responsible in a large way for generating $5.2 billion for the Federal Treasury.

I would point out also that the ports serve a hinterland that involves the central portion of the United States as well.

We recognize the tightness of the funding situation this year and we hope the committee will keep in mind we are talking about an investment that would earn revenues for the Federal Government

and help with the balance of payments will reap future benefits for increasing technology.

We think that the current coal crisis has shown the error of our ways in the past and we hope this will be recognized so that cargoes of coal, grain and others can continue to move in a most efficient way and keep the U.S. competitive in the world market.

Thank you for your patience, Mr. Chairman.

Mr. BEVILL. Our colleague Robert Daniel of the 4th District of Virginia has asked that his statement be submitted for the record.

STATEMENT OF CONGRESSMAN DANIEL OF VIRGINIA

Mr. DANIEL. I enclose herewith copies of a statement by the Virginia Port Authority to be included in the testimony presented to the subcommittee in connection with water projects.

I call particular attention to the urgency of the situation in Hampton Roads involving the export of coal.

It is my understanding that the Corps of Engineers has already presented information to your subcommittee in connection with Hampton Roads.

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COMMONWEALTH of VIRGINIA

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Norfolk, Virginia 23510
Cable Address Vastports
Telephone 804-622-1671
TWX 710 8811231

J. Robert Bray
Executive Director

March 24, 1981

STATEMENT OF GLENN J. SEDAM, JR., CHAIRMAN OF THE BOARD OF COMMISSIONERS OF THE VIRGINIA PORT AUTHORITY BEFORE THE SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT OF THE HOUSE APPROPRIATIONS COMMITTEE OF THE UNITED STATES CONGRESS

The Virginia Port Authority is the agency of the Commonwealth of Virginia with the specific legislated responsibility, among others "... to seek to secure the improvement of navigable tidal waters within the state, where, in its opinion, such improvements are economically justifiable ... and, in general, to do and perform any act or function which may be useful toward the development and improvement of the harbors and seaports of the state ..."

The study to deepen the channels within the Port of Hampton Roads was initially undertaken in response to a Congressional resolution adopted by the Senate Committee on Public Works on 20 June 1969. In addition, a concurrent investigation to determine the advisability of extending or replacing the existing Craney Island Disposal Area was authorized by a resolution adopted 30 October 1968, by the House Committee on Public Works. Subsequently, identical resolutions were adopted by the Senate and House Committees on Public Works on 24 June 1974, and 10 October 1974, respectively, authorizing a study to determine the advisability of providing additional improved anchorage areas. Since investigations required as a result of these separate resolutions are closely related, it was determined that the studies should be combined and that one report be prepared in response to the resolutions. The combining of the studies was approved by the Office of the Chief of Engineers.

In a summary of the Corps' Feasibility Report dated 5 March 1981, the report recommends deepening the existing 45-foot channels to 55 feet, constructing a new 57-foot deep channel off Virginia Beach referred to as the Atlantic Ocean Channel, constructing three fixed mooring anchorage areas each capable of handling two vessels simultaneously, deepening the existing 40-foot portion of the Elizabeth River and the Southern Branch of the Elizabeth River to 45 feet, and deepening the existing 35-foot portion of the Southern Branch to 40 feet up to the Gilmerton Bridge (River Mile 17.5) and providing an 800-foot turning basin at that point.

The Port of Hampton Roads ranked first on the U.S. East Coast in the volume of international commerce in 1980. The top ranking was due to the surge in coal exports. The Port of Hampton Roads handled 48.6 million tons of coal in 1980. This represents an increase of 48.4 percent over the 1979 tonnage of 34.1 million tons. An additional two million tons of coal moved across the piers in coastwise trade.

Hampton Roads is the largest coal port in the world. Its proximity to the Appalachian coal field, which has the largest coal deposits in the United States, has made Hampton Roads the gateway through which United States coal reaches a worldwide market.

The coal traditionally exported from Hampton Roads has been for the most part metallurgical coal. The Pocahontas coal beds yield one of the highest grades of coking coal, the least expensive energy source for steel manufacture. In the past two years, there has been a remarkable growth in the export demand for United States steam coal. Due to the worldwide oil supply and demand situation, the importance of coal as an energy source will continue to grow domestically and abroad. The continuing increase in coal exports through Hampton Roads in 1980 is only beginning to reflect the growth predicted to occur.

Projections of World Coal Trade indicate that the United States will become the major supplier of steam coal used for powering industrial boilers and electric generating plants. The Appalachian coal fields contain vast quantities of low sulphur steam coal. The sulphur content of coal from this region is much lower than from other areas of the United States. Due to low sulphur emission environmental requirements of many foreign countries, most steam coal exports will come from this region.

The Corps of Engineers' study indicates that deepening the Hampton Roads channel from 45 feet to 55 feet would result in a cost benefit ratio of 3.5 to 1. This study was based on the assumption that coal exports through Hampton Roads would be 50 million tons in 1990 and the year 2000, approximately the same volume

that was achieved in 1980. The Corps has recently indicated another 20 million tons of coal would increase the cost benefit ratio to 6.0 to 1. The Corps' guidelines for approval of a channel deepening project such as this is to show a favorable cost benefit ratio. While the 6.0 to 1 cost benefit ratio is conservative; nevertheless, it is substantial and easily justified by existing figures. Based on Virginia Port Authority projections of 92,000,000 tons for 1985 and 133,000,000 for 1990, Hampton Roads cost benefit ration would be 10.1 to 1 (1985) and 14.3 to 1 (1990). These figures include benefits derived from oil and grain as well as coal.

The Port of Hampton Roads represents a significant factor in the United States balance of payments. In 1979, 7.1 billion dollars worth of goods were exported through Hampton Roads. For the first nine months (latest figures available) of 1980, the value of goods exported has reached $6.4 billion. This factor, of course, will become more significant as the export coal market continues to expand.

Many ports of the world presently receiving U.S. coal already have deeper channels than U.S. ports. In some cases, they have alternate arrangements where vessels are lightened by transferring cargo to barges. There is also evidence that a large number of vessels (384) exist today which could utilize channels deeper than the present 45-foot depth at Hampton Roads.

From the perspective of major coal exporting countries, modern loading ports exist in Australia (Bowen), Canada (Roberts Bank), and South Africa (Richards Bay), capable of handling vessels in excess of 200,000 DWT. and fully equipped with the most modern ship loading equipment. Substantial investment in coal port loading capacity is also planned or underway in these three countries as well as in the Soviet Union (Vostochny) and China. These improvements cannot go unchallenged if U.S. coal is to remain competitive in the World Market.

The coal industry now has over 100 million tons of excess production capacity which the domestic market cannot absorb. Each million tons exported means jobs for 400 miners and approximately 350 to 400 additional supporting workers. The benefits to America's economy coupled with unsettled conditions in the Middle East will thrust our nation to the forefront in supplying world energy needs. The United States is in an extremely advantageous position with our vast coal resources.

Hampton Roads is this nation's top coal loading port and this has been attested to by the number of vessels at anchorage awaiting their turn to load. The number of vessels at anchorage has, until the last few days due to the pending coal strike, reached more than 130. The large number of vessels at anchorage has contributed

to sewerage and garbage collection problems for the port. With a deeper channel, the sewerage and garbage problem will diminish due to the need for fewer vessels to transport coal and more efficient use of the port's coal loading facilities.

In order to maintain its position of leadership and continue to grow, it is important that the channel system be improved in the port. Many vessels that now use the port are not able to load to their maximum capacity due to the current channel depth. Therefore, deepening the channel would enable goods to be exported in larger vessels at less cost per ton.

If the port is not improved, that is if the harbor and channels are not deepened, there is the possibility of a major shift in the world export coal market. Other coal-exporting nations (Australia, Canada, and South Africa) have ports which can accept the larger vessels loaded to their maximum capacity — thereby attaining the most efficient and least expensive transportation. Were such a market shift to take place the United States might not be able to regain the position it now holds.

Because of the above-mentioned facts concerning this nation's coal exporting situation, the Virginia Port Authority asks that the channels within the Port of Hampton Roads be improved in accordance with the report of the Board of Engineers for Rivers and Harbors.

We are advised that the Norfolk District Corps of Engineers has the capability to spend $100 million during the first year of this project, and we respectfully request authorization and funding to this extent.

This project is needed to keep the United States competitive, lower transportation costs and to strengthen the national level of the balance of payments.

Mr. BEVILL. Very good.

WATERLOO FLOOD CONTROL PROJECT

WITNESSES

HON. T. COOPER EVANS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

DALE C. MERCER, ADMINISTRATOR, COMMUNITY DEVELOPMENT AND FLOOD CONTROL

Mr. BEVILL. I see that our good friend and colleague Congressman Evans is here now.

You may proceed as you wish.

STATEMENT OF HON. T. COOPER EVANS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF IOWA

[The statements of Messrs. Mercer, Rooff, and Petrides follow:]

STATEMENT OF DALE C. MERCER
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF
THE SENATE AND HOUSE COMMITTEES ON APPROPRIATIONS
MARCH 30, 1981

Mr. Chairman and Members of the Committee:

Mr. Chairman, my name is Dale C. Mercer and I reside at 1130 Ora Drive, Waterloo, Iowa. I am the Administrator of Community Development for the City of Waterloo. I am appearing today on behalf of Mayor Leo P. Rooff in support of the Waterloo Local Flood Control Project. I am a member of and on the Board of Directors of the Water Resources Congress. The Water Resources Congress, as in the past, continues to whole-heartedly endorse the Waterloo Flood Control Project.

We have been informed that the U. S. Army Corps of Engineers has a capability to gainfully use the appropriation request for Fiscal Year 1982 of $5,620,000 provided in the President's Budget for continuation of construction of the Waterloo Project. The City has authorized the necessary local funds and has the administrative skills to collaborate with the Corps of Engineers in our flood control effort.

Mr. Chairman, with this in mind, my statement will serve to complete the record of the progress made to date in planning and executing a huge redevelopment and flood control program of significant benefit to the City of Waterloo. The Flood Control-Community Development Project being accomplished in Waterloo has been cited nationally for economic and social betterment in a metropolitan area while reducing local, State and Federal costs.

To date, the Waterloo Flood Control and Redevelopment Agency has made the following progress:

(i) Purchased 758 parcels of land for a dollar amount of $10,774,000. Relocated 513 families and 116 businesses from the flood plain.

(ii) Arranged for and provided direct assistance to families and homeowners desiring to rehabilitate their property. Rehabilitation expenditures to date in our flood control related Community Development project are $3,100,000 for residential rehabilitation and $15,125,000 for non-residential rehabilitation.

(iii) An Urban Development Action Grant was recently approved for redevelopment of a part of the Central Business District in the amount of $3,318,500. This has generated over $16,500,000 in private redevelopment. A portion of the private redevelopment was contingent on the Corps of Engineers construction of the flood wall and the City constructing a new bridge. The coordination of and joint funding by the Federal Government, City and private sector is presently underway.

(iv) Construction of an ambitious $3.5 million HUD financed Water and Sewer Program coordinated with flood control and community development activities to improve life for all of our citizens has been completed.

(v) Cost of private industrial development, resulting from the combined Flood Control-Community Development projects, either completed or for which commitments have been made, is valued at more than $140 million.

(vi) The City of Waterloo has been certified as eligible for Federal Flood Insurance.

(vii) The City and Private Sector have combined to form a Redevelopment Authority for the purpose of redeveloping the downtown. This redevelopment plan will involve new buildings, public improvements and private development to be coordinated with the Flood Control devices through the downtown area.

(viii) Residents along Dry Run Creek have been subject to frequent flooding. The City completed one stage in the flood control project for Dry Run Creek using City funds at a cost of $255,000. A combined effort of the Corps of Engineers and the City is underway providing additional flood control protection for Dry Run Creek residents resulting in cost savings to the Corps of Engineers and the City of Waterloo.

(ix) The U. S. Postal Service recently occupied a new $4 million postal facility adjacent to the flood wall. Coordination between the Corps of Engineers and the Postal Service resulted in savings to the Federal Government.

(x) Assumed maintenance responsibilities of those stages of the Flood Control Project that have been completed.

We have appeared before this distinguished committee in previous years and outlined the goals and objectives which we had set for ourselves with the cooperation of local, State and Federal agencies. Many of these objectives have been attained. We have demolished and rebuilt six flood producing vehicular bridges at a level in excess of the 100-year flood requirements on the Cedar River and Black Hawk Creek at a cost of $7,267,073.

The total local expenditure in public works alone that are directly or indirectly connected to this ambitious flood control and redevelopment program is $35,150,000. We point this out only to assure you that, in addition to the purchase of a considerable amount of the necessary right of way for the flood works, we have proceeded with a total community-wide redevelopment effort using non-Federal funds.

Acquisition and project improvements programs must be carefully correlated with flood control design and construction activities. The activities of each program are carefully staged in advance to assure funding availability, eliminate construction conflicts, and institute coordinated design and development results.

Mr. Chairman, I join those who have submitted statements and testimony in support of this project by asking that funds for the continuation of construction now underway be appropriated as part of the 1982 F. Y. Budget. The Waterloo project, combining redevelopment with flood control, is unique in the Nation. Continued funding will assure proper timing, coordination, and could save the public appreciable expenditures in producing the desired beneficial effects. We sincerely appreciate all the assistance provided us. We believe it has been demonstrated the project has considerable merit.

In conclusion, I would remind the Committee of the serious detrimental effects experienced by the citizens of this region because of the frequent floods resulting in millions of dollars worth of property damage and untold human suffering. We believe that a solution to the past history of economic and human loss can be corrected if additional construction funds for the Waterloo Local Flood Control Project are appropriated during this fiscal year. We are fully prepared to cooperate to achieve these purposes. In so doing, we support the objectives of the President and Congress in the development of the F. Y. 1982 Budget.

Dale C. Mercer, Administrator
Flood Control and Redevelopment

STATEMENT OF MAYOR LEO P. ROOFF
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF
THE SENATE AND HOUSE COMMITTEES ON APPROPRIATIONS
MARCH 30, 1981

Mr. Chairman and Members of the Committee:

I am Leo P. Rooff, the Mayor of the City of Waterloo, Iowa. I reside at 510 Frederic Avenue, Waterloo, Iowa.

This will be the first year I have been unable to personally appear and present oral testimony on behalf of the Waterloo Flood Control Project. I am being represented today at this hearing by Dale C. Mercer, 1130 Ora Drive, Waterloo, Iowa, a member of the Water Resources Congress and Administrator of Waterloo's Community Development Board. Fedon N. Petrides, 3507 Augusta Circle, Waterloo, Iowa, President of Brice, Petrides & Associates, Inc., consulting engineers, who also has appeared before the committee in the past is unable to attend the hearing, has prepared a statement for the record. Messrs. Mercer and Petrides have been closely involved in our Flood Control effort since its inception.

We are pleased to have the opportunity to inform you of our activities and our needs in the area of flood control.

You will recall that the City of Waterloo has experienced two of the most serious floods in its history brought on by a rainfall deluge in June and July 1969, during which millions of dollars worth of property was damaged and the City was placed in serious economic jeopardy. In 1961, 1962, 1964, 1965, and again in 1968, the City of Waterloo was declared a major disaster area by Presidents Kennedy, Johnson and Nixon. Millions of dollars in emergency Federal financing has been poured into the City during these years to supplement the local expenditures involved in the flood recovery effort. During these tragic experiences, the morale of our people was high and the cooperation of the Federal and State officials was outstanding. The events of the summer of 1969 brought home the necessity of expediting a coordinated Public Works and Capital Improvements Program along with long-range planning.

In comprehensive and thorough discussions carried on with the U. S. Army Corps of Engineers and with other experts in the field of flood control, we concluded that the best tools available to the City of Waterloo in carrying out a flood control program to a successful conclusion, would be to combine it with an Urban Renewal Program, extensive water and sewer installations, a flood plain management program, an increased park and open spaces project, and revitalization and reconstruction of our center city on either side of the Cedar River.

The principal reason we advanced the two programs of flood abatement and urban renewal simultaneously is that it was clear from the point of cost effectiveness that the development of both programs would permit a level of planning and execution that would be most helpful to the locality and would provide the best utilization of local and Federal funds. Coordination of these two unique programs has prevented duplication of efforts.

1980 was a year of continued flood control activities by the Army Corps of Engineers. Additional contracts were awarded by the Corps of Engineers bringing the total to $36 million for the projects to date. Private development as part of the Local Flood Control and Redevelopment efforts continued. Already the 126 acre industrial park which is a part of the unique program is producing environmental gains seldom achieved through standard industrial programs of this magnitude. Altogether 1000 acres of park land, most of it in the flood plain, has been retained for permanent public use.

The citizens of Waterloo join me in thanking you for this invitation to appear as "outside witnesses" in support of a request of continued construction appropriations for the Waterloo Local Flood Control Project. Approximately 79 percent of the project is either under contract or completed. The City is continuing the acquisition of right of way to enable the Corps of Engineers to maintain their construction schedule.

The City of Waterloo is proceeding well in advance of the proposed Local Flood Control Project contained in Housing Document No. 166, which is a letter from the Secretary of the Army to the Committee on Public Works and adopted by the Congress on October 27, 1965 and signed by the President on November 2, 1965.

The City has entered into an ambitious flood plain management program with the Department of Housing and Urban Development, the Iowa Natural Resources Council, the U. S. Army Corps of Engineers, the Waterloo Board of Park Commissioners, and the Riverfront Commission. All of the flood plain area of some 600 acres along Black Hawk Creek has been acquired to prevent future encroachment into the flood plain and is being preserved for park and open spaces use.

Mr. Chairman, I know of no program that has given us more satisfaction than this large-scale redevelopment opportunity for the City of Waterloo. In our opinion, it demonstrates that when local interests embark on bold and imaginative plans and exercise strong local control, the result will be maximum benefits to the Federal and Local Governmental bodies and citizens.

We have repeatedly reassured the Government and the U. S. Army Corps of Engineers that we will meet all the local requirements for flood control construction. Well over $10 million has been earmarked for this purpose. Land acquisition has been impressive and has been coordinated with the planning of various Federal agencies. Numerous local bond issues have been approved by local voters in the last 12 years. We make this point to illustrate the fact that community-wide programs of health services, new schools, new fire stations, and recreational facilities and library, have been favored by the voters to match the ambitious public works and industrial expansion programs being financed in part by Federal programs and private enterprise.

With 79 percent of the Waterloo project either completed or under contract, we are concerned that the Flood Protection Project remain on schedule and completed at the earliest date feasible. The need has been graphically demonstrated with the Cedar River and Black Hawk Creek exceeding flood stage several times in recent years. The awareness of potential flooding causes us to be grateful to Congress and the Corps of Engineers for the work that has been completed on schedule.

Mr. Chairman, it is imperative that we keep this project on schedule. We believe that our requests have been reasonable and timely. The project has received national attention because of the unique manner in which several Federal agencies, the State of Iowa, and the City of Waterloo have been able to coordinate their work. With this in mind and in the public interest, we respectfully request continued inclusion of the Waterloo Local Flood Control Project in the U. S. Army Corps of Engineers Capital Improvements Program.

Leo P. Rooff
Mayor of Waterloo, Iowa

STATEMENT OF FEDON N. PETRIDES
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT OF
THE SENATE AND HOUSE COMMITTEES ON APPROPRIATIONS
MARCH 30, 1981

Mr. Chairman and Members of the Committee:

My name is Fedon N. Petrides and I reside at 3507 Augusta Circle in Waterloo, Iowa. I am an engineer for the Waterloo Community Development Board and a member of the Water Resources Congress. I regret I am unable to appear before the committee this year, therefore I am submitting this statement for your information.

I am pleased to submit to your committee this prepared document in support of the statements of Mayor Rooff of Waterloo, Iowa, and Mr. Mercer, Community Development Administrator. The feeling of other groups and individuals that have indicated a tremendous support for the Waterloo Flood Control Project are also reflected in the statements.

The City of Waterloo has contributed to the coordinated effort with the U. S. Army Corps of Engineers (Rock Island District) by funding a Central Business District Planning Study, Dry Run Creek Flood Control Study, Blowers Creek Flood Control Study and studies of other drainage areas in the City. Community participation and input were received as part of these studies through meetings and surveys for the planning of the flood control works. The City has also complemented the Federal flood control project by construction of a locally-funded multi-million dollar storm sewer detention flood control project on Dry Run Creek to control "behind the levee" flooding.

Several alternate flood control concepts were evaluated with input provided from community-wide and "interested citizen group" meetings. As a result of the Central Business District Planning Study, a very aesthetically desirable concept, acceptable to the community and the U. S. Army Corps of Engineers, was developed for critical areas of the flood control works. This concept blends the proposed works with the other downtown improvements. Six new locally-funded bridges which are a part of the flood control-urban renewal plan were just completed. These bridges replaced old, low-arch bridges which created obstruction to floods. An additional new bridge is currently under design. The design of the bridge and Flood Control device at the site of the bridge is being closely coordinated with the Corps of Engineers.

The Waterloo flood protection facility has been designed to join with the flood control project under consideration for our neighboring community of Evansdale. Coordination of the Evansdale and Waterloo Flood Control Projects will provide a continuity that will reduce the cost of the projects. This joint and continuous concept of flood works is a long-range cost effective solution we support.

To conclude, Mr. Chairman, I join with other witnesses in support of this project by asking the appropriation of construction funds as soon as practical to continue construction of a project unique in concept performance and public acceptance. We are prepared now, as we have been in the past, to cooperate with the U. S. Army Corps of Engineers to accomplish this goal.

Your favorable consideration of the funding request will prevent loss and damage to property, danger to human life and other suffering that so many times has plagued our community during floods.

Thank you for the opportunity to present my statement to this committee.

Fedon N. Petrides, President
Brice, Petrides & Associates, Inc.

Mr. EVANS. It is indeed a pleasure, Mr. Chairman, to appear before your subcommittee this afternoon in support of the continuation of the Waterloo, Iowa Flood Control Project.

It is also a pleasure for me to accompany and introduce Dale Mercer, the Administrator of Community Development for the City of Waterloo. He is no stranger to this subcommittee. He has appeared numerous times to explain this project that is nearing completion.

I have been briefed by both city officials and the Corps of Engineers and have toured this project in recent weeks.

I want to state my total support for completion of the project and to introduce to you Dale Mercer, who continues to do an outstanding job for the City of Waterloo.

This project still has the full support of Senator Charles Grassley, former Member of this body, who has appeared before this subcommittee on behalf of the project many times in the past and who specifically asked me at noon to inform you of his continued support.

At this time, Mr. Chairman, I would like to introduce Mr. Mercer.

Mr. BEVILL. Mr. Mercer, we are pleased to have you with us. I might mention that Senator Grassley was in here earlier and said you would be coming and he is for you.

STATEMENT OF DALE MERCER

Mr. MERCER. Thank you, Mr. Chairman.

It is a pleasure to be here again. I want to say on behalf of Mayor Rooff he regrets he couldn't be here today and wants to express his thanks and all of us from Waterloo for the help from this committee and staff in the past.

Our flood control project is approximately 75 percent under contract.

I just want to say we support the request in the Mayor's budget for our project and we endorse his efforts and support his efforts for the 1982 Public Works project.

I would just like to add that I did bring along a section from the Des Moines Register. On the cover is the wall part of the flood control project. This was a vacant wholesale warehouse and the others, as part of the private urban development matching grant, have spent $3 million in this project. On the third and fourth pages you will find more about it.

This is a fine example of the Corps of Engineers and HUD on the UDAG coordinating their efforts in the construction of a flood wall and then the private development coordinating their development in conjunction with the flood wall.

When you are dining in Waterloo we will take you to lunch. The booth is sitting up against the flood wall.

We are very proud of it and appreciative of your efforts, and we would like to thank you again for letting us appear before you today.

Mr. EVANS. Thank you, Mr. Chairman.

KENTUCKY PROJECTS

WITNESSES

HON. CARL D. PERKINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY
WAYNE T. RUTHERFORD, JUDGE, PIKE COUNTY, PIKEVILLE, KY.
WAYNE L. BROMLEY, CHAIRMAN OF THE BOARD AND G.E.O., FIRST NATIONAL BANK, LOUISA, KY.
GENE MARVIN, JR., EDITOR, THE BIG SANDY PUBLISHING CO., LOUISA, KY.
SHIRLEY HURT, LAWRENCE COUNTY, KY.
EDITH B. HALL, LOUISA CITY COUNCIL MEMBER, KENTUCKY
E. L. CROZIER, PRESIDENT, LOUISA ROTARY CLUB, KENTUCKY
ROSE W. PERRY, PRESIDENT, GFWC-LOUISA JUNIOR WOMAN'S CLUB, KENTUCKY
JARRET A. PETERS, JR., LOUISA, KY.
DAVID W. McKENZIE, ADMINISTRATOR, J. J. JORDAN GERIATRIC CENTER, LOUISA, KY.
JAMES R. GARTHEE, JR., ASSOCIATE DIRECTOR, FIVCO A.D.D.
CHARLES E. McCALL, MANAGER, LOUISA FOODLAND
RANDY HUTCHINSON, LAWRENCE COUNTY, KY.
R. C. WELLS, LOUISA, KY.

Mr. BEVILL. Congressman Perkins, you may proceed as you wish.

STATEMENT OF CONGRESSMAN PERKINS OF KENTUCKY

[The statement of Mr. Perkins follows:]

STATEMENT OF HON. CARL D. PERKINS

Mr. PERKINS. Mr. Chairman, I appreciate the opportunity to appear before the Subcommittee today with several of the outstanding citizens of the Seventh Kentucky Congressional District.

We are not strangers in this place, because we have come here year after year in behalf of a cause that is very important to our people. That is flood protection.

Because of the nature of the terrain on the western side of the Appalachians, and the many streams that crease and wrinkle our land, we have special problems. No area of the United States is more prone to flooding, and nowhere do people live in more dread of being washed away than in the region I represent.

Unfortunately, you can't tame an entire dangerous drainage basin with a single dam or levy. You have to control many parts of the system before the whole is safe.

That is what we have been doing over the years. We have some good and effective flood protection facilities in place in the Big Sandy and its tributaries. They have done a lot of good and prevented untold millions of dollars worth of damages since they have been in place.

But other parts of the flood control program need to be built before the entire plan reaches its maximum effectiveness. The Subcommittee will readily see the economic fallacy of pinching pennies while dollars wash away.

We are here today to ask you to save millions and millions of dollars in the years ahead by appropriating a few million now to bring our flood control system into full force and effectiveness.

Last year, the Congress saw the wisdom of taking a system-wide approach to the Big Sandy basin's flood problems. It authorized a $200,000,000 program to provide flood protection to the people of the Tug and Levisa Forks of the Big Sandy and the Upper Cumberland Rivers in Kentucky, West Virginia, and Virginia.

Some $6,000,000 was appropriated to commence this long-delayed project in fiscal year 1981.

Unaccountably, no funds were recommended in the fiscal year 1982 budgets of either Administration for Big Sandy flood control.

The Corps of Engineers Huntington District has advised me that it would have a capability of utilizing $7,500,000 to continue engineering and studies prerequisite to construction and land acquisition in fiscal year 1982. I include a copy of a Corps letter to be included in the Record at the end of my statement. This sum would also permit the Corps to construct segments of flood protection measures at Pikeville and South Williamson, Kentucky, and to initiate construction at Pineville, Kentucky.

I ask the Subcommittee to include the full capability sum, $7,500,000, in the Energy and Water Development Appropriations bill.

Now Mr. Chairman, I want to talk briefly about the embattled Yatesville Lake project on Big Blaine Creek, a tributary of the Big Sandy.

This flood control project was authorized by Congress 16 years ago. It was designed to reduce flood crests on the lower reaches of the Big Sandy, and to make a measurable contribution to crest reduction in the Ohio Valley.

To date, we have spent $10,970,000 on Yatesville, and the Corps has acquired 11,245 acres in 202 tracts. In fiscal year 1981, Congress appropriated $2,000,000 to continue work after an interruption of two or three years. The previous administration recommended $6,900,000 to continue construction in fiscal year 1982. This sum was deleted from the new Administration's recommendations.

Mr. Chairman, I urge that $6,900,000 be appropriated so we can get on with the work of completing this project. To me it is unthinkable that we waste all of the money and effort that has gone into this project—without one nickle's worth of flood protection or anything else to show for it.

You don't have to take my word for that. With us today are several community leaders from the Lawrence County area who will tell you of the great need to complete Yatesville Lake. Not only does it offer effective flood reduction, but significant regional development as well.

No funds are included in the executive budget recommendations for another badly needed project. That is the Haysi Lake project in Dickenson County, Virginia, upstream from the many towns and communities along the Levisa Fork in Kentucky. This project would contribute materially to flood protection in my area, and I want to urge the subcommittee to appropriate money to make a start on its construction.

I hope that before many years the Public Works Committees of both Houses will proceed to the authorization of a reservoir on Lower Knox Creek, on the Tug Fork side of Pike County, Kentucky, to provide protection for the people in that flood ravaged region.

The Paintsville Lake project on Paint Creek in Johnson County is now pretty well along in construction.

But there is a recommendation that it be slowed down or stretched out. Construction funding for fiscal year 1982 would be reduced. That is a dangerous gamble, in my judgment, for we are simply betting that a killer flood will not occur until the Corps completes the structure. No sane person would bet on the exact date such a flood will occur; but it is a moral certainly that it will occur sometime.

Mr. Chairman, I don't think the Congress or the Administration ought to shoot craps over something that people's lives depend upon. I hope you will move to appropriate the full capability of the Corps on this project, and get Paintsville Lake completed on schedule—or sooner.

Thank you, Mr. Chairman.

DEPARTMENT OF THE ARMY
HUNTINGTON DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2127
HUNTINGTON, WEST VIRGINIA 25721

REPLY TO
ATTENTION OF:

ORHPB

4 FEB 1981

Honorable Carl D. Perkins
2328 Rayburn House Office Building
Washington, D. C. 20515

Dear Mr. Perkins:

This is to confirm data furnished to you when I was in your office on Wednesday, 28 January 1981, relative to additional FY 1982 capability amounts.

The Fiscal Year 1982 capability amount is $7,500,000 for the Tug and Levisa Forks of the Big Sandy River and Cumberland River, West Virginia, Virginia, and Kentucky, 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.

The capability amount of $7,500,000 would be used to continue engineering and studies prerequisite to construction and land acquisition, to construct increments of flood protection measures at Pikeville and South Williamson, Kentucky, and to initiate construction at Pineville, Kentucky.

Should you desire further information, please call.

Sincerely yours,

JAMES H. HIGMAN
Colonel, Corps of Engineers
District Engineer

STATEMENT OF HON. CARL D. PERKINS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF KENTUCKY

Mr. PERKINS. First, let me thank you for giving us this opportunity. First, we will discuss the upper reaches of the Big Sandy, the Tug and the Levisa Fork.

Senator Byrd, Senator Randolph and the other Congressmen from Kentucky are likewise interested in the development to protect the people from floods.

Last year we passed an authorization bill of $200 million, appropriated six million dollars, to commence some studies, and the Corps tells me that it has capability figures of $7½ million this year.

There is nothing in the 1982 budget but we hope we can get in $7½ million.

We have some problems in connection with this. We hope that the Corps will approve some reservoirs. One was previously recommended after the 1937 flood, one at Haysi, Virginia. Mr. Wampler represents that district. He is very much for it. That is near the head of the Levisa.

Then another one on the Tug. Either in the Lower Knox Creek area, 12 or 15 miles on up on the mainstream.

The people in that area have suffered from floods. In today's dollars it would be several billions, counting the 1957, the 1963—the 1957 was considered a hundred-year flood, and in 1963 we had another one within 18 inches, and then the 1977—within a period of 20 years we had that other hundred-year flood, so you can see we have to protect the people.

It seems to me we have to build several flood walls and in addition to the flood walls we have to build a couple more reservoirs to give the people adequate flood protection.

I have with me today Judge Rutherford, who is the County Judge of only the largest counties east of the Mississippi—Pike County—and the greatest coal-producing county in the world.

His city, Pikeville, was for all intents and purposes just about covered up with water. The people were completely isolated in 1977, no communications or anything else.

They have gone through these floods three times since I have been in Congress—three floods—and they need protection.

I want to introduce Judge Rutherford to you at this time.

STATEMENT OF JUDGE RUTHERFORD

Judge RUTHERFORD. Thank you. I am Wayne Rutherford, County Judge, Pikeville, Kentucky.

I am also on the Kentucky Governor's Commission on Floods. I am Chairman of the Kentucky Coalition, Chairman of the Rural Development District and Chairman of the CAPP agency. I have been in office for eleven years and I have had six presidential declarations for flooding.

In 1977 we experienced a devastating flood, $130 million of taxpayers' money was spent at that time for rehabilitation. That $130 million doesn't include the Red Cross monies and the National Guard monies.

I hope that today I can come from the Big Sandy Basin here and bring you the feelings of the people I represent and my able Congressman Perkins represents.

Starting in 1937, we have had devastating floods up through the year 1979, which was the last declaration. Our people can only go to the well so many times if they own a business and borrow money from SBA or any other agency. It is hurting the development of coal. We produce more coal than any county in America. Our coal companies and corporations and individual miners cannot develop and have the economic development we need.

Your committee, with the able leadership and guidance that you give this committee and our Congressman Perkins, appropriated $10 million for the Big Sandy River and the Upper Cumberland Basin last year for an emergency rehabilitation program. $4.5 million has been spent of that money. 5.5 is unspent.

I ask this committee today to consider taking this ARC money which is the construction agent of the Corps of Engineers, and put that money with the 7.5 that Congressman Perkins mentioned to you that we are asking for this year and go for permanent structures on both the Tug Fork and the Big Sandy and Levisa Fork in the Upper Cumberland Basin. By doing this we can go for permanent structures.

I know that the City of Martin in Floyd County and in Martin County there are some projects and there are certainly two projects on the Upper Cumberland Basin.

I know that the Corps of Engineers has a change of attitude in regard to the bulding of dams. We need to move forward if it is dikes and levees and flood walls. Then, of course, we need those designed and built.

I know that in Eastern Kentucky we have a severe and critical housing shortage. The Corps of Engineers needs to give more attention to this, to develop housing sites along with economic development.

When we talk about the Haysi Dam, which was approved by Congress the year that I was born, we talk about the proposed Haysi Dam, and we talk about Yatesville. We support those even though they are downstream because they give us quick runoff of waters.

Knox Creek Reservoir and along with your levees and dikes and flood walls need to be constructed in the future.

So I say to you, Mr. Chairman, and bring to the attention of Congress, being from a coal county, this country forgot about an energy crisis that hit us and everybody was without gasoline to drive their cars in America. We have another shortage coming in this country and we faced that in Eastern Kentucky.

Our Congressman knows in the City of Jenkins they had no water this past year. The next shortage will be water. I have been on the Governor's Commission and looked at Lexington, Kentucky and all the communities around Lexington in the blue grass area that get their water from the Kentucky River. If we have any drought there will be no water in that area.

In Eastern Kentucky we are going to have to start thinking about this country when we have a water shortage. I know the Corps is going away from building of dams and holding of water

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but down the road in a few years, maybe within the next five, and have had on our banks a water shortage.

We have a program after the 1977 flood with the aid of our able Congressman from HUD, which is a relocation program in Johnson Bottom and Peter Creek—were able to get a million dollars from local initiative to relocate people from the flood area.

I propose to you today to give tax credits to people who flood-proof their homes, the same as you do weatherization because it would give these people an initiative to spend their private money and get a tax break to move their home on another piece of property they own, raise it within the 100-year flood plain.

The Johnson Bottom is a model project I hope you will follow. After we have a devastating flood something needs to be done and in this one it is to voluntarily relocate the people in the area.

Being in Washington today I have one concern—the 75/25 disaster assistance. I just want to call it to your attention briefly.

Kentucky is like most States. We had House Bill 44 which froze our local tax rate. If we had to pay 25 percent of $130 million it would bankrupt my county for another 50 to 75 years. This has to be changed.

Louisville's sewer blew up. They are sitting down there squabbling because they won't sign the papers.

We are a flood-prone area. We have had floods, since 1970. This government owes us something. They don't go to foreign countries with foreign aid and give them a 75/25 deal. They give them 100 percent.

This is America. This problem has to be resolved. I just want to voice my concerns.

As I come to you today I know we need to move forward with the levees and dikes and, of course, the flood walls.

Keep in mind the economic development, the housing shortage, the water problems that we have facing us today in Eastern Kentucky and which will face this country in the very near future.

Mr. BEVILL. Thank you.

Mr. PERKINS. Now, Mr. Chairman, we have another group of people here from Lawrence County, Kentucky, in connection with the Yatesville Reservoir, which is situated on one tributary of the Big Sandy River known as Big Blaine Creek.

This reservoir I am sure you are very familiar with. We have already spent approximately $12 million in construction. It was selected by generals in charge of the Corps who really believed in protecting people from the areas after the disasterous floods of 1957 and 1963 in this area. This is one of a group of reservoirs selected by General Pick and others.

Unfortunately, somehow it was on President Carter's hitlist. He removed it and we put $2,000,000 in the budget a year ago, and that money is being used on contracts for engineering and so forth, and placed $6,900,000 in the budget for this next fiscal year that was in the Carter budget.

We have a group of people fighting this reservoir. I presume they are financed by a foundation, by some of these foundations that give money to the environmentalists. They are putting out some propaganda.

But these people who we put confidence in to win World War II and went down there and looked at the sites to dam this water up to save lives where we have these tremendous floods—I know that you want to put confidence in that group of people instead of somebody who is paid to try to keep a rock from being turned over anywhere in the country. That is the only issue against this reservoir.

We have several people here today.

Mr. BEVILL. Snail darter people you are talking about?

Mr. PERKINS. That is correct.

Mr. BEVILL. You and I have had to fight that battle.

Mr. PERKINS. We have had to fight that battle and we still are going to fight that battle, Mr. Chairman, as long as the good Lord let's me live and the people send me here.

Mr. BEVILL. That will be as long as you live.

Mr. PERKINS. I don't think a few people can thwart the general will by propaganda, and that is all it is, every bit. They don't care if people wash away, not one iota do they care about our people washing away.

The first witness today is Wayne Bromley, who is in the back there.

The gentleman who opposes this project is a fellow by the name of Tim Murphy, connected with the University of Kentucky, and I don't know who is financing him but they tell me some foundations somewhere finance this environmental group. They have opposed every project I have supported in Kentucky.

Mr. BEVILL. It is good to have you with us.

STATEMENT OF WAYNE L. BROMLEY

Mr. BROMLEY. Thank you, Mr. Chairman. It is nice to be here again. It appears every time the cherry blossoms are in bloom we are up here meeting before your committee.

Mr. BEVILL. That is a good time to come.

Mr. BROMLEY. I have a statement which I would like to have included in the record, if I may, please.

Mr. BEVILL. Without objection, it is so ordered.

[Mr. Bromley's statement follows:]

THE YATESVILLE DAM AND RESERVOIR PROJECT
LAWRENCE COUNTY
KENTUCKY

STATEMENT IN SUPPORT

BEFORE THE

SUB-COMMITTEE ON

ENERGY AND WATER DEVELOPMENT

OF THE

HOUSE APPROPRIATION COMMITTEE

MARCH 30, 1981

MR. CHAIRMAN:

WE WOULD LIKE TO THANK YOU AND THE COMMITTEE FOR AGAIN AFFORDING US THE OPPORTUNITY TO PRESENT OUR VIEW IN SUPPORT OF THE YATESVILLE DAM PROJECT.

MY NAME IS WAYNE L. BROMLEY. MY HOME IS LOUISA, LAWRENCE COUNTY, KENTUCKY. I AM THE CHAIRMAN OF THE BOARD AND CHIEF EXECUTIVE OFFICER OF THE FIRST NATIONAL BANK OF LOUISA. WITH ME TODAY IS A GROUP ALL VITALLY INTERESTED IN AND STRONGLY SUPPORTING THE INCLUSION OF THE YATESVILLE DAM AND RESERVOIR PROJECT IN THE PUBLIC WORKS APPROPRIATION FOR FISCAL YEAR 1982.

WE ARE GRATEFUL FOR THE SUPPORT YOU HAVE GIVEN US IN THE PAST. EVEN THOUGH I REALIZE THAT YOU ARE FAMILAR WITH THIS PROJECT, IF YOU WILL BEAR WITH ME, I WOULD LIKE TO BRIEFLY REFRESH YOUR MEMORY AS TO WHAT HAS TAKEN PLACE, DISCUSS LOCAL CONDITIONS AND CONVEY TO YOU THE FUTURE RAMIFICATIONS OF THIS PROJECT.

THE YATESVILLE DAM PROJECT HAS BEEN CONSIDERED AND DISCUSSED FOR ALMOST 50 YEARS. BEGINNING WITH PRESIDENT TRUMAN, 6 PRESIDENTS OF THE UNITED STATES HAVE FULLY SUPPORTED AND ENDORSED THIS PROJECT. PRESIDENT CARTER OPPOSED THE PROJECT FOR 3 YEARS BEFORE AGREEING TO LAST YEARS $2,000,000.00 APPROPRIATION. THE CARTER BUDGET SUBMITTED TO YOU IN JANUARY, PRIOR TO PRESIDENT CARTER LEAVING OFFICE, CONTAINED PROVISIONS FOR 6.9M FOR FISCAL '82. WE UNDERSTAND THAT PRESIDENT REGAN FAILED TO RECOMMEND FUNDS IN THE PRESENT BUDGET WHICH YOU ARE AT PRESENT CONSIDERING. SEVEN UNITED STATES SENATORS FROM KENTUCKY HAVE URGED THAT IT BE CONSTRUCTED. CONGRESSMAN CARL PERKINS, OUR REPRESENTATIVE IN THE HOUSE OF REPRESENTATIVES SINCE JANUARY, 1949, HAS BEEN THE PROJECT'S STRONGEST SUPPORTER. WHILE WE APPLAUDE THE EFFORTS OF PRESIDENT REGAN TO BALANCE THE BUDGET, WE FEEL THAT HIS DECISION TO ELIMINATE FUNDS FOR THIS PROJECT IS ILL ADVISED.

PLEASE BE AWARE OF THE FOLLOWING:

1. OVER $13,000,000.00 OR APPROXIMATELY 1/5th OF THE TOTAL ESTIMATED COST HAS ALREADY BEEN SPENT.
2. OF THE 16,700 ACRES NEEDED FOR THIS PROJECT, OVER 14,000 ACRES OR APPROXIMATELY 80% HAS BEEN ACQUIRED BY THE FEDERAL GOVERNMENT.
3. OVER 112 FAMILIES HAVE ALREADY BEEN DISLOCATED.

TO ABANDON THIS PROJECT AT THIS STAGE WOULD BE UNTHINKABLE!

FLOOD CONTROL

FLOODING HAS ALWAYS BEEN A PROBLEM TO THIS AREA. THREE YEARS AGO, I ENTERED INTO THE RECORD AN ARTICLE FROM THE FEBRUARY 2, 1976, ADDITION OF THE LOUISVILLE COURIER JOURNAL, WHICH DISCUSSED FLOODING ON BLAINE CREEK IN 1790. BLAINE CREEK IS THE MAIN SOURCE OF WATER WHICH WILL SERVICE YATESVILLE LAKE. IT IS 99 MILES LONG, LACKING ONE MILE OF BEING A RIVER. AT CERTAIN TIMES OF THE YEAR, IT RAGES THROUGH OUR COUNTY, LEAVING DEATH AND COMPLETE DEVASTATION. COMPLETION OF THE YATESVILLE DAM PROJECT WOULD PUT AN END TO THIS CONSTANT THREAT.

THE TUG RIVER FORK OF THE BIG SANDY RIVER MEETS THE LEVISA RIVER FORK AT LOUISA TO FORM THE BIG SANDY RIVER, WHICH IN TURN, EMPTIES INTO THE OHIO RIVER AT CATLETTSBURG --------- A DISTANCE OF SOME 25 MILES. THE RAVAGES OF THE FORKS OF THE BIG SANDY RIVER ARE DEVASTATING ENOUGH WITHOUT THE ADDED MENACE OF BLAINE CREEK. WITH THE YATESVILLE PROJECT A REALITY, BLAINE CREEK WOULD NO LONGER CONTRIBUTE TO THE DOWNRIVER HAVOC OF CITIES SUCH AS CATLETTSBURG, ASHLAND, GREENUP, IRONTON, PORTSMOUTH, LOUISVILLE, CINCINNATI AND MANY OTHERS.

RECREATION

A RECREATION COST SHARING CONTRACT WITH THE COMMONWEALTH OF KENTUCKY WAS APPROVED BY THE SECRETARY OF THE ARMY ON MAY 8, 1973. THE ASSURANCES REQUIRED BY SECTION 221 OF PUBLIC LAW 91-611 WERE PROVIDED BY THE COMMONWEALTH OF KENTUCKY AND APPROVED BY O.C.E. ON JUNE 6, 1973.

THE INITIAL ANNUAL ATTENDANCE IS ESTIMATED TO BE 427,000 VISITORS INITIALLY AND 770,000 VISITORS ULTIMATELY. NEED I SAY WHAT THESE VISITORS WILL CONTRIBUTE TO THE ECONOMY OF LAWRENCE COUNTY? YATESVILLE LAKE WILL BE LESS THAN TWO HUNDRED (200) MILES FROM THE CITIES OF COLUMBUS, OHIO AND LEXINGTON, KENTUCKY: LESS THAN ONE HUNDRED (100) MILES FROM CHARLESTON AND HUNTINGTON, WEST VIRGINIA: ALSO FROM IRONTON AND PORTSMOUTH, OHIO, AND WILL PROVIDE RECREATION FOR THE WHOLE TRI-STATE AREA OF KENTUCKY, WEST VIRGINIA AND OHIO.

PROPOSED RECREATIONAL SERVICES ARE THOSE OF GENERAL RECREATION INCLUDING PICNICKING, SWIMMING, CAMPING, PLEASURE BOATING, HIKING, SIGHTSEEING, FISHING AND WILDLIFE.

THE COMMONWEALTH OF KENTUCKY WILL DEVELOP THIS AREA INTO ITS WELL RUN STATE PARK SYSTEM. YATESVILLE LAKE WILL ONLY BE SURPASSED IN USAGE BY BARKLEY LAKE, NAMED IN HONOR OF YOUR FORMER COLLEAGUE AND KENTUCKY'S SON, THE LAKE VICE PRESIDENT ALBEN W. BARKLEY.

IT IS ESTIMATED THAT VISITORS TO THESE YATESVILLE LAKE FACILITIES WILL CONTRIBUTE OVER TEN MILLION DOLLARS ANNUALLY TO THE LOCAL ECONOMY.

ENVIRONMENTAL

IT IS WELL RECOGNIZED THAT WE ARE BECOMING MORE AWARE DAILY OF BOTH WATER SUPPLY AND WATER QUALITY. THE MORE SUSSTANTIVE BENEFICIAL ENVIRONMENTAL CONTRIBUTIONS OF THE YATESVILLE LAKE PROJECT HAVE NEVER BEEN ADEQUATELY REFLECTED. ONE SUCH BENEFICIAL CONTRIBUTION WILL DERIVE FROM THE WATER QUALITY CONTROL FUNCTION OF THE PROJECT WHICH WILL ENHANCE WATER QUALITY CONDITIONS DURING LOW FLOW PERIODS ALONG BLAINE CREEK, THE BIG SANDY, AND THE OHIO RIVERS. IT IS ESTIMATED THAT INDUSTRY WILL INCREASE DRASTICALLY IN THE DIRECTION OF LAWRENCE COUNTY ALONG THE BIG SANDY RIVER. INDUSTRY IS ENTICED BY THE LOCATION OF THE RIVER AND THE PROXIMITY OF U. S. 23 AND THE C&O RAILROAD FACILITIES.

AS CONCERN INCREASES REGARDING NON-POINT SOURCE POLLUTION AND THE GROWING COST FOR ADVANCED WASTE TREATMENT FACILITIES FOR POINT SOURCE POLLUTANTS, THE IMPORTANCE OF SUSTAINED MINIMUM RELEASES IN AMELIORATING THE CONCERN BECOMES ALL THE GREATER.

IN ADDITION, THE FISH AND WILDLIFE MANAGEMENT AND TIMBER MANAGEMENT PLANS GO BEYOND MITIGATION OF, OR COMPENSATION FOR, ANY POTENTIAL ADVERSE IMPACTS. PLACING PROJECT LANDS INTO PUBLIC OWNERSHIP WILL ALLOW THESE PLANS TO ENSURE ENHANCEMENT OF HABITAT AND PERPETUAL STEWARDSHIP OF LAND AND WIL LIFE RESOURCES.

ECONOMIC

LAWRENCE COUNTY LOST ITS LARGEST INDUSTRY, THE LOUISA CARPET MILL, WHICH EMPLOYED APPROXIMATELY 300 IN 1978. DUE TO ENVIRONMENTAL RESTRICTIONS, EASTERN KENTUCKY COAL PRODUCTIVITY IS AT A LOW EBB. UNEMPLOYMENT FOR THE MONTH OF JANUARY REACHED 15.9% --------FAR ABOVE THE NATIONAL NORM. THE IMMEDIATE ECONOMIC IMPACT OF CONSTRUCTION WILL PROVIDE OUR AREA WITH 137 JOBS WHICH, DURING THE 3 YEAR CONSTRUCTION PERIOD, MEAN $30,000.00 TO THE ECONOMY. THE LASTING IMPACT CANNOT BE MEASURED.

SUMMARY

THE BENEFIT-COST RATIO, AS IT HAS BEEN APPLIED IN THE PAST, CANNOT ADEQUATELY AND CORRECTLY REFLECT THE TRUE BENEFIT TO OUR AREA. WE FEEL THAT ANY ONE OF THE FOREGOING: i.e., FLOOD CONTROL, ENVIRONMENTAL, RECREATIONAL OR ECONOMIC JUSTIFICATION, STANDING ALONE, SHOULD ENSURE THAT YATESVILLE BE INCLUDED THIS YEAR.

THANK YOU FOR YOUR ATTENTION. WE IMPLORE YOU TO GIVE THIS PROJECT YOUR FAVORABLE CONSIDERATION.

Mr. BROMLEY. I won't burden you with the whole statement but I would like to emphasize the flood control aspects of this project. Flooding has always been a problem in this area. Three years ago, I entered into the record an article from the February 2, 1976, edition of The Louisville Courier Journal, which discussed flooding on Blaine Creek in 1970. Blaine Creek is the main source of water which will service Yatesville Lake. It is 99 miles long, lacking one mile of being a river. At certain times of the year, it rages through our county, leaving death and compelte devastation. Completion of the Yatesville Dam project would put an end to this constant threat.

The Tug River fork of the Big Sandy River meets the Levisa River fork at Louisa to form the Big Sandy River, which in turn, empties into the Ohio River at Catlettsburg, a distance of some 25 miles. The ravages of the forks of the Big Sandy River are devastating enough without the added menace of Blaine Creek. With the Yatesville project a reality, Blaine Creek would no longer contribute to the downriver havoc of cities such as Catlettsburg, Ashland, Greenup, Ironton, Portsmouth, Louisville, Cincinnati, and many others.

There are many reasons why this project should be restored to the budget. The benefit-cost ratio, as it has been applied in the past, cannot adequately and correctly reflect the true benefit to our area. We feel that any one of the foregoing: i.e., flood control, environmental, recreational or economic justification, standing alone, should ensure that Yatesville be included this year.

Mr. PERKINS. Tell them what your position is.

Mr. BROMLEY. I am Chairman of the Board and Chief Executive Officer of the First National Bank.

Mr. PERKINS. Our next witness is Gene Marvin, who operates the paper. We have good citizens, people who tell nothing but the truth.

STATEMENT OF GENE MARVIN

Mr. MARVIN. Like the vernal equinox, we are back again. It seems the problems we have just keep multiplying.

Mr. BEVILL. We are always glad to see Congressman Perkins' constituents.

Mr. MARVIN. Thank you very much. I have a statement I would like to file.

[Mr. Marvin's statement follows:]

The Big Sandy Publishing Co.

The Big Sandy News

Publisher-Curraleen Rice
Editor-Gene Marvin Jr.

114 Main Cross
P.O. Box 766 Louisa, Kentucky

Phone 606-638-4581

March 11, 1981

David A. Stockman
Director of Office
Management and Budget
Washington, D.C.

Dear Mr. Stockman:

It might seem hypocritical, since I am in sympathy with most of your,budget reducers, to appeal the report that funding for the Yatesville Dam project in Lawrence County will be deleted for FY 1982, but I think there are mitigating circumstances.

When the Blaine Creek flood control-water control-recreation project was axed by former President Carter in 1977, 13,000 acres of land had been purchased uprooting 246 families. Many were disgruntled of the thoughts of leaving the old homeplace that in some instances had been a family heritage for as much as 100 years.

The government spent $11,194,500 which included letting a dam construction contract and the cost of buying out the contractor when funding was discontinued.

President Carter was propagandized with much misinformation from environmentalists, especially the Lexington, Ky. based Kentucky Rivers Coalition which is concerned basically with ideology and not the welfare of people.

Carter changed his mind about the project later in his administration, recommending $2 million, which congress okayed, for the current fiscal year and nearly $7 million for FY 82.

There are less than 10 persons in Lawrence County actively against Yatesville, but what about the 13,000 acres of land purchased for the project and more that is to be purchased with the current allocation?

It's a wasteland-both physically and economically and according to several federal sources cannot be returned to the public sector (if ever) before 10 years or more has elapsed.

continued-

The Big Sandy Publishing Co.

The Big Sandy News

Publisher-Curraleen Rice
Editor-Gene Marvin Jr.

114 Main Cross
P.O. Box 766 Louisa, Kentucky

Phone 606-638-4581

The loss of this land and more importantly its people have cost Lawrence County thousands of dollars in taxes, plus other economic deprivation, since many of them moved to other areas and other counties.

Lawrence County has an umemployment rate of more than 10 percent which ranged as high as 16 percent last year. We lost a carpet making plant that laid off about 250 persons, and because of EDA bureaucratic blunderings or inertia, a grassroots attempt to locate a replacement industry was lost.

Yatesville would prohibit devistating flooding (two out of every three years) of the Blaine Creek watershed causing millions of dollars of damage and human misery, plus run off effects into the Big Sandy River and onto the Ohio River about 20 miles away.

Before the Carter ax, the local development district and the Kentucky Department of Parks had planned to develop Yatesville for fishing, boating, picnicing, a lodge and other tourist attractions in hopes that this new industry would stimulate a gasping economy.

I agree with President Reagan's war on federal fiscal extravagance, but a "bricks and mortar" project such as Yatesville which would produce jobs; which would provide recreation to a coal mining area (adjacent Martin County) without traveling many miles, is within his prudent perspective of mercy.

It would be a tragedy that this worthy project be deleted permanently and the hard working, and those that want to be productive, continue to be victimized by an uncaring bureaucracy and federal system.

This system has perpetuated a fraud in Lawrence County-forcing its citizens to leave their homes under the pretense that something productive would be the result.

Billions of dollars have been spent by the government and it will continue to allocate on non-productive, temporary trubutes in too many areas (foreign policy one of them) to an ill-conceived federal fiscal ideology that homage to the underachievers is what America is all about.

continued-

The Big Sandy Publishing Co.

The Big Sandy News

Publisher-Curraleen Rice
Editor-Gene Marvin Jr.

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Phone 606-638-4581

American history dialectically disproves this.

Yatesville would be a lasting monument to grass roots Americana-that has fought and died proudly in all of its wars and contributed to this country's greatness and growth.

Enclosed is a recent story concerning Yatesville.

Sincerely

Gene Marvin Jr.
EDITOR

GMJ/cdk

cc:

President Ronald Reagan
Senator Walter D. Huddleston
Senator Wendell Ford
Congressman Carl D. Perkins

Mr. MARVIN. I would like to reiterate several things. Three out of every five years Blaine Creek overflows, causing thousands of dollars of damage, uprooting people, sending people to higher territories, into Louisa, into the gymnasium to find a place for comfort and for food overnight. It has become a problem that they have resolved will never be alleviated unless there is something done to control it, and the only way it can be controlled is through the Yatesville Dam Reservoir.

Currently there have been 246 families uprooted, and with the purchase of nearly 12,000 acres of land there has been spent $11,145,000, and $2 million has been allocated this year, so that makes a total of $13,149,500. What is to happen to this land if nothing is done with it? Right now it is causing problems with the Corps of Engineers. Ten years they say it will be before it gets back into the public sector. Is it to be a no-man's land, a wasteland?

Lawerence County has been beseiged by unemployment, at 16 percent in January, that takes it off the tax rolls.

I feel that the government has sort of perpetuated a fraud. When people have lived there a hundred years and they say now we are going to have flood control and a dam, and they don't do it, I feel the people should have some recourse. I don't know what that could be.

I saw a letter from Governor Brown to our county judge, J. J. (Jake) Gordon, talking about the need for water in the next several years. Judge Rutherford hit on that. I don't know if it is true, but they say there will be a need for water, there will be a drought, and the only way you can keep water is through flood control reservoirs such as Yatesville. I feel it can offer recreation for the coal miners in Martin County, and they can fish within a few miles of their home so they don't have to use a lot of gasoline, saving energy.

I feel that the people have been affronted when so much money has been spent on this project. They had to buy a contractor out at one time. The cost keeps increasing with inflation as it is put on the shelf.

What is to become of this area? What is to become of the people of Lawrence County?

I feel the Federal Government created it. Now you are in the middle of the stream, what are you going to do?

Thank you very much.

Mr. PERKINS. Thank you very much.

Our next witness is Shirley Hurt. Shirley has been a school teacher all her life.

Mr. BEVILL. We are glad to have you with us, Ms. Hurt.

STATEMENT OF SHIRLEY HURT

Ms. HURT. I have been a school teacher all my life. I have done other things. I have been a social worker and lived on a farm and raised my family. I taught in rural schools.

[Ms. Hurt's statement follows:]

THE YATESVILLE DAM AND RESERVOIR PROJECT, LAWRENCE COUNTY, KY.

STATEMENT OF SHIRLEY HURT, LAWRENCE COUNTY, KY.

Mr. Chairman, I want to thank you and members of your committee for again allowing me to present my views in favor of the Yatesville Dam in Lawrence County. Now, and in the past both the members of the House and Senate Subcommittees have displayed their kindness and consideration to our cause.

I am Shirley Hurt. Kentucky is my native State and I live in Lawrence County, where I have taught in rural schools and have done social work. I am here today as a representative of the Lawrence County Housing Authority. My home is on a farm on route 23 about 1 mile from the mouth of Blaine Creek, where it empties into Big Sandy River. I am very familiar with the flooding problems of this creek and the results of this flooding on the land along the Big Sandy.

More than 13,000 acres of land has already been purchased, 108 families have moved from this land. Besides the people who owned their homes there and moved, there were many little houses on this land where people lived. They paid very little rent and they had a place to raise their gardens and at least had housing. Now they too are displaced. All of these houses are torn down and these people are wanting places to live.

There are 14,134 people in Lawrence County. We have a high unemployment rate. Farm income is far below the poverty level. Through no fault of their own, one-third of our people depend on some form of public welfare for their livlihood. There is no major industry in the county.

We had hopes that the completion of this project would boost the economy and the morale of our people.

The following is a quote from a recent article published in the Courier Journal by J. J. Jordan, Lawrence County judge. "This project will be in the middle of a new series of traffic arteries; four lane U.S. 23 from Ashland; four-lane new Coal Haul Road from Inez to Ulysses; new Louisa-Fort Gay bridge connecting the new Tolsia Highway, and U.S. 52, attracting the West Virginia tourist."

You will find attached a letter dated April 8, 1978 by G. K. Harmon, who was then 95 years of age. I recently talked to Mr. Harmon and his sentiments have not changed in regard to the need of the Yatesville Dam, other than he is rather impatient as he will soon be 98.

Mr. Harmon is a descendant of Mathias Harmon, who after our eastern Kentucky heroine, Jennie Wiley was captured by the Indians in 1790, organized a group and was prevented from rescuing her as the waters at Cherokee in Lawrence County was at flood stage. These waters now in 1981 get much higher.

I am not here today for monetary gain or prestige. I am here for what I think is best for our people. I love my country, my home, and my family. I admire you men and women, who make up the branches of our government. You have a big job on your hands. I have never failed to vote, even though I've sometimes had to ride horse back or farm tractors to get to the polls. Members of my family have all been volunteers for military service. I just hate to have thousands of acres of our land bought and not used for the purpose it was intended for but let lay wasted, unattended. I am a typical Lawrence countian.

[Mr. Harmon's letter follows:]

MARCH 8, 1978.

In regard to the Yatesville Dam Project that has been denied funding. I would like to say that as so much money has already been spent in the acquisition of the lands adjacent to this much needed Flood Control Project that it would be unthinkable for the dam to now be denied sufficient funds to bring it to a reality.

As a 95 year old man that is descended from the pioneer Harmans that came from Germany in 1700, first settling near Philadelphia in the early years of that Century, later migrating to the early Virginians, where they helped settle the region and were the opponents of the Indians who were in control of a vast region of that area at that time. They built a block house near the mouth of John's Creek in Floyd County Kentucky (which was then part of Virginia) and by so doing made a safe refuge for the settlers to flee to when threatened by the Indians.

I was born on Blaine Creek about one and one half miles from Fallsburg on January 29, 1883 and resided on the farm on which I was born until I reached the age of maturity. Knowing Blaine as I do and watching the flood waters running from top of one bank to the top of the opposite bank. I can say definitely that this dam above Yatesville should be built as speedily as possible, for as Blaine lacks but one mile of being a river itself, it has such a large drainage area that it pours into Big Sandy River such a volume of water that it is responsible for a great portion of

the damage to the Cities of Catlettsburg, Ashland, Greenup, Vanceburg and the other Cities along the reaches of the Ohio River.

The construction of the Yatesville dam will also provide much needed jobs to a great number of persons who are in need of such employment and will create a great tourist attraction to this area and will be a boon of great magnitude to the Counties through which the Blaine creek flows.

Nothing can be said in opposition to this needed project that should influence it's cancellation, for it is needed and will benefit thousands on top of thousands of Kentuckians as well as West Virginia and Ohio.

Thanking you for your favorable consideration of this vital project, I wish to subscribe myself as

Sincerely yours,

G. K. HARMON.

Mr. BEVILL. We are pleased to have you.

Ms. HURT. Mr. Chairman, I want to thank you and members of your committee for again allowing me to present my views in favor of the Yatesville Dam in Lawrence County.

In the past, both the members of the House and Senate subcommittees have displayed their kindness and consideration to our cause.

I am Shirley Hurt. Kentucky is my native State and I live in Lawerence County, where I have taught in rural schools and have done social work. I am here today as a representative of the Lawerence County Housing Authority. My home is on a farm on Route 12, about one mile from the mouth of Blaine Creek, where it empties into Big Sandy River. I am very familiar with the flooding problems of this creek and the results of this flooding on the land along the Big Sandy.

I might add, when I worked at social work there has never been any hollow in Lawerence County but that I have been up there, so I am familiar as the creeks would get underway.

More than 13,000 acres of land has already been purchased, 108 families have moved from this land. Besides the people who owned their homes there and moved, there were many little houses on this land where people lived. They paid very little rent and they had a place to raise their gardens and at least had housing. Now they too are displaced. All of these houses are torn down and these people are wanting places to live.

There are 14,134 people in Lawrence County. We have a high unemployment rate. Farm income is far below the poverty level. Through no fault of their own, 1/3 of our people depend on some form of public welfare for their livelihood. There is no major industry in the county. We had hopes that the completion of this project would boost the economy and the morale of our people.

The following is a quote from a recent article published in the Courier Journal by J. J. Jordan, Lawerence County Judge, "This project will be in the middle of a new series of traffic arteries; four-lane U.S. 23 from Ashland; four-lane new coal haul road from Inez to Ulysses; New Louisa-Fort Gay Bridge connedcting the New Tolsia Highway, and U.S. 52, attracting the West Virginia tourist. The reason Judge Jordan wrote that, it was in answer to the statement that Yatesville Dam for recreational purposes was too close to other recreational areas, which really is not true.

You will find attached a letter dated April 8, 1978, by G. K. Harmon, who was then 95 years of age. I believe I presented that letter before, but I want to reemphasize what he said. I recently talked to Mr. Harmon and his sentiments have not changed in

regard to the need of the Yatesville Dam, other than he is rather impatient as he will soon be 98.

Mr. Harmon is a descendant of Mathias Harmon, who after our Eastern Kentucky heroine, Jennie Wiley, was captured by the Indians in 1790, organized a group and was prevented from rescuing her as the waters at Cherokee in Lawerence County were at flood stage. I might add Irish Creek empties into Cherokee Creek, and Cherokee empties into Blaine Creek which we are speaking of here. These waters now in 1981 get much higher.

I am not here today for monetary gain or prestige. I am here for what I think is best for our people. I love my country, my home and my family. I admire you men and women, who make up the branches of our government. You have a big job on your hands. I have never failed to vote, even though I've sometimes had to ride horseback or farm tractors to get to the polls. Members of my family have all been volunteers for military service. I just hate to have thousands of acres of our land bought and not used for the purpose it was intended but let lay wasted, unattended.

I was talking to a member of the Corps of Engineers the other day. He informed me there was one man there attending to this area and he said now that the funds were cut we may not have him.

The reason I mention these things, I feel I am typical of other Lawrence County people. Thank you.

Mr. PERKINS. Edith Hall is our next witness.

STATEMENT OF EDITH HALL

Ms. HALL. I would like to read just a portion concerning the schools. Flood control is of utmost importance to our area as we live in a flood plain of hills and valleys. So many of the hills of Eastern Kentucky are rocky and barren because of forest fires, poor farming practices and strip mining. There is nothing to absorb the water nor to slow its movement as it drains downhill. The frequent high waters and occasional major floods hinder people from traveling to and from their places of employment, cause crop damage and affect school attendance.

The county consolidated schools are located in Louisa, and about 98 percent of the students are bused from rural areas. Many of these students must cross streams to reach a bus stop. Heavy rainfall causes these streams to quickly overflow onto roads that then become impassable. As a high school teacher, I am greatly concerned with absenteeism that results from this. Sometimes students must be transported to their homes during school hours due to sudden high rise of the waters.

I am speaking mostly from the educational standpoint. Because of this, I feel we are depriving students of a lot of schooling. This is periodically something we must face, and I feel it is important to have prevention as well as warning.

There is a new program, I understand, whereby we have been granted about $7 million to warn us of floods. This is great. But it would be greater to prevent the floods.

Thank you for your time.

[Ms. Hall's statement follows:]

THE CITY OF LOUISA

LOUISA, KENTUCKY

March 27,1981

ENERGY AND WATER DEVELOPMENT
CHAIRMAN: SUB-COMMITTEE
HOUSE OF REPRESENTATIVES
APPROPRCIATIONS COMMITTEE

Gentleman:

We the members of the City Council of Louisa, wish to submit a request for further committee review of the Yatesville Dam Project. In many ways this project would have a positive impact upon our city.

Flood control for our area is a primary concern of this council. Secondary roads are often blocked by high waters as the small streams quickly fill and overflow with run off from the hilly terrain of this area. Less often, but still a constant threat are major floods that displace families and cause damage to homes, crops, businesses and schools.

This project would provide a financial gain as jobs would be created that would be filled by our many unemployed persons, thus increasing trade in our local businesses and a livelihood for many on welfare rolls.

Socially we would benefit from this project by having desirable area for civic meetings, reunions and family gatherings. Also, recreational facilities would accompany or follow the project. At present Louisa has no theatre, nor places for entertainment. Our restuarants are only for short orders, and we have no areas for sports.

We therefore, ask that your committee give this project due consideration and see fit to support completion of this project so that our community will benefit by flood protection, increased revenues, jobs for the unemployed and a chance to raise the social and economic standards above our present disadvantaged state.

Sincerely,

E.W. Van Hoose Mayor

CITY OF LOUISA MAYOR

CITY OF LOUISA COUNCIL MEMBERS:

Wayne H. Jackson

Jones D. Williams

James D. Layfield

Edith B. Hall

THE CITY OF LOUISA
LOUISA, KENTUCKY

March 28, 1981

Chairman
Sub-Committee of Energy and
Water Resources
House Appropriation Committee
Rayburn Building
Washington, D. C.

Gentlemen:

My interest in the Yatesville Dam Project branches in many directions. Each of which I believe would benefit from the completion of the Yatesville Project.

Flood control is of utmost importance to our area as we live in a flood plain of hills and valleys. So many of the hills of Eastern Kentucky are rocky and barren because of forest fires, poor farming practices and strip mining. There is nothing to absorb the water nor to slow its movement as it drains downhill. The frequent high waters and occassional major floods hinder people from traveling to and from their places of employment, cause crop damage and affect school attendance.

The county consolidated schools are located in Louisa, about ninety-eight per cent of the students are bused from rural areas. Many of these students must cross streams to reach a bus stop. Heavy rainfall causes these steams to quickly overflow onto roads that then become impassable. As a high school teacher, I am greatly concerned with absenteeism that results from this. Sometimes students must be transported to their homes during school hours due to sudden rise of the waters.

Another benefit of this project for the youth would be the development of recreational areas. We have so little to offer our youth beyond school activities that the after school hours for so many is a choice between television and street corner gatherings. Those who complete high school mostly leave our community. About thirty-per cent of our high school graduates enter college. Their talents then are taken to other areas because few return to an area that holds so little for them. A large number of those who do not finish high school turn to drugs and become problems of our community. This greatly concerns me as a high school teacher, a mother of teenagers, and as a member of City Council.

Jobs created by the Yatesville Dam would no doubt have a great financial impact upon Louisa through rising employment and trade in our local businesses.

I'm sure each of you are aware of the economic and social disadvantages of our area. But unless you have been a part of such an area, I do not believe you could know the frustrations and sadness felt by those who step forward to contribute their talents towards seeking and obtaining solutions that would change the present disadvantages we share.

Frustration is ever present because we lack financial means to develop opportunities for our people and because avenues leading to help are so constantly closed. Frustration mounts and sadness results as we take stock of resources we have and yet cannot develop for the good of the majority.

If your committee sees fit to approve this project the benefits will be many.

Thank you,
Louisa City Council Member

Edith B. Hall

Edith B. Hall

Mr. PERKINS. Elmer Crozier.

STATEMENT OF ELMER CROZIER

Mr. CROZIER. Mr. Chairman, I will take little time. I am President of the Louisa Rotary Club, Louisa, Kentucky, and also the administrator of the community hospital in Louisa. I am a relative newcomer to the area, being there only three and a half years, but the Ohio River Basin is my home.

I well remember the Flood of 1937. I was just old enough to drive a truck and try to ferry people out of the flood and of the then city of Louisville, Kentucky being two-thirds under water at that point.

Other floods since then—the Flood in 1977. I happened to move to Louisa just the month following that, and remember seeing the signs of the high water mark. In fact, the home in which I now live was just 10 foot above the high water mark of the Tug River. I live approximately 150 feet from its main current.

Basically, my thought that I would like to present, and the thought of the Louisa Rotary Club, which did vote unanimously for us to do everything within our power to encourage completion of the Yatesville Dam project, is the flood control it would contribute to.

One of the things we tried to point out in our letter is that subdivisions, shopping centers, highway construction—and I have an error in my letter that it is the State of Kentucky; I understand it is from the nation as a whole is losing an average of 250 acres a day to hard surfaces.

If this is correct, we need somehow to replace the water storage capacity that is lost. I feel that we should dust off an idea that was prevalent about 20 years ago, in highway construction, that we ought to create holding ponds and holding pools to take the place of the water drawn, retaining fee for that has been lost from the hard surfacing.

The establishment of the Yatesville Dam will be just a minor portion of the retaining of some of this water back at its source rather than having it rush downstream. It has already been brought out as to water shortage in Jenkins. That shortage went all the way down the Cumberland River Basin, which is a different basin than the one we are talking about now. However, it is not going to be long until our entire nation is in problems for potable water sources as well as the flood control.

We have seen this in the past year where the areas in our Northeast were in problems because of drought. The Cumberland River Basin on down to the entrance into the Ohio River was short for water sources. On the Ohio River we had difficulty in moving barge traffic because of the hold water. If water can be retained at its source and then released at the times of these periods of hold water, you have a feature of keeping the river traffic going as well as helping control the flood.

I think these are important features that we ought to be looking at from a nationwide standpoint.

That is the essence of my report. It would provide employment in a destitute area. It would provide an additional attraction of tourists.

I appreciate your time. If there is anything I can do to help this committee or anyone in the conservation effort, not only in natural resources but conservation of human life, I stand ready to help.

[Mr. Crozier's statement follows:]

REGULAR MEETINGS
ON TUESDAYS 6 P.M.

LOUISA ROTARY CLUB
CHARTERED MARCH 4, 1924
LOUISA, KY.

27 March 1981

Subcommittee on Energy and Water
Developments
House Appropriations
Washington, D.C.

Dear Members:

The support of your committee is solicited by the members of the Louisa, Kentucky Rotary Club for the continuation and completion of the Yatesville Dam Project.

We, the members of the Louisa, Kentucky Rotary Club, have voted unanimously to support this project for the following reasons:

1. The project has been started and several million dollars already expended in the purchase of the land and preliminary work.

2. It would provide employment both of a temporary and permanent nature; temporary employment during the construction and permanent employment opportunities upon its completion. Lawrence County had an official unemployment rate of 15.9 during the month of January.

   Since the recreational activities connected with a project such as this would provide employment especially for teenagers and young adults, our high unemployment rate would have to decrease.

   The tourist industry that would develop upon the completion of this dam would be a great economic value.

3. The State of Kentucky is committed to developing a State Park in conjunction with the development of this project.

4. The flood control potential has an additional benefit in that this project would contribute to the maintenance of the flow in the Ohio River. Just in the past few months, barge traffic on the Ohio River has been delayed because of low water levels of the river.

Shopping plazas, subdivisions and highway developments have been consuming undeveloped land at a rapid pace. According to one news report this past week, the State of Kentucky was losing such land to these developments at the rate of 250 acres per day. Whether this rate of loss is correct or not, one must observe these tremendous areas that are being covered by hard surfaces with no provision for retaining water run-off. If developments

such as the Yatesville Dam are not encouraged, we are eventually going to find our nation without potable water supplies. We must call attention to the fact that several areas in the United States have suffered drought conditions this past year and had to go into water rationing.

Your time and patience in hearing us is appreciated. The Yatesville Dam Project, upon completion, will be an asset to not only our community, but the surrounding area which includes Southern Ohio, Western West Virginia as well as the Northeastern section of Kentucky.

Respectfully submitted,

E. L. Crozier, President
Louisa Rotary Club

ELC/jr

Mr. PERKINS. Rose Perry.

STATEMENT OF ROSE PERRY

Ms. PERRY. Mr. Chairman, I represent the Louisa Junior Women's Club as their President.

[Ms. Perry's statement follows:]

GFWC-Louisa Junior Woman's Club
Louisa, KY 41230
27 March 1981

Subcommittee on Energy & Water Development
House Appropriations
Washington, D.C.

Dear Members:

The General Federation Woman's Club-Louisa Junior Woman's Club, a member of the largest woman's volunteer organization in the world, is deeply concerned about the proposed termination of the Yatesville Dam Project.

Our civic organization, comprised of females ages 18-36, represents approximately 20% of the population of Lawrence County and we are worried about the economic situation, not only now but also for the future, in our area. Recent figures show an unemployment rate of 16% in Lawrence County, which is nearly the highest rate in our state, as well as a per capita income in our area that is approximately $1,500.00 below the average for our state. Presently, employment opportunities are limited to mining and service occupations, forcing a majority of the county's young adults to seek employment in the major urban industrial areas of our country. With this mass exit of the county's potential workforce, our area will soon be depleted of its most important resource, that of intelligent, competent people. With the completion of the Yatesville Dam Project, this bleak future for Lawrence Countians can be brightened with the prospect of increased employment opportunities in more diversified occupational fields.

Our organization is also concerned about the lack of county recreational facilities for the family unit. Areas of recreation are available in other counties only through transportation via private automobile, thus adding more expense to an already depressed economic situation. We believe that the money now being spent by Lawrence County residents for out-of-county recreation could be better utilized here in our own area to help increase the standard of living and economic base for Lawrence County.

The Louisa Junior Woman's Club urges the committee members to strongly consider the liability of not having the Yatesville Dam Project approved and to remember that stagnation is a problem for everyone, not just the residents of Lawrence County.

Very truly yours,

Rose W. Perry

Rose W. Perry, President
GFWC-Louisa Junior Woman's Club

RWP/jr

Ms. PERRY. We are a member of the General Federation of Women's Clubs, which is the largest volunteer women's organization in the world.

We are very concerned about the Yatesville Dam project. I would like to briefly emphasize the main points of our concern.

Flood control, from a personal experience—I am the dietician in our local hospital, and any time we have had to evacuate families from the high water and put them into one place I am called upon as the only dietician in the county to help with the mass feeding.

It is very disturbing when you see these flood victims come in, the sense of helplessness they feel. They have been totally wiped out of their homes and everything that belongs to them because of the flood.

It also poses a problem for the industry and the service organizations in our areas. We have to work shortstaffed when the water is high. The police can't get into town to work.

Economic development, as has been pointed out, we have a very high unemployment rate in our county, approximately 16 percent. We also have a per capita personal income that is approximately $1500 below the State average, which is, I am sure, low in the nation too.

We feel that the completion of the Yatesville Dam would provide more diversified occupational opportunities for our county.

Recreation—right now recreation facilities are out of county. People have to go in their automobiles to another county and spend their money in another county. We feel this money would be better spent in our own county, to help raise the standard of living.

Mr. BEVILL. Very good.

Mr. PERKINS. Jarret A. Peters, Jr.

STATEMENT OF JARRETT PETERS, JR.

Mr. PETERS. Mr. Chairman and members of this committee, we appreciate the privilege of being permitted to address you on a project which we consider to be very vital to the well being and welfare of the citizens of our community in Lawrence County, Kentucky, the Yatesville Reservoir.

[Mr. Peters' statement follows:]

YATESVILLE RESERVOIR PROJECT
STATEMENT OF JARRET A. PETERS, JR., LAWRENCE COUNTY, LOUISA, KY.

Mr. Chairman and members of this committee we appreciate the privilege of being permitted to address you on a project which we consider to be very vital to the well being and welfare of the citizens of our community in Lawrence County, Kentucky, The Yatesville Reservoir.

We are indeed very fortunate to be living in a country as great as the United States of America. How many other countries still enjoy the freedom which came about thru the foresight of our founding fathers. Where else in the world could a private citizen such as myself have the right to travel to the seat of his government and make his and his friends desires known and present the reasons they should be carried out by their government.

Mr. Chairman, you and the committees before have been presented statistical data which warrants the completion of the Yatesville Reservoir Project. So therefore, I will not bore you with these same facts.

The majority of the people and myself can understand why our government would undertake building the Yatesville Reservoir which is so badly needed for flood control in the Big Sandy area, plus many of the beneficial fringe benefits which the

citizens would enjoy from such a wise and profitable undertaking. But what we cannot understand is after the purchase of over 13,000 acres out of the approximately 20,000 total to be used and also the purchase of homes and the relocation of hundreds of families who had for generations made this land their home, that our government would suddenly stop such a profitable enterprise. These people had raised and educated their children on this land and worked hard for a better life for their children and themselves.

The majority of the people were willing to make this sacrifice which they knew would help all the people in their county and state.

Lawrence County, Kentucky has approximately 272,000 acres or 425 square miles with a population of 14,134. The removal of this land from the tax rolls as well from agriculture purposes imposes a considerable hardship in additional taxes which is put on the balance of land left. With the completion of the Yatesville Reservoir Project, the additional revenue generated from such a project would greatly exceed the tax loss from the removal from the tax rolls of land purchased for the project.

I retired from the U.S. Postal Service in 1972 and while employed, I was a rural mail carrier for approximately one year in this area. The last eight years of my postal service was in the capacity of Ass't. Postmaster in charge of rural and city delivery. I know practically every hollow and creek and person that lived in the Yatesville Reservoir area. Every time we had a hard rain most of these small streams overflowed, blocking roads and creating high water on Blaine Creek. Naturally this also created higher water in the Big Sandy River which flows into the Ohio. Also the flooding damaged crops as well as the roads and bridges.

Mr. Chairman, we all are for less spending of tax payers money where possible but at the same time we are willing to be taxed for whatever it takes us to stay strong defensive and economically.

Its been said by different economists that the American people have just about reached their limit of taxation, so therefore, programs have to be cut. With this in mind I would like to quote information obtained from our local newspaper and hope maybe you would consider this info as an avenue for additional revenue for funding this project.

The following appeared in the Herald Dispatch, Huntington, W. Va. on Sat. March 28, 1981.

[From the Herald-Dispatch, March 28, 1981]

AMERICA'S ALLIES FAIL TO SHOULDER A FAIR SHARE OF DEFENSE BURDEN

We've said it before and we'll say it again: It's high time Washington demanded that our allies—especially West Germany—assume a larger share of our mutual defense burden.

Our allies are never shy with advice on our conduct of foreign policy. But they're remarkably slow to reach for the checkbook.

President Carter had proposed that our NATO partners increase their defense spending by 3 percent. But now the Reagan administration appears to have junked any idea of winning even that modest increase from them.

A new audit conducted by the General Accounting Office at the request of the House Appropriations Committee shows all too well the realities of how NATO is financed.

The GAO concluded that Uncle Sam's share of the NATO burden may be as much as $65 billion a year.

All that, of course, is in cold cash provided by the American taxpayers. By contrast, the allies' contributions are largely indirect—"income foregone" rather than actual outlay of money.

This arrangement goes back to the early days of the NATO alliance in the 1950s. When the cost-sharing formulas were first worked out, the U.S. economy was booming. Our European allies were still digging out of the rubble of World War II; the most they could contribute was real estate for bases, plus exemptions from taxes on the land and equipment used by NATO troops.

But in the years since, the situation has changed dramatically.

Now the American economy is in deep trouble, while the European countries—particularly West Germany—are enjoying relative prosperity.

One reason the U.S. economy is in trouble, of course, is the huge chunk of public wealth that goes for defense. Conversely, one reason Europe has been booming in the postwar years is that the United States has picked up the lion's share of Western Europe's defense costs.

The amount needed to continue or complete Yatesville Reservoir Project is minute in comparison to the 65 Billion Dollars we send to NATO.

We the citizens of Lawrence County, Kentucky believe and insist on a strong defense—but at the same time we believe this defense should start at home.

Mr. Chairman and members of this committee we thank you very much for listening to our requests and have confidence that you will sincerely consider what we have said today. Again we thank you for your courtesy.

Mr. PETERS. We are indeed very fortunate to be living in a country as great as the United States of America. How many other countries still enjoy the freedom which came about through the foresight of our founding fathers? Where else in the world could a private citizen such as myself have the right to travel to the seat of his government and make his and his friends' desires known.

I retired from the U.S. Postal Service in 1972, and while employed I was a rural mail carrier for approximately one year in this area. The last eight years of my postal service was in the capacity of assistant postmaster in charge of rural and city delivery. I know practically every hollow and creek and person that lived in the Yatesville Reservoir area. Every time we had a hard rain most of these small streams overflowed, blocking roads and creating high water on Blaine Creek. Naturally this also created higher water in the Big Sandy River, which flows into the Ohio. The flooding damaged crops as well and the roads and bridges.

Mr. Chairman, we are all for less spending of taxpayers 'money where possible, but at the same time we are willing to be taxed for whatever it takes us to stay strong defensively and economically.

It has been said by different economists that the American people have just about reached their limit of taxation, so therefore programs have to be cut. With this in mind I would like to quote information obtained from our local newspaper and hope maybe you would consider this information as an avenue for additional revenue for funding this project.

The following appeared in the Herald Dispatch, Huntington, West Virginia, on Saturday, March 28, 1981:

We've said it before and we'll say it again: It's high time Washington demanded that our allies—especially West Germany—assume a larger share of our mutual defense burden.

Our allies are never shy with advice on our conduct of foreign policy. But they're remarkably slow to reach for the checkbook.

President Carter had proposed that our NATO partners increase their defense spending by 3 percent. But now the Reagan administration appears to have junked any idea of winning even that modest increase from them.

A new audit conducted by the General Accounting Office at the request of the House Appropriations Committee shows all too well the realities of how NATO is financed.

The GAO concluded that Uncle Sam's share of the NATO burden may be as much as $65 billion a year.

All that, of course, is in cold cash provided by the American taxpayers. By contrast, the allies' contributions are largely indirect—'income foregone' rather than actual outlay of money.

This arrangement goes back to the early days of the NATO alliance in the 1950s. When the cost-sharing formulas were first worked out, the U.S. economy was booming. Our European allies were still digging out of the rubble of World War II; the most they could contribute was real estate for bases, plus exemptions from taxes on the land and equipment used by NATO troops.

But in the years since, the situation has changed dramatically.

Now the American economy is in deep trouble, while the European countries—particularly West Germany—are enjoying relative prosperity.

One reason the U.S. economy is in trouble, of course, is the huge chunk of public wealth that goes for defense. Conversely, one reason Europe has been booming in the postwar years is that the United States has picked up the lion's share of Western Europe's defense costs.

The amount needed to continue or complete Yatesville Reservoir project is minute in comparison to the $65 billion we send to NATO.

We, the citizens of Lawrence County, Kentucky, believe and insist on a strong defense, but at the same time we believe this defense should start at home.

Mr. Chairman and members of this committee, we thank you very much for listening to our requests and have confidence that you will sincerely consider what we have said today. Again, we thank you for your courtesy.

Mr. PERKINS. David McKenzie.

STATEMENT OF DAVID MCKENZIE

Mr. MCKENZIE. I am the administrator of a nursing home in Louisa, and I live on one of the higher hills in the area. I will share with you briefly an appearance of an acquaintance of mine who does not live on one of those hills. It shows the instability of the area.

[Mr. McKenzie's statement follows:]

A Statement of Support

THE YATESVILLE DAM PROJECT

Lawrence County, Kentucky

The Yatesville area is deprived of cultural advantages and economic growth of diversified interests. The land is victim to floods, and the people recall President Johnson's visit to the area (Martin County) to see just what a deprived area looks like.

The Dam is our hope. It will protect the area from flood damage, provide broad economic growth, and compliment the beauty of the rural hill country with a well placed recreational opportunity.

High unemployment is the rule in this area from one year to another. Opportunities to correct this are at hand as the project will allow visitors an opportunity to enjoy the positive aspects of appalachia, and in so doing, to convert a deprived area into the highly prized area of its potential.

Acquisition of land has occurred, for the singular purpose of the Dam. It has displaced homesteads and communities, leaving nearly half the county barren and creating major problems for those displaced. This is our investment for the future, and we have faith that the area will be protected and developed with completion of the Yatesville Dam.

David W. McKenzie

submitted by: David W. McKenzie

Mr. McKENZIE. This lady in her fifties lived in the family homestead that was never known to be in a flood area. One night she went to bed and in the morning could not come down the stairs because the ground floor was full of water. The river had gone through her house. She lost everything she had.

She could not swim, and had to wait for a neighbor to bring a motorboat. This was not in one of the major flood times. This is the type of incident that occurs in the area, creating a great deal of instability and loss to the quality of life.

Mr. PERKINS. This is where the water was coming out of Big Blaine Creek?

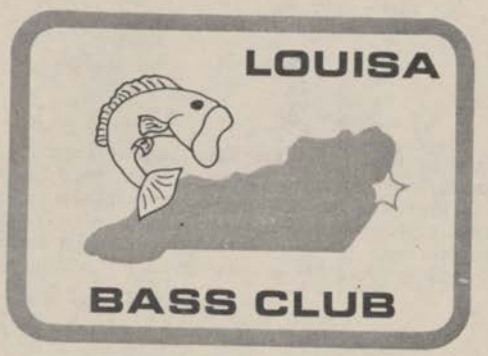
Mr. McKENZIE. Yes, sir. This is the Yatesville area.

Mr. PERKINS. Our next witness is Charley McCall.

STATEMENT OF CHARLEY McCALL

Mr. McCALL. It is a pleasure to be here. I am here representing the Louisa Bass Club and the Louisa Foodland. I am manager of the Foodland, the largest supermarket in the area.

[Mr. McCall's statement follows:]



LOUISA, KENTUCKY 41230

March 28, 1981

Subcommittee on Energy and Water Resources
House Appropriations Committee
Rayburn Building
Washington, D. C.

Gentlemen:

The Louisa Bass Club is the largest and most active organization in the Lawrence County, Kentucky area which is devoted to the preservation of wildlife through ecological and environmental management. Our specific aim is to upgrade the fisheries within our area so that later generations may enjoy their natural heritage. To this end, the Louisa Bass Club strongly supports the funding for, with the resulting construction of, the Yatesville Dam in Lawrence County, Kentucky.

The Yatesville project, when completed, will provide the citizenry a wide range of benefits, including: flood, clean water and erosion control, new jobs, both temporary and permanent, a stable economic base for a chronically depressed area, and of course, wildlife preservation which will generate recreational opportunities for a tri-state area, thereby making the project of more than local concern. With such a wide range of benefits it is recognizable that the monies expended on a project such as Yatesville create both an immediate and a long-term economic impact - an immediate impact through temporary jobs necessary for construction and a long-term impact through capital investment for the created recreational and industrial demands. And the benefits directly accruing to the Yatesville area indirectly accrue to the government through additional taxes generated by private investment.

Construction has started on the Yatesville Dam. Approximately 14,000 acres of Lawrence County, Kentucky land has been taken from Lawrence Countians by the United States of America through its power of eminent domain. The Louisa Bass Club respectfully requests this Committee to endorse the carrying forward of this partially completed project in fairness to and for the good of the people of Lawrence County, Kentucky.

Respectfully yours,

Robert Crum, President
RC:bj

Mr. McCALL. I have some personal experiences with the 1977 flood that we had there. We had some people come and ask us for help as far as the supermarket. After taking a truckload of groceries to this area, it is very devastating to see these people without a home, these children with no clothes, just stacked up in churches sleeping, no place to go.

We are asking for some help.

Mr. PERKINS. If the reservoir had been constructed, you wouldn't have had that condition below the dam?

Mr. McCALL. That is correct.

Mr. PERKINS. All right. Our next witness is Randy Hutchinson.

STATEMENT OF RANDY HUTCHINSON

Mr. HUTCHINSON. Mr. Chairman and members of the committee, thank you for granting us the opportunity. Some of my friends have said they were going to be brief and did not end up that way. I will be brief. My name is Randy Hutchinson and I live in Lawrence County, Kentucky, between the towns of Louisa and Blaine. As a Lawrence County resident, I wholeheartedly support the Yatesville Dam project. For as long as I can remember, I have heard of the Yatesville Reservoir. I have no doubt that one day this project will be a reality. The only question is, when? I strongly urge you to consider this project for immediate funding.

[Mr. Hutchinson's statement follows:]

STATEMENT OF RANDY HUTCHINSON, LAWRENCE COUNTIAN

Mr. Chairman, thank you for granting us the time to appeal to you for support of the Yatesville Dam Project.

My name is Randy Hutchinson and I live in Lawrence County Kentucky between the towns of Louisa and Blaine. As a Lawrence Countian, I wholeheartedly support the Yatesville Dam project. For as long as I can remember, I have heard of the Yatesville Reservoir. I have no doubt that one day this project will be a reality. The only question is, when? I strongly urge you to consider this project for immediate funding.

As my friend Mr. Bromley has already pointed out the facts and figures of this project, I would like to relate to you how many of my friends view this project.

FLOOD CONTROL

Each spring, our area is beseiged with floods that destroy millions of dollars worth of property. At this point, the Federal Government steps in and offers disaster assistance. With the Yatesville Dam project the Government could save considerable money as well as relieving the emotional hardship on its citizens who live in this area. As well as those persons living considerably downstream.

ECONOMIC CONDITIONS

Lawrence County is situated in the heart of Appalachia. Unemployment is at 16 percent and the welfare roll is swelling. Our President was elected to try and control these problems. President Reagan has stated that his programs are designed to help those in true need help themselves. With the construction of the Yatesville Dam project, the economic impact would be greatly felt from now on. The cost-benefit ratio could not adequately reflect the economic impact on our county and on our business community.

RECREATION

The history of Lawrence County and northeastern Kentucky is proud. In this area a major emphasis is placed on the family unit. Camping, hunting and fishing serve as a center for the family recreation.

The Commonwealth of Kentucky, upon completion of this project, has already committed to developing this area into a well run State park. This facility would not only service northeastern Kentucky but provide a service to West Virginia and Ohio.

For many years, our young people have left this area for more industrialized areas. This trend is now reversing and our young people are staying here to hopefully find work in the coal fields. We are in need of recreation for this generation that is close to home.

SUMMARY

I have tried to hit the high points of the flood control, economic and recreational points as to why we need the Yatesville Dam project in Lawrence County.

Thank you for this opportunity to address you and may I leave you with one point: Please help us so we can help ourselves and help others in the future.

Mr. HUTCHINSON. As my friend Mr. Bromley has already pointed out the facts and figures of this project, I would like to relate to you how many of my friends view this project. I am lucky I live on one of the hills. In our area very many narrow valleys exist, and this area is besieged almost every spring by some sort of flooding.

It appears to me that the government would be a little better and save a little bit more money to complete Yatesville because I have heard about it ever since I was knee high to a grasshopper. It seems ridiculous to keep pouring disaster money in when I think the figure is $67 million or $70 million to complete, which would alleviate the disaster relief.

One point I would like to leave with you: Our President has said that he wants to help the truly needy. Please help us so that we can help ourselves and in turn, in later years, help someone else. Thank you.

Mr. PERKINS. James Garthee, Jr.

STATEMENT OF JAMES GARTHEE, JR.

Mr. GARTHEE. Mr. Chairman, I too will be brief. I have a prepared statement from the Fivco Board of Directors, where I am Associate Director, in behalf of the Yatesville project.

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

[Mr. Garthee's statement follows:]

4a-11

THE YATESVILLE DAM AND RESERVOIR
SEVENTH CONGRESSIONAL DISTRICT
LAWRENCE COUNTY, KENTUCKY

POSITION PAPER

A STATEMENT BY THE FIVCO AREA DEVELOPMENT DISTRICT IN SUPPORT OF THE PROPOSED YATESVILLE PROJECT. THE FIVCO AREA DEVELOPMENT DISTRICT IS A REGIONAL PLANNING ORGANIZATION CHARGED WITH THE RESPONSIBILITY FOR THE COORDINATED PLANNING AND DEVELOPMENT FFFORT IN BOYD, CARTER, ELLIOTT, GREENUP AND LAWRENCE COUNTIES, KENTUCKY.

March, 1981

FIVCO Area Development District
P. O. Box 636
Catlettsburg, Kentucky 41129

CONSISTING OF THE FIVE COUNTIES OF BOYD GREENUP, CARTER, ELLIOTT AND LAWRENCE, THE FIVCO AREA DEVELOPMENT DISTRICT COMPRISES 1,500 SQUARE MILES AND 140,734 PEOPLE. THE REGION IS LOCATED IN NORTHEAST KENTUCKY AND IS BOUNDED ON THE NORTH BY THE OHIO RIVER; ON THE EAST BY THE BIG SANDY RIVER; ON THE SOUTH BY THE RUGGED MOUNTAINS OF THE CUMBERLAND PLATEAU; AND ON THE WEST BY SMALLER HILLS WHICH BORDER KENTUCKY'S FAMOUS "BLUEGRASS REGION." THE REGION IS COVERED WITH VERY BEAUTIFUL LANDFORMS AND THE COUNTIES ARE RICH IN COAL RESERVES.

NINETY PERCENT OF THE REGION IS STILL COVERED WITH FORESTS, BUT THESE AREAS UNIQUELY CONTRAST WITH THE OHIO RIVER VALLEY WHICH IS INDUSTRIALIZED AND URBANIZED. HISTORICALLY, THE REGION'S ECONOMY HAS BEEN SOLELY DEPENDENT UPON LOCAL NATURAL RESOURCES IN FACT, EXPLOITATION OF COAL, CLAY, PETROLEUM, SALT, NATURAL GAS, SAND STONE, AND TIMBER DOMINATED EMPLOYMENT POTENTIALS WITHIN THE REGION. HOWEVER, FARSIGHTED BUSINESSMEN, CIVIC LEADERS, AND PUBLIC OFFICIALS HAVE DILIGENTLY ATTEMPTED TO DIVERSIFY THE REGION'S ECONOMIC BASE. THE RESULT OF THIS WORK IS FIVCO'S AREAWIDE ACTION PLAN AND REGIONAL CAPITAL IMPROVEMENTS PROGRAM WHICH WAS FUNDED BY THE APPALACHIAN REGIONAL COMMISSION AND OUTLINES A MULTI-PHASE APPROACH TO REGIONAL ECONOMIC DEVELOPMENT.

THE KEY TO FIVCO'S SUCCESS IS A BOARD OF DIRECTORS THAT IS WILLING TO THINK BEYOND COUNTY LINES AND APPROACH PROBLEMS IN A REGIONAL MANNER. AS PART OF ITS OVERALL DEVELOPMENT STRATEGY, THE BOARD HAS ATTEMPTED TO DIVERSIFY THE REGION'S ECONOMY BY PROMOTING BOTH INDUSTRIAL DEVELOPMENT AND TOURISM. IN LIGHT OF THIS BACKGROUND, THE YATESVILLE DAM AND RESERVOIR IS A CRITICAL ELEMENT IN THE OVERALL ECONOMIC DEVELOPMENT STRATEGY OF THE DISTRICT.

IN LIGHT OF THE FIVCO DEVELOPMENT STRATEGY, THE FIVCO BOARD OF DIRECTORS ON TWO OCCASIONS SUPPORTED THE CONSTRUCTION OF THE YATESVILLE DAM. SPECIFICALLY THE BOARD SUPPORTS YATESVILLE BECAUSE OF THE FOLLOWING:

(1) JOB DEVELOPMENT IS FIVCO'S MOST IMPORTANT UNDERTAKING. THE YATESVILLE PROJECT WILL CREATE JOBS BOTH DURING CONSTRUCTION AND AFTER COMPLETION. DURING 1978 THE ARMY CORPS OF ENGINEERS ESTIMATE THAT TWO HUNDRED NEW JOBS WILL BE CREATED BECAUSE OF THE PROJECT. AFTER CONSTRUCTION, PEOPLE WILL BE NEEDED TO OPERATE THE DAM, MAINTAIN THE PARK, AND OPERATE RECREATION FACILITIES. ADDITIONALLY, JOBS WILL BE CREATED BECAUSE YATESVILLE WILL ATTRACT INVESTMENT INTO LAWRENCE COUNTY. NEW STORES, RESTAURANTS, MOTELS AND SPECIALITY SHOPS WILL BE CONSTRUCTED, AND JOBS WILL BE CREATED.

(2) THE YATESVILLE PROJECT WILL PROVIDE RECREATIONAL BENEFITS TO RESIDENTS OF KENTUCKY, OHIO, WEST VIRGINIA, TENNESSEE, AND VIRGINIA.

WITHIN TWO HUNDRED MILES OF THE PROPOSED YATESVILLE DAM ARE THE MAJOR METROPOLITAN AREAS OF LEXINGTON, KENTUCKY; CINCINNATI, OHIO; HUNTINGTON, WEST VIRGINIA; COLUMBUS, OHIO; AND CHARLESTON, WEST VIRGINIA. THE CITIES OF DETROIT, MICHIGAN; TOLEDO, OHIO; AND CLEVELAND, OHIO, ARE ALSO WITHIN EASY COMMUTING DISTANCE. THE FIVCO REGION IS PROUD OF ITS RECREATIONAL AMENITIES AND YATESVILLE WILL FURTHER ENHANCE THE REGION'S DEVELOPMENT AS A NATIONAL RECREATION CENTER. FIVCO HAS EXCELLENT FACILITIES FOR CAMPING, FISHING, BACK PACKING, CANOEING, AND SWIMMING. IN ADDITION TO PARKS, THE DISTRICT HAS SUCCESSFULLY COMPLETED A ONE HUNDRED NINETY

MILE HIKING TRAIL CALLED "THE JENNY WILEY TRAIL." THE CONSTRUCTION OF YATESVILLE CAN ONLY ENHANCE THE POTENTIAL OF TOURISTS AND NATURALISTS TO UTILIZE THIS HIKING TRAIL. RECREATIONAL BENEFITS OF THE PROJECT ARE ESTIMATED AT ONE MILLION DOLLARS PER YEAR

(3) YATESVILLE, IF CONSTRUCTED, WILL NOT NEGATIVELY AFFECT OR HARM THE ENVIRONMENT.

EVEN ENVIRONMENTALISTS AGREE THAT THE YATESVILLE PROJECT WILL CAUSE NO SERIOUS HARM TO THE ENVIRONMENT. THERE ARE NO UNRESOLVED ENVIRONMENTAL ISSUES CONCERNING YATESVILLE. AN ENVIRONMENTAL IMPACT STATEMENT HAS BEEN FILED AND ACCEPTED BY THE COUNCIL FOR ENVIRONMENTAL QUALITY AND THERE HAVE BEEN NO FINDINGS AGAINST THE IMPACT STATEMENT. THE PROJECT WILL NOT AFFECT ANY ENDANGERED OR RARE ANIMALS, NOR WILL IT DO DAMAGE TO RARE FLORA FOR NO SUCH PLANTS OR ANIMALS HAVE BEEN IDENTIFIED AT THE SITE.

(4) THE YATESVILLE PROJECT WILL HAVE A POSITIVE EFFECT ON THE QUALITY OF THE WATER SUPPLIES IN THE BIG SANDY AND OHIO RIVER DRAINAGE BASINS

THE REASON FOR THIS IS THAT MANY OF THE STREAMS AND TRIBUTARIES OF THE BIG SANDY RIVER FLOW AT LOW RATES DURING THE SUMMER AND FALL. DURING THESE PERIODS OF LOW FLOW THE DISSOLVED OXYGEN LEVELS AND THE POLLUTION LEVELS OF THESE STREAMS ARE VERY HIGH. THE YATESVILLE PROJECT WILL ASSURE A MINIMUM, BENEFICIAL FLOW LEVEL IN THESE STREAMS AT LOW FLOW PERIODS. CONTROLLED, MINIMUM FLOWS WILL ASSURE THAT POLLUTANTS AND DISSOLVED OXYGEN WILL BE ASSIMULATED INTO GREATER WATER FLOWS DURING THE YEAR.

THE YATESVILLE PROJECT HAS BEGUN AND AS OF MARCH, 1977, 7.8 MILLION DOLLARS HAVE BEEN SPENT ON THE PROJECT. THROUGH FEBRUARY 18, 1977, $4,700,000 HAD BEEN SPENT BY THE ARMY CORPS OF ENGINEERS ON REAL ESTATE ACQUISITION. FIFTY-SIX PERCENT (56%) OF THE TOTAL PROJECT AREA IN TERMS OF ACREAGE HAS ALREADY BEEN ACQUIRED. FURTHERMORE, $107,000 HAVE ALREADY BEEN SPENT ON ACCESS ROADS TO THE DAM SITE AND $3,000,000 HAVE BEEN SPENT ON ENGINEERING AND DESIGN. MOST IMPORTANTLY, 112 FAMILIES HAVE ALREADY BEEN RELOCATED FROM THE PROJECT AREA.

FOR THE ABOVE FIVE REASONS THE BOARD OF DIRECTORS OF FIVCO CONTINUES TO SUPPORT THE YATESVILLE DAM AND RESERVOIR PROJECT AND SUGGESTS THAT ALL LOCAL, STATE, AND FEDERAL AGENCIES CONSIDER THE BENEFITS THE PROJECT WILL GIVE TO THE REGION.

RESOLUTION

WHEREAS, the FIVCO Area Development District is an organization charged with the total responsibility for the development efforts in the counties of Boyd, Carter, Elliott, Greenup and Lawrence, and

WHEREAS, job development is one of the important undertakings of this total development effort and be it recognized that through the exploration of the potential present in the tourist and recreation industry, a great number of jobs will be produced, and

WHEREAS, the importance of impounded water is a natural focal point for the development of the tourist industry, and that the development of a major tourist related facility is dependent upon such development, and

WHEREAS, provision for flood control and water supply for industrial and commercial users contributes to the overall development of the region, and

WHEREAS, flood control for several small communities in Lawrence County, particularly Blaine, will be provided for, and

WHEREAS, the Yatesville Reservoir has been planned and is presently being constructed on the waters of Blaine Creek in Lawrence County, and

WHEREAS, nearly eight (8) million dollars or 14% of the total cost involved has been spent on the Yatesville project to date, and

WHEREAS, this reservoir and its development has never been opposed by any major organized opposition group in the past or present.

NOW THEREFORE, BE IT RESOLVED, (1) the FIVCO Area Development District supports the construction and the completion of the Yatesville Reservoir, and (2) that the FIVCO Area Development District spread on its minutes the endorsement of this resolution and that a copy be furnished to President Carter, members of the Public Works Committee of both the House and Senate, and public newspapers in the five counties.

RESOLUTION

WHEREAS, the FIVCO Area Development District is an organization charged with the responsibility for the total development effort in the counties of Boyd, Carter, Elliott, Greenup, and Lawrence, and

WHEREAS, Job Development is one of the important undertakings of the total development effort and be it recognized that through the exploitation of the potential present in the Tourism and Recreation Area a great number of jobs can be produced, and

WHEREAS, the importance of impounded water is a natural focal point for the development of the Tourist Industry and that the development of a major tourist related facility is dependent upon such development;

NOWTHEREFORE BE IT RESOLVED, that the FIVCO Area Development District supports the construction of the Yatesville Dam and BE IT FURTHER RESOLVED, that the FIVCO Area Development District will be the nonfederal participant for both the Yatesville and Kehoe Dams as required by Public Law 89-72.

Fred Arrington, President
FIVCO Area Development District

Mr. GARTHEE. I have been a life-long resident of the Ohio River Valley most all my life. I have seen the floods of 1948, 1964, 1966, and 1977 come and go, and I have seen the loss of life as a result of these floods.

I, too, am an environmentalist, but I am an environmentalist that believes the environment of man is what is important, that the future of man and the right to an environment free of flooding to protect his life, his property and his business is important.

I, too, believe that the government has a responsibility, a moral responsibility if not a legal responsibility, to the residents of Lawrence County. Two hundred forty farmers have been removed from their farms and their land in the guise of the national interest under the threat of eminent domain. I believe this to mean there is a responsiblity of the government to fulfill the project that was started, completion of the Yatesville Reservoir.

Mr. PERKINS. R. C. Wells will conclude our testimony, Mr. Chairman.

Mr. WELLS. I have a statement I would like to leave.

[The information follows:]

Date: March 30, 1981

Testimony: Yatesville Reservoir /
Lawrence County, Kentucky

Before: United States House of
Representatives Sub-Committee
on Energy and Water Development
House Committee on Appropriations

By: R. C. Wells
239 North Clay Street
Louisa, Kentucky 41230

House and Senate Public Works
Appropriations Subcommittees

Mr. Chairman, Members of the Committee,
Congressman Perkins and Others:

In 1965 the Federal Government, acting through the U. S. Army Corps of Engineers, made a commitment to the people of Lawrence County, Kentucky, and more particularly to the citizens of the Yatesville area of Big Blaine Creek, to construct a flood control reservoir.

In 1973 the initial appropriation was made by Congress, and since then almost $13,000,000.00 has been spent on this project. Starting in 1974, a total of nearly 15,000 acres of land has been purchased and at least 700 people have been displaced. The homes and improvements have been demolished and a virtual wilderness has resulted. There is no tax revenue or other income being derived from this area. This results in the County

being unable to provide the basic services to the residents of the area.

As most of you know, this project was halted at one time, resulting in several million dollars being wasted. I understand the contractor was paid more to stop construction than was earned by the work on the project. We should see this does not happen again.

This project was competently planned by the U.S. Army Corps of Engineers over a period of some fifty to sixty years. There are no environmental objections; there are no community objections (at best token); our Congress has voted to authorize and fund this project; it is a cost feasable project; it is a project that will prevent ravishing floods; it is a project that will help to put people back to work in a high unemployment area; it is a project that will enhance the beauty and viability of the community, county and state.

I have talked with numerous people who have been displaced by this project and all are in favor of the

Yatesville Reservoir being completed. Some are bitter about losing their property and having to relocate. They say, "We do not believe our president would halt a project that would do good for so many people, especially after we were told it would be built. Our land was taken for that specific purpose." I certainly feel for these people and I am sure you do also.

Let us look for just a moment at what will happen if the Yatesville Reservoir is not completed:

1. We will be left with continuing ravishing floods on Big Blaine Creek and the Lower Big Sandy River.
2. Boats will continue to be tied up on the Lower Ohio River as they were just a few months ago, due to the reduced natural flow of maintenance water.
3. our economy will continue to decline and more people will be forced to go on the so-called dole.
4. The people who were displaced will continue to be disillusioned and bitter because they feel betrayed.

5. Most importantly, the citizens will lose confidence in the Federal Government.

We need the support of this committee, and also the President of the United States, to complete this much needed Yatesville Reservoir.

I believe this is the fourth time I have appeared before you and I wish to thank you kindly for the opportunity. I hope this project will be completed without further delay.

Thank you again.

L. C. Wells

Mr. WELLS. Mr. Chairman, I believe this is the fourth time I have been here. I am a merchant in Louisa, Kentucky, a former vocational agriculture teacher in the county. I have been in every home, I suppose, in the county of Lawrence. I will not take up more time to testify. However, I would like to emphasize that at one point that we have too much water at a certain time and we don't have enough at other times. I think the Yatesville Reservoir will help solve it not enough at certain times as well as too much water.

I would like to leave that with you.

Mr. BEVILL. Thank you very much.

Mr. PERKINS. Let me thank you, Mr. Chairman, for hearing us today. It has always been mighty nice.

Mr. BEVILL. Chairman Perkins, we will always be nice to you. You are our friend and we always work with you, and certainly this subcommittee has high regard for you and we appreciate you.

COLUMBIA BASIN PROJECT

WITNESSES

HON. THOMAS S. FOLEY, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF WASHINGTON

DOYLE MATHEWS, SOUTH COLUMBIA BASIN IRRIGATION DISTRICT

ERVIN EASTERDAY, SOUTH COLUMBIA BASIN IRRIGATION DISTRICT

EARL TERWILLEGER, EAST COLUMBIA BASIN IRRIGATION DISTRICT

WINSTAR BURGESS, PRESIDENT, COLUMBIA BASIN DEVELOPMENT LEAGUE

TOM LYDA, EXECUTIVE DIRECTOR, COLUMBIA BASIN DEVELOPMENT LEAGUE

TOM LYDA, JR., COLUMBIA BASIN DEVELOPMENT LEAGUE

Mr. BEVILL. I see our House whip and good friend Tom Foley is here. We are pleased to have you. You may proceed as you wish.

STATEMENT OF CONGRESSMAN FOLEY OF WASHINGTON

Mr. FOLEY. While I know that the circumstances of this appearance are clouded by the dastardly attack on the President, which concerns all of us, I am nevertheless pleased to appear before the members of this subcommittee. As you are perhaps aware, the television has just indicated that the President is now in surgery. Initial reports indicated that Mr. Reagan had not been hit, but apparently, he was simply not aware of the extent of what had happened until he approached the hospital.

Mr. Chairman, in light of the current situation, I will not impose on the Committee's time or on the time of those who are also here to testify today. Instead, I would ask permission to have my statement included in the record at this point.

Mr. BEVILL. Permission granted.

[Mr. Foley's statement follows:]

TESTIMONY OF HON. THOMAS S. FOLEY TO THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE, HOUSE COMMITTEE ON APPROPRIATIONS, MARCH 30, 1981

I want to express my full support for the budget of $44,740,000 recommended by the Administration for the Columbia Basin Project for the fiscal year 1982. That amount of funding will insure the continued development of the project.

This project, begun in the 1930s, has become one of the wisest investments ever made by the federal government and that investment is being repaid to the taxpayers of the United States, largely through the sale of electric power from Grand Coulee Dam and from charges for irrigation. Also, there are other enormous benefits to the people in flood control, fish and wildlife protection and historical and archeological activities.

About half of the originally authorized 1,095,000-acre project has been developed. The second half cannot be developed until the water delivery system including the East High Canal is constructed. Before that can be done, the Department of the Interior and the three Columbia Basin Irrigation districts need to reach an agreement on terms of a repayment contract for the new lands. It is vitally important that such an agreement between the parties be reached and, to the greatest extent possible, be based on the ability of the farmers to meet the repayment terms.

The Columbia Basin Project is one of the great success stories in American agricultural history. Forty years ago, much of the land was unproductive and a virtual desert. Last year, farms on the project produced crops worth $240 million. Grand Coulee Dam, the original structure built across the Columbia River at Depression-era prices, now has a Third Powerplant and is the nation's largest producer of electric power. Last year alone it produced more than $108 million worth of electrical energy. When the entire irrigation project is completed, it has been estimated that the Columbia Basin will produce the crops that could feed more than 16 million people.

It is vitally important that we continue the development of this project and that is why I support the recommended budget. The Subcommittee on Energy and Water Development has wisely approved the necessary funding for this project for many years, and I urge the subcommittee again to approve the funding needed for the fiscal year 1982.

Mr. FOLEY. If I may, I would like to introduce, first of all, the President of the Columbia Basin Development League, Wistar Burgess, and Tom Lyda, its Executive Director. Also here to represent the three irrigation districts of the Columbia Basin, are Doyle Mathews and Ervin Easterday from the South Columbia Irrigation District; Richard Stevens and Russell Wentworth from Quincy, and Earl Terwilleger and Henry Schafer from the East Columbia Basin.

Mr. BEVILL. We are delighted to have each of you here.

Mr. FOLEY. I wonder if I might ask Mr. Lyda to come forward and also Mr. Easterday. Mr. Lyda will speak on behalf of Columbia Basin Development Irrigation League, while Mr. Easterday will speak on behalf of all of the districts.

Mr. BEVILL. Very glad to have you with us.

STATEMENT OF THOMAS LYDA

Mr. LYDA. Mr. Chairman, it is a pleasure to be here today.

[Mr. Lyda's statement follows:]

REGIONAL TRUSTEES
P. RICH BARES, *Washington Water Power Company, Spokane*
BRIAN BOYLE, *Commissioner of Public Land, Olympia*
LARRY EBNER, *Peoples National Bank, Yakima*
JOSEPH A. HORRALL, *Burlington Northern Railroad, Seattle*
PHILLIP A. NOTTON, *Regional Manager, Port of Seattle, Spokane*

EX-OFFICIO TRUSTEES
HON. OTTO AMEN, *Representative, State Legislature, Ritzville*
CHAN BAILEY, *Manager, East Columbia Basin Irrigation District, Othello*
JAMES V. COLE, *Manager, Columbia Basin Project-U.S.B.R., Ephrata*
HON. E.G. "PAT" PATTERSON, *Senator, State Legislature, Pullman*
TOM COTTON, *Manager, Quincy Columbia Basin Irrigation District, Quincy*
HON. S.E. FLANAGAN, *Representative, State Legislature, Quincy*
WILBUR G. HALLAUER, *Director, Department of Ecology, Olympia*
HON. FRANK (TUB) HANSEN, *Senator, State Legislature, Moses Lake*
HON. EUGENE PRINCE, *Representative, State Legislature, Thornton*
HON. CURT SMITH, *Representative, State Legislature, Ephrata*
RUSSELL SMITH, *Manager, South Columbia Basin Irrigation District, Pasco*

Columbia Basin Development League

THOMAS B. LYDA, EXECUTIVE
551 SOUTH 8th.
OTHELLO, WASHINGTON 99344
TELEPHONE (509) 488-5797

PRESIDENT WINTAR M. BURGESS
STAR ROUTE, BOX 1208
PASCO, WASHINGTON 99301

AREA TRUSTEES

Connell
JAMES CARAWAY

Ellensburg
CHARLES HAIGHT

Ephrata
*JOHN BOHNET
JOHN LEDGERWOOD
BILL MENDENHALL
HUGH MONCRIEF
BILL ROBINSON

Lind
BILL LOOMIS
HAROLD SIMONSEN

Moses Lake
JOHN HATT
PAUL HIRAI
*FRANK KENO
GEORGE MASSART
*DUANE RAGSDALE
RUEBEN SCHMIDT
H. E. MODE SNEAD
GEORGE WHITE

Odessa
ROBERT KISSLER

Othello
RAY ANDERSON
DEAN JUDD
ROY SHORT
HARRY SARGENT
*ROGER THIEME
*MAX WEBB

Quincy
BILL HAUBER
*HERB SMITH
RICHARD TOEVS

Pasco
*WINTAR BURGESS
*SIG. T. HANSEN
JAMES O'CONNOR
ED WILLBORN

Ritzville
REX LYLE

Warden
*STEVE CONNORS
JERRY KINKADE

Wenatchee
*HU BLONK

*EXECUTIVE COMMITTEE

TESTIMONY TO

ENERGY AND WATER DEVELOPMENT SUBCOMMITTE OF APPROPRIATIONS

HOUSE OF REPRESENTATIVES

Mr. TOM BEVILL, CHAIRMAN

SCOPE OF THE TESTIMONY

I. SUPPORT OF THE FY 82 BUDGET, DEPARTMENT OF INTERIOR FOR WATER AND POWER RESOURCES SERVICE, COLUMBIA BASIN PROJECT $ 44, 740, 000

II. COLUMBIA BASIN PROJECT DEVELOPMENT CONTINUATION

ORAL WITNESSES

Mr. Thomas B. Lyda, Director, Columbia Basin Development League

Mr. Ervin G. Easterday, Director, South Columbia Irrigation District

Mr. Russell Wentworth, Director, Quincy Columbia Irrigation District

Written Testimony Representing

Columbia Basin Development League
South Columbia Basin Irrigation District
Quincy Columbia Basin Irrigation District
East Columbia Basin Irrigation District

Supportive Statement

Department of Natural Resources, State Of Washington

WATER
CROPS

I. Support for the FY 82 Budget

Department of the Interior Program
for the
WATER AND POWER RESOURCES SERVICE

Washington

COLUMBIA BASIN PROJECT

MAJOR ITEMS	FY 82 Appropriation
Irrigation Facilities:	
Grand Coulee Pumping/Generating Plant Units P/G 9, 10, 11, 12	$ 5,542,000
Block 26 Laterals	1,350,000
Fish and Wildlife Facilities	555,000
Drainage Construction	5,668,000
Deferred and Supplemental Construction	3,835,000
Deferred and Bypassed Lands	400,000
East High Canal Irrigation System	100,000
Total - Irrigation Facilities	$ 17,450,000
Third Powerplant :	
Third powerhouse (Riverbank Stabilization Program and Clean-up Activities)	$ 23,650,000
Third Powerplant Switchyard Modifications	2,900,000
Visitor Facilities	740,000
Total - Third Powerplant	$ 27,290,000
Grand Total - Columbia Basin Project	$ 44,740,000

Statement:

We believe these to be Direct Program Costs and for that reason we support each line item and the total budget request.

This will be a continuation program of work already underway.

The operations and maintenance will be kept on a current basis.

II. COLUMBIA BASIN PROJECT CONTINUATION AND DEVELOPMENT.

BRIEF OVER VIEW

The Columbia Basin Project was authorized by Congress and the first components started to be operational in 1941. The Grand Coulee Dam is the head location works of the project.

The yearly average discharge of the Columbia River system is about 170,000,000 acre feet of water.

The 1, 095, 000 acre project, when completed will require about 4,000,000 acre feet or 2.3% of the flows for irrigating crops that will feed more than 16,000,000 people.

In 1979 the total cost of the Columbia Basin Project, including construction of the irrigation system to serve the 1, 095, 000 acres and the 6,480,000 kilowatt capacity powerplant was estimated to be $ 3,031,000,000. This is allocated to : Power, $ 890,000,000; Irrigation, $ 2,078,000,000; Flood Control and Navigation,$49,000,000; Fish and Wildlife, $ 12,000,000; and Historical and Archeological Study and Salvage Activities, $ 2,000,000.

As of September 1980 about $ 1,400,000,000 had been spent on construction. This is about 46% of the estimated costs of the project.

The major portion of the Project costs will be returned to the Unites States Treasury. Costs allocated to power and irrigation will be repaid. Costs allocated to flood control, navigation, fish and wildlife, and some minor items are nonreimbursable.

Irrigation water users pay for all operation and maintenance costs of the irrigation facilities. In 1979 543,721 acres were croped under irrigation. This was 49.6% of the authorized acres.

There are two major siphontunnels at the top end of the Project to take irrigation water across rough terrain to canal headworks. The first tunnel was being used to capacity in 1979. Congress, through the leadership of members of the Energy and Water Development Subcommittee of Appropriations, provided funds to start construction of the second tunnel which is to bring the water for the second half of the Project. The State of Washington put in $ 15,000,000 of the $53,000,000 costs of the tunnel. In 1980 that structure was completed.

BUT, There is no place for the water to flow for use from the end of the tunnel until we get the EAST HIGH CANAL SYSTEM and other modifications in the delivery system built!

The Water Power Resources Service and the three Columbia Basin Irrigation Districts have worked together in in the planning, custodial, and service functions and do a good job in getting water to each farm unit.

Modern technology has been put into practice in order to conserve water and to recover energy from the delivery system flows. Low-head hydro electric plants are being placed throughout to Project at suitable drop points with total funding costs being arranged by the irrigation districts. Power production comes on line from the first of these plants in 1981. Center pivot sprinkler systems, and other conservation of water, including recovery of return flows, erosion controls, and diversified cropping make the Project a model in reclamation.

Continuation of the development of the Project is and on-going thing but runs into difficult times when the Department of Interior wishes to make major changes in contracts with the water users. Such changes are now being talked about at meetings on the Project for the purpose of up-dating the Master Water Service Contract. The second half of the Project water delivery rates are the subjects of the talks.

The Columbia Basin Development League and the Columbia Basin Irrigation Districts want to follow the original plans and structure for the Project as closely as possible. There are two key elements now under contention between the Water Power Resources Service and the water users. These elements are:

Does the Project get developed according to the original plan and size? If so,the water must start at the top elevations.

What is needed to up-date the Master Contract? At issue here is the payment capacity of the farmer.

We call these to the attention of the Energy and Water Development Subcommittee because both must be settled in order for uninterrupted development of the Project and time is becoming of the essence. Moving ahead in a continuous manner on this Project will still make a completion schedule taking us into the 20th century.

Time delays are proving to be very costly due to inflation. Some time delays are tied to National Environmental Protection Agency studies and procedures. We believe these must be streamlined and reduced.

Other time delays are being encountered in the manner of application of Reclamation Laws. We believe the payment capacity of farmers should continue to have a contingency factor recognized in a contract as up-dated. This would retain the same philosophy for the second half of the Project as for the first half. The farmers want to be able to handle unexpected financial and crop losses with the assistance of the contingency factor - so that they can be better able to keep up on the repayment schedule and meet the increasing costs of new farm unit development and operations.

As partners in development you may wish to exercise your influences on these items in the flow of Congressional business.

The Columbia Basin Project has been and will continue to be one of the great American Development come true if all of us can continue to work on the complex aspects of what is really a very simple plan.

The land is there awaiting better utilization. The water is there and all of it's potential is not now being used. We can put it to full use. The acres cropped in 1980 were estimated at 544,000 with a crop gross value around $ 240,~~000,000~~ million That is the present half.

The hydro electric power generation in 1980 was about 18,881, 153,000 Kilowatt hours sold at over $108, 820,000. The recreational uses day in 1979 exceeded 2,~~000,000~~ million.

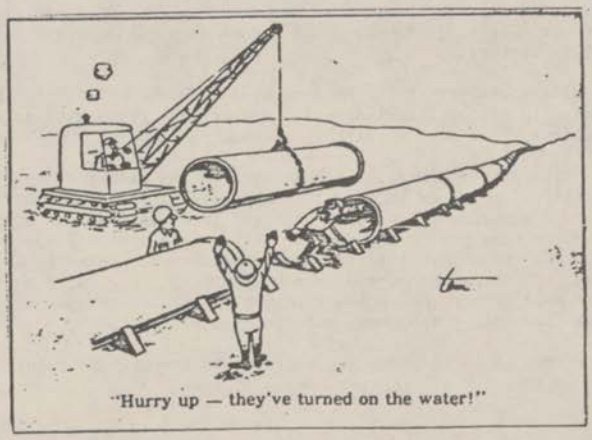
As the demands for energy continue to accelerate we are pleased to tell the Energy and Water Development Subcommittee on Appropriations that they are major factors in keeping the largest power production plant in the entire world right on the development and operational schedule budgetwise.

As several million acres of farm land in the United States are removed from the cropping pattern annually due to urbanization, highway construction, and unsuitable farming conditions due to drought, erosion, or land being worn out replacement acres must be planned and kept on development schedules.

Should the domestic market not demand all the production of this project at certain times, the export of the food and fiber from the Project to the Pacific rim and mid-east countries becomes increasingly significant and strategic.>

Mr. Chairman , we thank you for hearing us. We sincerely appreciate the considerations and actions of this committee.

End of Testimony.



"Hurry up — they've turned on the water!"

EAST COLUMBIA BASIN IRRIGATION DISTRICT

P.O. Box E OTHELLO, WASHINGTON 99344 Phone 488-9671

March 23, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy & Water Development Appropriations
2305 Rayburn
Washington, D.C. 20515

Dear Mr. Bevill:

The East Columbia Basin Irrigation District is pleased to support the President's Budget for the Columbia Basin Project for FY 1982. We are very happy to see the appropriations for the Block 26 Laterals and the East High Canal Irrigation System.

These appropriations for continued development of irrigated land will help offset some of those acres that are lost annually to urbanization, and will help maintain the food and fiber production that is so vital to this nation.

The development of the East High area is very important and we hope the Environmental Impact Statement is not done at a slow pace. The diminishing underground water table, coupled with high energy costs, is creating a notable hardship on the farmers in that area who have become tired of waiting for development and have gone to the deep well for their water. This depletion of the underground waters is serious and only completion of the East High System can alleviate the problem.

Very truly yours,

C. D. Bailey
Secretary-Manager

CDB:bp

"The Green Spot of the Columbia Basin"

South Columbia Basin Irrigation District

OFFICE: 402 WEST LEWIS STREET

TELEPHONE 547-1735 • P. O. BOX 1006 • PASCO, WASHINGTON 99301

March 20, 1981

Chairman Tom Bevill
Energy and Water Development Subcommittee
on Appropriations
House of Representatives
Washington, D. C. 20515

Dear Chairman Bevill:

We are pleased to support the President's Budget as it relates to energy and irrigation development on the Columbia Basin Project for F. Y. 1982. We particularly support those appropriations for Third Power Plant and those items of the Irrigation Facilities including the Grand Coulee Pumping/Generating Plant Units PG 9, 10, 11 and 12, the Block 26 Lateral Distribution System, the Drainage Construction, Deferred and Supplemental Construction, Deferred and Bypassed Lands, and the East High Canal Irrigation System.

On behalf of the Board of Directors and the landowners of this District, I thank you for your past cooperation and courtesies and look forward to the ultimate completion of the Columbia Basin Project as originally conceived and authorized and reauthorized by Congress almost forty-six years ago.

Very truly yours,

Russell D. Smith
Secretary-Manager

RDS:ma

QUINCY-COLUMBIA BASIN IRRIGATION DISTRICT
TELEPHONE 787-2316 • POST OFFICE BOX 188
QUINCY, WASHINGTON 98848

March 24, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House of Representatives
Washington, D. C. 20515

Dear Congressman Bevill and Members of the Committee:

In re: Fiscal Year 1982 Budget Request
for Columbia Basin Project

The Quincy-Columbia Basin Irrigation District welcomes this opportunity to present to your Committee its comments relating to the proposed budget for the Columbia Basin Project for Fiscal Year 1982.

The Quincy District is one of the three irrigation districts of the Columbia Basin Project, the other two irrigation districts being the South and East Irrigation Districts. Presently, approximately 550,000 acres of Columbia Basin Project lands are being irrigated by virtue of irrigation facilities constructed by the United States under the Reclamation Act of 1939.

The Directors, in reviewing the proposed appropriations for the Project, are pleased to note the amounts included for the Third Power Plant of the Grand Coulee Dam.

In reviewing the remainder of the proposed Fiscal Year 1982 appropriations, the Quincy District is also pleased

to note the suggested amounts for those items, such as drainage construction and deferred and supplemental construction, which are vital to maintain the integrity of the Project.

While not particularly appropriate as to commenting on the proposed appropriations, the Directors of the Quincy District would like to call to the attention of the Committee the interest of the three Columbia Basin Project irrigation districts in assuming the operation and maintenance of the Reserved Works of the Project. Primarily, the Reserved Works consist of irrigation facilities common to all three districts and which said Reserved Works have not yet been transferred to the districts for operation and maintenance. In the event the transfer of the Reserved Works is accomplished, the Quincy District is confident that such transfer will be most beneficial both to the United States and to the Columbia Basin Project irrigation districts.

To summarize, the Directors of the Quincy District fully support the Fiscal Year 1982 proposed appropriations for the Columbia Basin Project and request your support in approving the same.

Sincerely,

QUINCY-COLUMBIA BASIN
IRRIGATION DISTRICT

By: _____
President

Mr. LYDA. Mr. Chairman, it is a pleasure to be here today. I am Thomas Lyda. We are here today to talk to you about the Colorado Basin Project in the State of Washington.

You may remember last year we came and talked with you and asked for you to take some $4.3 million from the budget because we didn't feel it was needed, and we are happy to note that you were able to have a part in adjusting that.

Today our testimony primarily is in two parts. The first is in support of the fiscal year 1982 budget for the project as it was set out in the President's budget, and you will find this on the second page of the testimony.

We feel that this is a direct program cost budget, and we support the items as they are listed. This will continue the program of work already underway and will keep operations and maintenance on a current basis. Let me add this will complete the third powerhouse unit at the Grand Coulee Dam, and will provide for stabilization of riverbank and other cleanup purposes.

I would like to have just a moment to tell you a few things about the project because it is a unique one. While I know that you are acquainted with it already, there are a few things we would like to reiterate.

This project has the largest hydroelectric power plant in the world that produces over 18 billion kilowatts a year. It will have the largest area of reclamation and irrigation land of any project in the world, with over a million acres, and the project has hydroelectric components in the dam to be completed with the end of fiscal year 1982 budget.

The irrigation portion of the project will be approximately 50 percent completed at the end of this current year. The project uses about 2.3 percent of the annual flow of the Columbia River, so there is adequate water to proceed with the project and with all of the other multiple uses of the river.

As of September 1980, there had been about $1.4 billion spent in the construction of the project up to that point. The estimated costs of the total project in 1979 was $3.03 billion.

So the cost to bring the project to about half completion has been around 46 percent of the total budgeted item. We think we are within the cost allocations.

There are two major siphon tunnels at the head of the project to take the water across some coolies and areas of badland. The first of these was completed early in the project with a capacity in 1979. In 1976 this committee and Congress approved money to begin the second tunnel, and it was completed in 1980.

At this stage we are looking forward to proceeding with the project according to its original design by the Bureau of Reclamation, not on a crash basis but on an annual keep-it-moving-along type basis.

I would now like to call on Mr. Ervin Easterday to continue with the comments.

STATEMENT OF ERVIN EASTERDAY

Mr. EASTERDAY. I am honored to be before such a distinguished group of gentlemen and also my good friend and Congressman, Mr. Foley.

Mr. BEVILL. He is one of the best, you know.

Mr. EASTERDAY. Yes, sir, we realize that.

I will just read a few pages here. It should not take very long. Mr. Lyda brought out that we just constructed this tunnel but had no place for the water to flow for use from the end of the tunnel until we get the East High Canal System and other modifications in the delivery system built.

The Water Power Resources Service and the three Columbia Basin Irrigation Districts have worked together in the planning, custodial, and service functions and do a good job in getting water to each farm unit.

Modern technology has been put into practice in order to conserve water and to recover energy from the delivery system flows. Low-head hydro electric plants are being placed throughout the project at suitable drop points with total funding costs being arranged by the irrigation districts. Power production comes on line from the first of these plants in 1981. Center pivot sprinkler systems, and other conservation of water, including recovery of return flows, erosion controls, and diversified cropping make the project a model in reclamation.

Continuation of the development of the project is an ongoing thing but runs into difficult times when the Department of Interior wishes to make major changes in contracts with the water users. Such changes are now being talked about at meetings on the project for the purpose of updating the master water service contract. The second half of the project water delivery rates are the subjects of the talks.

The Columbia Basin Development League and the Columbia Basin Irrigation Districts want to follow the original plans and structure for the project as closely as possible. There are two key elements now under contention between the Water Power Resources Service and the water users. These elements are: Does the project get developed according to the original plan and size? If so, the water must start at the top elevations. What is needed to update the master contract? At issue here is the payment capacity of the farmer.

We call these to the attention of the Energy and Water Development Subcommittee because both must be settled in order for uninterrupted development of the project and time is becoming of the essence. Moving ahead in a continuous manner on this project will still make a completion schedule taking us into the 20th century.

Time delays are proving to be very costly due to inflation. Some time delays are tied to national Environmental Protection Agency studies and procedures. We believe these must be streamlined and reduced.

Other time delays are being encountered in the manner of application of reclamation laws. We believe the payment capacity of farmers should continue to have a contingency factor recognized in a contract as updated. This would retain the same philosophy for the second half of the project as for the first half. The farmers want to be able to handle unexpected financial and crop losses with the assistance of the contingency factor, so that they can be better

able to keep upon the repayment schedule and meet the increasing costs of new farm unit development and operations.

As partners in development, you may wish to exercise your influences on these items in the flow of congressional business.

The Columbia Basin project has been and will continue to be one of the great American development come true if all of us can continue to work on the complex aspects of what is really a very simple plan.

The land is there awaiting better utilization. The water is there and all of its potential is not now being used. We can put it to full use. The acres cropped in 1980 were estimated at 544,000 with a crop gross value around $240 million. That is the present half.

The hydroelectric power generation in 1980 was about 18,881, 153,000 kilowatt hours sold at over $108,820,000. The recreational uses day in 1979 exceeded 2 million.

As the demands for energy continue to accelerate, we are pleased to tell the Energy and Water Development Subcommittee on Appropriations that they are major factors in keeping the largest power production plant in the entire world right on the development and operational schedule budgetwise.

As several million acres of farm land in the United States are removed from the cropping pattern annually due to urbanization, highway construction and unsuitable farming conditions due to drought, erosion or land being worn out, replacement acres must be planned and kept on development schedules.

Should the domestic market not demand all the production of this project at certain times, the export of the flood and fiber from the project to the Pacific rim and Mideast East countries becomes increasingly significant and strategic.

I am a farmer in this project. Thanks a lot, Mr. Chairman.

Mr. BEVILL. That is a very good statement. We are delighted to have you and your good congressman before us.

Mr. LYDA. Mr. Earl Terwilleger is part of this testimony and he asked for me to make two other comments.

There has been some criticism that some irrigation projects have not been paying their way. This is one project that more than pays its way. All the costs allocated to power and irrigation will be repaid in full to the United States Government. The water users pay for all operation and maintenance costs of irrigation facilities. We think that is the way the business ought to be done.

Mr. BEVILL. That is a very important point. I am glad you made that point.

Mr. FOLEY. I hope the full statements of both witnesses will be included in the record.

Mr. BEVILL. They will be made a part of the record. We will certainly work with your good congressman, and I hope that we can accomplish what you have requested.

Mr. FOLEY. Thank you, Mr. Chairman.

Mr. BEVILL. The committee stands adjourned until 10 o'clock tomorrow. We will include in Mr. Bonker's statement here in the record.

STATEMENT BY HON. DON BONKER IN SUPPORT OF THE EAST BAY MARINA PROJECT IN OLYMPIA, WASH.

Mr. Chairman, as the Committee considers the Fiscal Year 1982 budget for the Corps of Engineers, I would like to testify in support of the Corps' participation in the East Bay Marina development in Olympia, Washington.

The Corps of Engineers has already recommended that the federal government participate in the proposed East Bay Marina Development in Olympia Harbor. The project is a multi-purpose urban renewal effort designed to meet several community needs, enhance ocean cargo handling and storage, and act as a catalyst for the redevelopment of the aging waterfront of the state capital. The East Bay Marina Development is an integral part of a well-planned redevelopment of the Olympia waterfront costing over $12 million, and is financed mostly by local sources. The federal participation is a relatively small—but essential—part of the revitalization scheme which I have actively supported since coming to Congress in 1974.

East Bay Marina would be located at the southeastern end of Budd Inlet. The project would consist of an 800-boat marina, a 700-foot-long floating breakwater, and associated recreational and marina facilities. The dredge material from the boat channel and moorage basin would be deposited in an area adjacent to the marina for support facilities, access roads, parking, and a cargo handling area vital to the expansion of export trade and commerce.

The Corps recommendation for approval of the project is based on the need for addtitional boat moorage space in Olympia Harbor and southern Puget Sound and the projection that economic benefits from the marina exceed costs by a ratio of 5.3 to 1. Careful study indicates that the project would have little adverse impact on the environment. The federal share of the project is $1.4 million, to be spent in fiscal year 1982 and fiscal year 1983, and would trigger over $35 million in public and private investment in the project over the next five years.

Mr. Chairman, the East Bay Marina development project is much more than a recreational project. It is the keystone in a revitalization of the waterfront of Olympia. It will generate millions of dollars of private and local investment which will result in the creation of hundreds of permanent jobs and the beautification of a blighted industrial area. I urge the Committee and the Corps of Engineers to give the project the support it deserves.

TESTIMONY OF MEMBERS OF CONGRESS AND INTERESTED INDIVIDUALS AND ORGANIZATIONS

TUESDAY, MARCH 31, 1981.

TEXAS PROJECTS

WITNESSES

HON. JACK BROOKS, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS
MAURICE MEYERS, MAYOR, CITY OF BEAUMONT
LOREN WOOD, CITY OF FRIENDSWOOD
RON CROWDER, MAYOR, CITY OF LA MARQUE
ALEX PRATT, MAYOR PRO TEM, CITY OF LA MARQUE
ARTHUR GUIDRY, COUNCILMAN, CITY OF PORT ARTHUR,
PAUL HOPKINS, COMMISSIONER, COUNTY OF GALVESTON
RICHARD LeBLANC, JUDGE, COUNTY OF JEFFERSON
ROLFE CHRISTOPHER, COMMISSIONER, COUNTY OF JEFFERSON
WALTER CRAWFORD, CHAIRMAN, BEAUMONT NAVIGATION DISTRICT
HUBERT OXFORD, ATTORNEY, BEAUMONT NAVIGATION DISTRICT
DEAN BRITTON, COMMISSIONER, GALVESTON COUNTY DRAINAGE DISTRICT NO. 1
MARCUS JUNEMANN, CHAIRMAN, GALVESTON COUNTY DRAINAGE DISTRICT NO. 2
MAX DORSETT, COMMISSIONER, GALVESTON COUNTY DRAINAGE DISTRICT NO. 2
ALEC CREAGH, COMMISSIONER, GALVESTON COUNTY DRAINAGE DISTRICT NO. 2
CHUCK DEVOY, GENERAL MANAGER, PORT OF GALVESTON
SAM SMITH, PRESIDENT, JEFFERSON COUNTY DRAINAGE DISTRICT NO. 6
JOEL LEVINGSTON, COMMISSIONER, JEFFERSON COUNTY DRAINAGE DISTRICT NO. 7
JERRY McNEILL, COMMISSIONER, JEFFERSON COUNTY DRAINAGE DISTRICT NO. 7
MR. AND MRS. JOE LYDAY, COMMISSIONERS, JEFFERSON COUNTY DRAINAGE DISTRICT NO. 7
DANNY WHEAT, CHAIRMAN, JEFFERSON COUNTY FLOOD CONTROL COMMITTEE

Mr. BEVILL. The committee will come to order.

Our distinguished colleague here and friend, Congressman, Chairman, Jack Brooks. We will be delighted to hear from you. We always are pleased to hear from you and your constituents.

(1831)

77-001 O - 81 (Pt. 10) - 38

It is good to see our good friend Ray Roberts back there, too, who has played such a role in public works in this nation. He has done a great job. We are glad to have you back, Ray.

Mr. ROBERTS. Thank you, Mr. Chairman.

STATEMENT OF CONGRESSMAN BROOKS OF TEXAS

Mr. BROOKS. Mr. Chairman, thank you for the opportunity to appear today to urge the subcommittee's favorable consideration of the public works projects for the Ninth Congressional District of Texas included in the fiscal year 1982 budget.

Mr. Chairman, I support funding those items included in the budget proposal, and in the interest of time will submit a list of them with my statement rather than discuss each one individually.

In addition, I am requesting that two projects which were authorized last year, but which are not in the budget for fiscal year 1982, be funded to the full extent of the Corps of Engineers' capability. These are the Dickinson Bayou Flood Control Study for $50,000 and the Pleasure Island at Port Arthur Study for $65,000.

The objective of the Dickinson Bayou study will be to determine the feasibility of nonstructural and structural measures to reduce flood damages in the Dickinson Bayou Watershed, where flooding has caused unbelievable hardship to its residents.

The Pleasure Island study will determine the cause and evaluate possible solutions to the serious erosion problem occurring along the north and westerly side of the 18-mile long island.

I believe both are worthy of your support.

Mr. Chairman, I also wish to express my strong support for the Taylors Bayou construction project, which is in the budget for $250,000, but for which the Corps of Engineers now has a capability of $2,100,000.

I urge your subcommittee to fund this project to the full extent of the Corps 'capability for the first phase of construction. It is of the utmost importance that construction of this drainage and flood control project begin as soon as possible.

People in Jefferson County have already suffered greatly from flooding in the area, particularly the people in West Beaumont, and it is certainly time for work to begin to help alleviate this serious problem.

As I advised you last year, a successful bond election in the fall of 1979 raised $17 million which, when added to $3 million of funds already available to local sponsors, brings the total of the local sponsors' share to $20 million. I am proud of the support this project is receiving at the local level.

As a matter of information to your subcommittee, Mr. Chairman, I would like to make note of a very important development project in Galveston County, the Galveston Onshore Multipurpose Deepwater Port.

The Corps of Engineers has already granted this project a permit. It will require the dredging of the 22-mile channel, which will have an initial depth of 56 feet offshore and 54 feet onshore and will accommodate crude oil tankers and dry bulk carriers of less than 150,000 DWT., fully loaded, and crude oil tankers of up to 320,000 DWT., lightened to 50 feet operating draft capacity.

The project also includes construction of a modern 1.2 million barrel-a-day oil terminal capable of handling VLCCs; the development of the Gulf Coast's first deepwater coal export facility; and the expansion of existing grain export facilities to permit increased volume of export grain to pass through the Port of Galveston at significant ocean freight savings. The oil terminal facilities and coal export facility will be owned and operated by private industries.

This is an extremely important undertaking and will add tremendously to America's competitive position in the world market. Although I am not here today to request funding for this project, it probably won't be long before I am, and I wanted you to be aware in advance of this project, the concept of which I have supported for at least ten years.

Mr. Chairman, as always, I cannot end this testimony without a short statement about the Wallisville Saltwater Barrier project which, as you know, has been held up due to litigation, pending a new Environmental Impact Statement.

I am informed by the Corps of Engineers that they now expect to have their final EIS ready for submission to their Southwest Division for review in May 1981. If it follows normal procedures and goes through regular channels, hopefully by early next year, the new Wallisville project will be sent to Congress for authorization.

Mr. Chairman, again I appreciate your kind consideration. All of these Federal public works projects are critical to the economic development of my district with its many petrochemical plants and heavy industrial operations that are so vital to our country.

Ports along the Texas Gulf Coast are an integral part of the economy of the nation. These projects insure the productivity and growth of that area and help to remove the ever-present threat of flooding and its tragic effects.

I have with me today a number of persons vitally concerned with these projects and here to support these statements and to answer any questions the subcommittee may have. I would like to introduce them at this time:

Mayor Maurice Meyers from the City of Beaumont; Councilman Loren Wood from the City of Friendswood; Mayor Ron Crowder and Mayor Pro Tem Alex Pratt from the City of La Marque; Councilman Arthur Guidry from the City of Port Arthur; Commissioner Paul Hopkins from Galveston County; Judge Richard LeBlanc and Commissioner Rolfe Christopher from Jefferson County; Chairman Walter Crawford and Hubert Oxford, Attorney, from Beaumont Navigation District; Commissioner Dean Britton from Galveston County Drainage District No. 1; Chairman Marcus Junemann, Commissioner Max Dorsett and Commissioner Alex Creagh from Galveston County Drainage District No. 2; General Manager Chuck Devoy from Port of Galveston; Sam Smith, President of Jefferson County Drainage District No. 6; Commissioners Joel Levingston, Jerry McNeill and Mr. and Mrs. Joe Lyday, Jefferson County Drainage District No. 7; and Danny Wheat, Chairman, Jefferson County Flood Control Committee.

I also submit for the consideration of the subcommittee statements in support of these projects from the following: Cities of Beaumont, Friendswood, Groves, La Marque, Nederland, Port

Arthur and Texas City; Counties of Galveston and Jefferson; Ports of Beaumont, Galveston and Port Arthur; Chambers of Commerce of Beaumont, Friendswood, Hitchcock and Port Arthur; Beaumont Navigation District; Chambers-Liberty Counties Navigation District; Clear Creek Drainage District; Galveston County Drainage Districts Nos. 1 and 2; Jefferson County Drainage Districts Nos. 3, 6 and 7; Jefferson County Flood Control Committee; Lower Neches Valley Authority; Imperial Estates I Civic Club, Friendswood, Texas; Guy C. Jackson, III, Anahuac, Texas; Michael G. Chatham, Friendswood, Texas; and the Representatives Coalition, Friendswood, Texas.

Gentlemen, I thank you.

[The Texas Projects funding requests follow:]

NINTH DISTRICT, TEXAS PROJECTS
FY 1982 FUNDING REQUESTS
(Amounts in $ Thousands)

Project or Study	President's FY 1982 Budget	FY 1982 Capability Amount
GENERAL INVESTIGATIONS:		
**Dickinson Bayou Flood Control	$ 0	$ 50
Galveston Bay Area Navigation	720	720
**Pleasure Island Erosion	0	65
ADVANCE ENGINEERING AND DESIGN:		
Clear Creek	300	300
Neches River Salt Water Barrier	250	250
CONSTRUCTION:		
Highland Bayou	800	800
*Taylors Bayou	250	2,100
Texas City & Vic., Hurricane-Flood	2,800	2,800
Texas City Channel Industrial Canal	3,752	3,752
OPERATION AND MAINTENANCE:		
Galveston Harbor and Channel	8,578	8,578
Gulf Intracoastal Waterway	10,216	18,916
Houston Ship Channel	5,656	12,666
Sabine-Neches Waterway	7,858	7,858
Texas City Channel	1,552	1,552

*Project with higher Corps' capability for which the higher amount is requested.
**Projects not in budget for which the Corps' capabilities are requested.

Mr. BEVILL. Chairman Brooks, you obviously have all of your big guns out here today. We are pleased to have them. It is a fine group. I know they are pleased with the way you not only handle your work on your public works projects, but everything else here in the Congress.

So, we are always pleased to have you and your group with us. Certainly we will work with you on those requests. As you know, we will do everything we can to comply with all the requests you have made.

Mr. BROOKS. I appreciate that.

Mr. MYERS. Jack, you always bring a good group. I am sure they are proud of you.

Mr. BROOKS. Thank you very much, Mr. Chairman. Thank you, John.

[The information follows:]

City of Beaumont

Mayor
Maurice Meyers

Councilmembers
Tom Combs, Jr.
Evelyn M. Lord
Calvin Williams
G. Wayne Turner

March 18, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Dear Congressman Bevill:

On behalf of the City of Beaumont, Texas, I respectfully request that favorable consideration be given to the Taylors Bayou Project, which has been scheduled for discussion before your subcommittee March 31, 1981.

Taylors Bayou is an integral part of a major drainage system upon which 80 percent of this community and 60 percent of Jefferson County must rely for drainage and flood protection.

Completion of the Taylors Bayou Project, because of the interdependent nature of this drainage system, will allow this City's existing facilities to operate effectively. Realistically, it offers the only means by which this municipality can successfully address the perennial threat of serious flood damage such as that which was experienced in April and July of 1979.

In April of 1979, we were declared a disaster area. Two times in 1980, we flooded again. We can't let our citizens continue to experience this trauma, when the solution is before us in the Taylors Bayou Project. Funding to begin work on this Project is necessary now. The development in our City has further compounded our flooding problems, and without Taylors Bayou, we are now an even greater flooding potential each time it rains.

Our country sends disaster relief all over the world. Surely, we can avoid such disasters in America. The payments made in settlement of flood loss and emergency assistance time and again can be permanently eliminated in Beaumont with the Taylors Bayou Project.

Our thanks for your help and support of this most vital Project.

Very truly yours,

Maurice Meyers

Maurice Meyers
Mayor

MM:dj

P. O. Box 3827 Beaumont, Texas 77704

City of Friendswood
109 WILLOWICK—PHONE 482-3323
FRIENDSWOOD, TEXAS 77546

DALE WHITTENBURG
Mayor
JAMES C. MORGAN
City Manager
Councilmen
MARY BROWN
PAUL E. MAAZ
EDWARD O. ZEITLER
LOREN E. WOOD
PAUL W. SCHRADER
VICKIE L. BLACK
BOBBIE C. HENRY
City Secretary

March 16, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Dear Sir:

Flooding conditions along Clear Creek is progressively worsening from year to year as a result of the tremendous increase in construction in the southern portion of Harris County which drains into Clear Creek. The large drainage ditches being constructed for these new subdivisions and shopping centers are directing a great deal more water into this small stream than the Creek has ability to handle. The resultant flooding is costing millions of dollars to the residents of Friendswood and other communities along the creek; many more millions are being paid out through coverage by National Flood Insurance.

We believe that the cost-effective factor involved with a flood control project on Clear Creek would more than justify the cost of the project, and possibly this year's funding of advance engineering and design would be the final stepping stone to bring about some relief for our citizens.

We, the City Council of the City of Friendswood, sincerely urge the Appropriations Committee and the Subcommittee on Energy and Water Development to include this project in the Fiscal Year 1982 Budget.

Yours very truly,

Dale Whittenburg
Mayor

DW/bh

RESOLUTION NO. 380

WHEREAS, the Groves City Council supports the following public works projects that Congressman Jack Brooks will present before the House Committee on Appropriations and Senator Lloyd Bentsen will present before the Senate Subcommittee on Appropriations on March 31, 1981:

a)	Clear Creek (Advance Engineering & Design)	$ 300,000
b)	Galveston Bay Area Navigation Study (Investigations)	720,000
c)	Galveston Harbor & Channel (Operations & Maintenance)	8,578,000
d)	Gulf Intracoastal Waterway (Operation & Maintenance)	10,216,000
e)	Highland Bayou (Construction)	800,000
f)	Houston Ship Channel (Operation & Maintenance)	5,656,000
g)	Neches River Salt Water Barrier (Advance Engineering & Design)	250,000
h)	Sabine-Neches Waterway (Operation & Maintenance)	7,858,000
i)	Taylors Bayou (Construction)	250,000
j)	Texas City & Vicinity Hurricane Protection (Construction)	2,800,000
k)	Texas City Channel (Operation & Maintenance)	1,552,000
l)	Texas City Channel Industrial Canal (Construction)	3,752,000

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF GROVES, TEXAS:

THAT this body does hereby go on record as wholeheartedly supporting the above listed projects for funding in the 1982 Fiscal Year Budget; and

BE IT FURTHER RESOLVED that a copy of this Resolution be furnished Congressman Jack Brooks, Senator Lloyd Bentsen, and members of the House and Senate Subcommittees as evidence of the Groves City Council's support.

PASSED, APPROVED and ADOPTED this 16th day of March, 1981.

Sylvester Moore

Sylvester Moore, Mayor

ATTEST:

Gene K. Graham

Gene K. Graham, City Clerk

CITY OF HITCHCOCK

7423 HIGHWAY 6 PHONES: 986-5591 986-5592
337-5121 945-7344

HITCHCOCK, TEXAS 77563

MAYOR
HARRY W. ROBINSON

COMMISSIONERS
HENRY COGER
DOROTHY A. CHILDRESS
MARION MOORE
TONY MATRANGA

CITY ADMINISTRATOR
LUTHER G. MORGAN

CITY SECRETARY
JOYCE BALKE

CITY ATTORNEY
ELMO SCHWAB

CHIEF OF POLICE
ARCHIE PHILLIPS

MUNICIPAL JUDGE
PAUL H. BEVELHYMER

March 26, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Re: Highland Bayou (Construction) ($800,000)

Gentlemen:

Your consideration of continued federal funding of Highland Bayou (Construction) in the amount of $800,000 is hereby requested. Presently, the project is over 90% complete with contracts currently left to complete enlargement of the upper end of the channel and to install the diversionary dam. Completion of this project will significantly reduce flooding within the City of Hitchcock area.

The City of Hitchcock is concerned, as are all our constituents over economy in government, but the completion of the Highland Bayou project, after years of planning and with construction being over 90% complete, would be a justified cost to benefit ration of our tax dollars.

Sincerely,

Harry W. Robinson

Harry W. Robinson
Mayor

HWR/jb

CITY OF HITCHCOCK * HITCHCOCK, TEXAS *

City of La Marque

CITY MANAGER
STEVE HOWERTON

MAYOR
RON CROWDER
MAYOR PRO TEM
ALEX PRATT
COUNCILMEN
DENNIS J. PAYNE
JACK KIVCH, JR.
A. L. (MAC) McCRAY

March 20, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Dear Mr. Chairman:

Your favorable consideration is sincerely requested by the City of La Marque for the continued funding of the Texas City and Vicinity Hurricane Protection (Construction), Highland Bayou (Construction) and for the Dickinson Bayou (Investigations).

The Texas City and Vicinity Hurricane Protection (Construction) project is over 90% complete with a contract currently under construction to complete raising of the La Marque section. Continued funding in the amount of $2,800,000 is required to complete protection of the Texas City Industrial Complex and the residences of Texas City and La Marque. The area to be protected has subsided over 6 feet in the past years. Only completion of the Hurricane Protection Levee and the related pumping system can provide protection to the Texas City industry. These industries' uninterrupted operation is in the best interest of the government.

The Highland Bayou (Construction) project is over 70% complete with a contract currently under construction to complete upper channel excavation and install the diversionary dam. Continued funding in the amount of $800,000 is required to complete the channel enlargement of the upper end. This channel enlargement along with the diversionary dam will drain the upper part of the Highland Bayou watershed and divert same into the previously completed channel. This work will relieve a large portion of the City of Hitchcock which floods along the lower reaches of the bayou.

322 LAUREL ★ ★ ★ ★ LA MARQUE, TEXAS 77568 ★ ★ ★ ★ PHONE 713-938-7201

In addition to the above project, we request your favorable consideration of the Dickinson Bayou (Investigations) project in the amount of $50,000. The lower section of Dickinson Bayou has flooded two times in 1979 causing extensive damage. This project will better define the cause and possible corrective actions of this problem.

As the Texas City and Vicinity Hurricane Protection (Construction) and Highland Bayou (Construction) are reaching the final stages of construction, words cannot express the importance of your favorable consideration in recommending the continued federal funding toward completion of these projects.

Sincerely,

Ron Crowder,
Mayor

322 LAUREL ★ ★ ★ ★ LA MARQUE, TEXAS 77568 ★ ★ ★ ★ PHONE 713-938-7201



CITY OF NEDERLAND
Southeast Texas

HOMER E. NAGEL, Mayor

Councilmen:
R. A. (Dick) NUGENT, Mayor Pro-Tem
E. T. GILLESPIE
TOM LEE, Jr.
R. D. SAWYER

MIKE DELGADO, City Manager

P. O. Box 967, 77627 — (713) 727-2711 —

"We Enjoy Helping People"

March 18, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Dear Mr. Bevill:

This is to advise that the City of Nederland is situated in the Ninth Congressional District, Texas, and recommends your consideration of FY 1982 Budget appropriations for the following projects:

PROJECT	FY 1982 BUDGET
Neches River Salt Water Barrier (Advance Engineering & Design)	250,000
Sabine-Neches Waterway (Operation & Maintenance)	7,858,000
Taylors Bayou (Construction)	250,000*

In addition, we support the following improvements:

PROJECT	FY 1982 BUDGET
Clear Creek (Advance Engineering & Design)	300,000
Galveston Bay Area Navigation Study (Investigations)	720,000
Galveston Harbor & Channel (Operation & Maintenance)	8,578,000

The Honorable Tom Bevill, Chairman
March 18, 1981

PROJECT	FY 1982 BUDGET
Gulf Intracoastal Waterway (Operation & Maintenance)	10,216,000
Highland Bayou (Construction)	800,000
Houston Ship Channel (Operation & Maintenance)	5,656,000
Texas City & Vicinity Hurricane Protection (Construction)	2,800,000
Texas City Channel (Operation & Maintenance)	1,552,000
Texas City Channel Industrial Canal (Construction)	3,752,000
Dickinson Bayou (Investigations)	50,000
Pleasure Island at Port Arthur (Investigations)	65,000

*An amount higher than budget figure will be requested.

Your consideration of these recommendations is appreciated.

Sincerely,

CITY OF NEDERLAND

H. E. Nagel
Mayor

MD:cs

cc: City Councilmen
Mr. Mike Delgado, City Manager

Bernis W. Sadler, Mayor
Councilmen
Maurice Conerly, Mayor Pro Tem
Arthur J. Guidry
Joe James
Malcolm L. Clark
C. Fred Huber
Ray Bernard
George Darnell, City Manager

CITY of PORT ARTHUR

P. O. BOX 1089 • PORT ARTHUR, TEXAS 77640 • AREA CODE 713 983-3321

March 10, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

SUBJECT: GULF INTRACOASTAL WATERWAY
(OPERATION AND MAINTENANCE)

Dear Chairman Bevill:

The City of Port Arthur fully supports the request for $10,216,000 for operation and maintenance of the Intracoastal Waterway System.

Approximately 12 miles of the busiest part of this waterway is within the City limits of Port Arthur, and it plays a vital role in serving the major industry of this area.

The City of Port Arthur would like to go on record in support of this important waterway system and encourages you to approve funds for continued operation and maintenance.

Sincerely yours,

Bernis W. Sadler
Mayor

Bernie W. Sadler, Mayor
Councilmen:
Maurice Conerly
Mayor Pro Tem
Arthur J. Guidry
Joe James
Malcolm L. Clark
C. Fred Huber
Ray Bernard
George Dibbell
City Manager

CITY of PORT ARTHUR
P. O. BOX 1089 • PORT ARTHUR, TEXAS 77640 • AREA CODE 713 983-3321

March 10, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 25015

SUBJECT: PLEASURE ISLAND AT PORT ARTHUR
(INVESTIGATION)

Dear Chairman Bevill:

This letter is to urge the Energy and Water Development Subcommittee to include $65,000 for the investigation of Pleasure Island Bank erosion. This is a valuable strip of land for recreational, commercial and industrial use, approximately 16 miles long, that is being rapidly eroded away by the wave action of ships and boats, which is destroying approximately 25 acres of land each year.

This soil is normally washed back into the ship channel and has to be removed annually, causing expensive maintenance in the upkeep of this important waterway.

A major State highway is also being endangered by this erosion. The land area usefulness as a barrier against hurricane wave action is being destroyed.

Again, we urge that the Federal government make a thorough investigation into this severe problem that exists along the Sabine Neches waterway.

Sincerely yours,

Bernie W. Sadler
Mayor

Bernie W. Sadler, Mayor
Councilmen:
Maurice Conerly
Mayor Pro Tem
Arthur J. Guidry
Joe James
Malcolm L. Clark
C. Fred Huber
Roy Bernard
George Dibrell
City Manager

CITY of PORT ARTHUR

P. O. BOX 1089 • PORT ARTHUR, TEXAS 77640 • AREA CODE 713 983-3321

March 10, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

SUBJECT: SABINE-NECHES WATERWAY
(OPERATION AND MAINTENANCE)

Dear Chairman Bevill:

The City of Port Arthur would like to go on record for approval of the Fiscal Year 1981 funds, $7,858,000, as requested by our Honorable Congressman Jack Brooks.

The economic wellbeing of all citizens in Southeast Texas and this Nation is dependent upon adequate deep water for the transportation of goods produced to serve the Nation. Approximately 11% of the Nation's oil supply is handled in this area.

Your favorable action would be appreciated.

Sincerely yours,

Bernis W. Sadler
Mayor

Bernis W. Sadler, Mayor
Councilmen:
Maurice Conerly
Mayor ProTem
Arthur J. Guidry
Joe James
Malcolm L. Clark
C. Fred Huber
Ray Bernard
George Dibrell
City Manager

CITY of PORT ARTHUR
P. O. BOX 1089 • PORT ARTHUR, TEXAS 77640 • AREA CODE 713 983-3321

March 10, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 25015

SUBJECT: TAYLOR'S BAYOU
(CONSTRUCTION)

Dear Chairman Bevill:

The City of Port Arthur fully supports the request of Jefferson County Drainage District #6 for the Fiscal Year 1982 for $250,000 to plan for the construction of flood control on Taylor's Bayou, which drains the largest watershed area in Jefferson County.

Serious drainage problems in Beaumont and in the extraterritorial area of Port Arthur have caused major damage by the flooding of this Bayou. The flooding was caused by the normal development of the upper watershed area, certain restrictions in the lower watershed area, and heavy rains this past year.

The City of Port Arthur wishes to go on record in support of this flood control project and encourages you to approve funds for the continuation of this project.

Sincerely yours,

Bernis W. Sadler
Mayor

OFFICE OF THE MAYOR
CITY OF TEXAS CITY
PORT OF INDUSTRIAL OPPORTUNITY

EMMETT F. LOWRY
MAYOR

March 25, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
Committee on Appropriations
Washington, D. C. 20515

Subject: Texas City & Vicinity Hurricane Protection Construction;
Texas City Channel Operation and Maintenance;
Texas City Industrial Canal Construction
Dickinson Bayou Investigations
Highland Bayou Construction

Dear Representative Bevill and Members of the Subcommittee:

On behalf of the City Commission and the citizens of Texas City, we sincerely request your support for adequate appropriations toward completing the remaining Texas City-LaMarque Hurricane Protection Levee; the Texas City Channel Industrial Canal Construction, and the Texas City Channel Maintenance and Operation.

No action on the Texas City-LaMarque Hurricane Protection Project would nullify the benefits to be derived from the expenditures exceeding Forty Million Dollars to date spent by the Federal Government and by Galveston County. The entire multi-billion dollar petro-chemical complex, as well as our City of 40,000 persons and their families will be in danger of hurricane damage until the final completion of the "Texas City and Vicinity Hurricane Protection Construction" is completed. Therefore, it is for this reason we strongly recommend to the Committee authorization for the 1982 fiscal year appropriations.

The first phase of construction of the "Texas City Industrial Canal Construction" has begun and the additional appropriation recommended in the proposed budget is desperately needed. The completion of this project, along with the proposed funds for Operation and Maintenance of the Texas City Channel, are vital to the continuing operation of our petro-chemical industry, which processes products for the entire nation. These industries provide thousands of jobs for citizens throughout Galveston County and even in Brazoria and Harris Counties.

March 25, 1981

Residents of the Santa Fe - Hitchcock and Dickinson areas were flooded repeatedly in 1979 because of heavy rainfall and the lack of completion of the Highland Bayou Diversionary Canal and the need for expanding of Dickinson Bayou. We respectfully request your favorable consideration of funds needed for both of these projects to relieve the suffering and tremendous property losses of citizens of these areas of Galveston County.

Should you have any specific questions pertaining to these projects, we will be most willing to cooperate in providing any information we have available for the use of your Committee.

Respectfully submitted,

Emmett F. Lowry
Mayor

EFL:ej

THE COUNTY OF GALVESTON
201 COUNTY COURTHOUSE
GALVESTON, TEXAS 77550

RAY HOLBROOK
COUNTY JUDGE

March 31, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Re: Statement by the Galveston County Commissioners' Court on Behalf of the Galveston County Flood Control Projects

Dear Congressman Bevill and Members of the Subcommittee:

Galveston County has been the local sponsor with the U.S. Corps of Engineers for the construction of various flood control projects in Galveston County since the first seawall was started in Galveston shortly after the 1900 Hurricane. The Galveston seawall has now been extended in length to approximately 10 miles protecting the most populated part of the City of Galveston. In 1962 (some 14 years after the first local bond issue was passed), construction began on the seawall protecting the cities of Texas City and La Marque from the ravages of hurricanes and high tides of Galveston Bay. In addition, flood control projects have been initiated to prevent flooding along Highland Bayou in the cities of Hitchcock and La Marque, a project on which construction started in 1974, and along Clear Creek in the cities of League City and Friendswood in cooperation with Harris County and Brazoria County, although no construction has yet begun. Galveston County is also the local sponsor for a restudy of the flooding problems on Dickinson Bayou, a bayou which flooded 1,000 homes in 1979.

We appear before this Honorable Committee to urge your support for appropriations for these continuing projects in Galveston County. We do not request appropriations for any new projects and do not anticipate any such requests in the future.

TEXAS CITY-LA MARQUE SEAWALL

Construction of the Texas City-La Marque Hurricane Protection Levee is about 98% complete with construction having started in 1962, right after Hurricane Carla. The estimate for the entire project in 1962 was $22,600,000 ($15,700,000, federal; and $6,900,000, Galveston County). The federal government has already invested approximately $40,000,000 in the construction of this seawall, and Galveston County taxpayers have invested more than $15,000,000. Upon completion, the total investment in this flood control project will be nearly $60,000,000, about three times the 1962 estimate because of inflation.

Galveston County has funds for the local share needed to complete the seawall with the exception of the pump station in La Marque which does require additional local funds. The Commissioners' Court is prepared to submit whatever bond issue is needed in the future, but has already appropriated $2,000,000 in 1979, 1980, and 1981 County budgets to complete this project.

Therefore, we urge this Honorable Committee to approve the appropriations of $2,800,000 in the Administration's 1982 Budget for the Texas City-La Marque Seawall, which is the same amount the U.S. Corps of Engineers has stated they are capable of utilizing within the next fiscal year. Construction of the last major section of the seawall project was completed in 1976, and construction of the dogleg along IH 45 in La Marque to the required height of 19 feet is underway. All that remains is to construct the La Marque pump station, and that will complete the protection around Texas City and La Marque.

HIGHLAND BAYOU FLOOD CONTROL PROJECT

Galveston County first undertook the local sponsorship of the Highland Bayou Flood Control Project in 1960 when a request for a survey by the U.S. Corps of Engineers was initiated. Construction began in 1974 after 14 years of study and engineering. Serious flooding has occurred frequently during this period of time along the Highland Bayou areas which flows through the cities of Hitchcock and La Marque to Galveston Bay, most recently in July and September of 1979. Local bond funds in the amount of $2,250,000 have been available since 1964, and an additional $700,000 was voted in 1971.

The first phase of the Highland Bayou Diversion Canal was contracted in 1974 and completed in 1975. The second phase was completed in 1976 with the third and last phase now underway and within one year of completion. So it is extremely important that this project receive full funding based on the U.S. Corps of Engineers capability; that is, $800,000 for fiscal year 1982, so that inflation and delay will not cause the project cost to increase any more and so the residents along Highland Bayou will not suffer any more than they have. Heavy rains and flooding occurred in 1979 along Highland Bayou, and 400 to 500 homes were flooded. We must not let that occur again.

Therefore, the Galveston County Commissioners' Court urges the Committee to approve the appropriation in the Administration's budget for the Highland Bayou Flood Control Project in the amount of $800,000 for the next fiscal year so this important project can proceed as rapidly as possible and complete the work before the 1982 hurricane season.

CLEAR CREEK FLOOD CONTROL PROJECT

The Galveston County Commissioners' Court respectfully urges this Honorable Committee to authorize the $300,000 which the U.S. Corps of Engineers states is their capability in fiscal year 1982 and recommended by the Administration to conduct advance engineering and design on this most important flood control project in Galveston County, Harris County, and Brazoria County. After nine years of planning, the Corps of Engineers has made a final engineering decision on the type project to provide flood relief for over 500,000 people in the Clear Creek watershed and still protect the sensitive environment of Clear Creek which is a necessity if public support for the project is to be maintained. The three local sponsors (Galveston County, Harris County and Brazoria County Drainage District No. 4) support a rectification project which will accommodate a 10-year flood with the remainder of the 100-year flood plain to be protected by prohibiting any construction. Funds for the fiscal year 1982 will allow this final decision to be implemented with a final design memoranda scheduled to be submitted to the Chief of Engineers by the end of fiscal year 1981.

In 1979, over 2,000 homes in Friendswood and League City along Clear Creek were flooded twice, in July from Tropical Storm Claudette and again in September. Several thousand homes were also flooded in Brazoria and Harris counties. Losses from flooding in these three counties from the 1979 floods are well over $200,000,000. People are desperate to do something--almost anything--on Clear Creek, and the Corps of Engineers must expedite this project. We urge your approval of the $300,000 recommended for the Clear Creek Flood Control Project.

DICKINSON BAYOU

The Galveston County Commissioners' Court is urging this Honorable Committee to approve $50,000 for the Corps of Engineers to reopen the study of flood control measures on Dickinson Bayou. This money was not recommended in the Administration's budget, but it is extremely important to Galveston County, inasmuch as over 1,000 homes were flooded along Dickinson Bayou during Tropical Storm Claudette in July of 1979 because of rains in the watershed area from 20 to 40 inches over a 24-hour period. This caused between $40,000,000 and $50,000,000 in damages along Dickinson Bayou, and Galveston County is anxious to act as a local sponsor to try to relieve the flooding conditions. A study was done in the mid-1970's by the Corps of Engineers that found an inadequate benefit to cost ratio. However, we believe

that extensive construction and development, nearly all of which was above the designated 100-year flood plain, and the possibility of another devastating flood will certainly change the benefits to be derived from flood control measures. We sincerely hope you will favorably consider this very important request.

Thank you for your consideration of these requests and for your time in allowing us to be present at these hearings. We stand ready to assist you in any way and to furnish any additional information you may require.

Sincerely,

GALVESTON COUNTY
COMMISSIONERS' COURT

Ray Holbrook
RAY HOLBROOK, County Judge

Earl Llewellyn
EARL LLEWELLYN, Commissioner, Precinct 1

Frank Carmona
FRANK CARMONA, Commissioner, Precinct 2

Paul Hopkins
PAUL HOPKINS, Commissioner, Precinct 3

Jack Lawrence
JACK LAWRENCE, Commissioner, Precinct 4

ssk

Jefferson County
COMMISSIONERS' COURT
P. O. Box 4025
Beaumont, Texas 77704
(713) 835-8507

RICHARD P. LE BLANC, JR.
COUNTY JUDGE

NORMAN J. TROY
Comm. Pct. 1

JAMES A. SMITH, JR.
Comm. Pct. 2

DAVE SMITH, JR.
Comm. Pct. 3

ROLFE CHRISTOPHER
Comm. Pct. 4

March 10, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Dear Congressman Bevill:

The Commissioners' Court of Jefferson County, Texas, would like to go on record in support of the following projects which pertain to Jefferson County to be presented on Tuesday, March 31, 1981, by Congressman Jack Brooks:

(1) Gulf Intracoastal Waterway
(2) Neches River Salt Water Barrier
(3) Sabine-Neches Waterway
(4) Taylors Bayou

It is our opinion that such projects should be included in the 1982 budget as these projects are vital to our area and are in the best interest of the citizens of Jefferson County.

Yours truly,

JEFFERSON COUNTY
COMMISSIONERS' COURT

By R. P. Le Blanc, Jr.
R. P. LeBLANC, JR.
County Judge

RPLJr:ss

Port of Beaumont

of the Gulf Coast 713-835-5367

JAMES W. MARTIN
PORT DIRECTOR
B. G. MASTERS
DEPUTY PORT DIRECTOR
& SECRETARY-TREASURER
JOHN A. LALA
MANAGER, TRADE DEVELOPMENT
G. T. WALTERS
MANAGER, SALES AND TRAFFIC
BILL CARPENTER
DOCK SUPERINTENDENT

March 27, 1981

Honorable Tom Bevill, Chairman
Energy and Water Development Sub-Committee
House Committee On Appropriations
Washington, D.C. 20515

Dear Congressman Bevill:

The Port of Beaumont Navigation District of Jefferson County, Texas, strongly supports that item in the fiscal year 1982 budget for public works which proposes $7,850,000.00 for continued operation and maintenance of the Sabine-Neches Waterway and respectfully urges favorable consideration and action by your committee.

In this connection the Port of Beaumont Navigation District of Jefferson County, Texas, fully supports the statement which has been submitted by the Beaumont Navigation District of Jefferson County, Texas, which is the local sponsor of the Sabine-Neches Waterway as authorized by Congress.

The Port of Beaumont Navigation District of Jefferson County, Texas, is the agency which operates and maintains the public wharves of the Port of Beaumont.

We have repeatedly expressed ourselves to the Energy and Water Development Sub-Committee in previous years that in our opinion the Sabine-Neches Waterway has not been adequately maintained. We based our statement on the infrequency with which Corps dredges are seen in the upper reaches of the waterway and upon hydrographic reports issued by the Corps of Engineers showing the controlling depths available in the waterway.

We have not changed our opinion in this respect, and we believe that more frequent dredging for maintenance purposes is a prerequisite to efficient use of the ship channel.

The frequency with which very large deep-draft vessels enter this ship channel to work at both private and public wharves along the waterway has risen sharply in recent years and is continuing to increase. Proper maintenance is absolutely essential if the marine terminals in our area are to continue operating at anything approaching maximum efficiency.

Once again we respectfully urge your committee to approve the requested funds.

Sincerely,

James W. Martin

JWM/pgn
c: Honorable Jack Brooks
District Engineer, Galveston Corps of Engineers
Walter Crawford, Beaumont Navigation District
D. L. Turpin, Beaumont Navigation District



March 25, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Dear Sir:

The Port of Galveston is grateful for the opportunity to present this testimony for your consideration in reviewing the relative benefits of the various water development projects that are presently being proposed for the Galveston, Texas area. If, after reviewing this material, you have any additional questions, be assured that we will be pleased to work with you in every way possible to assist in the evaluation process.

There are three navigation projects in the Galveston area that need funding. We ask favorable consideration for inclusion of these projects in FY 1982 Appropriations. These projects are essential to the economic well being of Galveston and the surrounding area. Our Port serves worldwide commerce. The appropriation of the funds for these projects is needed to assure the continued operation of our port facilities.

GALVESTON HARBOR AND CHANNEL

(Operation and Maintenance)

The $8,578,000 contained in the budget is necessary and adequate for the maintenance dredging of our Harbor and Entrance Channel to its authorized 40 foot project depth. The work is within the Corps' capabilities.

GALVESTON BAY AREA NAVIGATION STUDY

(Investigations)

The $720,000 included in the President's budget is adequate for the continuation of this study. This study of the future navigation needs of the ports in the Galveston Bay Area is necessary to give information to the federal government for orderly planning of future developments.

GULF INTRACOASTAL WATERWAY

(Operation and Maintenance)

We have been advised by the Corps that the $10,216,000 included in the budget for this work is not sufficient for this year's needs. An additional $8,700,000 will be required for the total program. We recommend the FY 1982 Budget for this item be increased to $18,916,000. This waterway is of vital importance to the entire Gulf Coast.

C. S. Devoy, Executive Director and General Manager

Galveston Wharves / P.O. Box 328 / Galveston, Texas 77553 / Telephone (713) 765-9322

Of the various water development projects proposed for the Galveston, Texas area, surely the most significant from every aspect is the Galveston Onshore Multipurpose Deepwater Port - - a project which includes:

- The dredging of a 22-mile channel to permit VLCC's and other large commodity carriers to enter or leave the Port of Galveston with a draft of 50 feet.
- The construction of a modern 1.2 million-barrel-a-day oil terminal capable of handling VLCC's.
- The development of the Gulf Coast's first deep water coal export facility to facilitate shipment of western American steam coal to European countries in support of this nation's balance of payments objectives.
- The expansion of existing grain export facilities to permit increased volume of export grain to pass through the Port of Galveston at significant ocean freight savings, thereby adding to America's competitive position in the world market.

Of these four primary aspects of this project, the key to its success is the dredging of the 22 mile channel. With an initial depth of 56 feet offshore and 54 feet inshore, the channel will permit safe movement of vessels with a working draft of 50 feet. This means that the channel will accommodate crude oil tankers and dry bulk carriers of less than 150,000 dwt., fully loaded, and crude oil tankers of up to 320,000 dwt., lightened to 50' operating draft capacity.

Once completed, this channel, along with the other related aspects of the project, will play significant roles in helping the United States move closer to achieving a positive balance in its foreign trade payments.

The oil terminal, for example, was conceived three years ago as the most economic alternative for delivery of crude oil to the upper Texas Gulf Coast during the 1980's. While its main purpose is to provide unloading facilities for VLCC's, it also provides a reliable network of storage and transportation facilities for Texas refiners and shippers in the Texoma, Explorer and Seaway pipelines heading north to Oklahoma and interconnecting with pipelines to the mid-West.

For refiners located on the Houston ship channel, the terminal provides protection against potential supply interruptions that might occur from closing or blockage of the upper channel.

The terminal will handle up to 1.2 million barrels a day of crude oil -- much of it imported from the Middle East and North Africa. Transportation savings alone from this terminal could reduce foreign trade payments by up to $1.9 million a day - - while, at the same time, reducing costs to industry, and, eventually, to consumers.

The oil terminal facilities, storage facilities and distribution pipelines will be owned and operated by the Pelican Terminal Company, which is jointly owned by Philipp Brothers division of Engelhard Minerals and Chemicals Corporation, CBI Industries, Inc., and Northville Industries.

Northville recently announced that it had signed an agreement with the Panamanian Government to build a crude oil pipeline across Panama to facilitate movement of Alaskan oil in VLCC's to Gulf and Atlantic Coast ports. It is anticipated that with completion of the deep draft channel and construction of the Galveston oil terminal, much of that oil will be routed to Galveston, reducing dependency of refiners in the area on foreign oil and providing competitive transportation cost savings for Alaskan oil of at least $1.00 a barrel, delivered at Galveston.

All major federal, state and local permits for the oil terminal project have been obtained.

Negotiations for throughput agreements are in progress at this time. It is expected that the agreements, providing the minimum throughput of 750,000 barrels per day, will be completed this year. Construction financing will then be obtained, bids for construction received and contracts awarded so dredging can begin.

It will require two years to complete construction of the oil terminal project, so the total facility will be on line in the 1983-1984 time frame.

In a recent report to the President of the United States, the Interagency Coal Export Task Force noted that rapidly increasing prices for world oil coupled to global concerns over stability of oil supply has accelerated a worldwide re-evaluation of the role of coal in meeting energy needs.

Coal's contribution to the world's primary energy requirements fell from 49 percent in 1940, to only 29 percent in 1973. By 1979, however, coal's share of primary energy requirements had climbed back to 33 percent. And it has continued to climb ever since.

According to the Interagency Coal Export Task Force, by 1985 Europe will require some 100 million short tons of coal; by 1990, between 146- and 190-million short tons; and by 2000, between 273- and 343-million short tons of coal.

U. S. share of this market, meanwhile, is projected at 28 percent for 1985, 29 percent for 1990, and 47 percent for 2000 - - if we construct enough deep water facilities to handle the volume of trade.

As the Task Force noted, the immediate barrier to expanding the United States' role in international steam coal trade is our limited capacity within our ports. Because of this limited capacity, the Task Force believes that the practical limit of America's current coal export facilities was reached in 1980.

The Galveston Deep Water Coal Terminal is a joint venture of Philipp Brothers Division of Engelhard Minerals and Chemicals Corporation and the ORBA Corporation. It will be designed for the export of up to 10 million tons per year of steam coal to supply overseas consumers changing from oil or gas to coal.

This terminal, due to its scale of operation, would also be an efficient storage and transshipping area for imported barytes, a key ingredient of drilling muds for oil and gas wells, and iron ore which is presently used in substantial quantities for negative buoyancy coating of pipe in the laying of offshore pipelines.

The two companies are currently studying the equipment and the design of the terminal, the inland transport of coal to the terminal, and the ocean transport to overseas customers. The environmental permitting process is in progress, and permits should be granted during 1981.

Coal for the terminal would originate over a wide range of the Western coal-producing areas of New Mexico, Colorado, Wyoming and Texas. Since Galveston is connected to all of these states by railroads in such a way that single-line unit train railroad service is available, land transportation costs between coal producers and the terminal will be minimized, adding still further to the competitive advantage of shipping through the Galveston Deep Water Coal Terminal. Ocean freight savings are estimated as $3.00 per ton on coal shipped between Galveston and Rotterdam in bulk carriers of 100,000 dwt. or greater.

Because of the economies that accrue from being able to take advantage of shipping coal in deep-draft vessels, barge movements of coal down the Mississippi River and then to Galveston for subsequent shipment to Europe may be feasible, adding still further to the economic benefits of the terminal.

Of particular importance to America's ability to take advantage of growing foreign demand for steam coal, the Port of Galveston is the only port on either the Gulf or East Coasts with the necessary permits and completed channel engineering to begin immediate dredging of a deep draft channel. And it is the Gulf port closest to the Western coal mining areas that are considered most productive.

Since a Gulf Coast outlet for western coal exports is absolutely critical to America's ability to maximize its share of the European coal market, we hope you will consider giving Galveston priority consideration and encouragement in its deep draft dredging project.

Grain is one of America's leading export commodities. In a very real sense it has been a mainstay of the Port of Galveston's trade base since the turn of the century. Today, the port has two export grain elevators.

The newest elevator in Galveston, operated by Farmers Export Company, was completed in 1976. It was partially destroyed in December, 1977 and then rebuilt. It came back on line in October, 1980. This elevator is a highly automated, high speed elevator. It loaded 22 million bushels in January of 1981, and is capable of loading over 25 million bushels per month. Loading large ships is a definite advantage as there is less deadtime due to moving from hatch to hatch and from time moving ships in and out of the berth. Ocean freight savings of $5.00 to $6.00 per ton will be realized on grain shipments to those ports capable of receiving ships loaded to a 50-foot draft. This elevator is capable of loading the larger ships without requiring any modifications other than dredging the berth and the channel. And, channel deepening was considered in the original design.

The older elevator, operated by the Bunge Corporation, will require a new ship loading system to load the larger ships. The dock was rebuilt in 1972 and is designed for a deeper channel. Only minor internal modifications will be required to allow it to regularly handle deep draft vessels.

The construction of a third export grain elevator is being studied at this time. Market research indicates a need, and, the Federal Maritime Commission also has projected a need for additional export elevator capacity in the Gulf Coast area.

Of primary importance, the Galveston deep draft channel will also have an impact on other elevators in the West Gulf area. Typically, a 110,000 dwt. vessel can receive approximately 80,000 tons of grain when loaded to a 40 foot draft. Such a vessel could be loaded to 40' and then moved to a Galveston grain elevator and have an additional 30,000 tons loaded. This would spread the benefits of the channel to grain elevators from Brownsville, Texas, to Baton Rouge, Louisiana.

In addition, grain moving down the Mississippi by barge can be brought to Galveston and loaded to deep draft ships. Ocean freight savings would be for more than the additional cost of moving the barges to Galveston.

Once these various projects are completed and operating, it is our intention that all port revenues from coal, grain and crude oil will be reinvested in other port facilities such as a container terminal and general cargo docks which will also impact positively on foreign commerce and U.S. balance of trade payments. Galveston's break-bulk traffic is very heavily oriented towards exports -- primarily in such agricultural products as cotton, rice and flour. Modern facilities that meet the needs of new shipping technology are necessary to maintaining this flow of traffic. And the deep draft project will provide the revenue necessary to create those modern facilities. A modern deep draft multipurpose Port on the Gulf Coast is definitely in the national interest.

It is important to recognizing the validity of this testimony to note that a recent study conducted by the United States Department of Transportation found a benefit-to-cost ratio of 3.76-to-1 for the Galveston deep draft channel and oil terminal. That is a substantial benefit/cost ratio -- particularly in view of the fact the study did not include consideration of either the export coal terminal or the export grain facilities that are planned for the port. The addition of the coal and grain projects would unquestionably have increased this ratio even further.

While it may be true that other Gulf ports may be deepened in the future, the fact is that Galveston has the necessary permits and has completed the necessary engineering to begin dredging immediately.

Even if other coal and grain ports in the Gulf were to be able to move their deep draft plans onto "fast track," it would take them years to get to the position that Galveston is in today.

Again, Mr. Chairman, we would like to express our appreciation for the opportunity to present this testimony on behalf of the Galveston deep draft port project. Should you have any questions, or require clarification of any point, please do not hesitate to call upon us at any time.

Yours very truly,

C. S. Devoy

CSD:co



The Gulf's Most Modern & Efficient
All-Commodity Public Ocean Terminal
Competitively Serving All of Middle America

THE PORT OF PORT ARTHUR

Texas 77640 U.S.A.

Port of Port Arthur Navigation District
of Jefferson County, Texas

March 16, 1981

Ref. 810.100

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Dear Congressman Bevill:

We respectfully solicit your favorable consideration of the F.Y. 1981 Fund-request by our Congressman Jack B. Brooks, for the Operations and Maintenance of the Sabine Neches Waterway of Texas and Gulf Intracoastal Waterway of Texas. Your study of the request will verify that only minimally necessary funds are requested, to insure the operation and maintenance of these vital federal waterways projects.

Five major refineries on our Sabine Neches Waterway produce ten percent or more of America's energy fuels, relying increasingly on greater numbers of tankers to bring in import crudes, handling domestic and export shipments as well. This Waterway, handling more than 60,000,000 S/T of waterborne commerce annually, is among the ten busiest of America's arteries of ocean commerce. The economic and military security of this nation is dependent on keeping them open and expanding... now more than ever before.

The Gulf Intracoastal Waterway of Texas is an indispensable link between more than 150 chemical and petrochemical plants and other refineries, all essential to the security of this nation. Combined tonnage across the Gulf Intracoastal Waterway (66,000,000 tons/annum) is increasing at the rate of 10% annually. Combined plant investment of these essential industries exceeds $30 billion, just on the Texas segments of the Gulf Intracoastal Waterway, alone.

We salute the efforts of Congress to effect budget cuts and economies wherever possible. Please note that no new construction is anticipated in these requests. and the dollars appropriated are just as vital to our economy and national defense as any monies spent for business stimulation or military procurement purposes.

Your favorable consideration is justified, we submit, and respectfully solicited.

FOR THE PORT COMMISSION

Dow Wynn
General Manager

BOARD OF COMMISSIONERS: Hester C. Mount, President; Capt. Charles Tweedel, Jr., Vice President; Paul R. Meyer, M.D., Sec. Treasurer; Henry F. Fredeman, E. W. McCarthy, Commissioners. PORT DIRECTOR: Dow Wynn, Gen. Manager; DEP. DIRECTOR: Ben M. Goldstein; TRAFFIC MANAGER: John Ragland; DIR. OF SERVICES: J. W. Blumstein.

Box 1428 / Port Arthur, Texas 77640 / Area Code 713 / 983-2011, Telex 779-421

Friendswood
CHAMBER OF COMMERCE

416 S. Friendswood Dr.
P.O. Box 11

Friendswood, Texas 77546
482-3329

March 20, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Developemnt Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Dear Sir:

The Friendswood Chamber of Commerce strongly encourages you and your House Committee on Appropriations to favorably consider the project concerning Clear Creek. Flood control on Clear Creek is the cornerstone on which our economic stability is built. Our 180 member businesses give flood control their utmost attention and support. The last six months of 1979 was one of our more depressed times, economically, due to the two floods that occurred in our area. In the "boomtown" atmosphere of Houston/Harris County, we should not be experiencing the threat of these hard times every time it rains. The advance engineering and design work proposed for Clear Creek will lead to rectification of the creek that we so badly need. Through our Flood Control Committee, we will be following your decision very carefully.

Thank you for your considerations on this matter.

Sincerely,

Evelyn Newman (for)

Evelyn Newman, President
Friendswood Chamber of Commerce

GREATER PORT ARTHUR
CHAMBER of COMMERCE

Fidelity Tower / Suite 300 N • 4749 Twin City Highway • Port Arthur, Texas 77640
713/963-1107

March 23, 1981

Honorable Tom Bevill, Chairman
ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE
HOUSE COMMITTEE ON APPROPRIATIONS
Washington, DC 20515

Gentlemen:

We, the Board of Directors of the Greater Port Arthur Chamber of Commerce, request your favorable consideration of the $10,216,000 appropriation for the operation and maintenance of the Gulf Intracoastal Waterway for the fiscal year 1982.

The Gulf Intracoastal Waterway of Texas is an indispensable link between area refineries, chemical and petrochemical plants, all of which are absolutely essential to the security as well as the economical well being of our Nation today.

Few, if any, waterways in America contribute more to the American economy, to our strengthened relations with a peaceful world, and toward achieving a better balance of trade than the Gulf Intracoastal Waterway of Texas.

We, therefore, respectfully request your favorable consideration of this $10,216,000 appropriation.

Respectfully submitted,

Mike Hatton

Mike Hatton
President

MH/jb

GREATER PORT ARTHUR
CHAMBER of COMMERCE

Fidelity Tower / Suite 300 N • 4749 Twin City Highway • Port Arthur, Texas 77640
713/963-1107

March 23, 1981

Honorable Tom Bevill, Chairman
ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE
HOUSE COMMITTEE ON APPROPRIATIONS
Washington, DC 20515

Gentlemen:

We, the Directors of the Greater Port Arthur Chamber of Commerce, request approval of the proposed $250,000 appropriation for Taylor Bayou Construction Project for fiscal year 1982.

This project dates back to 1946, and as you well know construction costs have soared since that time. We feel that this will benefit our community, not only from an economic standpoint but also from a drainage standpoint. It is essential that drainage protection be provided for our area.

Therefore, we respectfully urge your committee to approve funds proposed for the forthcoming fiscal year.

Respectfully submitted,

Mike Hatton

Mike Hatton
President

MH/jb

GREATER PORT ARTHUR
CHAMBER of COMMERCE

Fidelity Tower / Suite 300 N • 4749 Twin City Highway • Port Arthur, Texas 77640
713/963-1107

March 23, 1981

Honorable Tom Bevill, Chairman
ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE
HOUSE COMMITTEE ON APPROPRIATIONS
Washington, DC 20515

Gentlemen:

We, the Board of Directors of the Greater Port Arthur Chamber of Commerce, request approval of the $7,858,000 appropriation for the operation and maintenance of the Sabine-Neches Waterway for fiscal year 1982.

Our area is of significant importance to the Nation by the fact that over 11.3% of the Nation's refined petroleum products are transported through our complex of refineries. Today, refineries are relying more and more on larger and greater numbers of tankers to bring in vitally needed imported crude and to handle export and domestic shipments as well.

We respectfully request your favorable consideration to the request for $7,858,000 for the operation and maintenance of the Sabine-Neches Waterway for fiscal year 1982.

Respectfully submitted,

Mike Hatton

Mike Hatton
President

MH/jb

TAYLORS BAYOU, TEXAS

STATEMENT OF BEAUMONT NAVIGATION DISTRICT OF JEFFERSON COUNTY, TEXAS, TUESDAY, MARCH 31, 1981 IN SUPPORT OF CONSTRUCTION FUNDS FOR TAYLORS BAYOU DRAINAGE AND FLOOD CONTROL PROJECT

To The Honorable Tom Bevil, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

The Beaumont Navigation District, as one of the sponsors of the Taylors Bayou Drainage and Flood Control Project is responsible for the operation of the Navigation and Salt Water barrier gates near the mouth of Taylors Bayou.

Over a forty year period we have been in a position to observe the numerous artifical changes in the area that have adversely effected drainage of this stream.

The first set of existing gates were installed in 1937 and functioned as salt water barriers not as flood gates. Later the J. D. Murphee Wildlife Management Area was created by constructing a system of levees along Taylors Bayou and the Intracoastal Canal restricting the natural course of flood waters across the wet lands into the Intracoastal and thence to the Gulf. Then in 1972, the Rhodair Gulley, Lakeside and Alligator Bayou pump stations of the Port Arthur Hurricane Protection System were installed. These pumps have a combined capacity of over two million gallons per minute and discharge into the lower reach of Taylors Bayou just above and below the salt water gates. These pumps operate during periods of flooding, raising the level of the Bayou which backs water up into homes and streets of Beaumont. State highway 73 running from Port Arthur west to Winnie is yet another obstruction to the traditional flow of water from the developed section of Beaumont toward the Gulf. During a rain of any magnitude a one to three foot differential build up on the North side of this highway holding water on the developed areas of North Jefferson County.

Funds for Phase I of the Taylors Bayou Project are urgently needed this year before more damage is inflicted on the home owners and businesses of our community. In all of the five public hearings held on this project during the past 35 years, Phase I (opening up the lower end of Taylors Bayou) has been the most acceptable part of the project, even environmentally. The present request for $250,000 during FY 1982 should be increased to at least $2,000,000 so that the first contract for enlarging the outfall canal into the Intracoastal could be let early in 1982.

We greatly appreciate your efforts on behalf of the citizens of Jefferson County for promoting this and the many other improvements in our Community and wish you success in obtaining funds to begin this critical project.

Respectfully submitted,

BEAUMONT NAVIGATION DISTRICT

By Walter J. Crawford

Walter J. Crawford, Chairman

SABINE-NECHES WATERWAY

(TEXAS)

STATEMENT OF BEAUMONT NAVIGATION DISTRICT

OF JEFFERSON COUNTY, TEXAS, TUESDAY, MARCH 31, 1981

IN SUPPORT OF MAINTENANCE FUNDS FOR

SABINE-NECHES WATERWAY

To The Honorable Tom Bevil, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

The Beaumont Navigation District of Jefferson County, Texas is the local sponsor of the Sabine-Neches Waterway as authorized by Congress.

The Sabine-Neches Waterway is a federally maintained navigation project extending from the Gulf of Mexico, through a jettied entrance at the mouth of Sabine Pass, inland to the deepwater ports of Port Arthur, Beaumont, and Orange, Texas, a total distance of approximately 84 miles. The project includes deep draft channels of the following dimensions; 42 feet deep and 800 feet wide across the Sabine Bank in the Gulf of Mexico; 40 feet deep and a varying width of 800 feet to 500 feet through the jetty channel; a depth of 40 feet and a width of 500 feet from the jetty channel to the Turning Basins at Port Arthur; a 40 foot depth and a 400 foot width from Port Arthur via the Sabine-Neches Canal and the Neches River to the Port of Beaumont; a 30 foot depth and a 200 foot width from mouth of Neches River upstream thru the Sabine River to the Port of Orange.

In addition to the above dry cargo ports, Mobil Oil Corporation, Texaco, Incorporated, Gulf Oil Company - U. S., American Petrofina Company of Texas and Union Oil Company of California have located their major refineries along this ship channel. These five refineries have a total rated processing capacity of 1,339,000 barrels of crude oil per day. This is approximately 12% of the nation's refining capacity. A great majority of this crude oil is imported by tankers through this waterway. The ports and energy related industries along this channel have billions of dollars invested in wharves, docks and plant installations. A recent survey made by the Port Arthur Chamber of Commerce reveals that an energy related industry expansion program of 750 million dollars is now underway, and, additional expansion to cost 1 billion 900 million dollars over the next three to four years has been planned. The potential for additional industry expansion over the next ten years is estimated in excess of 4 billion 100 million dollars.

Sunoco Terminals, Inc., a subsidiary of Sun Oil Company has had a tremendous construction and enlargement program during the past five years on the channel and additional expansion is planned.

In addition to providing crude oil to local refineries, Sunoco also furnishes the Texoma Pipe Line with considerable oil for their facility. This pipeline originates on the ship channel above Port Arthur, Texas and terminates at Cushing, Oklahoma at which point crude oil is carried by connecting piplines to the midwest, the ultimate capacity of the Texoma line being 600,000 barrels per day. The Department of Energy has invested in excess of 35 million dollars in Sunoco's facilities not including the cost of a pipeline to the Hackberry Strategic Reserve Salt Dome oil storage terminal. The majority of this commodity is foreign imported crude oil and to handle this volume required some 650 tankers in 1980. 1981 will require approximately the same number of vessels but these vessels will be larger, consequently the tonnages will be greater in 1981 and 1982. This traffic will further congest this already extensively used waterway.

All of this great development is largely due to the existence of the Sabine-Neches Waterway, the area's life line to the world for its exports and imports.

This extensive and expanding complex comprises a critical basic energy related industry that is absolutely vital to the nation's economic and energy needs. Their diminution for any reason would have a deleterious effect nationally as well as regionally.

The Corps of Engineers found that in 1978 there was in excess of 86,000,000 tons of dry and liquid cargo shipping on this waterway. The tonnage figures for 1979 and 1980 have not yet been released but substantial increases for both years over 1978 are a certainty. Shipping of this magnitude necessarily involves the use of a great many vessels which, of course, creates congestion on the waterway. To compound the problem, the present size of the grain ships, oil tankers and other cargo ships using this waterway are such that an even deeper and wider channel is badly needed.

Recent studies by the Corps of Engineers and complaints from the shipping industry reflect that there is serious siltation and shoaling in the Gulf entrance channel at Sabine, with extensive shoaling along several reaches of the inland channels. They find that these conditions will rapidly become worse and if not corrected, eventually the channel could be closed to deep sea navigation.

In correcting these conditions it will decrease chances of collisions and groundings of the many hundreds of vessels carring crude oil and refined products. Such occurences, as stated by the Corps of Engineers in their environmental impact report "would result in adverse environmental impact and public health hazards. Failure to maintain the channel would result in severe adverse economic effects on the project area, the state and the nation. Effects would include loss of billions of dollars worth of facilities adjacent to the channel, loss of employment for several thousand people and disruption of the manufacture and transportation of a significant portion of the nation's "fossil fuel supply".

The Corps of Engineers' break-down of the 7 million 8 hundred fifty-eight thousand dollars included in the proposed budget for F. Y. 1982 is as follows: $3,106,000 for hopper dredging in the Gulf and Sabine entrance of the ship channel; dredging in the inland channels, $4,548,000; administration, engineering, surveys, etc., $204,000.

As the sponsoring agency, Beaumont Navigation District stands ready to provide all needed disposal land areas, rights-of-way, relocations and confining structures for this project.

The District, representing the above mentioned many ports, refineries, grain elevators and other shippers using this Waterway, supported by our Congressman, the Honorable Jack Brooks, respectfully request your favorable consideration for the inclusion of 7 million 8 hundred fifty-eight thousand dollars in the F. Y. 1982 budget, in order that this badly needed work can be accomplished.

Respectfully submitted,

BEAUMONT NAVIGATION DISTRICT

By Walter J Crawford
Walter J Crawford, Chairman

STATEMENT OF
CHAMBERS-LIBERTY COUNTIES NAVIGATION DISTRICT
IN BEHALF OF
WALLISVILLE RESERVOIR AND SALT WATER BARRIER
TRINITY RIVER, TEXAS;
CEDAR BAYOU, TEXAS; GALVESTON
BAY AREA NAVIGATION STUDY; AND
GALVESTON HARBOR AND CHANNEL, TEXAS;
SUBMITTED TO
PUBLIC WORKS SUBCOMMITTEE
HOUSE APPROPRIATIONS COMMITTEE
WASHINGTON, D. C. 20515
MARCH, 1981

STATEMENT OF CHAMBERS-LIBERTY COUNTIES NAVIGATION DISTRICT IN SUPPORT OF WALLISVILLE RESERVOIR AND SALT WATER BARRIER, TRINITY RIVER, TEXAS: GALVESTON HARBOR AND CHANNEL: GALVESTON BAY AREA NAVIGATION: AND CEDAR BAYOU.

This statement is presented by the undersigned, the duly designated Commissioners of the Chambers-Liberty Counties Navigation District, (a Water Conservation District created pursuant to the laws of the State of Texas), representing the 16,000 citizens of Chambers and Liberty Counties, Texas, who reside within the boundaries of said District.

I. The Wallisville Reservoir and Salt Water Barrier is a project in the lower part of the Trinity River, Texas, which was authorized by the River and Harbor Act of 1962 (Public Law 87-875) as a separate and self-contained project. It was designed as a multiple purpose reservoir for salinity control, navigation, water supply, fish and wildlife conservation, and recreation and is of primary importance to the lower Trinity River Basin, the City of Houston and its metropolitan area with a population concentration of more than two million people. Sponsorship of this project was initiated by this District for the sole purpose of preventing the intrusion of salt water into the lower river. The Trinity River Authority and the City of Houston later joined with this District as the local sponsors. These local interests have obligated themselves to pay 16% of the total cost of this project as their contribution to the cost of salinity control, water supply and recreation.

For over twenty years, this District has advocated the construction of a Salt Water Barrier, with a barge lock and a fresh water reservoir, near the mouth of the Trinity River. This River supplies water to four canal systems for the irrigation of approximately 60,000 acres of rice lands in Liberty and Chambers Counties with the resulting crop being valued at approximately $20 million. Historically, these operations have been plagued with salt water intrusion from Trinity and Galveston Bays during periods of low flow in the river. The obvious solution to this salt water intrusion problem is to construct a barrier across the river near its mouth. In planning such a salt water barrier across a navigable river, it was necessary to design a project which included a navigation lock to permit the passage of barges and other vessels which ply the Trinity River below Liberty.

For several years, public agencies and governmental bodies participated in the planning and design of this project so that it would enhance the environment and improve the economic and esthetic standards in the lower Trinity River Basin. The first public hearings on the proposed project were held in 1960 and because of certain objections concerning the location of a proposed wildlife refuge, the area of the project was reduced in size to satisfy those objections. The present reservoir site was approved and the project authorized by Congress in 1962. The first planning money was made available in Fiscal Year 1964 and the first construction funds were appropriated in 1966. During the 10-year period subsequent to authorization, this project was

delayed by an administrative freeze on spending for reasons of national emergency. Then funds were released and the project reached the point where it was approximately 72% complete before construction was halted by the temporary injunction which is presently in force.

Suit was filed in the U. S. District Court at Houston, Texas, on September 13, 1971, by the Sierra Club and others to enjoin Wallisville Dam and the Trinity River Project. By order of February 26, 1973, the U. S. District Court granted the Sierra Club's Motion for Summary Judgment and enjoined construction on both projects until the Corps complied with the National Environmental Policy Act by filing proper Environmental Impact Statements.

The Fifth Circuit Court of Appeals reversed the District Court on August 26, 1974, with the following holdings:

1. Wallisville Dam and the Trinity River Project are separate projects.

2. The District Court erred in requiring guidelines for the Trinity River Project EIS, which was yet to be prepared and filed.

3. The Wallisville Dam EIS complied with the National Environmental Policy Act, except in its disclosures respecting population and industrial expansion and in its evaluations of certain other information and supporting data.

The injunction as to the Wallisville Dam was continued, pending review of a Supplemental EIS dealing with population and

industrial expansion and with the indicated evaluations. The injunction as to the Trinity River Project was continued pending preparation, filing and review of the EIS, but in the meantime, planning and design could continue.

The Supplemental EIS for Wallisville Dam and the Original EIS for the Trinity River Project are now being prepared.

While this matter has been in Court, Congress has continued its support of the two projects. The Fifth Circuit recognized this by stating in its opinion:

> "The course of the Congressional hearings discloses that body continues to regard Wallisville as a project separate from the Trinity River Project. It also demonstrates that, with full knowledge of the detriments and benefits of the project, the state of completion, the outstanding injunction, and of the objections to further construction, Congress thought the Wallisville Project should receive contingent funding despite the Corps' withdrawal of its request therefor. While this Congressional action is not a considered, debated determination that the project should proceed notwithstanding environmental objections, cf. Environmental Defense Funds, Inc. v. Corps of Engineers, 492, F.2d 1123, p. 1141, 5 Cir., 1974, it does indicate that Congress wished to expedite the construction of this project, if and when it becomes possible, and to do so regardless of the outcome of litigation related to Trinity River Construction."

In 1971, the Trinity River Authority of Texas, under a contract with the City of Houston, completed the construction of a fresh water supply reservoir (Lake Livingston) at river mile 128 which covers approximately 90,000 acres of land and impounds 1,750,000 acre feet of water. The City of Houston owns 70% of the yield from this reservoir which was constructed at a cost of more than $74 million. The City of Houston has spent, or has

obligated itself to spend, an additional sum in excess of $100 million for the construction of a system for the distribution of water from this reservoir which is to be released into the Trinity River and diverted at a point in the upper reaches of the Wallisville Reservoir. The Livingston Reservoir was designed to operate in conjunction with the Wallisville Project for the purpose of providing a practical and economical means of distributing this fresh water into the Houston industrial complex. This investment of approximately $200 million of non-Federal funds will be in serious jeopardy if the Wallisville Project is not completed as now scheduled.

Completion of Wallisville Dam is a pressing, immediate need in order to complete the Lake Livingston-Lake Wallisville System. This system will provide the Houston-Galveston Bay area with surface water as an alternative to the present pumping of underground water and is intended to relieve the continuing subsidence of the area caused by such pumping. This subsidence is an ecological disaster which must be remedied with all possible speed.

We urge the Congress to continue its strong support for this project by directing the Corps of Engineers to retain the $3.6 million which has been previously appropriated.

II. We urge the Congress to include in the Fiscal Year 1982 budget $8,578,000.00 for the Galveston Harbor and Channel for operation and maintanance.

III. We urge the Congress to include in the Fiscal Year 1982 budget $720,000 for Galveston Bay Area Navigation for investigations.

IV. We urge the Congress to include in the Fiscal Year 1982 budget $10,216,000.00 for Gulf Intracoastal Waterway for operations and maintenance.

RESPECTFULLY SUBMITTED ON THIS 18th DAY OF March, 1981.

CHAMBERS-LIBERTY COUNTIES
NAVIGATION DISTRICT

By: Thos. A. Wheat
Thos. A. Wheat, Chairman
Board of Navigation and Canal
Commissioners

WALTER D. SALYER
President
PAUL F. THOMPSON
Vice-President
JOHN J. ROONEY
Secretary/Treasurer
DALE G. ANNA
Operations Director
TRACY SPEARS
Special Projects

Clear Creek Drainage District

P. O. BOX 607 • PHONE (713) 482-0404

FRIENDSWOOD, TEXAS 77546

March 17, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Subject: FY 1982 Advanced Engineering Funding for the Corps of Engineers Clear Creek Project

Dear Sir:

The enclosed testimony is provided to the Subcommittee to be included in the record in support of the $300,000.00 in Advanced Engineering funding for the Corps of Engineers Clear Creek Project.

Your support in this matter will be greatly appreciated.

Sincerely,

CLEAR CREEK DRAINAGE DISTRICT

Walter D. Salyer

Walter D. Salyer, President

WDS:fd
Encl: (18)

CLEAR CREEK PROJECT

THE FOLLOWING IS SUBMITTED TO SUPPORT THE CLEAR CREEK PROJECT REQUEST FOR $300,000 IN FY 1982 FOR ADVANCE ENGINEERING AND DESIGN:

The Clear Creek Drainage District joins other governmental bodies on Clear Creek in urging support of the Clear Creek Project. The imperativeness of the development of this Project was dramatically underscored by the severe flooding sustained in the area during both July and September of 1979. Estimates of loss in the area due to flooding during the aforementioned months is $230 million. The concern of the over 300,000 populace in this watershed for direct relief from the flooding problem is paramount.

The contemplated cost of the Clear Creek Project of $85 million is approximately one-third of the losses sustained in two months of 1979. The impact of a favorable and timely construction approval of the Project to southern Harris County, northern Brazoria County, and Galveston County is undeniable. The Project will make it possible to finally protect the valuable property investment in these areas and allow for continued stable growth without the imminent threat of destruction to homes, wildlife, farms, and businesses. Also it will remove the very real threat of loss of life as was experienced in the months of July and August of 1979.

The Clear Creek Drainage District has been granted the tax authority by the people to maintain the Galveston County portion of Clear Creek and its tributaries in a clean and attractive manner in contemplation of the near term construction of the Project. The immediate implementation of the Project must, however, remain an absolute priority in order to avert the disasterous results of last July and September.

In the past six years the Clear Creek flow rate has increased tenfold; rises to 25 feet from a normal two foot level; and stretches from a placid 3 - 30 foot width to a writhing 300 foot torrent in several areas; overflowing its banks to a width of 2,000 - 4,000 feet in Friendswood. This threat can be removed by the Congress through appropriation of funds to allow the Corps of Engineers to select a final design and proceed toward a recommended plan for construction.

We fervently hope that FY 1982 will be the year that construction is authorized for this project. We need top Corps of Engineers priority and Congressional backing. With your support and moral commitment we will see it happen.

On behalf of the Clear Creek Drainage District Supervisors and the people of the Clear Creek watershed who believe in this project we respectfully submit this testimony for inclusion in the record.

Walter D. Salyer, President
CLEAR CREEK DRAINAGE DISTRICT

March 17, 1981

Galveston County Drainage District Number One

GEORGE WOITENA, COMMISSIONER, CHAIRMAN
DEAN BRITTON, COMMISSIONER
GEORGE PEARSON, COMMISSIONER
J. W. GARTRELL, JR., DISTRICT ENGINEER
I. A. LERNER, ATTORNEY

RT. 1, BOX 87
ARCADIA, TEXAS 77517

713-925-5402

March 18, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Re: Highland Bayou (Construction)($800,000)
Dickinson Bayou (Investigations)($50,000)

Gentlemen:

Your consideration of continued federal funding of Highland Bayou (Construction) in the amount of $800,000 is hereby requested. Presently, the project is over 90% complete with contracts currently left to complete enlargement of the upper end of the channel and to install the diversionary dam. Completion of this project will significantly reduce flooding within the City of Santa Fe and the City of Hitchcock areas.

The Dickinson Bayou watershed seriously flooded twice in 1979 causing extensive damage. We request your approval of Dickinson Bayou (Investigations) in the amount of $50,000 to study the possible avenues of flood relief.

Galveston County Drainage District Number One is concerned, as are all our constituents over economy in government, but the completion of the Highland Bayou project, after years of planning and with construction being over 90% complete, would be a justified cost to benefit ration of our tax dollars.

Sincerely,

George Woitena
Chairman

GW/mr

Galveston County Drainage District Number Two

MARCUS JUNEMANN, COMMISSIONER, CHAIRMAN
ALEC R. CREAGH, COMMISSIONER, SECRETARY
MAX DORSETT, COMMISSIONER
J. W. GARTRELL, JR., DISTRICT ENGINEER

P. O. Box 624
LA MARQUE, TEXAS 77568
(713-935-2041)

March 18, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Re: Texas City and Vicinity Hurricane
Protection (Construction),
Highland Bayou (Construction),
Dickinson Bayou (Investigations)

Gentlemen:

Your favorable consideration is sincerely requested by the Commissioners of Galveston County Drainage District Number Two for the continued funding of the Texas City and Vicinity Hurricane Protection (Construction), Highland Bayou (Construction) and for the Dickinson Bayou (Investigations).

The Texas City and Vicinity Hurricane Protection (Construction) project is over 90% complete with a contract currently under construction to complete raising of the La Marque section. Continued funding in the amount of $2,800,000 is required to complete protection of the Texas City Industrial Complex and the residences of Texas City and La Marque. The area to be protected has subsided over 6 feet in the past years. Only completion of the Hurricane Protection Levee and the related pumping system can provide protection to the Texas City industry. These industries' uninterupted operation is in the best interest of the government.

The Highland Bayou (Construction) project is over 70% complete with a contract currently under construction to complete upper channel excavation and install the diversionary dam. Continued funding in the amount of $800,000 is required to complete the channel enlargement of the upper end. This channel enlargement along with the diversionary dam will drain the upper part of the Highland Bayou watershed and divert same into the previously completed channel. This work will relieve a large portion of the City of Hitchcock which floods along the lower reaches of the bayou.

In addition to the above project, we request your favorable consideration of the Dickinson Bayou (Investigations) project in the amount of $50,000. The lower section of Dickinson Bayou has flooded two times in 1979 causing extensive damage. This project will better define the cause and possible corrective actions of this problem.

As the Texas City and Vicinity Hurricane Protection (Construction) and Highland Bayou (Construction) are reaching the final stages of construction, words cannot express the importance of your favorable consideration in recommending the continued federal funding toward completion of these projects.

Sincerely,

Marcus Junemann
Chairman

MJ/mr

JEFFERSON COUNTY DRAINAGE
DISTRICT NO. 3
P. O. Box 90
Hamshire, Texas 77622

Commissioners:

LeRoy McCall, Jr., Chairman
James L. Broussard
Joseph L. Caruthers, Jr.

March 9, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

RE: TAYLOR'S BAYOU (Construction)

Sir:

Jefferson County Drainage District No. 3 urgently requests that the appropriations of funds for the start of the Taylor's Bayou Flood Control Project be approved.

The voters of Drainage District No. 3, in 1980, passed a bond issue by almost a four-to-one margin authorizing the issuance of bonds so that the local entities could furnish their portion of the funds for the project.

Over the past several years, this area has experienced considerable growth and the danger of property loss from flooding has increased greatly.

Not only is the project essential to alleviate flooding of homes but, under our modern rice farming methods, it is essential that there be a quick runoff of water. The necessary local drainage that has been effected in the rice production area has created a heavy burden on the lower reaches of Taylor's Bayou, Mayhaw and Hillebrandt Bayous and has created a hazard to a large portion of the industrial and populated area.

Therefore, the project is of vital importance to all portions of Jefferson County, including Jefferson County Drainage District No. 3, and it is imperative that funds be allocated for the commencement of the project.

Jefferson County Drainage District No. 3 urgently requests that the committee give consideration to including an appropriation of $250,000.00 in the forthcoming appropriations to permit the Corps of Engineers to proceed with the project.

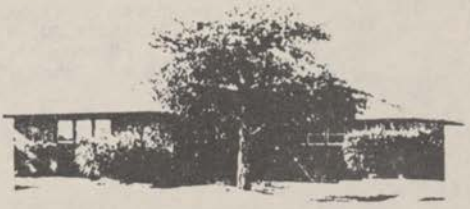
Respectfully submitted,

Jefferson County Drainage District No. 3

LeRoy McCall, Jr., Chairman

Jefferson County
Drainage District No. 6

790 JENY LANE
BEAUMONT, TEXAS 77707



March 19, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Re: Taylors Bayou, Texas

Gentlemen:

We urgently request appropriation of funds for continuation of the Federal project on Taylors Bayou, authorized by the Flood Control Act of 1965, and providing for enlargment of the main stream channels in the Taylors Bayou watershed to provide flood protection to the City of Beaumont and major drainage outlets for the remainder of the watershed.

The project will provide badly needed drainage for 60% of Jefferson County, Texas. As the area has developed, flood control problems caused by rapid runoff of rainfall have multiplied because of inadequacy of major outfalls, and severe flood damage has occured several times in recent years.

In 1965, the voters of Drainage District No. 6 approved an $8,000,000 bond issue for drainage improvements in the Beaumont Texas area. Since Taylors Bayou and its tributaries serve as the outfall for almost all of the District, $1,000,000 was included for participation in the Taylors Bayou Project. Most of the other work included in the District's program has now been completed, but its effectiveness is directly dependent on improvements to the major outfalls.

Construction funds were appropriated for the Federal share of the Taylors Bayou Project for several years, beginning with FY 1972, but progress was delayed for further environmental studies and assessment of public hearings. In addition, escalation of estimated costs of the project caused some uncertainty as to availability funds for the "local share" of the project.

Honorable Tom Bevill

March 19, 1981

After several relatively dry years, the area suffered two major floods in 1979 alone. In November of 1979, the voters of Drainage District 6 approved a bond issue of $15,000,000 to be added to the $1.5 million still available for Taylors Bayou out of the 1965 bond issue. We are currently making plans to sell the new bonds and have retained bond and security counsel for this purpose, thus it is obvious that we will have no trouble meeting our obligations with respect to local participation.

We understand that the President's budget includes $250,000 for "construction" on the project. It appears that this would be only enough for continuation of engineering, with actual construction to begin in October 1982. However, we believe that progress of the Corps' work is such that the first contract could be awarded early in Calendar Year 1982, if funds were available, and we urgently request that the appropriation for FY 1982 be increased to at least $2,000,000 so that the actual construction can begin as soon as possible.

The need for the project cannot be overstated. Our flooding problems continue to grow with development of the area. In addition to the severe flooding in April and July of 1979, in September, 1980, Tropical Storm Danielle brought additional disastrous flooding, with homes being flooded for the third time in less than 2 years. Disaster summary outlines compiled by the County Judge following these three storms show combined damage of almost $40 million to crops, homes and businesses, schools and public property, along with all of the immeasurable miseries of flooding; disruption of business, industrial, educational and personal activities.

The Taylors Bayou Project would greatly reduce damages such as these, thus it is obvious that the project would have already "paid for itself" had it been completed when construction funds were first appropriated.

All of the local agencies involved continue to support the program and its implementation is a must if we are ever to have adequate drainage in the area affected.

Your approval is respectfully requested.

Very truly yours,

JEFFERSON COUNTY DRAINAGE DISTRICT NO. 6

Sam O. Smith, President

COMMISSIONERS

EUGENE RASHETA
CHAIRMAN

JOEL E. LEVINGSTON
JOE LYDAY
JERRY McNEILL
VERNON WELLS

JEFFERSON COUNTY
DRAINAGE DISTRICT NO. 7

P.O. BOX 3244
PORT ARTHUR, TEXAS 77640

L. D. BRYANT
MANAGER

W. C. VITTUM
ENGINEER

March 31, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

Subject: Appropriation for Construction
Taylors Bayou Project
Jefferson County, Texas

Gentlemen:

The Board of Commissioners of Jefferson County Drainage District No. 7 wants to endorse the appropriation for the Taylors Bayou Drainage and Flood Control Project of Jefferson County, Texas, provided for in the proposed budget for fiscal year 1982.

The majority of the 107 square miles located within the boundaries of Jefferson County Drainage District No. 7 discharges into the Taylors Bayou System, either through pumping stations or by gravity flow, as does 60% of the drainage of Jefferson County.

Our area, being generally flat and low-lying and subject to heavy rainfalls, has always been faced with drainage problems. Flood levels in Taylors Bayou and its tributaries have been responsible for aggravated flooding conditions even in the upland areas, and restricted channels have hindered the natural flow of water.

Drainage District No. 7, as well as the other drainage districts within Jefferson County have accomplished much work within their respective areas. Development in the higher elevations and improved drainage have greatly increased the runoff to the Bayou. For our improvements to be fully effective, however, the Taylors Bayou system must also be improved.

Drainage District No. 7 is especially interested in seeing the construction of the by-pass channel and the dredging as planned under Phase I of the project.

This project was originally recommended by the U.S. Corps of Engineers in 1948. The Project, considered important at that time, is needed even more today. Delays in the project have greatly increased its cost. Continued delays will not only increase the cost still more but will subject the citizens of the county to continued flooding conditions.

The financing by local sponsors has been provided for. Environmental problems have been worked out with the various agencies involved. It appears that the Project, with funding by the Congress, can now by commenced.

The President's budget calls for $250,000 for the project. This will only provide for design engineering. With the present progress of the Project, we believe that construction can begin during the fiscal year 1982. We do not know the capabilities of the Corps of Engineers, but would like to see a contract awarded on Phase I of the Project. To do this would require a $2,000,000 appropriation. We respectfully request that the money designated for the Taylors Bayou Project be increased to $2,000,000 for the fiscal year 1982.

We would appreciate the committee's favorable approval of sufficient funds to make a substantial start on the Taylors Bayou Project.

Respectfully submitted,

JEFFERSON COUNTY DRAINAGE
DISTRICT NO. 7

By: Eugene Rasheta
Eugene Rasheta, Chairman

ER/pae

Transit-Mix CONCRETE AND FOUNDATION COMPANY

D. PAT WHEAT
D. P. WHEAT, JR.
WARREN GOEHRINGER

2255 LOUISIANA AVENUE
P. O. BOX 5187 BEAUMONT, TEXAS 77702
AREA CODE 713 835-4933

March 23, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D. C. 20515

Re: Statement Supporting Taylor's Bayou Project, Jefferson County, 9th District of Texas.

Dear Congressman Bevill:

Thank you for allowing me the opportunity of making this statement in support of the Taylor's Bayou Flood Control Project. I represent a Citizens Committee which successfully passed a bond issue election in 1979 for $15 million, as the major part of our local share of the project. Please consider the following:

1) Over $39 million dollars in damages to homes, businesses, roads and corps occurred as a result of two severe floods in 1979.
2) The local share is committed and the bonds are ready to be sold.
3) A favorable hearing on the Environmental Plan was held in December, 1980 and resulted in no major changes in the design.
4) The first construction money spent will eliminate the bottleneck at the pitfall and give relief to the entire 640 square mile watershed.
5) I am for reducing Federal Expenditures and balancing our budget. However, Federal funds always seem to end up in flood disaster areas to help cover losses in the form of flood insurance payments, low interest loans, and grants. I believe the same funds should be spent to prevent the loss when possible.

This fund request should be considered as an investment in the future of the petrochemical center of our nation. Further development in our area is hampered by inadequate drainage. I urge your support of this item in the Appropriation Bill for Water Development in Texas.

Sincerely,

D. P. Wheat, Jr., Chairman
Jefferson County Flood Control Project Committee

DPW:bsd

LOWER NECHES VALLEY AUTHORITY
MUNICIPAL, INDUSTRIAL AND AGRICULTURAL WATER
7850 EASTEX FREEWAY P. O. DRAWER 3464
713-892-4011
BEAUMONT, TEXAS
77704

March 17, 1981

The Honorable Tom Bevill, Chairman
Energy & Water Development Subcommittee
House Committee on Appropriations
Washington, D.C. 20515

RE: Advanced Planning Funds for Salt Water Barrier
Neches River Basin, Beaumont, Texas

Dear Congressman Bevill:

The Water Resources Development Act of 1976 authorized the Secretary of Army, acting through the Chief of Engineers, to undertake the Phase I design stage of advance engineering and design of the Salt Water Barrier in Neches River Basin at Beaumont, Texas.

The Project will provide a gated water structure in the Neches River at Mile 23 near Beaumont; a gated navigation by-pass channel; an access road and levee; and auxiliary dam across a canal which drains an adjacent bayou. The proposed structure will prevent salt water from intruding into the LNVA intake canals as well as provide for free and unobstructed use of the existing navigable portion of the Neches River. The barrier will afford needed water quality protection to municipalities, the large petrochemical industries of Southeast Texas, and irrigation water for rice farmers. The swamp area upstream from the project would be improved for recreational swimming, boating, hunting and fresh-water fishing.

Environmental comments from all agencies on this project have been favorable. Favorable environmental statements were given by:

State of Texas
Department of Interior
Department of Agriculture
Department of Transportation
Department of Health, Education and Welfare
Environmental Protection Agency

The Corps of Engineers has testified, before the House Subcommittee on Public Works that the Corps has the capability of continuing advanced engineering and design on this project in FY 1982 provided

funds in the amount of $250,000 are made available in their budget.

LNVA requests favorable consideration to appropriating the $250,000 necessary to continue advanced engineering and design of this much needed salt water barrier.

Yours truly,

Joe Broussard II, President
Board of Directors

JB:ew

LaMarr Beatty, President
Imperial Estates I Civic Club
113 Imperial Drive
Friendswood, Texas 77546

March 18, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee an Apropriations
Washington, D.C., 20515

Dear Sir:

I represent 44 families in Friendswood. All of us were flooded twice in 1979 and threatened several times since then. We consider the rectification of Clear Creek to be one of the most important projects on which our tax dollars will be spent. Not only our financial security, but emotional stability depend on Clear Creek.

We ask you to consider very carefully the $300,000 appropriation request for Clear Creek. The only other thing, besides money, that can help our situation is dry weather. Since the House can not, feaseably, control the weather, please help out our situation with funds to continue our flood control efforts.

Our neighborhood would like to do more than keep our Federal Flood Insurance premiums paid. We have comprehensive flood control plans in the works, complete with flood plain management, recitification and public awareness of the problem. The only reason we would not complete this project would be the lack of funds. The interest and exposure is high on this issue. I urge you to view this appropriation in a positive manner.

In advance, I thank you for your time and consideration on this issue.

Sincerely,

LaMarr Beatty

LaMarr Beatty, President
Imperial Estates I Civic Club

STATEMENT OF GUY C. JACKSON III, ANAHUAC, TEXAS, BEFORE THE ENERGY AND WATER DEVELOPMENT SUB-COMMITTEE OF THE HOUSE COMMITTEE ON APPROPRIATIONS - MARCH 31, 1981.

While none of the Public Works Projects for the upcoming year scheduled for the 9th District of Texas will have a direct, immediate, personal impact on me, each will, in time, have an impact on myself, my family, my community, Texas and our nation. I am convinced that this impact will be a favorable one and for the good of the majority of our citizens and a worthwhile expenditure of our Federal Funds.

Knowing full well that you face strong pressure to cut back on all Federal expenditures, it is apparent that there are certain functions that are peculiarly those of the Federal Government, both historically and based on common sense and economics. These projects, because of their broad impact and their resulting economic, health or safety aspects cannot be categorized as being for just one section of our country.

Within the projects proposed for the 9th District of Texas this year there are 6 that have such a broad overall impact upon our nation to fit this category. These are the Galveston Bay Area Navigation Study, Galveston Harbor & Channel, Gulf Intra-Coastal Waterway, Houston Ship Channel, Sabine-Neches Waterway and Texas City Channel. Each of these is not just a local project, but one with world wide impact as the cargo moved on any of them comes from and goes to ports and nations all over our globe.

Other projects are a bit more local in nature. Clear Creek, Highland Bayou, Neches River Salt Water Barrier, Taylors Bayou, Texas City & Vicinity Hurricane Protection and Texas City Industrial Canal may have less of a national and global impact, but they do have a tremedous impact on the safety, health and welfare of the thousands and even hundreds of thousands of our citizens who live in the area and are directly affected by them.

Each of the projects of the 9th District of Texas merits your full consideration. They would not have reached this stage in the appropriations process if they were not worthy and needed. The good of the nation calls for them being funded and completed. I urge you to deliberate carefully, examine closely, weigh cautiously and when you are satisfied then vote favorably for the funding required for each of these projects.

Michael G. Chatham
121 Imperial Dr.
Friendswood, Texas 77546

March 19, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C., 20515

Dear Rep. Bevill,

In July of 1979 my home was flooded with six feet of water. Two months later I received another 2 feet of water in my home. Eighteen months later, after much hard work, my home is back together. Physically, my family and I are mostly recovered. But the emotional scars remain. A couple of days of rainfall send us into a frenzy of activity. We start to put our valued possessions up to what we perceive to be safety. The potential of another flood is real. We do not feel that we are dealing with solely a freak weather accident. With our semi-tropical climate, we are prone to daily rainfall throughout the Spring and Summer. When these rainfall inches begin to add up Clear Creek starts to rise at an alarming rate -- an our worries rise in direct proportion to the Creek.

The only solution we can see is a major rectification of Clear Creek. We appeal to you to help us with this project. We need time, in the form of dry weather, and money in equal measures. We realize you can do nothing to control the weather, but you do have the power to appropriate a portion of the money that would enable the Creek to be rectified.

In this time of budget cut backs, we understand the financial pressures that you and your committee must be under. Hopefully, we can economize in other areas to allow our flood control measures to continue. We perceive flood control on Clear Creek to be the most important problem facing our area today and in the future. The economic stability, along with the personal security of all of us living in this area depends entirely on the condition of Clear Creek. Please consider this appropriation carefully and with full awareness of the importance of the problem.

Thank you for your time.

Sincerely,

Michael G. Chatham

Michael G. Chatham

TRINITY RIVER BASIN PROJECTS

WITNESSES

HON. MARTIN FROST, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

HON. RAY ROBERTS, A FORMER REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

AMON G. CARTER, CHAIRMAN, TRINITY IMPROVEMENT ASSOCIATION

RICHARD TALIAFERRO, MAYOR PRO TEM, CITY OF DENTON

DON DICKS, MAYOR PRO TEM, CITY OF DALLAS

JIMMY C. PAYTON, PRESIDENT, TRINITY RIVER AUTHORITY OF TEXAS

ROY ORR, COMMISSIONER, PRESIDENT, NATIONAL ASSOCIATION OF COUNTIES

DAVID CLAYTON, PRESIDENT, LAKEVIEW LAKE PLANNING COUNCIL

JOHN HEBERT, COMMISSIONER, PORT COMMISSION, LIBERTY, TEX.

Mr. BEVILL. I see our good friend and colleague, Congressman Frost.

The Chair at this time will recognize our good friend and colleague, Congressman Frost. You may proceed as you wish.

STATEMENT OF CONGRESSMAN FROST OF TEXAS

Mr. FROST. Mr. Chairman, I am here primarily to introduce Amon Carter. I think you know Mr. Carter. He has been before you previously. Mr. Carter of course is the publisher of the Fort Worth Star Telegram, Chairman of the Trinity Improvement Association.

I am fully in support of their recommendations, of the testimony they will present today. I am particularly interested in the Lakeview Reservoir project, one of the things they are going to mention, because it is partially in my district and partially in the district of our colleague, Phil Gramm. As far as Lakeview is concerned, this is an additional funding. The project has already been funded in previous years, the first stages of it.

I know that the witnesses here today will present comprehensive testimony. I commend them to you. They are very well-prepared. They are a group of people from our area, from our part of Texas, who come to Washington each year to present, I think, outstanding testimony in support for the funds they are seeking.

I would like to introduce Mr. Amon Carter.

Mr. BEVILL. Yes.

Mr. Carter, we are certainly always glad to hear from you. We look forward to you and the entire group coming. Certainly we will be working with Congressman Frost on these projects.

I have just received notice that another appropriations subcommittee that I serve on has to have a quorum in there in order to vote to close the hearings, because it is classified information on military construction—the MX and a few other things like that.

So, I am going to be out here just long enough to go down and make the one vote and come back. I will leave the gavel with Mr. Myers.

Mr. MYERS. Mr. Carter, we are pleased to have you.

STATEMENT OF AMON G. CARTER, JR.

Mr. CARTER. Mr. Chairman and members of the committee, my name is Amon G. Carter, Jr., of Fort Worth, Texas, and I am Chairman of the Board of the Trinity Improvement Association.

This is a basinwide organization of citizens who are dedicated to the wise use and development of the water and soil resources in the Trinity River Basin of Texas. By occupation, I am publisher of the Fort Worth Star Telegram.

Today it is my privilege to act as spokesman for a delegation of 47 people appearing before you in support of the vital water resource programs in the Trinity River Basin and to coordinate the brief oral testimony to be given by representatives of this diverse, but united, group. We are not underwritten by anyone. We all paid our own way.

The development of surface water resources within the Trinity Basin has had dramatic influence on our economy and lifestyles. It is my opinion that the Federal water projects have proven to be among the highest yielding investments ever made within our watershed, and I commend this body for its historic support.

In recent years, the explosive population growth and expanding industrial base of Texas has placed tremendous demands on our existing water supplies. There will be yet more needs for water as the lignite deposits in the mid-Trinity Basin are opened up to help satisfy the nation's energy needs.

The task of providing for our increasing needs grows more acute by the year, and we again request this committee's support for the projects and studies to be mentioned in the statements that will follow my comments.

We are extremely grateful for the time this committee has allotted to us for this presentation. Also, we appreciate the job you have done—in the face of mounting obstacles—for the advancement of water programs that have proven their economic and environmental soundness.

Mr. Chairman, I wish to submit for the record a complete list of this delegation appearing here today, copies of the testimony to be given by our group and copies of supporting resolutions from their governing bodies.

[The information follows:]

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THE HONORABLE DON HICKS, MAYOR PRO TEM, CITY OF DALLAS
MR. JIMMY C. PAYTON, PRESIDENT, TRINITY RIVER AUTHORITY OF TEXAS
COMMISSIONER ROY ORR, PRESIDENT, NATIONAL ASSOCIATION OF COUNTIES
MR. DAVID CLAYTON, PRESIDENT, LAKEVIEW LAKE PLANNING COUNCIL
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CITY OF GRAND PRAIRIE
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OAK CLIFF CHAMBER OF COMMERCE
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Summary of Requests

THE TRINITY IMPROVEMENT ASSOCIATION (TIA) REQUESTS THE FOLLOWING ACTIONS BE TAKEN BY THE UNITED STATES CONGRESS WITH REGARD TO THE ENERGY AND WATER DEVELOPMENT APPROPRIATIONS BILL FOR FEDERAL FISCAL YEAR 1982 AS THAT BILL RELATES TO PROJECTS OF THE CORPS OF ENGINEERS IN TEXAS.

1. Funding Requests:

PROJECT	BUDGET REQUEST
ADVANCE ENGINEERING AND DESIGN	
TRINITY RIVER, TEXAS (DALLAS FLOODWAY EXTENSION & NAVIGATION TO LIBERTY)	570,000
CONSTRUCTION	
COOPER LAKE AND CHANNELS	650,000
LAKEVIEW LAKE	37,200,000
LAVON LAKE MODIFICATION AND EAST FORK CHANNEL IMPROVEMENT	2,413,000
LEWISVILLE DAM (REHAB)	2,818,000
RAY ROBERTS LAKE	12,500,000
OPERATION & MAINTENANCE	
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TRINITY RIVER & TRIBUTARIES	978,000

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TIA REQUESTS THAT THE COMMITTEE REPORT CONTAIN LANGUAGE DIRECTING THE CORPS OF ENGINEERS TO COMPLETE THEIR INTERNAL REVIEW OF A REVISED ENVIRONMENTAL IMPACT STATEMENT (EIS) AND POST AUTHORIZATION CHANGE REPORT (PACR) ON THE WALLISVILLE RESERVOIR AND SALTWATER BARRIER AT THE EARLIEST POSSIBLE TIME.

Mr. CARTER. Again, we appreciate this opportunity to appear before this committee and urge your favorable consideration of our requests.

With these remarks, I would like to call on a few members of the delegation who will discuss projects in the Trinity River Basin of specific concern to their areas.

The first speaker will be Mayor Pro Tem Richard Taliaferro, City of Denton.

Mr. MYERS. We will be pleased to hear you, Mayor Taliaferro. The list of the names of those present and their testimony will be part of the testimony.

STATEMENT OF RICHARD TALIAFERRO

Mr. TALIAFERRO. Mr. Chairman and members of the committee, my name is Richard Taliaferro, and I am the Mayor Pro Tem of the City of Denton, Texas.

I want to extend my appreciation for this opportunity to appear before you regarding the Ray Roberts Reservoir that is being constructed near Denton. The City of Denton joins the City of Dallas in expressing appreciation for the progress that has been made on this most important water resource project to date.

The City of Denton, a 26 percent participant in this reservoir, is in vital need of a new water resource. Denton's present water usage is in excess of nine million gallons per day, whereas the city's water rights from other sources amount to four and a half million gallons per day.

Although water is available to Denton on an interim basis from the City of Dallas, it is of utmost importance to Denton and other cities in North Texas that the Ray Roberts Reservoir be completed in as timely a manner as possible.

It is my understanding that the President's proposed budget for 1981–82 includes $12.5 million for this project. It is also my understanding that to maintain the previously established schedule, $30 million is required and that the Corps of Engineers has a capability of completing this amount of work.

The Denton City Council fully supports efforts made by the President and Congress to correct the current economic situation in this country. We know that bringing the rate of inflation under control is the number one concern of the citizens across the land, and that reduction of the Federal deficit must be the primary objective of Congress at this time.

However, we also believe even in times of austerity, water resources must be given a high priority for consideration.

Recognizing that lengthening the construction schedule of this project has the effect of increasing its total costs, and delaying payment of the local portion to the Federal Government, we respectfully request that the members of the committee give serious consideration to the funding for Ray Roberts Reservoir for fiscal year 1981–82 at a level which will maintain the schedule for this project in a manner that is consistent with overall Federal objectives.

Mr. Chairman and members of the committee, thank you very much for this opportunity to appear before you and convey to you the views and concerns of the City of Denton, Texas.

Mr. MYERS. Thank you, Mayor. A very fine statement.
[The statement of Mayor Taliaferro follows:]

STATEMENT OF RICHARD TALIAFERRO

Mr. Chairman and members of the committee, my name is Richard Taliaferro and I am the mayor pro tem of the City of Denton, Texas. I want to extend my appreciation for this opportunity to appear before you regarding the Ray Roberts Reservoir that is being constructed near Denton. The City of Denton joins the City of Dallas in expressing appreciation for the progress that has been made on this most important water resource project to date. The City of Denton, a 26 percent participant in this reservoir, is in vital need of a new water resource. Denton's present water usage is in excess of nine million gallons per day, whereas the city's water rights from other sources amount to four and a half million gallons per day. Although water is available to Denton on an iterim basis from the City of Dallas, it is of utmost importance to Denton and other cities in north Texas that Ray Roberts Reservoir be completed in as timely a manner as possible.

It is my understanding that the President's proposed budget for 1981-82 includes $12½ million for this project. It is also my understanding that to maintain the previously established schedule, $30 million is required and that the Corps of Engineers has a capability of completing this amount of work. The proposed reduction has the effect of lengthening the construction schedule of this most vital project. We can hardly see how the cost of the project will be reduced by lengthening the construction schedule.

Gentlemen, it appears to me that the most prudent course to follow would be one that would maintain the construction of Ray Roberts Reservoir at its previously established schedule, thereby allowing the earliest possible completion date. Upon completion, the City of Denton and the City of Dallas will begin repaying the Federal Government, thereby returning these funds to the Federal Treasury. Since this project will be a revenue producing project of vital importance to the citizens and economy of our area, we trust that you will give serious consideration to funding this project in a manner that will maintain the previously established schedule.

Mr. Chairman and members of the committee, thank you very much for this opportunity to appear before you and convey to you the views and concerns of the citizens of Denton. Thank you.

Mr. CARTER. Our next statement will be made by Mayor Pro Tem Don Hicks, City of Dallas.

Mr. MYERS. Mayor Hicks, we are pleased to have you. You may proceed.

STATEMENT OF DON HICKS

Mr. HICKS. On behalf of Mayor Robert Folsom and the Dallas City Council, I appreciate this opportunity to discuss with you a very important project—Ray Roberts Lake, formerly Aubrey Reservoir. Additionally, I will comment on the Dallas Floodway Extension Project.

In 1980 the Cities of Dallas and Denton executed contracts with the Corps of Engineers to sponsor the Ray Roberts project. The project is now underway and the purchase of land has begun. The reservoir is being constructed to help meet the needs for water supplies in the rapidly growing, water short North Central Texas region.

On February 17, 1981 General Robinson testified to a $30 million capability. However, only $12.5 million is included in the budget.

As you are aware, the local sponsors repay the monies with interest but not until the project is finished. Therefore, it would appear to be advisable to keep the project on schedule; by doing so, the government will hold down cost and will get its money back faster.

Ray Roberts Lake is a special project with compelling features:

—It will save energy. Ray Roberts Lake will be a gravity flow source of water. It is the last gravity source available to the cities in the Upper Trinity Basin.

—It will improve flood protection for a very nominal investment.

—It represents the highest and best use of scarce water resources.

—It will supply drinking water needed by over 20 communities.

—It will have minimum impact on the environment.

—It will upgrade stream flow and improve the wildlife habitat.

The people need the water, the many communities need the recreation opportunities, and properties downstream need the flood protection.

Operating within this year's budget constraints means you must carefully assess priorities. With the drought conditions that have affected much of the nation the last couple of years, it is quite evident that water resource projects should command a high priority. Therefore, your careful consideration of funding for Ray Roberts Lake will be appreciated.

In reference to the Dallas Floodway Extension, the City of Dallas supports the project. An appropriation of $570,000 for fiscal year 1982 will allow the completion of the Phase II General Design Memorandum, Recreational Master Plan and initiation of the plans and specifications for construction of this project.

I thank you for the opportunity to appear before you.

Mr. MYERS. Thank you, Mayor Hicks, a very fine statement.

[The summary of requests follows:]

AP095001

SUMMARY OF REQUESTS

THE TRINITY RIVER AUTHORITY OF TEXAS (TRA) REQUESTS THE FOLLOWING ACTIONS BE TAKEN BY THE UNITED STATES CONGRESS WITH REGARD TO THE ENERGY AND WATER DEVELOPMENT APPROPRIATIONS BILL FOR FEDERAL FISCAL YEAR 1982 AS THAT BILL RELATES TO PROJECTS OF THE CORPS OF ENGINEERS IN THE TRINITY RIVER BASIN, TEXAS.

1. FUNDING REQUESTS:

PROJECT	BUDGET REQUEST
ADVANCE ENGINEERING AND DESIGN	
TRINITY RIVER, TEXAS (DALLAS FLOODWAY EXTENSION & NAVIGATION TO LIBERTY)	$ 570,000
CONSTRUCTION	
LAKEVIEW LAKE	$37,200,000
OPERATION & MAINTENANCE	
BARDWELL LAKE	$ 650,000
NAVARRO MILLS LAKE	745,000
TRINITY RIVER & TRIBUTARIES	978,000

2. ADMINISTRATIVE REQUEST: TRA REQUESTS THAT THE COMMITTEE REPORT CONTAINS LANGUAGE DIRECTING THE CORPS OF ENGINEERS TO COMPLETE THEIR INTERNAL REVIEW OF A REVISED ENVIRONMENTAL IMPACT STATEMENT (EIS) AND POST AUTHORIZATION CHANGE REPORT (PACR) ON THE WALLISIVLLE RESERVOIR AND SALTWATER BARRIER AT THE EARLIEST POSSIBLE TIME.

Mr. CARTER. The next speaker will be Jimmy Payton, President of the Trinity River Authority of Texas.

Mr. MYERS. Mr. Payton, we are pleased to have you. You may proceed.

STATEMENT OF JIMMY PAYTON

Mr. PAYTON. Mr. Chairman and members of the subcommittee, I am Jimmy C. Payton of Euless, Texas. I am a member of the Board of Directors of the Trinity River Authority of Texas, from Tarrant County, and currently serve as the Authority's President.

TRA fully supports the levels of funding recommended in the fiscal year 1982 budget for those Federal water projects we support as local sponsor within our political subdivision.

(A) As to the Trinity River, Texas budget item, $570,000 has been recommended to continue development of a Phase II General Design Memorandum. Only two of the original five major components of the Trinity River Project, the Dallas Floodway Extension and the multiple-purpose channel to Liberty, are found to be economically viable under current conditions and/or are included in the Corps of Engineers' current plan for construction.

The Corps currently estimates that the Dallas Floodway Extension report will be completed by January 1982 and the multiple-purpose channel to Liberty studies will follow in late 1982 or early 1983. TRA is advised that $570,000 will be adequate for these Phase II studies in fiscal year 1982, and we urge congressional approval of this appropriation.

(B) Concerning the Lakeview Lake, $37.2 million has been recommended for continued construction of this Federal flood control, water supply, and recreation project during fiscal year 1982. The Lakeview project in general, and the costs attributable to local interests for water supply and recreation specifically, will be very expensive.

In the interest of long-term economy and financial relief for the entities and citizens who will actually repay the Federal Government, TRA requests that Congress continue to support funding the maximum capability limits of the Corps. For this reason, TRA fully supports the appropriation of $37.2 million, which we are advised will be adequate for the fiscal year.

(C) Continued maintenance dredging of the existing six-foot channel to the Port of Liberty at River Mile 45 remains of crucial importance to the industries on the lower Trinity River dependent on barge transportation. A total of $978,000 has been recommended for this purpose, and TRA strongly supports this appropriation for fiscal year 1982.

(D) The Authority also offers its support to Lake Ray Roberts. While Lake Ray Roberts is within the Trinity River Basin, it is outside of TRA's political subdivision and is jointly sponsored by the cities of Dallas and Denton.

Lake Ray Roberts will play a crucial role as a future water supply for these two rapidly growing cities and for this reason TRA supports its construction.

TRA also has some administrative requests which we would like to mention.

The Wallisville reservoir and saltwater barrier at the mouth of the Trinity River remains a critical priority for TRA. After better than eight years of delay since being enjoined in an environmental lawsuit, some limited progress can be at last reported.

A revised Environmental Impact Statement and post-authorization change report on the Wallisville project is scheduled for release by the Corps' Galveston district within a matter of days.

We request that this committee include language clearly directing the Corps to complete their internal review at all levels at the earliest possible time. The Corps should be further directed to expeditiously submit their finalized documents to the Federal District Court in Houston, so the injunction can be lifted, and in turn presented to Congress for approval and construction funding.

In conclusion, we thank this committee for its attention, leadership and decisiveness in support of water resource development. We also understand and, as reasonable people, support the effort to fight inflation by reducing the Federal deficit and balancing the budget.

While we stand ready to sacrifice and make do with less Federal funding in the future, we still remain convinced that Federal investments in Trinity Basin water resource projects remain among the soundest and highest yielding in the history of our country.

Our greatest, if not only hope is for success in the effort to end the inflation spiral before reduced appropriations add an even greater financial burden on those who will be repaying the local share of costs to the Federal Government.

Thank you for your attention.

Mr. MYERS. Thank you, Mr. Payton.

STATEMENT OF ROY ORR

Mr. CARTER. Next we will hear from Commissioner Roy Orr of Dallas County. Mr. Orr is also President of the National Association of Counties.

Mr. ORR. Thank you, Mr. Chairman, members of the subcommittee.

My name is Roy Orr, and I serve as a Dallas County Commissioner. As a result of this position I have become involved with and currently serve as President of the National Association of Counties.

In both capacities I have learned that water-related problems are of increasing concern to people across the country. I have also learned that there are no cheap or easy remedies to these problems.

In my Dallas County District the solution to many of my constituents' problems with water supply, flood control and recreation will be realized when the Corps of Engineers' Lakeview Lake is completed. Progress on Lakeview in recent years has been excellent but, quite candidly, an overly long time in coming.

Our main interest at this time is maintaining Lakeview's momentum with the objective of having the project completed by summer 1985. In pursuit of this, I would like to strongly urge that the recommended appropriation of $37.2 million for Lakeview Lake construction be included in the fiscal year 1982 budget by this committee.

In making this request for the citizens of Dallas County, I fully realize the constraints current economic policy places on all forms of Federal funding. I can only request that this body grant consideration to continuing full funding for those projects, such as Lakeview Lake, which are actually under construction.

Elongation of the construction period by reduced funding could be a false economy in the long run, one that will result in an increased and unnecessary burden on those who will be repaying the local share of costs, and an increased burden of cost to the Federal Government.

Again, I appreciate the opportunity to be here. I don't know of any project that is more needed than this particular one.

Also, as President of the National Association of Counties, we had a legislative conference here about three weeks ago. We are supporting the President in most of the items in this budget because we feel we need a balanced budget.

We are one of the few public interest groups that came out in support of the President. We are willing to take our share of the cuts.

Thank you.

Mr. MYERS. Commissioner Orr, if you are anything like our Governor, you are a pretty nice person.

Mr. ORR. Thank you.

Mr. CARTER. Next to speak will be Mr. David Clayton, representing the Lakeview Lake Planning Council.

STATEMENT OF DAVID CLAYTON

Mr. CLAYTON. My name is David Clayton, and I serve as President of the Lakeview Lake Planning Council. The Council is a citizen's organization that has provided grass roots support for the Corps of Engineers' Lakeview Lake for more than 16 years.

We like to think, based on the Fort Worth District's construction progress in the last two years, that our efforts have finally produced tangible results. One of our more recent efforts to develop public awareness as to the progress on Lakeview Lake was a March 25 dedication ceremony for that portion of FM 1382 between Cedar Hill and Grand Prairie.

This road was relocated and improved to allow for initial construction of the earthen embankment and outlet works. The Corps currently estimates that this first major contract for Lakeview construction is 63 percent complete and is actually 10 percent ahead of schedule.

The next major contract for completion of the embankment and spillway is to be advertised for bid by July 1, awarded by the end of August and completed by September 1985. In related activities, the Corps has acquired 10,435 acres, or 59 percent of the 17,704 total acres required for the project and is currently anticipating that deliberate impoundment of water will begin in spring 1985.

In order to maintain Lakeview's current momentum, the Planning Council fully supports the recommended appropriation of $37.2 million for fiscal year 1982 construction. When Lakeview was originally authorized for construction by Congress in 1965, the project had an estimated total cost of $39 million. As of October 1980 this estimate had inflated to $261.9 million.

While the membership of the Planning Council is extremely aware of the current effort to balance the budget and control inflation, we are also hopeful that public works projects, such as Lakeview Lake, which are currently under active consideration will continue to be pursued at maximum capability levels.

In addition to our increasing needs for the water supply, flood control and recreation to be provided by Lakeview, current conditions almost guarantee that a large number of competent and qualified contractors will be making most favorable bids on the remainder of the project.

We thank the members of this committee for the key role you have played in the development of Lakeview Lake and request your continuing support so that it may be completed at the earliest possible time and at the lowest possible cost.

Thank you again for your attention, and I would be happy to answer any questions.

Mr. BEVILL. There are no questions? Very good. Thank you.

Mr. MYERS. Lakeview has been around for a while. We remember it.

Mr. CLAYTON. Thank you very much.

Mr. CARTER. The final statement will be made by Commissioner John Hebert, Port Liberty, Texas.

STATEMENT OF JOHN HEBERT

Mr. HEBERT. Mr. Chairman and members of the committee, my name is John Hebert of Liberty, Texas. I presently serve as a Commissioner of the Port of Liberty, Texas, Director of the Liberty-Dayton Area Chamber of Commerce, and Past President-Director of the Liberty Lions Club.

Since Liberty is the last major city on the Trinity River before it empties into Galveston Bay, our citizens have historically found their well-being and economic stability to rise and fall with the river level.

Currently one of our highest short-range priorities is the continuation of maintenance dredging along the 45 miles of authorized six-foot channel to our Port. A total of $978,000 has been proposed for this purpose and we strongly encourage this committee to include the full appropriation in the final budget.

Additional industrialization at the Port of Liberty and throughout the Lower Trinity River region in recent years has proven that our present run-of-the-river navigation system with its oxbow turns, snags and sandbars is no longer adequate.

Fortunately, the Fort Worth District of The Corps of Engineers in their Phase I General Design Memorandum and EIS on the Trinity River Project concur and propose the construction of a multiple-purpose channel to Liberty.

A total of $570,000 has been proposed for the completion of a Phase II GDM on the Trinity River project, which by late 1982 or early 1983 should lay out a firm plan for solving our lingering problems with flooding and maintaining navigation passageway. We strongly support this appropriation for inclusion in the Fiscal Year 1982 budget.

The Wallisville Reservoir and Saltwater Barrier continues to languish under the shroud of an almost decade-old lawsuit. Accord-

ing to the Corps, however, the bureaucratic log jam has begun to burst and documents providing for a revised project configuration with a considerably reduced environmental impact are about to be circulated for review.

We request this committee take whatever action it is capable of to encourage the Corps to complete the review cycle as soon as possible in order to achieve the earliest possible resumption of construction on Wallisville Reservoir.

Thank you for your courtesy and attention.

Mr. BEVILL. Thank you very much.

[The statement of Mr. Hebert and resolutions follow:]

STATEMENT OF JOHN HEBERT

Mr. Chairman and Members of the Subcommittee, my name is John Hebert of Liberty, Texas. I presently serve as a Commissioner of The Port of Liberty, Texas, Director of The Liberty-Dayton Area Chamber of Commerce, and Past President-Director of the Liberty Lions Club. Since Liberty is directly served by river transportation of barges when conditions allow, it is easily seen that the economy of the area is directly affected by the river level and channel.

Thus, our highest priority is the continuation of maintenance dredging and snag removal along the 45 miles of the authorized six-foot channel to our Port. A total of $978,000 has been proposed for this purpose and we ask this Committee to include this amount in full in its budget recommendations to the full Committee. We further ask that you aid in insuring this total amount is included in the final Budget Report.

The tremendous increase in industrialization of the Port of Liberty and the remaining lower Trinity River Region as shown by documentation and other testimony has proven the cost benefit ratio of the project. This is additionally supported by the Forth Worth District of the Corps of Engineers in their Phase I General Design Memorandum (GDM). The Environmental Impact Statement (EIS) on the Trinity River Project is also in concurrence. With local support indicated, the Corps of Engineers has recommended a Multi-purpose Channel to Liberty. Further, a $570,000 expenditure for the completion of a Phase II GDM by late 1982 or early 1983 has been proposed by the Corps. We also ask your support for this appropriation in the fiscal year 1982 Budget.

Finally, we ask you assistance in encouraging the Corps of Engineers to press forward with the revised design and EIS for the Wallisville Reservoir and Saltwater Barrier. It appears that most of the obstacles have been resolved and we know the importance of the combination of this project with the Corps of Engineers' Design Memorandum for the entire lower Trinity. This Subcommittee is well aware of the importance of future sources of surface storage of fresh water supplies and the tremendous negative effect saltwater intrusion would have on the farming industry that is so dependent on fresh water for irrigation.

The submittal of this testimony will be accompanied by Resolutions of support from the City of Liberty, the Liberty County Commissioners Court, and Port of Liberty Commission, the Chambers-Liberty County Navigation District, and the Liberty-Dayton Area Chamber of Commerce.

Thank you for you courtesies and attention.

RESOLUTION NO. 81-82

WHEREAS, Lakeview Lake is a federal multiple-purpose water resources project, which will provide flood control, water supply, recreational benefits and wildlife enhancement; and

WHEREAS, we appreciate the foresight that has been given by both Sub-committees on finance in Congress for past appropriations and urge your continued support; and

WHEREAS, the proposed Federal Budget for Fiscal year 1982 contains $37,200,000.00 for Lakeview Lake construction; and

WHEREAS, the U. S. Army Corps of Engineers agree that this amount for construction fits the division capability; and

WHEREAS, the appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Lake, thereby awaiting additional needs due to inflation.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF CEDAR HILL, TEXAS:

THAT, the Congress of the United States is urged to appropriate $37,200,000.00 for the Fiscal Year 1982 for the construction of Lakeview Lake.

ADOPTED, this the 10th day of March, 1981.

George W. Walters
George W. Walters
Mayor

T. W. Cannady
T. W. Cannady
Mayor Pro-Tem

C. D. Bohannan
C. D. Bohannan
Councilman

Kenneth Lander
Kenneth Lander
Councilman

Frank Tidwell
Frank Tidwell
Councilman

Eugene Jim Hammitt
Eugene Jim Hammitt
Councilman

Alton Daniel
Alton Daniel
Councilman

RESOLUTION

1981-1

WHEREAS: Lakeview Lake is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS: Land acquisition is well under way as well as construction of the embankment along with the completed relocation of FM 1382 with previously appropriated funds; and

WHEREAS: The U. S. Army Corps of Engineers has indicated a Division capability of 37.2 million dollars for construction of Lakeview Lake in Fiscal Year 1982; and

WHEREAS: Appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Lake, thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF DUNCANVILLE, TEXAS:

That the Congress of the United States is urged to appropriate 37.2 million dollars which represents the Corps of Engineers Fiscal Year 1982, for construction of Lakeview Lake, thereby reducing the construction time and ultimately causing the saving of taxpayers' money in the cost of the Lake.

DULY RESOLVED by the City Council of the City of Duncanville, Texas, on this the 2nd day of March A.D., 1981.

Richard L. Davidson
Mayor

ATTEST:

Laurie Lane
City Secretary

DUNCANVILLE
INDEPENDENT SCHOOL DISTRICT
(Dallas County, Texas)

Proclamation

Exhibit #3

Whereas: Lakeview Lake is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, land acquistion is well under way as well as construction of the embankment along with the completed relocation of FM 1382 with previously appropriated funds; and

WHEREAS, the U. S. Army Corps of Engineers has indicated a Division capability of 37.2 million dollars for construction of Lakeview Lake in Fiscal Year 1982; and

WHEREAS, appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Lake thereby avoiding inflation-caused esculation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the lake at the earliest possible time.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF TRUSTEES OF THE DUNCANVILLE INDEPENDENT SCHOOL DISTRICT OF DUNCANVILLE, TEXAS:

That the Congress of the United States is urged to appropriate 37.2 million dollars which represents the Corps of Engineers Fiscal Year 1982, for construction of Lakeview Lake, thereby reducing the construction time and ultimately the saving of taxpayer's money in the cost of the lake.

DULY RESOLVED BY THE DUNCANVILLE INDEPENDENT SCHOOL DISTRICT, DUNCANVILLE, TEXAS, ON THIS 9th DAY OF MARCH A.D., 1981.

Barbara Clark
BARBARA CLARK, PRESIDENT

Billy Fletcher
BOBBY FLETCHER, SECRETARY

R E S O L U T I O N

WHEREAS, Lakeview Lake is still an essential and vitally needed project, which is well into the construction stage; and

WHEREAS, the progress of Lakeview Lake is directly related to the foresight granted by the Sub-Committee on financial appropriations, Congress, and the Administration; and

WHEREAS, the proposed Fiscal Year 1982 contains $37,200,000.00, which matches the United States Army Corp of Engineers' capability for Fiscal Year 1982; and

WHEREAS, it is continually important that this project be funded to corp capability each year to insure the construction timetable, and thereby eliminate excessive costs which would be incurred if appropriations were less than corp capability.

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Duncanville Chamber of Commerce urge that Congress appropriate $37,200,000.00 for the continued construction of Lakeview Lake.

Duly adopted on the 13th day of March, 1981.

BY Wendell B Oliver
WENDELL OLIVER, PRESIDENT

ATTEST Jess V. Kirk
JESS V. KIRK, EXECUTIVE DIRECTOR

RESOLUTION NO. 2040

A RESOLUTION CONCERNING THE CONSTRUCTION OF LAKEVIEW RESERVOIR, THE FUNDING AND WORK PROGRAM, AND REQUESTING CONTINUED FUNDING; TO BECOME EFFECTIVE UPON ITS PASSAGE AND APPROVAL.

WHEREAS, the federal government has determined that the Lakeview Reservoir, located predominantly in Southwest Dallas County, has a cost benefit ratio which justifies the construction of said reservoir; and

WHEREAS, the construction of Lakeview Project was approved by Congress in 1965; and

WHEREAS, appropriations have consistently and continuously been made by the United States Congress for the construction of said lake; and

WHEREAS, most plans and specifications have been completed for the construction of said lake; and

WHEREAS, land acquisition has begun; and

WHEREAS, the Trinity River Authority is the local sponsor for implementation of municipal water supply; and

WHEREAS, the Trinity River Authority and the State of Texas and certain municipalities will construct, operate, and maintain various park facilities on and around the lake; and

WHEREAS, additional appropriations will be needed for the expeditious completion of the project;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY OF GRAND PRAIRIE, TEXAS:

SECTION I: THAT the Congress of the United States is hereby specifically requested to approve the President's Budget which allocates $37.2 million for funding of Lakeview Reservoir in 1981/82.

SECTION II: THAT the Congress of the United States continue approval of funding for this project in the future.

SECTION III: THAT the City Council of Grand Prairie, Texas expresses the appreciation of the citizens of this community for the continued support of the House and Senate Subcommittees and full Committees on appropriations for this vital project.

SECTION IV: THAT this Resolution be in full force and effect from and after its passage and approval.

PASSED AND APPROVED in regular council session this the 17th day of March, 1981.

Thomas D. Kinnard Jr.
MAYOR, City of Grand Prairie, Texas

ATTEST:

Melba S. Flagg
City Secretary

grand prairie
CHAMBER OF COMMERCE

A RESOLUTION CONCERNING THE CONSTRUCTION OF LAKEVIEW RESERVOIR

WHEREAS, the federal government has determined that the Lakeview Reservoir, located predominantly in Southwest Dallas County, has a cost benefit ratio which justified the construction of said reservoir; and

WHEREAS, the construction of Lakeview Project was approved by Congress in 1965; and

WHEREAS, appropriations have consistently and continuously been made by the United States Congress for the construction of said lake; and

WHEREAS, most plans and specifications have been completed for the construction of said lake; and

WHEREAS, land acquisition and initial construction has begun; and

WHEREAS, the Trinity River Authority is the local sponsor for implementation of municipal water supply; and

WHEREAS, the Trinity River Authority and the State of Texas will construct, operate, and maintain various park facilities on and around the lake; and

WHEREAS, additional appropriations will be needed for the expeditious completion of the project;

NOW, THEREFORE, BE IT RESOLVED BY THE GRAND PRAIRIE, TEXAS, CHAMBER OF COMMERCE:

SECTION I: That the Congress of the United States is hereby specifically requested to approve the President's Budget which allocated $37.2 million for funding of Lakeview Reservoir in 1981/82.

SECTION II: That the Congress of the United States continue approval of funding for this project in the future.

PASSED AND APPROVED BY THE BOARD OF DIRECTORS OF THE Grand Prairie, Texas, Chamber of Commerce this the 17th day of March, 1981.

Fritz W Heinke
President

ATTEST:

Reg Crump
Chairman, Governmental Affairs Committee

Grand Prairie Chamber of Commerce • 306 W. Main Street • Box 1227 • Grand Prairie, Texas 75051 • (214) 264-1558

RESOLUTION

WHEREAS, the Oak Cliff Chamber of Commerce has on numerous occasions declared its support of the comprehensive plan for development of the Trinity River, as authorized by the Rivers and Harbors Act of October 27, 1965, Public Law 89-298; and

WHEREAS, Lakeview Reservoir is an integral component of the comprehensive plan; and

WHEREAS, pursuant to a directive from the Committees on Appropriations of the United States Senate and House of Representatives, the Corps of Engineers has conducted a restudy of the feasibility of Lakeview Reservoir under Plans designated A through I, and has found Plan E to be the most favorable plan in consonance with the needs for flood control, water supply, and recreation and fish and wildlife; and

WHEREAS, Plan E was also selected by the local sponsor, the Trinity River Authority, as being the most appropriate plan to assist in meeting the needs of the Dallas-Fort Worth Metroplex, and the local sponsor has furnished the necessary assurances of local participation in that Plan to the Corps of Engineers; and

WHEREAS, the requirements for flood control, water supply and recreation and fish and wildlife which would be met by the construction of Lakeview Reservoir indicate the need for its completion at the earliest possible date.

NOW, THEREFORE BE IT RESOLVED, that the Oak Cliff Chamber of Commerce urges that funds adequate to make a substantial beginning on the construction of Lakeview Reservoir, in the amount of one million dollars, remain a part of the President's proposed budget for the forthcoming fiscal year; and that construction of the project gets underway as promptly as possible.

Oak Cliff Chamber of Commerce

RESOLUTION "LAKEVIEW RESERVOIR" -2-

BE IT FURTHER RESOLVED that the President and Executive Vice President of the Oak Cliff Chamber of Commerce execute this Resolution on behalf of the Board of Directors and transmit a copy to such persons and organizations as they shall deem appropriate.

ADOPTED UNANIMOUSLY at a meeting of the Board of Directors of the Oak Cliff Chamber of Commerce this 12th day of February, 1974.

ATTEST:

Bill McCalib

Bill McCalib, Executive Vice President

Bill Melton

By: Bill Melton, President

OAK CLIFF
CHAMBER OF COMMERCE
333 WEST JEFFERSON • MAIL ADDRESS • P.O. BOX 4396 • DALLAS, TEXAS 75208 • 214 943-4...
"Serving the Southwest Quadrant of the City of Dallas"

March 12, 1981

POSITION PAPER

In conjunction with the attached Resolution, dated February 12, 1974 and the Re-confirmation, dated May 20, 1975, the Board of Directors, Oak Cliff Chamber of Commerce submits this "Position Paper".

The Board of Directors urges that $37.2 Million Dollars be appropriated as recommended by the Army Corps of Engineers in the 1982 fiscal year budget for the continuation of construction of Lakeview Lake, to supplement appropriations of budgets for fiscal years 1975 and 1976.

David A. Jenkins,
Executive Vice President

Gary L. Hardin, Chairman of the Board

OAK CLIFF
CHAMBER OF COMMERCE

RE-CONFIRMATION

Attached is a copy of the resolution approved by the Board of Directors of the Oak Cliff Chamber of Commerce, February 12, 1974 and introduced at hearings before Subcommittees on Public Works, Committees On Appropriations, U. S. Senate and House of Representatives April 23, 1974.

The Oak Cliff Chamber of Commerce appreciates the $3,250,000 approved in the Fiscal Year 1976 budget for Lakeview Lake and urges approval of an additional $2,398,000 in the budget for the 1976 Transition Quarter.

Bill McCalib
Executive Vice President

Abe Meyer
President

May 20, 1975

RESOLUTION NO. 69

WHEREAS, Lakeview Lake is an essential water resources development project which will provide flood control, water supply, and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, land acquisition has begun at the site for Lakeview Lake with previously appropriated funds; and

WHEREAS, the proposed Federal Budget for fiscal year 1982 contain qualified monies for continued construction on Lakeview Lake; and

WHEREAS, the U. S. Army Corps of Engineers has indicated a Division capability of $37,200,000 construction of Lakeview Lake in fiscal year, 1982; and

WHEREAS, appropriation of funds equal to the Corps capability will enable a scheduled completion of Lakeview Lake thereby avoiding inflation caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MANSFIELD, TEXAS:

THAT the Congress of the United States is urged to appropriate a minimum of $37,200 000, which represents the Corps of Engineers fiscal year, 1982, for construction of Lakeview Lake, thereby reducing the construction time and ultimately the saving of taxpayer's money in the cost of the lake.

AND IT IS SO RESOLVED.

APPROVED AND ADOPTED THIS 9th day of March, 1981.

Tom Corbin

Tom Corbin, Mayor
City of Mansfield, Texas

ATTEST:

Kathryn Howard

Kathryn Howard, City Secretary

Mansfield Chamber of Commerce

P. O. BOX 363
MANSFIELD, TEXAS 76063

RESOLUTION

Whereas, Lakeview Lake is an essential water resources development project which will provide flood control, water supply, and recreational benefits to a population of more than 1.5 million people; and,

Whereas, land acquisition has begun at the site for Lakeview Lake with previously appropriated funds; and,

Whereas, the proposed Federal Budget for fiscal year 1982 contain qualified monies for continued construction on Lakeview Lake; and,

Whereas, the U.S. Army Corps of Engineers has indicated a Division capability of $37,200,000. construction of Lakeview Lake in fiscal year, 1982; and,

Whereas, appropriation of funds equal to the Corps capability will enable a scheduled completion of Lakeview Lake thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore,

BE IT RESOLVED,

that the Congress of the United States is urged to appropriate a minimum of $37,200,000., which represents the Corps of Engineers fiscal year, 1982, for construction of Lakeview Lake, thereby reducing the construction time and ultimately the saving of taxpayer's money in the cost of the lake.

Passed and Approved This 10'th Day of March, 1981, By the Board of Directors of the Mansfield Chamber of Commerce.

R. Pratt Phillips

R. Pratt Phillips, President
Mansfield Chamber of Commerce

Attest:

Jean Perry

Jean Perry, Secretary

CITY OF MIDLOTHIAN
235 North 8th
Midlothian, Texas 76065

RESOLUTION OF THE CITY COUNCIL OF MIDLOTHIAN, TEXAS

WHEREAS, Lakeview Reservoir is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, Lakeview Reservoir is at 63% completion on the 1st Embankment Contract; and

WHEREAS, the proposed Federal Budget for Fiscal Year 1982 contains $37,200,000 for continued construction on Lakeview Reservoir; and

WHEREAS, the U. S. Army Corps of Engineers has indicated a Division capability of $37,200,000 for construction of Lakeview Reservoir in Fiscal Year 1982; and

WHEREAS, appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Reservoir thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore,

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $37,200,000 for construction of Lakeview Reservoir.

PASSED AND APPROVED the 24th day of February, 1981 by the City Council, City of Midlothian.

THE CITY OF MIDLOTHIAN

George Kent
George Kent
Mayor

ATTEST:

June Smith
June Smith
City Secretary

RESOLUTION OF THE BOARD OF TRUSTEES FOR THE MIDLOTHIAN INDEPENDENT SCHOOL DISTRICT

WHEREAS: The Lakeview Reservoir project is essential to the development of North West Ellis County through improved flood control, increased water supply and improved recreational benefits; and

WHEREAS: the proposed Federal Budget of $37,200,000 for fiscal year 1982; and

WHEREAS: the U.S. Army Corps of Engineers has indicated a capability of $37,200,000 for construction on this project for 1982; therefore

BE IT RESOLVED: the Board of Trustees for the Midlothian Independent School District urges the Congress of the United States appropriate $37,200,000 for construction of Lakeview Reservoir.

PASSED AND APPROVED the 9th day of March, 1981 by the Board of Trustees for the Midlothian Independent School District.

Midlothian Independent School District
Board of Trustees

Elton Brigham

Elton Brigham, President

MIDLOTHIAN WATER DISTRICT
235 North 8th
Midlothian, Texas 76065

RESOLUTION OF THE MIDLOTHIAN WATER DISTRICT, MIDLOTHIAN TEXAS

WHEREAS, the Midlothian Water District has contracted 42% of the water supply from Lakeview Reservoir. Our primary function is to supply the water needs in the Midlothian Water District; and

WHEREAS, we urgently need a surface supply of water, rather than depend on our present supply from wells as the water table in our area is diminishing at an alarming rate of 30 to 40 feet per year; and

WHEREAS, the lake will afford recreation facilities to the Dallas - Fort Worth Metroplex area and throughout the state, resulting in a savings of fuel and energy due to the close proximity of the densely populated area; and

WHEREAS, the flood control Lakeview will afford in our area is immeasurable in human life and property damage.

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $37,200,000 which represents the Corps of Engineers Fiscal Year 1982, for construction of Lakeview Lake and assure the earliest completion date.

THE MIDLOTHIAN WATER DISTRICT

V. H. Easterwood, Jr.

ATTEST:

June Smith
City Secretary

RESOLUTION OF THE MIDLOTHIAN CHAMBER OF COMMERCE, MIDLOTHIAN, TEXAS

WHEREAS, Lakeview Reservoir is an essential water resources development project which will provide flood control, water supply and recreational benefits to a population of more than 1.5 million people; and

WHEREAS, the current status is 6% complete on the 1st embankment contract; and

WHEREAS, the proposed Federal Budget for Fiscal Year 1982 contains $37,200,000 for continued construction on Lakeview Reservoir; and

WHEREAS, the U.S. Army Corps of Engineers has indicated a Division capability of $37,200,000 for construction of Lakeview Reservoir in Fiscal Year 1982; and

WHEREAS, appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Reservoir thereby avoiding inflation-caused escalation of the cost of the Lake and allowing citizens to receive the vital benefits to be provided by the Lake at the earliest possible time; therefore,

BE IT RESOLVED, that the Congress of the United States is urged to appropriate $37,200,000 for construction of Lakeview Reservoir.

PASSED AND APPROVED the 2nd day of March, 1981 by the Chamber of Commerce, Midlothian, Texas.

Midlothian Chamber of Commerce

Ed Zschiesche
President

TRINITY IMPROVEMENT ASSOCIATION

DELEGATION TO

1981 CONGRESSIONAL HEARINGS

NAMES AND ADDRESSES

1. DAVID CLAYTON, *President, Lakeview Lake Planning Council*
   Drawer B, Duncanville, TX 75116

2. JESS V. KIRK, *Secretary Treasurer, Lakeview Lake Planning*
   Council, P. O. Box 36. Duncanville, TX 75116

3. GREG PATTON, *Vice President, Lakeview Lake Planning Council*
   P. O. Box 355, Cedar Hill, TX 75104

4. JOHN R. CLARK, *Director, Lakeview Lake Planning Council*
   P. O. Box 225521, Dallas, TX 75265

5. REG CRUMP, *Mayor Pro Tem, City of Grand Prairie*
   1813 Surry Circle, Grand Prairie, TX 75050

6. MARK ADAMS, *Member, Board of Directors, Grand Prairie*
   Chamber of Commerce, P. O. Box 1227, Grand Prairie, TX 75050

7. DAVID JENKINS, *President, Oak Cliff Chamber of Commerce*
   P. O. Box 4280, Dallas, TX 75208

8. GARY HARDIN, *Chairman, Board of Directors, Oak Cliff*
   Chamber of Commerce, P. O. Box 210249, Dallas, TX 75211

9. HOWARD BROWN, *City Manager, City of Midlothian*
   235 North 8th Street, Midlothian, TX 76065

10. GEORGE KENT, *Mayor, City of Midlothian*
    417 West Avenue G, Midlothian, TX 76065

11. ED ZSCHIESCHE, *President, Midlothian Chamber of Commerce*
    505 Trail Lake, Midlothian, TX 76065

12. GEORGE WALTERS, *Mayor, City of Cedar Hill*
    Route One, Box 512, Cedar Hill, TX 75104

13. T. W. CANNADY, *Mayor Pro Tem, City of Cedar Hill*
    P. O. Box 96, Cedar Hill, TX 75104

14. C. D. BOHANNAN, *Councilman, City of Cedar Hill*
    1452 Donna, Cedar Hill, TX 75104

15. PAT MCELROY, *Member, Lakeview Lake Planning Council*
    600 East Camp Wisdom, Duncanville, TX 75116

Mr. FROST. Mr. Chairman, I would also say to Mr. Myers I wish him well in making the final four again next year.

Mr. BEVILL. Thank you so much. We will work with you on that.

[Further information follows:]

TRINITY IMPROVEMENT ASSOCIATION-DELEGATION TO 1981 CONGRESSIONAL HEARINGS-NAMES AND ADDRESSES -2-

16. RICHARD L. DAVIDSON, *Mayor, City of Duncanville*
P. O. Box 280, Duncanville, TX 75116

17. HAROLD WHITE, *Mayor Pro Tem, City of Duncanville*
P. O. Box 280, Duncanville, TX 75116

18. JOHNNY PAT DAY, *Past Councilman, City of Mansfield*
P. O. Box 44, Mansfield, TX 76063

19. LOYD SEETON, *Former Mayor, City of Mansfield*
115 Main, Mansfield, TX 76063

20. ARTHUR BLACKWOOD, *Postmaster, City of Mansfield*
301 North Main, Mansfield, TX 76063

21. RICHARD TALIAFERRO, *Mayor Pro Tem, City of Denton*
City Hall, 215 East McKinney, Denton, TX 76201

22. A. CHRIS HARTUNG, *City Manager, City of Denton*
City Hall, 215 East McKinney, Denton, TX 76201

23. R. E. NELSON, *Director of Utilities, City of Denton*
City Hall, 215 East McKinney, Denton, TX 76201

24. DON HICKS, *Mayor Pro Tem, City of Dallas*
City Hall, Room 5A South, Dallas, TX 75201

25. TOM TAYLOR, *Director of Water Utilities, City of Dallas*
City Hall, Room 4A North, Dallas, TX 75201

26. CLARENCE WARNSTAFF, *Manager, Planning Division, Water Utilities*
City of Dallas, City Hall, Dallas, TX 75277

27. JIMMY C. PAYTON, *President, Board of Directors, Trinity River Authority, 440 W. State Hwy 114, Grapevine, TX 76051*

28. ROBERT HARDY, JR., *Vice President, Board of Directors, Trinity River Authority, P.O. Box 631, Huntsville, TX 77304*

29. DANNY VANCE, *General Manager, Trinity River Authority*
P. O. Box 60, Arlington, TX 76010

30. SAM SCOTT, *Manager, Executive Services, Trinity River Authority*
P. O. Box 60, Arlington, TX 76010

31. JOHN JADROSICH, *Public Information Officer, Trinity River Authority, P. O. Box 60, Arlington, TX 76010*

32. AMON G. CARTER, JR., *Chairman, Board of Directors, Trinity Improvement Association, P.O. Box 1870, Ft. Worth, TX 76101*

33. RUSSELL H. PERRY, *President, Trinity Improvement Association P. O. Box 223000, Dallas, TX 75222*

34. I. M. RICE, *Executive Vice President, Trinity Improvement Association, 2117 W. Airport Fwy, Suite 23, Irving, TX 75062*

35. SUE A. WIESE, *Secretary, Trinity Improvement Association 2117 W. Airport Freeway, Suite 23, Irving, TX 75062*

36. ED NASH, *Member, Board of Directors, Trinity River Authority P. O. Box 400, Kaufman, TX 75142*

37. BRUCE SMITH, *Member, Board of Directors, Trinity River Authority, 204 First National Bank Building, Athens, TX 75751*

38. MAURICE LOCKE, *President, Port Commission, City of Liberty P. O. Box 232, Liberty, TX 77575*

39. JAMES BENGE, *Manager, Mississippi Chemical Company P. O. Box 1077, Liberty, TX 77575*

40. ART BARKIS, *Commissioner, Port Commission, City of Liberty 1201 Bowie, Liberty, TX 77575*

41. HOMER SMITH, *Manager, Port of Liberty P. O. Box 1270, Liberty, TX 77575*

42. JOHN HEBERT, *Commissioner, Port Commission P. O. Box 876, Liberty, TX 77575*

43. ROY ORR, *Commissioner; President, National Association of Counties, 4403 West Illinois, Dallas, TX 75211*

44. CARL RIEHN, *Executive Director, North Texas Municipal Water District, P. O. Drawer C, Wylie, TX 75098*

45. DICK HUEHOLT, *Vice President, Governmental & Public Affairs Dallas Chamber of Commerce, 1507 Pacific, Dallas, TX 75201*

46. KATHLEEN GOLDEN, *Secretary, Greater Dallas Planning Council 714 Fidelity Union Tower, Dallas, TX 75201*

47. RICK DOUGLAS, *Senior Vice President, Southland Real Estate Resources, P.O. Box 61208 D/FW Station, Dallas, TX 75261*

Mr. BEVILL. There is no man in this Congress that has done more to help develop this country than Congressman Ray Roberts.

We are pleased to have you, Ray. You may proceed as you wish.

STATEMENT OF CONGRESSMAN RAY ROBERTS OF TEXAS

Mr. ROBERTS. Thank you, Mr. Chairman, members of the subcommittee.

I am delighted to be here. It gives me a great deal of pleasure to be back. This subcommittee and committee has done more to develop the resources of this country than any committee in the Congress.

I am honored to be with the kind of people I am with today—Amon Carter here, Russell Perry, who has been here 30 years for Dallas, Edward Nash—they are all top-flight people.

In the past years I have been able to appear before this distinguished committee in an official capacity, but now I only represent myself, and possibly the City of Denton.

Mr. BEVILL. You still carry a lot of weight in this committee.

Mr. ROBERTS. I live in the City of Denton now. I am delighted to endorse the statement of President Pro Tem of Denton. I just want to thank you gentlemen for what you have done for this country. I will be very brief.

Texas is a water deficit state. You can see that by the type of people that are up here suporting water. You have been real good to us. Two of the projects are very dear to my heart.

I am sorry my successor, Ralph Hall, cannot be here, but due to the events yesterday, unfortunately he was dumped in Austin when the plane had to come back. He will file a statement later, Mr. Chairman, with your permission.

Of course, first the Aubrey Lake and Reservoir, which has been renamed Ray Roberts Lake, as of January. That is a source of great personal pride to me. I hope the name won't sink the project.

As you have heard testimony, the Corps of Engineers testified to a capability of $30 million. But due to the squeeze being put on, and the shortage of money, it is going to be very difficult to get that kind of money.

I hope that somehow the committee will be able to allocate somewhere between $17 million and $20 million. If we don't, we are going to be sliding back hill. I hope you will do that.

The Cooper Reservoir, which is not in my district, it is in the other Hall district, but the water will come basically to this group, Dallas and North Texas water district, they have got some problems.

Sam Hall has already filed a statement. I endorse his statement. I just want to express my appreciation, Mr. Chairman, for letting me take a few minutes and visit with you again.

[The statement of Mr. Roberts and the resolution follow:]

STATEMENT OF

HONORABLE RAY ROBERTS OF TEXAS

BEFORE THE

APPROPRIATIONS SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

MARCH 31, 1981

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

It gives me a great deal of pleasure to appear before this committee again. You have done more to develop the resources of this country than any committee of the House of Representatives.

In years past, I have been before you many times in an official capacity. This time, I represent only myself and possibly the City of Denton, Texas, where I now reside.

I wish to express my sincere appreciation to you for the many times you have gone the extra mile to help me with water projects for our great country when I was Chairman of the Public Works Subcommittee on Water Resources.

I shall be very brief Mr. Chairman. Texas is a state whose very future depends on water. Through your foresight we have made great improvements, but we have a long way to go. We need all the help we can get.

HON RAY ROBERTS

March 31, 1981

Two projects are very dear to my heart. First, the Aubrey Lake and Reservoir project which was renamed Ray Roberts Lake as of January 1981. This of course is a source of pride to me and I have moved to within nine miles of the site. I hope the name does not hurt the progress of this project, so that I may even have a chance to fish there before I cash in. The original Carter 1982 budget recommended $17 million for this project, and the Corps of Engineers stated their capability at $30 million. The new Administration is requesting only $12.5 million, but I certainly hope the $17 million can be appropriated.

Another project has been stalled for years by environmental law suits. This is Cooper Lake and Channels which is primarily in the First District of Texas, ably represented by the Honorable Sam B. Hall, Jr., but on the edge of my old Fourth District now represented by my friend, the Honorable Ralph M. Hall.

You have already heard testimony from the Honorable Sam Hall last week urging your continued assistance with the Cooper project, and I merely want to add my strong support for the requests he made at that time. Your records reflect the history of Cooper since 1955, and now that we finally have complied and responded to all the environmental road blocks, it is time to move forward. Everyone who has been involved with Cooper over the years is very optimistic that we will have a favorable court decision this summer and be ready to go ahead with the construction for which you have $650,000.00 in the budget request. As I said, I am delighted to support this budget request.

Mr. Chairman, we all know that times are tough. I know that you and this committee will do all that you can in line with the restraints placed upon you.

Thank you for the water projects and your service to this country.

###

Resolution

For record

ORDER NO. 81 389

DATE: March 2, 1981

STATE OF TEXAS I
I
COUNTY OF DALLAS I

BE IT REMEMBERED at a regular meeting of Commissioners' Court of Dallas County, Texas, held on the 2nd day of March, 1981, on motion made by Roy Orr, Comm. Dist. #4 and seconded by Jim Tyson, Comm. Dist. #3 the following order was adopted:

WHEREAS, the commitment by Congress to the construction of Lakeview Lake is to be applauded; and

WHEREAS, Lakeview will provide protection of environment and flood control along the main stem of the Trinity River as it flows through south Dallas County; and

WHEREAS, Lakeview Lake will provide a desperately needed source of water to communities that have been hurt economically because of an inadequate water supply; and

WHEREAS, a great deal of progress has been made such as the relocation of F.M. 1382, near completion of land acquisition, initiation of embankment construction and of outlet work; and

WHEREAS, the United States Army Corp of Engineers' division capability for construction in fiscal 1982 is $37.2M.

NOW, THEREFORE, BE IT RESOLVED that the Dallas County Commissioners' Court appreciates the vision, foresight and commitment of Congress regarding Lakeview Lake.

BE IT FURTHER RESOLVED that the Dallas County Commissioners' Court urges the Congress of the United States to appropriate $37.2 million.

DONE IN OPEN COURT this the 2nd day of March, 1981.

Garry Weber
COUNTY JUDGE

Jim Jackson, COMMISSIONER
District #1

Jim Tyson, COMMISSIONER
District #3

Nancy Judy, COMMISSIONER
District #2

Roy Orr, COMMISSIONER
District #4

RESOLUTION

WHEREAS, Lakeview Lake is a federal multiple-purpose water resources project, which will provide flood control, water supply, recreational benefits and wildlife enhancement; and

WHEREAS, we appreciate the foresight that has been given by both Sub-Committees on finance in Congress for past appropriations and urge your continued support; and

WHEREAS, the proposed Federal Budget for Fiscal year 1982 contains $37,200,000.00 for Lakeview Lake construction; and

WHEREAS, the U. S. Army Corps of Engineers agree that this amount for construction fits the division capability; and

WHEREAS, the appropriation of funds equal to the Corps capability will enable an early completion of Lakeview Lake, thereby awaiting additional needs due to inflation.

NOW, THEREFORE, BE IT RESOLVED BY THE CEDAR HILL CHAMBER OF COMMERCE OF CEDAR HILL , TEXAS:

THAT, the Congress of the United States is urged to appropriate $37,200,000.00 for the Fiscal Year 1982 for the construction of Lakeview Lake.

ADOPTED, this the 10th day of March, 1981.

Jim Strickland
President
Cedar Hill Chamber of Commerce

Mr. ROBERTS. I hope we will get this thing completed. I am living within nine miles of the site. I hope to put a line in there before I turn in my chips.

Mr. BEVILL. Well, I have an idea you will.

Mr. RUDD. Mr. Chairman, it gives me a great deal of pleasure personally to see this great Congressman back in harness again. I cannot imagine him otherwise. Welcome.

Mr. ROBERTS. Thank you.

Mr. MYERS. Ray, it is always great to see you back. On behalf of those Members of Congress who have respected the judgment and advice Ray has given us through the years, we thank you in Texas for sending him and sharing him with you, giving us the opportunity to have his sage advice.

We know you continue to send good members up here, too. So, we appreciate it. You are very lucky to have a guy like this. It is only fitting you should name this lake for a person who has done more for Texas and the country than anyone I can think of, as the chairman has said.

Thank you, Ray.

Mr. BEVILL. I also note our friend and colleague Congressman Charlie Wilson is usually here each year, but he was unable to be here this time. He has given me a statement here for the record in support of these projects. That will be made a part of the record.

[The statement of Mr. Wilson follows:]

STATEMENT OF REPRESENTATIVE CHARLES WILSON OF TEXAS

Thank you, Mr. Chairman, for the opportunity to testify in support of funds for Water Resource Projects in the State of Texas, particularly those in or affecting the 2nd Congressional District, which I represent.

The Projects which I will cover are located in the Trinity River Basin, Sabine River Basin, Brazos River Basin, the Neches River Basin and San Jacinto River Basin.

TRINITY RIVER BASIN

The Trinity River Project consists of two elements. They are the Dallas Floodway Extension which would extend the present Dallas levees through south Dallas, and the Multiple-purpose channel for flood control, recreation and navigation from Trinity Bay to Liberty. This project is very important to the people of the 2nd Congressional District and I ask your support of the $570,000 in the President's Budget to continue Phase II General Design Memorandum. We are advised by the Corps of Engineers that they have the capability to properly utilize this amount of funds proposed in Fiscal Year 1982.

Although not in the 2nd Congressional District, the Lakeview Reservoir Project when completed will assist in easing the flooding in portions of the mid-Trinity Basin. This is a flood control, water supply and recreation project located in southeast Tarrant and southwest Dallas counties. The President's Budget proposal contains $37.2 million for construction. The Corps of Engineers have indicated that it has a capability of utilizing $37.2 million during Fiscal Year 1982 for land acquisition, road relocation, and embankment construction. Your support for this proposed amount would be appreciated.

The Wallisville Lake is a saltwater barrier, recreation and water supply project at the mouth of the Trinity River in Chambers and Liberty Counties. No funds are included in the President's Budget proposal and none are needed in Fiscal Year 1982. However, I would appreciate any action you may take to get the Southwestern Division of the Corps of Engineers to expedite its efforts to complete and submit for evaluation to the Federal courts, all students required as a result of the environmental lawsuit. This project is urgently needed for a water supply source and saltwater barrier in the lower Trinity Basin for the City of Houston and several rice irrigation systems.

SABINE RIVER BASIN

There are two projects related to the Sabine River Basin, but not under the jurisdiction of the Corps of Engineers, which I ask your support in finding. These are U.S. Department of Interior, Water and Power Resources Service Feasibility Investigation Projects for Bon Wier and Big Cow Creek.

The project investigation for the Bon Wier Project will provide a comprehensive analysis of the feasibility of developing a dam and reservoir with hydroelectric facilities at the Bon Wier site on the Sabine River. This study began in Fiscal Year 1979 and the President's proposal for Fiscal Year 1982 is $250,000. I ask that you support the appropriation of $250,000.

The project investigation for the Big Cow Creek project will provide a feasibility-level study of the water supply needs in the area of Jasper and Newton Counties. This study also began in Fiscal Year 1979 and the President's proposal for Fiscal Year 1982 is $180,000. Your support for this amount will be appreciated.

BRAZOS RIVER BASIN

Lake Millican is needed at the earliest possible date as a flood control project. It is the last major element in the Corps of Engineers' flood control system for the lower Brazos Basin, and until it is placed in operation, floods from the 2,200 square-mile Navasota watershed will continue to cause severe damage along the lower Navasota River and lower Brazos River Valleys.

Lake Millican is even more urgently needed as a source of additional water supplies. It has been projected for many years that water supplies from Lake Millican would be needed by 1980, and experience has more than borne out the validity of this projection; water supplies from Lake Millican are needed now. Essentially all of the long-term dependable yields, both from the existing reservoir in the Brazos River Authority's basin-wide water supply system and from reservoirs presently under construction are committed under existing water supply contracts. As a major reservoir, Lake Millican will make it possible to meet the growing water supply needs in this immediate vicinity and, through incorporation in the Authority's basin-wide system, in other areas throughout the basin as well.

Another most important need for water from Lake Millican is to permit the development and use of extensive lignite deposits in the lower Navasota watershed as sources of fuel to help ease our energy shortage. The Brazos River Authority has already received requests for substantial amounts of water for this purpose which cannot be met by any source other than Lake Millican.

The President's proposed budget includes $290,000 for continued planning and design of Millican Lake during Fiscal Year 1982, which is the full amount of the Corps of Engineer's capability, and I urge your support for this funding.

NECHES RIVER BASIN

The Lower Neches Valley Authority provides surface water from Pine Island Bayou and the Neches River to rice farmers, several small water districts, refineries and chemical plants, and five communities, including the City of Port Arthur. The City of Beaumont provides surface water from the Neches River and ground water from Hardin County for the city and one major petroleum refinery.

During periods of low flow and high water use, salt water from the Gulf of Mexico moves up the Neches River and threatens the fresh water supplies of the Lower Neches Valley Authority and the City of Beaumont. Temporary barriers have been used to prevent the salt water contamination, but when they are used, they obstruct free navigation of the river by pleasure craft, and commercial towboats and barges. In order to prevent salt water contamination of the Neches River, a salt water barrier has been authorized.

The President's proposal for Fiscal Year 1982 includes $250,000 to continue advance engineering and design for this project, and I ask that you support this amount.

Flooding along the reaches of the Neches River has been and continues to be a very serious problem. With the increasing development and utilization of this area, the losses in turn are becoming greater. Although the National Flood Insurance Program is helping those individuals participating in the program by payment for the flood damage under their policies, more effort should be directed toward prevention of the flooding.

With this in mind, I submitted a proposal to the Public Works and Transportation Committee for authorization of a review of the report on the Neches River and Tributaries to determine measures to minimize flood damages in the Neches River basin and Pine Island Bayou Watershed.

The proposal was approved and $60,000 was provided in Fiscal Year 1981 to begin the Pine Island Bayou Study. The President's proposed budget for Fiscal Year 1982 includes $300,000 to continue this study and I ask that you support this funding.

With respect to the Neches River and Tributaries, the Neches River Study has been dormant since Fiscal Year 1972. Following my proposal regarding the Neches River and Pine Island Bayou, the local sponsor, the Lower Neches Valley Authority, asked that the Pine Island Bayou study be broadened to include a determination by the Corps of Engineers as to whether the construction of Rockland Dam would now be economically justified. In view of the current energy crisis and the resulting sharply increased value of hydroelectric power generation and in view of the contribution which the construction of Rockland Dam and reservoir would make to the relief of the flooding situation in the lower reaches of the Neches River, the Lower Neches Valley Authority believes that construction is justified. We agreed with the Authority and $50,000 was provided in the Fiscal Year 1981 appropriation to commence the study under the category of "Restudy of Deferred Project". The proposal to continue this study in Fiscal Year 1982 is $60,000 and I ask your support for this amount.

SAN JACINTO RIVER BASIN

Montgomery County, which is in the 2nd Congressional District, is the fastest growing county in the State of Texas. Much of this growth comes from the large number of people working in the Houston area and living in Montgomery County. As more development takes place, flooding problems increase.

There is a serious need for a study of these flood problems to determine what can be done to prevent or decrease the flooding and eliminate the repeated losses to the residents in that area, particularly on Lake Creek and the West Fork of the San Jacinto River.

The original proposed budget for Fiscal Year 1982 included $300,000 to study the flood problems in the San Jacinto basin. President Reagan's revised budget includes only $100,000 in Fiscal Year 1982 for this study. The Corps has indicated that they have the capability of utilizing $400,000 on the San Jacinto River and Tributaries project in Fiscal Year 1982. With that amount on Lake Creek and the West Fork of the San Jacinto. However, I support the efforts to reduce the Budget and control inflation and I am only asking that this need for $400,000 be recognized and recorded. I wish to express my support for the reduced funding of $100,000 and urge that it be provided.

Mr. BEVILL. Anything else?

Mr. CARTER. Mr. Chairman, on behalf of this delegation I want to thank you for the opportunity to appear before this committee. In this time of budget austerity we support efforts to curb inflation and stand ready to bear our part of the burden.

We only ask that the soundness of Federal participation in Trinity Basin water resources development and the return on investment be taken into consideration in arriving at your decisions.

Also, I would like to present here a letter to you, Mr. Chairman, from Governor Clements. We will put that in the record.

Mr. BEVILL. All right. That will be made part of the record.

[The letter follows:]

For Record

WILLIAM P. CLEMENTS, JR.
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
AUSTIN, TEXAS 78711

March 23, 1981

The Honorable Tom Bevill
Chairman, Subcommittee on Energy
and Water Development
Committee on Appropriations
U.S. House of Representatives
2305 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

Attached please find the supporting testimony of the Texas Department of Water Resources pertaining to certain public works projects administered by the United States Corps of Engineers in the Trinity River Basin of Texas.

The Texas Department of Water Resources is primarily responsible for the proper development and conservation of our water resources in Texas, and in that regard, has carefully examined and analyzed each of these projects. I concur in their findings and recommendations and trust that this testimony will be carefully considered by the Committee.

Thank you for your consideration.

Sincerely,

W.P. Clements, Jr.

William P. Clements, Jr.
Governor of Texas

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Attachment

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STATEMENT

OF THE

TEXAS DEPARTMENT OF WATER RESOURCES

REGARDING

U.S. ARMY CORPS OF ENGINEERS INVESTIGATIONS AND PROJECTS

IN THE

TRINITY RIVER BASIN OF TEXAS

PRESENTED TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

March 31, 1981

The Texas Department of Water Resources respectfully submits the following testimony regarding Corps of Engineers public works projects located in the Trinity River Basin of the State of Texas.

Responsibility for Statewide planning and development of water resources rests with the Texas Department of Water Resources. The Department has been statutorily designated as the State agency to cooperate with appropriate agencies of the Federal government and with other State and local governmental entities in matters relating to water resource development. In order to assure orderly development and management of the State's water resources, the Department has formulated and adopted a comprehensive Statewide plan known as the "Texas Water Plan", which under Texas statutes serves as the official guide for future water development in Texas.

The plan indicates the need for specific projects, including alternatives, to meet the State's water needs and to provide for State, regional, and National economic growth and stability. The Department of Water Resources maintains a continuing planning program in order to keep the plan current to address changing economic, social, hydrologic, and environmental conditions in the State. The projects which we offer testimony are all integral elements of the State's water plan.

TRINITY RIVER TEXAS PROJECT

It is important that the public understands that the term "Trinity River Texas Project" is an administrative term coined to define four projects, each of which was separately authorized by Congress to be "undertaken independently of one another whenever funds are available and the prescribed local cooperation has been furnished." Those four separate and independent projects are:

(1) West Fork Floodway, to connect the existing flood control facilities in Fort Worth-Dallas;

(2) The Dallas Floodway Extension, to extend the existing Dallas levee system in a southerly direction through Oak Cliff and South Dallas;

(3) Tennessee Colony Lake, for flood control, water supply, and recreation; and

(4) the multi-purpose channel, for flood control and barge transportation.

Development of water supply and flood-control potential in the Trinity River Basin is important to Texas on a long-range basis. The urban expansion of the Dallas-Fort Worth area has meant increased flooding and flood damages in the fertile river bottom land of the Trinity River Valley downstream from Dallas, thus compelling the need to protect lives and urban and agricultural development along the Trinity River below Dallas. In addition, the State of Texas has a direct stake in controlling these floods because four major units of the Texas Department of Corrections are located in this area of the Trinity River. These units are intended to be self-sustaining through food and fiber production and when floods destroy these efforts, the losses are accountable through State tax funds.

Dallas Floodway Extension

Construction of the initial Dallas Floodway was begun in 1953 and completed in 1960. The existing project consists of 23 miles of rehabilitated levees (originally constructed in 1928 through 1932), floodway channels, and drainage outlets located in the City of Dallas. The Dallas Floodway Extension provides for enlargement and realignment of about 8.6 miles of the West Fork Floodway and about 10.5 miles of tributary channels and related levees in an area extending from the end of the existing Dallas Floodway System downstream to Five Mile Creek, including the lower part of White Rock Creek.

Continued work on Phase II of Advanced Engineering and Design, project benefits estimation, and the assessment of certain financial arrangements with local sponsors are included in the proposed work schedule for fiscal year 1982.

West Fork Floodway

The existing West Fork Floodway System includes enlarged and realigned channels along the West Fork Trinity River, Farmers Branch, and a diversion channel and associated levees around Westworth Village. The additional flood protection measures under study provide for protection of the area from the mouth of the West Fork segment in the Dallas Floodway System to the end of the existing West Fork Floodway at the Riverside Drive bridge in Fort Worth. The project would include enlargement and realignment of about 31 miles of tributary channels, and construction of related levees.

Multiple-Purpose Channel

The authorized multiple-purpose channel consists of a 12-foot deep by 200-foot wide multi-purpose channel for flood control and navigation extending from Trinity Bay northwestward up the Trinity River about 363 miles through Dallas to Fort Worth, with a system of 16 navigation dams and 20 navigation locks. The environmental analysis of this part of the Trinity River Project was completed in fiscal year 1978. This information is vital for full evaluation of this project and its potential for an energy-effective transportation system. Costs, benefits, and environmental impacts of the multi-purpose channel are being reevaluated under the restudy of the entire Trinity River Project.

Tennessee Colony Lake

Tennessee Colony Lake is a major element in flood protection for the middle Trinity River Basin for both agriculture and energy (lignite) production. The need to complete planning to determine the beneficial enhancement of lignite production as well as to provide needed flood protection and water supply development in and around the lake site is urgent. Tennessee Colony Lake is a major element in the Texas Water Plan for water supply to meet water requirements in the coastal areas of Houston and Galveston.

The President has included in his budget and the Corps of Engineers has indicated the capability to utilize $570,000 in fiscal year 1982, for Advanced Engineering and Design of the Trinity River Project, principally Dallas

Floodway project. The expeditious completion of the Phase II planning phase of project completion is the next step in providing desperately needed flood control to the Trinity River Basin.

RAY ROBERTS LAKE

The Ray Roberts Lake (formerly Aubrey Lake), Texas project located on the Elm Fork of the Trinity River upstream of Lewisville Lake, was authorized by the River and Harbor Act of 1965. When completed, the project will be operated as a two reservoir system with Lewisville Lake to provide an additional 87,000 acre-feet per year of dependable yield. Completion of Ray Roberts Lake is essential to meet future water needs of the cities of Dallas and Denton and their customer cities.

The President has recommended $12,500,000 in his fiscal year 1982 budget to continue construction of Ray Roberts Lake. The Department strongly urges the Committee to appropriate the full amount of the President's recommendation.

LAKEVIEW LAKE

The Lakeview Lake, Texas project was authorized by the River and Harbor Act of 1965. The project is located on Mountain Creek, a tributary to the West Fork of the Trinity River. The project will provide a dependable water supply of 17,000 acre-feet per year for municipal use in the area, where additional surface-water supplies are badly needed.

The President has recommended $37,200,000 in his fiscal year 1982 budget for the continued construction of Lakeview Lake. The Department respectfully requests that the committee appropriate the President's recommended amount for fiscal year 1982 to assure the timely completion of the project.

LEWISVILLE DAM REHABILITATION

This project is located in north Texas near the City of Denton, on the Elm Fork of the Trinity River approximately 22 miles northwest of Dallas, Texas. The rehabilitation consists of constructing upstream and downstream embankment stabilization measures. The rehabilitation was initiated during FY 1979 and is scheduled for completion during fiscal year 1982. The Department supports the President's budget amount of $2,818,000 in order to complete the project and meet the scheduled completion date.

LAVON LAKE MODIFICATION AND
EAST FORK CHANNEL IMPROVEMENT

The modification of the existing Lavon Dam located on the East Fork of the Trinity River about 22 miles northeast of Dallas, Texas and channel improvements to the East Fork below Lavon Lake to permit sustained flood releases without causing damages were authorized by the Flood Control Act of 1962 and the Water Resources Development Act of 1974. The modified facility

is providing additional water supply storage for municipal and industrial use in an area that is experiencing rapid growth and development. Construction has been on-going since FY 1967 and the only remaining work which involves channel improvements on East Fork Increment I is scheduled for completion during fiscal year 1982. The Department supports the recommended funding amount of $2,413,000 required to continue construction and meet the scheduled completion date.

CONCLUDING COMMENTS

The Texas Department of Water Resources appreciates the opportunity to provide testimony to the Committee, and respectively urges the appropriation of funds as requested in order to accomplish the coordinated, timely, and orderly development of vitally needed water resource projects in the Trinity River Basin of the State of Texas.

Respectfully submitted,

TEXAS DEPARTMENT OF WATER RESOURCES

By: Harvey Davis

Harvey Davis
Executive Director

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Mr. CARTER. It is always a pleasure to appear before this committee.

Mr. BEVILL. We are always delighted to see you. We look forward to seeing you the next time.

Mr. CARTER. We have been coming for 25 or 30 years.

Mr. BEVILL. You always finish well within your time, too.

PACIFIC NORTHWEST PROJECTS

WITNESS

STEPHEN R. LINDSTROM, EXECUTIVE VICE PRESIDENT, PACIFIC NORTHWEST WATERWAYS ASSOCIATION

Mr. BEVILL. We have the Brazos River Authority, Mr. Hoge, General Manager, and members of the congressional delegation and group.

I see Mr. Stephen Lindstrom is here. We will take you out of order. You may proceed as you wish.

STATEMENT OF STEPHEN LINDSTROM

Mr. LINDSTROM. Thank you kindly, Mr. Chairman.

I have provided for committee members and staff copies of our prepared remarks. I would like to abbreviate those, even though there doesn't appear to be a long line.

Mr. BEVILL. Yes, that is good.

Mr. LINDSTROM. For the record, I am Stephen Lindstom of the Pacific Northwest Waterways Association. I find it is truly an honor and pleasure to sit before you again today in testimony to the Subcommittee on Energy and Water Development.

We are always grateful for the opportunity to express our concerns about these fiscal year 1981 supplemental appropriations and the fiscal year 1982 budget.

For nearly 50 years we have been visiting Washington, D.C. on behalf of water-oriented projects in the Pacific Northwest. The original focus of our group was to see that a lock was installed in the original Bonneville Dam. Needless to say, that lock was built.

Now we are back again asking that planning money be continued for a new lock at Bonneville Dam, something that the pressures of the times is making more and more a prominent issue in our region.

Mr. BEVILL. With the new lock—you are seeking the new dam now?

Mr. LINDSTROM. No, sir, a new lock in the existing dam. The old lock is under-sized compared to the seven locks further up the system to Lewiston, Idaho. It has become a bottleneck now. By the time a new lock could be built beside it, we would see basically 100 percent capacity.

So, in order to not see diversion of cargo to less efficient modes, or an abrogation of certain cargo services entirely, we feel that it is an orderly requirement that this be accomplished.

There is no further authorization needed until next year. So, we are talking about something that can be appropriated directly. It is

not a large amount of money. We are talking about $3.4 million to do some hard design.

I would point out that in our testimony the other several projects that we speak to and recommend highly to your scrutiny are basically hydropower, and hydropower-oriented, a very inexpensive method of generating badly needed electricity for our country, and reducing our dependence on import energy.

For example, at the existing Bonneville Dam, there are what they call fish attraction units, just water allowed to flow down through to cause a little turmoil at the base of the dam to draw fish near the fish ladder.

There is a way to trap that fish attraction water for hydropower development. It is an existing structure. It would just be a matter of installing some turbines. Very expensive, something that has no environmental impact of any form, and would be a cheap and easy way to go, with some additional generation.

So, there are several small projects like this, modest projects that we feel are of some value in the region. There are some planning monies that we are looking at for larger projects sometime down the line, but which we feel should be spoken to this year, so that the string is not broken.

Again, a number of the people in our region are strongly supportive of additional Section 107 monies for a small harbor development, especially in Olympia, Washington and at Kenai, Alaska, where there is critical need.

The Kenai need is a commercial fish need. They currently now raft out their fishing boats and suffer severe damage sometimes with the strong and severe tides there, and they just end up sitting on the bottom, tipped down sideways.

They are at the whim of the weather and the tides, unable to really conduct normal fishing operations sometimes because of that. The Corps has expressed a capability to remedy that with a small boat harbor. We would urge that that be considered.

We as usual are strongly supportive of the regional activities of the Water Power Resources Service. We support the elements of their budget as set before you earlier by the spokesman from the Department of Interior.

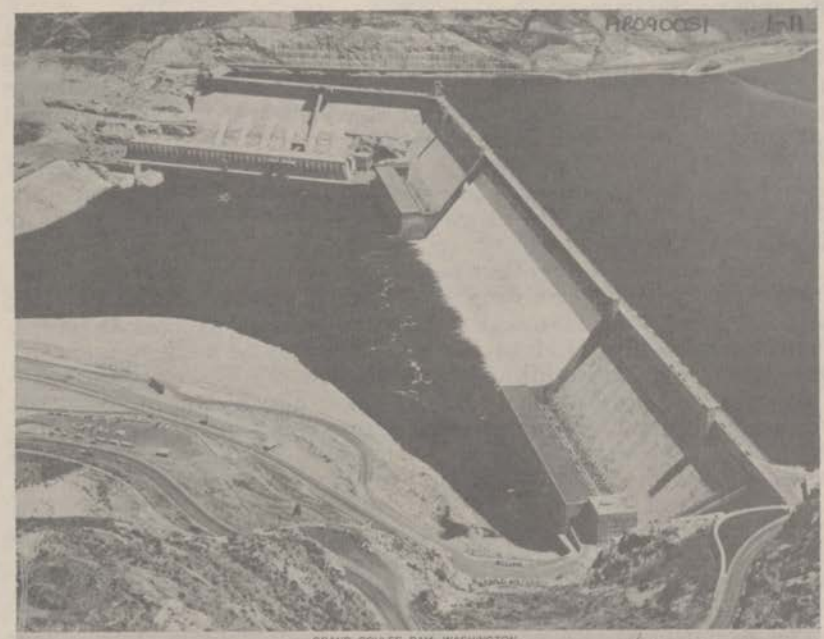
We also urge your speedy and total approval of the Bonneville Power Administration's budget. They are self-supporting, self-financing, but under the terms of Public Law 93-454, congressional review and approval is necessary.

With that, I will close my remarks, reminding you that especially in the Pacific Northwest we have been urged for years to buy U.S. savings bonds, to save a little bit for a rainy day. I would urge that we invest a little in some water development projects so we have saved a little for a dry day.

With that, I will be happy to answer any questions.

Mr. BEVILL. Very good. If there are no further questions, thank you.

[The statement of Mr. Lindstrom and appendix follow:]



GRAND COULEE DAM, WASHINGTON

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

RECOMMENDATIONS TO THE U.S. CONGRESS FOR FEDERAL PUBLIC WORKS PROGRAMS IN THE PACIFIC NORTHWEST, FOR FISCAL YEAR 1982.

Submitted by:
STEVE LINDSTROM, Executive Vice President
Pacific Northwest Waterways Association
P.O. Box 61473
Vancouver, Washington 98666

PNWA

MARCH, 1981

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INTRODUCTION

This publication contains the recommendations of the Pacific Northwest Waterways Association (PNWA) to the U. S. Congress concerning federal public works investments in the Pacific Northwest and Alaska for Fiscal Year 1982. Specifically addressed are the Bonneville Power Administration; the North Pacific Division of the U. S. Army Corps of Engineers; and, the Pacific Northwest Region of the Water and Power Resources Service.

The summary statement and supporting data were compiled for presentation to the Subcommittees for Energy and Water Development of the Committees on Appropriations of the U. S. House of Representatives and U. S. Senate at public hearings on March 31, 1981, in Washington, D.C.

Materials contained herein are compiled from the above-listed federal entities and from the PNWA membership. PNWA alone is responsible for the accuracy, but declines responsibility for the consequences of any error in the data herein.

PNWA may be reached at this address:

PACIFIC NORTHWEST WATERWAYS ASSOCIATION
Post Office Box 61473
Vancouver, Washington 98666
Telephone: (206) 699-4666
Attn: Stephen R. Lindstrom, Executive Vice-President

Thank you.

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Lindstrom

TESTIMONY OF

THE PACIFIC NORTHWEST WATERWAYS ASSOCIATION

BY

STEPHEN R. LINDSTROM, EXECUTIVE VICE-PRESIDENT

TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEES ON APPROPRIATIONS, U.S. HOUSE OF REPRESENTATIVES & U.S. SENATE

MARCH 31, 1981, WASHINGTON, D.C.

Good day, Mr. Chairman. It is truly an honor and pleasure to sit before you today in testimony to the Subcommittee on Energy and Water Development of the Committee on Appropriations. The Pacific Northwest Waterways Association is grateful for this opportunity to express our concerns and recommendations about the Fiscal Year 1981 Supplemental Appropriations and the Fiscal Year 1982 Budget.

PNWA has been visiting Congress since 1934 on behalf of many valuable and productive federal public works and related legislation in the region comprised of Alaska, Idaho, Montana, Oregon and Washington. Our first efforts--back when we were named the Inland Empire Waterways Association and before we merged with the Northwest Rivers & Harbors Congress--were directed toward the inclusion of a navigation lock in Bonneville Dam. Needless to say, that lock was built--and we are returning this year to ask, among other things, for continued funding of the new lock at Bonneville Dam, an urgent regional need half a century later!

Teamed with the need for the new lock at Bonneville Dam, are two other conspicuous goals of our organization: A continued appropriate level of relief from the impacts of the Mt. St. Helens eruption and a scrutiny and screening of the regulatory activities of the federal establishment which bear so heavily on every aspect of the average American's life.

PNWA is fully aware of and sympathetic to the financial distress of our nation and our federal budgetary crisis. Further, we are aware and generally supportive of the new Administration's and the Congress' intentions to limit federal spending and reduce the level of government involvement in our everyday lives.

We have investigated thoroughly our extensive and longstanding list of desirable federal projects in our region, and reduced it to a very few in light of current economic and political attitudes. Only the most absolutely essential items remain in our testimony this year.

However, we feel very strongly that we cannot in good conscience abrogate long standing efforts to provide energy, navigation, flood control, fish and wildlife enhancement, conservation, and other facilities in the Pacific Northwest and Alaska.

Three reasons support our point: First, our region will suffer shortages of electrical generating capacity in every forecast year of the 1980's if low water conditions occur. Second, in order to pursue a balance of payments in our foreign trade, we must continue to strengthen our ability to move goods and provide services efficiently and by domestic means. Third, failure to invest the necessary dollars in these projects--by their very nature, links in the same chain--would do irreparable damage to the entire series. Not only would a good faith contract between the federal government and the people of our region be broken, but clearly defined goals of this Congress and the new Administration would be undercut. Specifically, energy independence, improvement in the balance of trade deficit, energy efficiency, domestic processing of resources taken within the 200-mile Zone and national defense interests, would be undercut if continued and orderly federal investment ceases in the Pacific Northwest and Alaska.

Therefore, it is imperative that the projects and other investments about which we show great concern be closely and positively evaluated by you in light of both economic conditions of today and the real-world needs both now and in future decades.

WATER AND POWER RESOURCES SERVICE

The President's Fiscal Year 1982 budget request for the Pacific Northwest Region of the Water and Power Resources Service (formerly the Bureau of Reclamation) totals $95,107,000, of which $1,310,000 will be received from area water users and $2,765,000 will be in grants from the State of Washington.

The request includes $64,349,000 for 17 projects to be financed from the construction appropriation; $25,576,000 under the operation and maintenance category; $2,475,000 for general investigations; $2,680,000 for general administration expenses; $1,685,000 for the Lewiston Orchards Irrigation District Small Projects Loan; and, $27,000 for administration of the Loan program.

The construction appropriation fund includes four major construction projects; five drainage and minor construction projects; three safety of dams projects; and, five rehabilitation and betterment projects.

The Pacific Northwest Waterways Association strongly supports these elements of the President's budget.

BONNEVILLE POWER ADMINISTRATION

The Fiscal Year 1982 federal budget request to Congress by the Bonneville Power Administration totals $928,900,000. Though the BPA Fund is self-financing under provisions of the Federal Columbia River Transmission System Act of 1974 (P.L. 93-454), Congressional review and approval is necessary.

The FY 82 budget includes continued implementation of the Pacific Northwest Electric Power Planning and Conservation Act; several major construction elements; including one--the Surprise Valley Area Service--which requires specific Congressional approval; provisions for the purchase of firm replacement power (again, an indication of the forecast shortfalls of generating capacity for the region); and sufficient resources to operate and maintain the other facets of the BPA program.

Specifically, the BPA budget request incorporates funds for the following areas: Operation and Maintenance, $104,000,000, or 11%; Purchase power and Wheeling, $370,000,000, or 40%; Construction, $216,000,000, or 23%; Associated Project Costs, $94,000,000, or 10%; Reimbursable Programs, $97,000,000, or 10%; and, Interest Expense on Borrowing, $47,900,000, or 5%.

We urge that significant savings ($8,000,000 - $50,000,000) be realized through your refusal to find an underwater crossing at Crow Butte, urging instead a normal overhead crossing for that high voltage transmission line.

PNWA urges immediate approval of the BPA proposed budget for FY 82, including the necessary approval of the Surprise Valley Area Service plan.

We further urge approval of the BPA request for FY 81 Supplemental Appropriations in the amount of $104,000,000.

U. S. ARMY CORPS OF ENGINEERS

The Corps of Engineers' North Pacific Division budget request to Congress for FY 82 totals $323,282,000. The amounts budgeted are adequate to maintain power-on-line schedules at on-going power-producing projects. This is extremely important because the Pacific Northwest faces forecasted shortages of electricity every year throughout the decade of the 1980s.

PNWA strongly supports the proposed budget amounts for the North Pacific Division. However, PNWA is gravely concerned by the low level of proposed funding for certain other categories.

PNWA believes that additional capabilities expressed by the North Pacific Division must be funded this year. We feel it is imperative that continuity be maintained in the region, otherwise drastic problems will arise in the immediate future, even though a few dollars might be saved in one budget year.

PNWA is appreciative of the foresight of the Congress in adding funds to the FY 1981 Appropriation Bill for two new GI study starts, five GI study resumptions, two new AE&D starts, one construction start, and one construction resumption all in the North Pacific Division.

PNWA is greatly disappointed by the absence of any new AE&D or construction starts and the inclusion of only one GI new start in the budget requests for the Corps of Engineers program in the Pacific Northwest and Alaska for FY 1982. The restrictions on new General Investigation and AE&D starts combined with constrained funding levels of these programs will have a serious impact on the future economic growth and welfare in this region. We are also concerned with the absence of any new starts in the Construction category. We feel strongly that the level of funding of this important program will have a significant impact on the immediate employment, energy, and water supply of the region. PNWA believes that new investigations, AE&D and construction starts involving hydroelectric power and navigation should rank high in the budget program for the Corps and other Federal agencies and is recommending a limited number of new starts.

The Corps has reported a capability to handle 71 studies and projects beyond the current budget proposals. After careful evaluation, we have concluded that nine are paramount in fulfilling PNWA's goals for water and related land resource development this year. They are summarized in the table on the following page.

ADDITIONAL CAPABILITY RECOMMENDATIONS

TYPE	AMOUNT	PROJECT
GI	$ 500,000	Columbia River and Tributaries
GI	820,000	Upper Snake River and Tributaries
GI (Pl.& Eng.)	3,400,000	New Lock at Bonneville Dam
GI (Pl.& Eng.)	1,500,000	McNary Second Powerhouse
GI (Pl.& Eng.)	250,000	Rivergate Flood Control, Plan I
Cont. AE&D	266,000	Bradley Lake, Alaska
Const.(New Start)	9,500,000	Bonneville Power Units
Const.(New Start)	4,400,000	Snettisham Unit Three
Const.(New Start)	4,500,000	Strube Lake and Cougar Additional Unit
	$25,136,000	Total Recommended Increase

PNWA's recommended additional amount of $25,136,000 would represent an increase of 7.8 percent of the 1982 budget request for programs in the North Pacific Division.

We also support strengthening the Section 107 Small Projects program, especially to the benefit of the East Bay Marina in Olympia, Washington and the Kenai Small Boat Harbor, Alaska, totalling but $1,042,000.

SUMMARY

PNWA would appreciate your attention to these endorsements and requests. Thank you very much for the opportunity to testify.

1954

PUBLIC UTILITY GENERATION SYSTEMS

STATE OF WASHINGTON

HYDROELECTRIC

	Gross Value	Peaking Capacity KW
CHELAN COUNTY NO. 1	$ 600,095,890	2,009,000
COWLITZ COUNTY NO. 1	19,812,467	74,000
DOUGLAS COUNTY NO. 1	190,583,000	760,000
GRANT COUNTY NO. 2	307,319,034	1,895,000
PEND OREILLE COUNTY NO. 1	21,198,000	77,000
SEATTLE CITY LIGHT	254,323,280	1,471,300
TACOMA CITY LIGHT	200,717,369	659,700
WASHINGTON PUBLIC POWER PACKWOOD PROJECT	12,270,000	31,500

NUCLEAR

Utility	Gross Value	Peaking Capacity KW
WASHINGTON PUBLIC POWER SUPPLY SYSTEM (HANFORD GENERATING PROJECT)	$ 67,250,000	860,000

MUNICIPALLY OWNED UTILITIES IN OREGON

NAME	NUMBER OF CUSTOMERS	HYDRO-ELECTRIC GENERATION MWH
ASHLAND	6,477 1/	
BANDON	2,201	
CANBY	3,266	
CASCADE LOCKS	766	
DRAIN	629	
EUGENE	63,376	394,761
FOREST GROVE	5,707	
MCMINNVILLE	7,517	
MILTON-FREEWATER	3,871	
MONMOUTH	2,430	
SPRINGFIELD	19,391	
TOTAL	115,631	

1/ College town with large transit population; therefore, accounts vary considerably on monthly basis.

1955

INVESTOR OWNED - PRIVATE UTILITIES

	Generation Capacity KW	Investment for Generation System	Miles Transmission Line	Investment In Transmission Lines
IDAHO POWER COMPANY	2,362,824	$ 699,721,952	4,595	$119,055,981
MONTANA POWER COMPANY	1,074,860	283,807,000	6,361	144,762,000
PACIFIC POWER & LIGHT COMPANY	3,956,706	1,157,562,665	6,457	303,211,000
PORTLAND GENERAL ELECTRIC COMPANY	2,744,295	1,011,139,577	1,462	74,268,267
PUGET SOUND POWER & LIGHT COMPANY	934,797	272,084,000	982	43,646,000
WASHINGTON WATER POWER COMPANY	1,032,899	225,650,638	2,052	84,468,118

1957

STATE OF WASHINGTON

OPERATING PORTS

Name	Assessed Valuation	Value Port Property	Annual Tonnage Over Port Owned Facilities	Annual Tonnage Port District Total
ALLYN	$	$		
ANACORTES	512,000,000	3,600.000	512,000,000	-
BELLINGHAM	3,063,121,864	20,401,709	492,115	1,870,651
BENTON	1,299,624,948	9,800,000	-	2,000
BREMERTON	968,212,681	8,341,000	-	-
CAMAS/WASHOUGAL	501,584,862	6,900,000	-	-
CHELAN	1,010,151,102	4,445,373	-	-
CLARKSTON	236,896,057	918,671	334,807	334,807
COLUMBIA	147,096,631	626,438	-	191,838
COUPEVILLE	143,184,679	210,000	-	-
DOUGLAS	494,454,000	2,828,000	-	-
EDMONDS	470,158,329	6,112,542	-	-
EVERETT	1,902,282,744	58,679,770	2,157,932	2,481,621
GRAYS HARBOR	1,667,882,702	32.753,878	2,043,062	3,265,430
ILWACO	109,582,220	3,135,766	-	-
KAHLOTUS	20,186,260	300,000	200,000	200,000
KALAMA	106,408,370	8,112,759	1,112,407	1,048,651
KENNEWICK	1,230,967,269	9,000,000	-	350,000
KLICKITAT	166,970,303	2,595,000	-	-
LONGVIEW	2,549,630,132	20,238,121	2,772,495	5,508,208
OLYMPIA	2,753,293,922	18,200,000	441,327	1,000,000
PASCO	759,398,032	9,716,382	323,408	-
PORT ANGELES	1,411,664,855	20,541,890	1,244,240	1,285,150
PORT TOWNSEND	756,518,288	2,435,000	-	-
SEATTLE	45,203,558,073	599,407,600	9,100,000	22,000,000
SKAGIT	1,068,787,919	11,165,457	-	-
SKAMANIA	131,170,377	1,264,175	-	-
TACOMA	8,927,952,330	141,475,606	9,370,868	-
VANCOUVER	2,927,833,862	28,872,565	1,924,114	2,671,305
WALLA WALLA	1,140,450,664	3,200.000	320,000	740,000
WHITMAN	755,420,453	3,645,000	1,882,081	1,882,081
WOODLAND	121,801,053	300,000	200,000	130,797

1958

STATE OF OREGON

OPERATING PORTS

Name	Assessed Valuation	Value Port Property	Annual Tonnage Over Port Owned Facilities	Annual Tonnage Port District Total
ARLINGTON	$ 60,812,384	$ 1,500,000	125,000	-
ASTORIA	925,722,147	19,099,092	1,001,071	-
BAY CITY	83,421,850	805,504	100,000	100,000
BROOKINGS	222,274,945	2,520,000	-	-
CASCADE LOCKS	23,000,000	4,000,000	-	-
COOS BAY	827,877,020	10,123,200	178,689	5,230,600
GOLD BEACH	89,658,211	4,500,000	-	-
HOOD RIVER	261,450,322	8,220,000	-	20,000
MORROW	31,096,000	10,120,000	-	-
NEWPORT	291,688,342	2,209,000	-	221,000
PORT ORFORD	27,900,055	150,000	-	-
PORTLAND	23,651,900,223	245,215,483	12,159,735	6,465,037
ST. HELENS	1,078,281,656	4,600,000	-	2,200,000
SIUSLAW	370,387,607	5,600,234	99,375	266,411
TILLAMOOK BAY	227,121,521	6,123,000	-	-
THE DALLES	433,456,330	1,922,513	253,565	299,565
TOLEDO	203,075,852	92,000	-	-
UMATILLA	1,014,714,450	1,047,266	130,823	812,795
UMPQUA	386,000,000	4,000,000	-	-

STATE OF IDAHO

OPERATING PORTS

Name	Assessed Valuation	Value Port Property	Annual Tonnage Over Port Owned Facilities	Annual Tonnage Port District Total
LEWISTON	$ 80,600,000	$ 3,624,360	58,690	942,966

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Vancouver, Washington 98666

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Portland, Oregon

Robert W. Graham
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Herbert H. Friese
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OPERATING ENG. UNION #370
Pasco, Washington

LABORERS' INTERNATL. UNION
Pasco, Washington

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WASH. LABOR COUNCIL,AFL-CIO
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PNWA

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FY 1982 TESTIMONY

APPENDIX I

PACIFIC NORTHWEST WATERWAYS ASSOCIATION

STATEMENT IN SUPPORT OF FUNDING FOR FY 1982 FOR
WATER AND POWER RESOURCES SERVICE,
PACIFIC NORTHWEST REGION

Project or Activity	President's FY 1982 Budget Request Allotment New Funds	Other Funds 1/	Total Obligations
		(In Thousands)	
CONSTRUCTION AND REHABILITATION			
Regular Construction			
Chief Joseph - Oroville-Tonasket Unit	$11,300	$ -	$11,300
Columbia Basin - Irrig. Facilities	17,450	-	17,450
Columbia Basin - Third Powerplant	27,290	-	27,290
Teton - Lower Teton Division	300	-	300
Drainage & Minor Construction			
Boise - Payette Division	30	-	30
Chief Joseph - Whitestone Coulee Unit	355	-	355
Little Wood River	160	-	160
Mann Creek	40	-	40
Tualatin	1,100	-	1,100
Safety of Dams			
Boise - Black Canyon Dam	100	-	100
Minidoka - Island Park Dam	200	-	200
Minidoka - Jackson Lake Dam	500	-	500
Rehabilitation & Betterment			
Yakima - Grandview, Outlook, Sunnyside Valley and Yakima-Tieton Irrigation Districts, and Sunnyside Board of Control	2,959	2,565	5,524
Total - Construction & Rehabilitation	$61,784	$2,565	$64,349
LOAN PROGRAM			
Administration	$ 27	$ -	$ 27
GENERAL INVESTIGATIONS	$ 2,275	$ 200	$ 2,475
GENERAL ADMINISTRATIVE EXPENSE	$ 2,680	$ -	$ 2,680
OPERATION & MAINTENANCE	$24,266	$1,310	$25,576
GRAND TOTAL - ALL ACTIVITIES	$91,032	$4,075	$95,107

1/ Wateruser and State of Washington [illegible]nds.

MAJOR CONSTRUCTION PROJECTS

1. Chief Joseph Dam, Oroville-Tonasket Unit.--The FY 1982 program provides for continuation of construction of the Cordell and Crater Lakes distribution systems, and initiating construction on the Ellisford, Tonasket and Bonaparte Creek systems. Preconstruction work will continue on the Osoyoos system and fish and wildlife proposals.

2. Columbia Basin Project, Irrigation Facilities.--The major work underway and continuing into FY 1982 are the pump generating units 9, 10, 11 and 12 at the Grand Coulee damsite. These units are scheduled to be completed in FY 1983. Construction of the Block 26 Lateral system will be initiated in late FY 1982. Work will be reinstituted on the Franklin D. Roosevelt Lake fish and wildlife study under authority provided by the Fish and Wildlife Coordination Act. Preconstruction activities on the Deferred and Bypassed Lands and East High Irrigation System will continue. Construction of drainage, deferred and supplemental minor items will continue.

3. Columbia Basin Project, Third Powerplant.--The fiscal year program provides for continued work on the riverbank stabilization and minor completion work on the powerplant and switchyard. Modifications to integrate the visitors facilities will be performed in FY 1982.

4. Teton Project, Lower Teton Division.--Funding is requested in FY 1982 to continue the administration of Federal lands that were acquired for project construction.

DRAINAGE & MINOR CONSTRUCTION

Included in the drainage and minor construction category are; Boise Project, Payette Division - preconstruction work on minimum basic health and safety facilities at Cascade and Black Canyon reservoirs; Chief Joseph Dam Project, Whitestone Coulee Unit - installation of a weed screen at Toats Coulee diversion works, replacement of a section of Spectacle Lake laterals and other minor rectification work; Little Wood River and Mann Creek Projects - construction of minimum basic health and safety facilities; and Tualatin Project - to continue repair work on the Henry Hagg Lake perimeter road.

SAFETY OF DAMS

The Safety of Dams Program includes preconstruction activities on Jackson ake Dam, Black Canyon Dam, and Island Park Dam.

REHABILITATION & BETTERMENT

Rehabilitation work will be initiated on the Grandview, Outlook, Sunnyside Valley, Yakima-Tieton Irrigation Districts and the Sunnyside Board of Control facilities of the Yakima Project.

OPERATION & MAINTENANCE

Operation and Maintenance Program covers the operation and maintenance of power facilities, irrigation facility reserved works and other miscellaneous related programs. Projects include - Boise Area, Idaho; Columbia Basin, Washington; Crooked River, Oregon; Hungry Horse, Montana; Minidoka Area, Idaho-Wyoming; Rogue River Basin, Oregon; Tualatin, Oregon; Umatilla, Oregon; and Yakima, Washington.

GENERAL INVESTIGATIONS

The General Investigations program includes one appraisal study, eight feasibility studies and five special studies. Of these studies, three relate to added power generation at existing facilities within the Region; three are primarily directed at fish enhancement; two are related to basin-wide water uses; one is water conservation oriented; and two are multipurpose project studies. This program also includes funds for program coordination with the states and other Federal agencies in the irrigation, power and water resource fields.

The specific projects and FY 1982 amounts are as follows:

PLAN FORMULATION INVESTIGATIONS	President's FY 1982 Budget (In Thousands)
Appraisal Investigations	
Idaho Anadromous Fish Habitat Restoration Study	$ 300
Feasibility Investigations	
Boise Project, Idaho-Oregon - Power and Modification Study	125
Hungry Horse Project, Montana - Hungry Horse Powerplant Enlargement and Reregulating Reservoir	250
Rogue River Basin Project, Oregon - Grants Pass Division	100
Rogue River Basin Project, Oregon - Medford Division (Reformulation)	65
Umatilla Basin Project, Oregon	115
Upper John Day Project, Oregon	100
Yakima Project, Washington - Cle Elum and Tieton Powerplants	100
Yakima River Basin Water Enhancement Project, Washington	300[1]
Special Investigations	
Environmental and Interagency Coordination Activities	315
Hermiston Water Conservation, Oregon	110
Minor Work in Connection with Completed Project Investigations	136
Technical Assistance to States	280
Upper Snake River Water Management Study, Idaho-Wyoming	179
TOTAL	$2,475

1/ Includes $200,000 in State of Washington grant funds.

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PACIFIC NORTHWEST WATERWAYS ASSOCIATION

STATEMENTS IN SUPPORT OF
ADDITIONAL FUNDING FOR FY 1982 FOR
THE CORPS OF ENGINEERS, NORTH PACIFIC DIVISION

GENERAL INVESTIGATIONS - CONTINUING STUDIES

Columbia River & Tributaries, ID, MT, OR, and WA

FY 1982 Budget Amount	$ 1,050,000
Additional Recommended for FY 1982	$ 500,000

The Pacific Northwest is dependent to a large extent upon the Columbia River for its power, food, and fiber through irrigation, transportation through navigation, recreation, fisheries, and to a lesser extent, municipal and industrial water supply. No other single resource in the Pacific Northwest influences the character and way of life of people in the region as much as the Columbia River and its major tributaries. The Columbia River and Tributaries Study (CR&T), in FY 1982, will continue its investigation of potential new projects and programs to supplement the entire system and the formulation of a system plan to insure that the Columbia River and its tributaries will be operated and managed in an optimum manner and in the best public interest. Several studies have been completed which recommend developments that will provide significant contributions to the public welfare of the region; including the addition of power at Libby Reregulating Dam, McNary Second Powerhouse, Bonneville Navigation Lock, addition of power at Lucky Peak Dam, and Yakima-Union Gap Flood Control.

Although hydropower still provides over 80 percent of the region's power needs, the major part of future base energy needs will have to be supplied by large thermal generating plants with peaking capacity furnished by conventional hydropower plants. New sources of peaking capacity must be found. An encouraging prospective source for this added capacity is pumped-storage. The topography of the Pacific Northwest is unusually favorable for the development of pumped-storage where literally hundreds of potential sites exist. At the direction of Congress, the Corps has completed a screening study of potential pumped-storage sites in the Pacific Northwest. That study identified eight sites as having the highest potential for early consideration as pumped-storage projects. The first step in implementing the recommendations of the screening study, has been to undertake a detailed feasibility study of the potential Jordan Creek Pumped-Storage Project. The Jordan Creek study is scheduled for completion in FY 1982. The Association strongly supports the Corps' continued investigation of the feasibility of pumped-storage in the Pacific Northwest.

There have been times in the past when the water resource of the Columbia River system appeared to be unlimited. It is becoming evident, however, that with the existing level of development of 43.5 million acre-feet of storage, the Columbia River system will be unable to completely satisfy the many diverse and increasing demands placed upon it. Conditions of shortage like 1977 will be felt with increasing regularity. Recognizing this fact, the CR&T Study is pursuing the investigation of storage development in the Columbia River Basin. During FY 1982, detailed feasibility studies will be underway on at least two separate conventional storage sites in the Columbia River Basin.

The Pacific Northwest Region is currently energy deficient. It is only because of adequate water supplies and relatively mild winters that the Region has recently avoided energy deficits. Under critical water supply conditions, the Pacific Northwest Region does not have adequate energy resources to meet all of its demands. To partially respond to this growing problem, during FY 1982 the CR&T study will investigate the feasibility of developing energy projects in the Wenatchee River Basin.

PNWA has had a long-standing interest in extending Columbia River navigation from the Tri-Cities area to Wenatchee. Various options of providing navigation extension have previously been investigated. To fully extend navigation to the Wenatchee area would require the installation of locking facilities at the three existing dams of Rock Island, Wanapum, and Priest Rapids, and providing navigation through the unimpounded Hanford reach of the Columbia River. Certainly, the first step in extending navigation to the Upper Columbia River area is providing navigation through the critical Hanford Reach of the Columbia. In response to this fact, the Corps of Engineers has expressed capability in FY 1982 as part of its ongoing Columbia River & Tributaries Study, to initiate study on the feasibility of the Hanford Spawning Preserve and Canal. The project would allow for barge access to the vital Hanford nuclear/industrial complex, as well as providing recreational opportunities, anadromous fish spawning, wildlife enhancement, and hydropower generation.

PNWA strongly urges that funds in the amount of $500,000 be added to the FY 1982 budget request for the Columbia River and Tributaries Study. These funds would allow initiation of studies for: adding multiple level intakes at Detroit Dam, developing additional storage in the Columbia River Basin, and developing the Hanford Spawning Preserve and Canal.

Upper Snake River & Tributaries, Idaho & Wyoming

FY 1982 Budget Amount $ 500,000

Additional Recommended for FY 1982 $ 820,000

The Upper Snake River & Tributaries study encompasses an area extending from the headwaters of the Snake River in Wyoming down to and including the Powder River in Oregon, a distance of about 450 miles. The watershed includes about 73,000 square miles, most of which is in southern Idaho. Water resource problems are associated with uses of surface and groundwater in the interest of flood damage reduction, water quality, hydropower, irrigation, public water supply, low-flow regulation, fish and wildlife, and recreation. The upper Snake River and Tributaries Study, in FY 1982, will continue its investigation of potential new projects and programs to respond to the critical water resource needs of the region.

The water resource of the Upper Snake is becoming more precious as increasing diverse demands are placed on it. The harsh realities of water shortages were imposed on this region in 1977. In recognition of this, the study will continue Weiser River Basin and off-stream storage studies, complete the Clear Springs low head hydropower feasibility study and initiate an analysis to update cost and benefit data for the Twin Springs storage site located on the Boise River. The Weiser River Basin study will involve continuation of consideration of major reservoir storage on the main stem for the primary purpose of power and stream flow augmentation. In response to a request from the Idaho Department of Water Resources Director, studies will be undertaken to review the hydropower generation capability of the Twin Springs site as it relates to the proposed

Continued

powerhouse at Lucky Peak, as well as investigating present requirements for down stream flood control, water supply, and other water resource needs.

PNWA strongly recommends additional FY 1982 funds in the amount of $820,000 to advance completion of Weiser River Basin report; advance completion of the Twin Springs study; complete reconnaissance studies for off stream storage sites; initiate detailed studies of Shelley low head projects; initiate and complete reconnaissance study at a low head hydropower site on the Snake River in the vicinity of Heise, Idaho; and initiate study of Teton River, Idaho.

GENERAL INVESTIGATIONS - CONTINUATION OF PLANNING & ENGINEERING STUDIES

Bonneville Navigation Lock, Oregon & Washington

FY 1982 Budget Amount	$ 0
Amount Recommended for FY 1982	$ 3,400,000

This project consists of a new navigation lock at Bonneville Dam on the Oregon shore, south of the existing lock and powerhouse. The new lock chamber would have horizontal dimensions of 86 feet by 675 feet, matching the dimensions of the seven other locks on the Columbia-Snake River Navigation System. The new lock would have a depth of at least 15 feet over the lower lock sill. Both an upstream and downstream approach channel would be constructed having vertical concrete guidewalls.

Operation of the proposed navigation lock would result in faster, more efficient movement of tows and barges through Bonneville Lock. The improved lock alignment would add a measure of safety for barge tows and other water craft approaching Bonneville Lock. The Columbia-Snake River Navigation system could then be utilized to its full potential.

The Association urges Congress to expedite authorization for the construction of this project and appropriate funds totaling $3,400,000 in FY 1982 for the General Design Memorandum.

McNary Lock & Dam, Second Powerhouse, Oregon and Washington

FY 1982 Budget Amount	$ 1,700,000
Additional Recommended for FY 1982	$ 1,500,000

This project consists of modifying McNary Lock and Dam by the addition of a six-unit second powerhouse to the south end of the existing powerhouse. The units will each have a generating capability of almost 124 MW (107.5 MW name plate) for a total added capacity of 742 MW. The project will also include levee access and beautification in the Pasco-Kennewick-Richland area, relocation and improvement of visitor facilities located near the power plant, and protection of existing recreation facilities and fish and wildlife habitat on McNary Reservoir.

Early completion of the McNary Second Powerhouse will provide needed peaking capacity for the Pacific Northwest Power System to serve load requirements in the late 1980's and thereafter. Average annual power benefits from this project are estimated to be $88,180,000.

PNWA urges Congress to expedite authorization for this project and appropriate

Continued

funds in FY 1982 to complete the General Design Memo. The Corps has indicated a FY 1982 capability of $3,200,000 for this work.

Rivergate-North Portland Area, Oregon

FY 1982 Budget Amount	$ 0
Amount Recommeded for FY 1982	$ 250,000

The recommended plan would provide flood protection, recreation, and fish and wildlife enhancement for the Rivergate-North Portland Area. The Plan consists of completion of a perimeter levee, part of which is already constructed, connecting it to adjacent levee and high ground. That levee also would provide added flood protection to Peninsula Drainage Districts Nos. 1 and 2 by excluding Willamette and Columbia Rivers backwater from Columbia Slough. The plan includes passive recreational development and fish and wildlife habitat improvement.

The feasibility report was completed in January 1976 but the project has not been authorized because the recommended plan violates the policy established in 1976 by Assistant Secretary of the Army Veysey that the addition of recreation to a local protection project could not increase total project costs by more than 10 percent. PNWA urges that this issue be resolved at an early date and that the project be authorized and that $250,000 be appropriated in FY 1982 for the General Design Memorandum.

GENERAL INVESTIGATIONS - CONTINUING AE&D

Bradley Lake, Alaska

FY 1982 Budget Amount	$ 474,000
Additional Recommended for FY 1982	$ 266,000

The project location would be near the head of Kachemak Bay near the southwestern end of the Kenai Peninsula, Alaska about 25 air miles east of Homer, Alaska. The plan of improvement provides for construction of a main dam and spillway at the existing lake outlet, two small diversion dams, outlet works, and a penstock carrying the stored lake water to a powerhouse which would be constructed near tidewater. The project would provide 118,000 KW of dependable capacity and generate 322,000,000 KWh of firm annual energy meeting the Cook Inlet area power needs of the 1980's. The average annual benefits are estimated to be $20,400,000.

PNWA urges that funds in the amount of $266,000 be added to the budget request for Bradley Lake to provide for the continuation of pre-construction planning in FY 1982.

CONSTRUCTION, GENERAL - NEW CONSTRUCTION STARTS

Bonneville Power Units, Oregon and Washington

FY 1982 Budget Amount	$ 0
Amount Recommended for FY 1982	$ 9,500,000

Continued

Bonneville Power Units, Oregon and Washington - continued

The proposed plan of improvement to the existing Bonneville Project consists of two energy efficient improvements, the uprating of the existing units 1 & 2 and the addition of three small hydro-turbine generator units to the first powerhouse's fish attraction water system. (Two similar units are currently being constructed at the second powerhouse fish attraction water system under the Bonneville 2nd Powerhouse project.) Currently there are three separate gravity fed fish attraction water flows at the existing Bonneville project, one at the north end of the first powerhouse and one each at the north and south end of the existing spillway dam. Installation of small units at each of these locations would develop the energy which is currently lost. Work would include modifications to the existing service unit draft tube so it would discharge into the existing fish attraction water system. Suitable bypass provisions would be made to provide flow when the units are not operational. The installed capacity of these three new units would be 11,600 KW and would generate an estimated 67,000 MWH of energy annually.

The existing units 1 & 2 are smaller than the other units at the first powerhouse, and are suitable for uprating, which will allow the units to generate more power for the same amount of water flow. The combined capacity of Units 1 & 2 would increase from 95,000 KW to 124,982 which would provide an increase of 29,982 KW of peaking power. The uprating work consists of increasing the diameter of the turbine shafts, providing new generator and rotor windings, increasing the transformer size, adding electronic governors, increasing air cooler capacity and replacement of necessary instrumentation and excitation equipment.

PNWA urges that $9,500,000 be added in FY 1982 to initiate construction. The benefits derived from this project are estimated to be $3,777,000 annually.

Snettisham, Unit 3, Alaska

FY 1982 Budget Amount	$ 0
Amount Recommended for FY 1982	$ 4,400,000

The existing Snettisham project is located approximately 50 miles SE of Juneau, Alaska and consists of a 8,230-foot-long power tunnel and 1,400-foot-long penstock from Long Lake down to an under ground powerhouse at tidewater. The powerhouse currently has two units of 23.35 MW each for a total of 46.7 MW.

The plan of improvement for the Snettisham, Unit 3 project consists of constructing a 6,100-foot-long power tunnel and a 1,590-foot-long penstock from Crater Lake to the existing underground powerplant, installation of one additional generating unit with a capacity of 27 MW in the powerhouse, and construction of 5,600-foot-long access road to the gate structure near the lake.

This additional power from this 3rd unit at Snettisham will be required to meet the power needs of the Juneau power market area in the 1980's. Benefits derived from this project, which are all power, are estimated to be $23,350,000 annually.

The Corps has expressed a full funding capability of $67,780,000 to initiate and complete construction with first year costs being $4,400,000.

PNWA strongly recommends that funds in the amount of $4,400,000 be added in FY 1982 to allow a construction start for this project.

Strube Lake and Cougar Additional Unit, Oregon

FY 1982 Budget Amount	$ 0
Amount Recommended for FY 1982	$ 4,500,000

The plan of improvement provides for construction of a reregulating dam consisting of an earth and gravel embankment, gate controlled spillway section, and power plant with capacity of 4,600 kilowatts. Modifications to the existing facilities at Cougar would consist of expanding the powerhouse and adding penstock and a 35,000 kilowatt unit. The proposed Strube Lake project would provide 3,000 acre-feet of usable storage for reregulation of discharges from the Cougar power plant.

This project would provide peaking capacity and energy for the Pacific Northwest Power System to help meet continually growing power needs. Average annual benefits from this project are estimated to be $7,343,000.

The Corps has expressed a full funding capability of $95,225,000 to initiate and complete construction with first year costs being $4,500,000.

PNWA strongly recommends that funds in the amount of $4,500,000 for FY 1982 be added to the budget to allow a construction start.

SMALL PROJECTS PROGRAM

East Bay Small Boat Harbor, Washington
(Section 107 Project)

Amount Recommended for FY 1982:	Plans and Specifications	$ 55,000
	Construction	800,000
		855,000

The final Detailed Project Report/Environmental Impact Statement was forwarded to Office of Chief of Engineers in January 1981 for approval for construction and funding for plans and specifications. The report recommends construction of a small boat marina at East Bay, Olympia, WA. The Federal project would include entrance and access channels to the moorage area, a floating breakwater, and participation in recreational facilities on the breakwater. First cost to the Federal government would be $1,396,000. Port of Olympia is the local sponsor.

The 800 spaces to be provided by the proposed marina would meet a portion to the estimated 5,000 additional moorage spaces needed in southern Puget Sound area.

FY 1982 capability would be used to complete plans and specifications and initiate construction.

Kenai Small Boat Harbor, Alaska
(Section 107 Project)

Amount Recommended for FY 1982:	Detailed Project Report	$ 187,000

Continued

Kenai Small Boat Harbor, Alaska - Continued

The project being considered for Kenai is a full-tide dredged harbor covering a 20-acre area. The mouth of the Kenai River presently serves as the only harbor in the area. As many as 250 boats now moor in the channel regularly during fishing season. The resulting congestion results in delays for boats passing through the channel and damages to moored boats. Public dock, repair, and refueling facilities are virtually non-existent. The proposed harbor would satisfy these needs. The State of Alaska has funded a harbor feasibility study for Kenai and it is currently underway by the City of Kenai. The initiation of detailed project studies by the Alaska District Engineer has been delayed pending outcome of that study.

FY 1982 capability would be used to initiate detailed project studies.

TEXAS PROJECTS

WITNESS

HON. PHIL GRAMM, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. BEVILL. I see our friend and colleague, Congressman Phil Gramm, here.

Phil, you may come forward and proceed as you wish. We are always pleased to have you.

Mr. GRAMM. Thank you, Mr. Chairman.

I am unaccustomed to dealing with committees that are so efficient that they finish their business early. I guess I should apologize for being late.

Mr. BEVILL. We appreciate the fine work you are doing on the Budget Committee. I know that is not an easy task. That is a real challenge. Of course, you do a good job on everything you undertake. We appreciate it.

STATEMENT OF CONGRESSMAN GRAMM OF TEXAS

Mr. GRAMM. Thank you, Mr. Chairman.

Mr. Chairman, my message is simple. We feel that we have well-designed programs in the Brazos and Trinity River Basin systems. I am just here to say that I strongly support everything in the President's budget. We can live within that budget in our systems.

Obviously if you look at the President's budget, the things he is moving towards are an overall reduction in the level of Federal spending, and more targeting on what would be called investment expenditures by the Federal Government, building a resource base for future development and economic growth, and moving away from what might be called government consumer expenditures.

So, I was very pleased that water projects faired well given that we were talking about $50 billion of cuts now. I think it tells you something about the Administration's priorities, which in this case I agree with.

So, I would just like to recommend to this committee full funding at the level recommended in the President's budget for those projects in the Brazos and Trinity River Basins. I believe they are well-designed. I am hopeful that we can move ahead and complete Lakeview and Aquilla, which are under construction.

I am hopeful with this advanced engineering and design money for Millican, that we can come to a conclusion. This project has been authorized since 1954. I am hopeful we can complete the engineering and make a decision whether to build it or not build it.

I think the time has come to reach a conclusion. When the engineering data is complete, and we can begin to get citizen input, I am hopeful that we can make a decision in terms of where we stand, and then come to this committee to ask you to look at it in terms of its costs and benefits to the country.

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

Mr. GRAMM. Thank you, Mr. Chairman.

TEXAS PROJECTS

WITNESS

HON. KIKA DE LA GARZA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. BEVILL. The statement of Mr. de la Garza follows:

1975

STATEMENT OF CONGRESSMAN DE LA GARZA OF TEXAS

AP090051 1-12

KIKA DE LA GARZA
15TH DISTRICT, TEXAS

For record
#4

Congress of the United States
House of Representatives
Washington, D.C. 20515

STATEMENT BY

E (Kika) de la Garza M C
~~Before the~~
Subcommittee on Energy and Water Development
House Committee on Appropriations
31 March 1981

Mr Chairman, thank you for giving me this opportunity to present a statement before your Subcommittee regarding civil works and reclamation projects in the 15th Congressional District of Texas.

For your information, I will summarize the projects included in the budget submitted to Congress by the President.

The civil works projects are:

Palo Blanco and Cibolo Creeks flood damage prevention project -- $148,000 for surveys

Three Rivers, Texas Flood Control Project -- $2,400,000 for construction

Brazos Island Harbor Navigation District-- $2,358,000 for operation and maintenance

The reclamation projects are:

Nueces River Project(Choke Canyon Dam) to continue construction -- $13,092,000

Hidalgo County Water Improvement District No 2 Loan Program, to continue rehabilitation of the District's distribution system -- $1,500,000

Hidalgo County Water Control & Improvement District No 1 Loan Program, to continue rehabilitation work on existing irrigation facilities -- $1,000,000

Delta Lake Irrigation District, Loan Program, formerly named Hidalgo and Willacy Counties Water Control and Improvement District No 1 Supplemental, to continue rehabilitation of existing irrigation facilities -- $2,500,000

77-001 O - 81 (Pt. 10) - 47

For your information I am attaching a statement on behalf of the Delta Lake Irrigation District in support of its request for an appropriation to continue funding of its supplemental Small Reclamation project loan.

Also attached is a statement from Bill Goldsberry, District Manager of Hidalgo County Irrigation District Number One in Edinburg, Texas, supporting the continuation of their loan program.

Additionally, I am attaching a statement from the General Manager and Port Director of the Brownsville Navigation District, Brownsville, Texas, which urges the retention of $2,358,000 in the budget for operation and maintenance of the Brazos Island Harbor Project.

Mr Chairman, I sincerely hope you will see fit to include the above in the Energy and Water Development Appropriations Bill. Thank you for your time.

* * * * * *

1977

HOUSE OF REPRESENTATIVES

CONGRESS OF THE UNITED STATES

TO THE HONORABLE SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

STATEMENT ON BEHALF OF DELTA LAKE IRRIGATION DISTRICT IN SUPPORT OF ITS REQUEST FOR AN APPROPRIATION TO CONTINUE FUNDING OF ITS SUPPLEMENTAL SMALL RECLAMATION PROJECT LOAN

By Otha Holland,
President of the District

STATEMENT ON BEHALF OF DELTA LAKE IRRIGATION DISTRICT IN SUPPORT OF ITS REQUEST FOR AN APPROPRIATION TO CONTINUE FUNDING OF ITS SUPPLEMENTAL SMALL RECLAMATION PROJECT LOAN

Summary of the Request. This district requests the committee to approve the appropriation of $2,500,000.00 to be loaned to the district in the fiscal year 1982 pursuant to the Small Reclamation Projects Act of 1956, administered by the Water and Power Resource Service (P.L. 984, 84th Congress, 70 Stat. 1044 as amended). This supplemental loan is being used to extend the drainage facilities and to improve and rehabilitate the irrigation facilities of the district.

Applicant. The loan applicant is Delta Lake Irrigation District, a political subdivision of the State of Texas. Its principal functions are to furnish water for irrigation, industrial and domestic uses to the lands and persons inside the boundary of the district and to provide drainage for its lands. The district serves almost 70,000 acres of irrigated lands within its boundaries and approximately 22,000 acres of lands lying beyond its boundaries. It also is the sole source of water for the incorporated cities of Raymondville and Lyford, for half a dozen unincorporated communities and for hundreds of rural families.

The district is organized pursuant to Chapter 51 of the Texas Water Code, and Article 16, Section 59, Constitution of Texas. It was organized in 1911; remained dormant until about 1929 when it began construction of its present facilities.

Loan Authority. The loan in question is authorized by the Small Reclamation Projects Act of 1956 (70 Stat. 1044, as amended).

Amount of Proposed Supplemental Loan. The proposed supplemental loan is in the amount of $10,982,100.00.

Status. The contract between the district and the United States for the supplemental loan and work program was made in late 1978; the first funding began in March 1980. The work envisioned by the contract is now well underway.

Purpose and Need. The loan is for the purpose of rehabilitating the irrigation facilities of the district and rehabilitating and extending its drainage facilities. The work needed and to be done under the program, is the following.

1. The extension of existing facilities to drain surface and ground waters from this flat low-lying coastal plane where much land has become water logged after 50 years of irrigation, waters now stand for days, and in places even weeks, after the torrential rains which occur sporadically.

2. Improvement and replacement of obsolete pipelines, lining of dirt canals, and relining old canals in order to minimize seepage and prevent water damage to lands and promote water and fuel economy.

3. Replacement of inadequate and worn out pumping plants with more economical and more powerful plants.

4. Supplementing the district's construction and maintenance equipment.

Conclusion. The applicant respectfully requests the approval of the appropriation to continue funding of the contract.

DELTA LAKE IRRIGATION DISTRICT

BY Otha Holland
Otha Holland, President

1980

DIRECTORS
WILLARD FIKE
President
D. L. McGUFFIN
Vice-President
G. CARPENTER
Secretary
R. L. BELL
HOWARD BAIR

Hidalgo County Irrigation
District Number One
BOX 870
Edinburg, Texas 78539
(512) 383-3886

WM. A. GOLDSBERRY
Manager
R. H. STEWART
Attorney
ESTELLA LOPEZ
Tax Assessor-Collector

March 26, 1981

Honorable Tom Beville Chairman
Subcommittee on Energy and Water Development
House of Representatives
Washington, D.C. 20515

Dear Mr. Beville,

Hidalgo County Irrigation District No. One is located along the Border of Mexico in South Texas. The District has some 34,000 acres of land. In order that the lands can be irrigated or water that is for the City of Edinburg, the rural water supply companies, to say nothing of all cistern and stock water for our farm and ranch families, all of which has to be pumped from the Rio Grande River and transported by means of our canal system, to all our people within our District. The District also has the responsibility for pumping water for two other Water Districts with some 36,000 acres.

We would request your support of the Fiscal 1982 Budget item of $1,000,000 for the Small Projects Loan to the District. To date our Project has been approved by the Secretary of the Interior. With the approval the District would be able to proceed with our badly needed Rehabilitation Program.

Enclosed please find our complete statement on the Rehabilitation work. The facts contained in this statement will give your committee the status of our project.

The Board of Directors of Hidalgo County Irrigation District Number One requests your favorable consideration.

Sincerely,

Bill Goldsberry
District Manager

Encl: Statement

1981

PROJECT STATEMENT

FOR

HIDALGO COUNTY IRRIGATION DISTRICT NUMBER ONE

GENERAL

The following presentation is on behalf of Hidalgo Irrigation District Number One which is situated in the southcentralportion of Hidalgo County, Texas, and encompassing the City of Edinburg and a portion of the City of McAllen, and is located at the Southern Tip of Texas in what is known as the lower Rio Grande Valley. The Valley, as it is generally called, consists of a highly developed agricultural area about 30 miles wide from North to South and about 75 miles long from East to West, adjoining the Rio Grande River which is the border between Texas and Mexico. The climate of the Valley is semi-tropical and the annual rainfall has averaged less than 25 inches per year during the past 5 years. Temperatures average about 74 degrees, and generally is favorable for intensive agricultural production throughout the year.

ORGANIZATION

The Hidalgo County Irrigation District No. One traces its origin to private individuals and companies which had started irrigation companies for the purpose of taking water from the Rio Grande River. Hidalgo County Improvement District No. 4 was created in 1923 and by resolution dated December 7, 1925, said District changed its name to Hidalgo County Water Control and Improvement District No. 1. The creation of the District was validated by the acts of 1929, 41st Legislature. The District has authority to execute a contract with the United States for repayment of Loan, has the power of eminent domain, and has authority to levy and collect such taxes as are necessary for repayment of the loan. By Resolution and in accordance with the Texas Constitution and the Texas Water Code-The District changed its name to Hidalgo County Irrigation District Number One effective March 5, 1981.

1982

PLAN

Purpose

The plan provides for the repair and improvement to the District's overall irrigation system, and is designed to permit a more economical operation and maintenance of the District's works, provide more efficient water deliveries, reduce distribution losses due to seepage and check overflows, and in turn improve ground water conditions. Improvements of the distribution system will substantially reduce per-acre diversion requirements, thereby permitting more efficient use of the limited water supply available to the District from the Rio Grande.

Physical Works

The principal project features are:

1. Rehabilitation of River Intake Channel.
2. Rehabilitation of District's pumping plants.
3. Construction of 500 acre-foot reservoir in northeasterly portion of the District.
4. Relining of 11.14 miles of Main Canals.
5. Replacing 40 miles of existing lined laterals and small mains in pipe lines, and the replacing of 38 miles of mortar-joint pipe with rubber gasket pipe.
6. Purchase $ 230,000 worth of new maintenance equipment.

Construction Costs

Direct Costs:	
Intake Channel	$ 453,800
Pumping Stations	49,500
Reservoir Construction	338,600
Pipelines	3,729,200
Canal Lining	710,300
Equipment	120,000
Miscellaneous Project Cost	195,000
Sub-Total	$5,596,000 (Rounded)
Contingencies	927,000
Interest during Construction	6,000
Engineering and Overhead	810,000
Projected Price Increases	1,578,000
Bureau Participation	100,000
Total Cost	$9,017,000

O. M. and R. Costs

1968-1970 Average	$ 310,459
After Rehabilitation	273,250
Savings	$ 37,209

LAND

Land Classification

Class	Acres
1	10,010
2s	1,700
2sd	21,205
3	495
Total Irrigable	33,410
Roads, rights-of-way, urban areas, and miscellaneous non-irrigable	4,680
Total	38,090

Land Use

Crop	Present	Future Without Rehabilitation	Future With Rehabilitation
	%	%	%
Citrus	25	26	27
Cotton	13	15	15
Vegetables	48	56	55
Grain Sorghum	14	14	14
Irrigated Pasture	4	4	4
Green Manure	2	10	40
Farmstead	5	5	5
	111	130	160
Less Double Crop	11	30	60
Total	100	100	100

Land Ownership

There are 1,841 acres of irrigable land (5.55 percent) in the District that are held in excess of 160 acres per owner and 320 acres for man and wife.

WATER

Water Requirements (Average Annual Diversions)

Without Rehabilitation	55,500 acre-feet
With Rehabilitation	59,000 acre-feet *

* (Increase due to accelerated double cropping with rehabilitation)

Water Rights

The District has been awarded a Class A and Municipal Priority in Adjudication No. 23-816 (2758) for irrigation, municipal and domestic purpose to be taken from the Rio Grande in the County of Hidalgo.

(a) With municipal priority District is authorized to divert a maximum of 5,390 acre-feet for Edinburg.

(b) With municipal priority District is authorized to divert a maximum of 1,220 acre-feet for domestic purposes.

(c) District is authorized to divert a maximum of 86,865 acre-feet to irrigate 34,746 acres within the District (or 2.5 acre-feet per acre.)

Water Supply

The average annual Hidalgo County Irrigation District No. 1 diversion from the Rio Grande from 1960 through 1970 was 55,540 acre-feet, and varied from 79,433 in 1960 to 39,763 in 1970.

The proposed average yearly diversion with rehabilitation is 59,000 acre-feet.

Based on the court ruling, the District is authorized to divert a maximum of 86,865 acre-feet for irrigation purposes in accordance with the Rules, Regulations, and Modes of Procedure and Orders of the Texas Water Rights Commission.

Except for years of extreme drought, the District should have an adequate supply of irrigation waters.

1985

BROWNSVILLE NAVIGATION DISTRICT / PORT OF BROWNSVILLE
P.O. BOX 3070 / BROWNSVILLE, TEXAS 78520 / AC 512 831-4592

March 25, 1981

Congressman Tom Bevill
Chairman - Subcommittee on Energy
and Water Development
Congress of the United States
House of Representatives
Committee on Appropriations
Washington, D. C. 20515

Re: Brazos Island Harbor Navigation Channel
(Port of Brownsville, Texas)

Dear Mr. Chairman and Members of the Committee:

The FY 1982 Budget for the U.S. Corps of Engineers includes an item of $2,358,000 for the operation and maintenance of the Brazos Island Harbor Project.

The Brownsville Navigation District strongly urges that this item be included in the 1982 FY Budget. It is imperative that maintenance of the Brownsville Ship Channel be continued in order to provide safe navigation and insure the continued flow of commerce through this rapidly growing port.

The Brownsville Navigation District shall continue to cooperate with the U.S. Corps of Engineers and satisfy all the local cost-sharing requirements necessary to get this vital work accomplished safely and efficiently.

We appreciate your continued interest and support.

Sincerely yours,

Al Cisneros
General Manager and Port Director

AC:js

MILLICAN LAKE, TEX.

WITNESSES

COULTER HOPPESS, PRESIDENT, NAVASOTA RIVER IMPROVEMENT ASSOCIATION
W. W. HUMPHRIES

Mr. BEVILL. Mr. Coulter Hoppess.

STATEMENT OF COULTER HOPPESS

Mr. HOPPESS. Mr. Chairman, I am Coulter Hoppess. This is Mr. Humphries from Reliance, Texas, just outside of Bryan.

Mr. BEVILL. We are pleased to have you. Both of you have been here before.

Mr. HOPPESS. Yes, sir. We have been coming since 1958, sir. This is our 23rd consecutive visit.

Mr. BEVILL. We are always delighted to hear from you.

Mr. HOPPESS. Thank you, Mr. Bevill. All of you are very kind.

Congressman Gramm is a hard act to follow, particularly when you are on the other side. But we have great respect for Congressman Gramm. We think he is doing a fine job, representing our district.

We would also like to make comment here, and I hope it is appropriate.

We join with all others in thanking the merciful God that the President of the United States is still alive. We hope and pray that the three other individuals who have been so outrageously and grievously wounded will recover. Our sympathy goes to the families of all. We hope they will receive support.

Mr. MYERS. I think you share the sentiments of the country today.

Mr. HOPPESS. Yes, sir. Thank you, sir.

Mr. MYERS. Prayers are always appropriate.

Mr. HOPPESS. We filed a very brief statement this year. We have steadfastly opposed the so-called Millican Dam. There are eight different sites that have been studied.

We would like to point out to the committee, Mr. Myers and Mr. Bevill, that our idea of adversary decisions, or the practice of the adversary system in arriving at decisions has proven its merits in this case.

In 1960 we came here advising this committee of the existence of large deposits of lignite in the area to be inundated. That was denied by those in authority. It was only after the Texas Municipal Power Agency had gone into the area and bought 14,000 acres of coal that it was admitted.

We are proud to say now that instead of a reservoir, we have a $750 million, 350,000 kilowatt steam electric generating plant built, virtually finished, which will go on line in 1982. That would never have occurred without the notice of the opposition.

In 1965 we notified this committee of the Congress, as well as the committee in the Senate, that there were large and extensive resources of oil and gas underlying this area that had not been produced, but that were beginning to be discovered. They were known to business but they were not, because of the depth and the

cost of recovering the resources from a tight formation, economically feasible.

Now, then, oil in Brazos County, even after paying the windfall profits tax, gentlemen, is $30 a barrel. Wells are being drilled as rapidly throughout this entire reservoir area as rigs can be obtained.

Two years ago we brought a very large map and filed it with this committee, showing that there would be 120 wells adversely affected. Today that number would be closer to 250 that would be adversely affected.

We speak not for the wells that are there. We speak for the unproduced resources that must over the next 10 to 20 years be developed.

I think that even the most ardent advocates of the project will admit that the studies are an effort to try to fit a reservoir into an area so it will interfere minimally, there will be minimal interference with the development of the oil and gas resource.

In addition to those reasons, we endorse the goals and determination of the present national Administration and the Office of Management and Budget to reduce Federal expenditures in order to reduce and control inflation and to eventually achieve a balanced budget.

We believe that the economic feasibility of this project on the Navasota River has been suspect from the beginning and continues to grow even more suspect.

So, based on that, speaking to the local and national interest as well, we dare to suggest to the committee that the matter be not funded, and we oppose the entire appropriation.

We are very grateful for this opportunity to participate. Mr. Humphries may have a few words.

[The statement of Mr. Hoppess follows:]

1988

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STATEMENT OF NAVASOTA RIVER IMPROVEMENT ASSOCIATION IN OPPOSITION TO THE AUTHORIZED NAVASOTA RIVER PROJECT, BRAZOS RIVER BASIN, TEXAS, BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES; CONGRESS OF THE UNITED STATES

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

This statement is filed on behalf of the NAVASOTA RIVER IMPROVEMENT ASSOCIATION which represents a broad cross section of persons in the business, financial, farming and oil and gas economy of Robertson, Leon, Brazos, Madison and Grimes Counties, Texas.

The Navasota River Improvement Association is informed that the Corps of Engineers is requesting an appropriation of $295,000.00 to continue advanced planning and design for a structure and reservoir on the Navasota River, Brazos River, Texas. This project is commonly referred to as "The Millican Dam, Brazos River, Texas." The Millican Dam Site was abandoned many years ago as being completely unfeasible.

The Navasota River Improvement Association opposes the present budget request for the following reasons:

1. The three (3) proposed locations being studied by the United States Corps of Engineers would flood from 35,000 to 45,000 acres of a developing, significant oil and gas field, which has now been in existence, and is expanding, for the past four (4) years.

2. The value of the surface of the land during the period 1958-1981 has been of such significance as to make the inundation of such land economically unfeasible.

3. We endorse the goals and determination of the present National Administration and the Office of Management and Budget to reduce Federal expenditures in order to reduce and control inflation and to eventually achieve a balanced budget.

COMMENTS

The potential production of oil and gas from the area to be involved in the reservoir is now a proven fact. The damages to existing oil and gas resources, in place, and not yet produced far exceed any discernible value of impounded water. The disruption of services to more than 200 producing

oil and gas wells would be disastrous. The land involved has risen from a value of approximately $100 per acre to a present day minimum value of $1,500 per acre for the surface alone. This project, in one form or another, has been studied and restudied since 1958. Economic justification of the project has been suspect during the entire period of time, and under conditions existing today further planning and studing would, in our opinion, be irresponsible.

WE OPPOSE THE APPROPRIATION.

Respectfully submitted,

NAVASOTA RIVER IMPROVEMENT ASSOCIATION

Coulter Hoppess

BY: Coulter Hoppess, President

March 31, 1981

Mr. BEVILL. Mr. Humphries.

STATEMENT OF W. W. HUMPHRIES

Mr. HUMPHRIES. I am the Secretary-Treasurer. I first appeared here in 1958 in opposition to this lake. I have appeared nearly every year since that time. We have been steadfast and constant, pointing out the deficits of this dam and the detriment it would do to our community. I would like to join in what Mr. Hoppess has said and say in addition to that, that all of this is under lease. I know of an acre that is not under lease, or they are looking for it. If there is no one acre in this whole basin leased for oil—and I can say with certainty some is bringing as much as $500 an acre. My daughter leased some of that, from 25 to 500 with a sixth and some of it as much as a fifth in royalties. We do not need this lake here. We need to put this back up the river somewhere where there is not coal and not gas and we don't need to cover up these resources that this Nation needs so drastically right now.

I thank you very much for letting me appear before you again.

Mr. BEVILL. I thank each of you for a very fine statement.

[The statement of Mr. Humphries follows:]

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AP09005
(2-1)

STATEMENT OF W. W. HUMPHRIES, A RESIDENT LANDOWNER, IN OPPOSITION TO THE AUTHORIZED NAVASOTA RIVER PROJECT, BRAZOS RIVER BASIN, TEXAS, BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE, COMMITTEE ON APPROPRIATIONS, HOUSE OF REPRESENTATIVES, CONGRESS OF THE UNITED STATES

MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

I am W. W. Humphries of Route 3, Bryan, Texas. I am Secretary-Treasurer of the Navasota River Improvement Association. I am also a resident landowner in the area to be inundated by the proposed Millican Dam on the Navasota River. I have appeared before the Committees of Congress regularly and faithfully commencing in the year 1958 and appeared each year thereafter. In all of these appearances I have attempted to fairly and fully inform this Subcommittee of the existing facts surrounding the development of the Navasota River and its watershed.

In the Spring of 1975, I appeared before the Committees of Congress bringing information regarding the existence of lignite underlying the lands to be inundated by one of the reservoirs being studied.

In 1977 and 1978, and on April 1, 1980, I advised this Subcommittee of the existence of large reserves of oil and gas in sands which lie at nine to twelve thousand feet (9,000/12,000) throughout most of the area being considered for reservoir purposes.

Since my appearance on April 1, 1980, there have been approximately 100 successful oil and gas wells drilled and brought into production in the area.

While it is true that oil and gas can be recovered from submerged lands, it must be recognized that the cost of such development is increasing to a point that these resources might not be available when they are so badly needed. The oil being produced in the area has a high paraffin content and servicing of the wells requires the use of a work-over rig. We are advised that servicing of these wells by barge, as is generally the practice, would not be possible if these lands are flooded.

Virtually all of the land involved is under oil and gas leases, and plans for development by major oil companies, such as Gulf, Getty and Amaco, are well-known. Wells are being drilled as rapidly as drilling rigs can be obtained.

The proposed appropriation is, in our opinion, contrary to the express purpose and effort of the Office of Management and Budget. We urge this Subcommittee to give the most serious investigation to the information which we bring you today.

Respectfully submitted,

W. W. Humphries
Route 3, Bryan, Texas 77801

March 31, 1981

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TRINITY RIVER BASIN PROJECTS

WITNESS

HON. SAM B. HALL, JR., A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS

Mr. BEVILL. I see our good friend and colleague Congressman Sam Hall has come in.

Congressman Hall, I know you need to get back to your committee work. We will recognize you right now so you may make your statement.

STATEMENT OF CONGRESSMAN HALL OF TEXAS

Mr. HALL. What I would like to do, Mr. Chairman, is make this statement part of the record. I know you have a few people here. I will do that.

Mr. BEVILL. That will be part of the record. We appreciate your coming by.

[The statement of Mr. Hall follows:]

STATEMENT BY REPRESENTATIVE SAM B. HALL, JR.

Mr. Chairman, I appreciate the opportunity to appear before the Subcommittee in behalf of water resources projects sponsored by the Trinity River Authority. I am especially pleased that our dear friend and former colleague, Ray Roberts, is making a statement to the Subcommittee. As in the title of the late Dean Atcheson's book, in the matter of water resources, Ray Roberts was "Present At The Beginning." In Texas, the name "Ray Roberts" is synonymous with vision and foresight in the proper utilization of our precious water supplies. We are proud of his continued interest and hard work to protect and develop the Nation's waterways.

It is always good to welcome my many friends to Washington who represent the Trinity River Authority. The Trinity River is part and parcel of the folklore and culture of Texas. Congress and the past nine Presidents have recognized the importance of the Trinity River and the Trinity River Basin. Back in 1945, Congress set in motion a comprehensive program for water resources for the Trinity River Basin, and fortunately this Body has honored a commitment to numerous projects in the Basin over the years.

This year we want to request funding for a few projects that will have a positive impact on future water development. Prominent among these are requests for land acquisition and construction funds for Lake Ray Roberts, construction money for Lakeview Lake, and funds to continue Phase II of the General Design Memorandum by the Corps of Engineers for the Dallas Floodway Extension and the flood control channel from Trinity Bay to Liberty.

Mr. Chairman, this is my second appearance before the Subcommittee in the past week on water projects in the State of Texas, so I'll close at this point while hopefully I'm still ahead.

BRAZOS RIVER BASIN PROJECTS

WITNESSES

GLYNN A. WILLIAMS, PRESIDENT, BRAZOS RIVER BASIN AUTHORITY
BRUCE B. CAMPBELL, JR., VICE PRESIDENT, BRAZOS RIVER BASIN AUTHORITY
JACK BURGESS, DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
J. C. CHATMAS, JR., DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
ARTHUR I. DAVIDSON, DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
DUNMAN PERRY, JR., DIRECTOR, BRAZOS RIVER BASIN AUTHORITY

SAM A. ROWE, DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
FRANK THURMOND, DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
HARRY TRIPPET, DIRECTOR, BRAZOS RIVER BASIN AUTHORITY
CARSON H. HOGE, GENERAL MANAGER, BRAZOS RIVER BASIN AUTHORITY
MIKE BUKALA, ADMINISTRATIVE ASSISTANT, BRAZOS RIVER BASIN AUTHORITY
HENRY MOORE, AQUILLA WATER SUPPLY DISTRICT
JOHN TUGGLE, AQUILLA WATER SUPPLY DISTRICT
PAUL HARVEY, SR., AQUILLA-HACKBERRY CREEK CONSERVATION DISTRICT
PAUL HARVEY, JR., AQUILLA-HACKBERRY CREEK CONSERVATION DISTRICT
VICTOR JAEGGLI, GENERAL MANAGER, WEST CENTRAL TEXAS MUNICIPAL WATER DISTRICT
CHARLES NEMIR, ASSISTANT EXECUTIVE DIRECTOR, TEXAS DEPARTMENT OF WATER RESOURCES
W. W. COFIELD, DIRECTOR, ENVIRONMENTAL AFFAIRS, TRANSCO COMPANIES, INC.
RALPH DALY, DOW CHEMICAL CO.
J. E. ROBERTS, BRYAN COLLEGE STATION CHAMBER OF COMMERCE AND BRAZOS COUNTY INDUSTRIAL FOUNDATION

Statement of Glynn Williams

Mr. Williams. We are glad to see you again. Mr. Hoge is the general chairman, the general manager, rather. I am the President and the Director of the Brazos River Authority. My bread and butter business is the savings and loan business.

I am Glynn Williams, President and member of the Board of Directors of the Brazos River Authority, an agency of the State of Texas responsible for conserving and developing the water resources of the entire Brazos River Basin in Texas, an area of about the size of the State of Tennessee.

We have other members of the Board of Directors—there are 21 directors in all—that are with us today: Mr. Bruce Campbell, the Vice President of our Board, if you would stand gentlemen; Mr. Jack Burgess; Mr. J. C. Chatmas, Jr.; Dr. Arthur Davidson; Dunman Perry; Sam Rowe, Frank Thurmond, Harry Trippet.

Mr. Chairman, these are gentlemen in all types of businesses and are located up and down the Basin.

Also here are our general manager, Carson Hoge and Mike Bukala of his staff. We are also pleased to be accompanied by Henry Moore and John Tuggle, representing the Aquilla Water Supply District up in Hillsboro, Texas; Paul Harvey, Sr., and Paul Harvey, Jr., representing the Acquilla-Hackberry Creek Conservation District from Hillsboro; Victor Jaeggli, General Manager of the West Central Texas Municipal Water District from the Abilene area; Charles Nemir, Assistant Executive Director of the Texas Department of Water Resources; Mr. Ralph Daly, with the Dow Chemical Company; Mr. W. W. Cofield, Director of Environmental Affairs, Transco Companies Incorporated; and Mr. J. E. Roberts from Bryan College Station, who is here representing the Bryan College Station Chamber of Commerce and the Bryan College Station Industrial Foundation.

This is the area that will be greatly affected by the Millican project. All of these gentlemen are accompanying us to show their support to our request for appropriations. The Authority and others are submitting written statements more fully explaining our requests. We appreciate this opportunity to also make a brief oral presentation. Although we believe expenditures for water resource development are extremely important investments in the future prosperity of the Nation and its citizens, we recognize the urgent need to limit Federal expenditures to balance the Federal income.

We fully support efforts to achieve this objective. We are, therefore, limiting our requests to the subcommittee to the appropriations proposed in the President's budget for Corps of Engineers water resource development in the Brazos River Basin of Texas in fiscal year 1982 even though the proposed amounts are in some cases less than the Corps stated capability for use of funds.

The appropriations supported by the Authority for specific projects are $200,000 for continuation of advance engineering and design of Lake Millican. We are led to believe, Mr. Chairman, that this $290,000 will be sufficient for the Corps of Engineers to make a final finding concerning the Millican project.

$16,200,000 for continuation of construction of Lake Aquilla which is less than the Corps capability, but the amount that is in the President's budget.

$1,780,000 for completion of construction on the San Gabriel River Project, which includes Lakes Granger and Georgetown near the Austin area.

$250,000 for continuation of advance engineering and design of the Brazos Natural Salt Pollution Control Project. Salt pollution is a very serious problem in the Brazos Basin.

$300,000 for continuation of the Brazos River and tributaries study.

Lake Millican will be a major water conservation and flood control project on the Navasota River, a mid-basin tributary of the Brazos River. The Brazos River Authority has agreed to pay the non-Federal share of the costs of this project allocated to water supply and recreation. The Authority will incorporate the conservation storage space in Lake Millican into its basin-wide water supply system.

The water supplies Lake Millican will furnish are needed now. Essentially the entire long-term dependable yields of all the lakes in the Brazos River Authority's basin-wide water supply system are committed for use under existing contracts. We are in the position of being unable to meet additional needs for water supplies in the Brazos Basin and adjacent coastal areas and have already had to respond to requests from cities and industries that "We cannot supply the water you need until Lake Millican is completed and placed in operation."

One of the most urgent needs for water from Lake Millican is for use as cooling water in thermal electric generating plants to be built for the purpose of utilizing extensive lignite deposits in the vicinity of the lake itself as a source of fuel to help alleviate the country's energy shortage. However, through the flexibility of system operation, we can make additional water supplies available throughout the Brazos Basin when Millican is completed, and it

will complete the system of projects designed by the Corps of Engineers to provide flood protection to the lower Brazos Basin and adjacent coastal areas. It is therefore of great importance to the entire Brazos Basin.

It is vital that the $290,000 requested in the President's budget for Lake Millican be appropriated so that the Corps may proceed with its planning and design work.

Lake Aquilla is urgently needed as a dependable source of water supply for the city of Hillsboro and numerous other communities. These communities are already facing potentially serious water shortages due to the inadequacy of their well water supplies. Lake Aquilla is the only feasible source of dependable water supply to meet their pressing needs.

The Brazos River Authority has contracted to pay the Federal Government all of the project costs of Lake Aquilla allocated to water supply, and the people of Hillsboro, acting through the Aquilla Water Supply District, have voted to tax themselves to pay the cost of obtaining water from the lake.

The Lake Aquilla project is progressing toward completion and it is essential that the $16,200,000 requested in the President's budget be appropriated so that water to meet urgent local needs may be provided at the earliest possible date.

The Brazos Natural Salt Pollution Control Project is the result of more than 20 years of study by State and Federal agencies aimed at defining the principal source of natural salt pollution of the Brazos River and devising an effective solution to the problem. Salt water seeps and springs concentrated in a relatively small area of the Upper Brazos River Basin discharge an average of 600 tons of salt per day into the main stem of the Brazos River.

As a result, main stem Brazos River water is too salty for use with conventional treatment as a municipal water supply in the upper 75 percent of the Brazos Basin, where the needs for additional municipal water supplies are becoming increasingly urgent. The effects of the natural salt pollution are felt in varying degrees all the way to the mouth of the river, despite the diluting effect of good quality water brought into the main stem by downstream tributaries of the Brazos.

The Natural Salt Pollution Control Project will significantly improve the quality of water in the main stem of the river for a distance of more than 900 river miles and will allow it to be put to most effective use to help meet the present and future water needs of the people of Texas.

It is urgent that the $250,000 requested in the President's budget for continued planning and design of the Brazos Natural Salt Pollution Control Project in fiscal year 1982 be appropriated, so that work on this project may proceed without delay.

Mr. Chairman, there are other projects in the Brazos Basin which are of great importance to the people of Texas. I know our time is short, and since our written statement presents information on these projects which I understand will be given full consideration by your subcommittee, let me say simply that, in addition to our requests for the projects I have discussed, the Authority supports the President's request for $1,780,000 for completion of construction of Lakes Granger and Georgetown, which have already

begun to impound water; and the appropriation of $300,000 for continuation of the Brazos River and tributaries study in fiscal year 1982.

We appreciate the opportunity to appear before the Subcommittee on Energy and Water Development. We will be glad to try to answer any questions or provide any additional information you may desire.

Thank you, Mr. Chairman.

[The statement of Mr. Williams follows:]

Williams

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Williams

STATEMENT OF BRAZOS RIVER AUTHORITY
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
March 31, 1981

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Supporting Requests for Fiscal Year 1982 Appropriations for
Lake Millican
Lake Aquilla
San Gabriel River Project
Brazos Natural Salt Pollution Control Project
Brazos River and Tributaries Study

The Brazos River Authority is the agency of the State of Texas responsible for conserving and developing the water resources of the Brazos River Basin in Texas, an area of about 42,000 square miles.

The Authority considers expenditures for water resource development to be necessary investments for the future prosperity and welfare of the nation and its citizens. At the same time, the Authority recognizes the urgent importance of limiting federal expenditures to balance with federal income and fully supports efforts to achieve this objective. Accordingly, the Authority appears before the Subcommittee in support of the appropriations requested in the President's budget for Corps of Engineers water resource development in the Brazos River Basin of Texas in Fiscal Year 1982, even though the requested amounts are in some instances less than the amounts the Corps of Engineers has stated as its capability to make use of funds for projects development in the Basin during Fiscal Year 1982. The requested appropriations supported by the Authority for specific projects are as follows:

Project	Appropriation Requested
Lake Millican	$290,000 for continuation of advance engineering and design
Lake Aquilla	$16,200,000 for continuation of construction
San Gabriel River Project (Lakes Granger and Georgetown)	$1,780,000 for completion of construction
Brazos Natural Salt Pollution Control Project	$250,000 for continuation of advance engineering and design
Brazos River and Tributaries Study	$300,000 for continuation of study

The following information is submitted in support of the requested appropriations:

LAKE MILLICAN

Lake Millican is urgently needed at the earliest practicable date as a source of water supply to meet present as well as future water supply needs. It was projected that water supplies from Lake Millican would be needed by the beginning of this decade. This projection has proven to be accurate: water supplies from Lake Millican are needed now.

Essentially all of the long-term water supply yields of the lakes in the Authority's basin-wide water supply system are committed. Lake Millican is the only feasible in-basin source of additional water supplies in the amounts necessary to meet present and future water supply requirements, not only in the immediate vicinity of Lake Millican and areas downstream, but also, through incorporation of Lake Millican into the Authority's basin-wide system, in other areas throughout the Brazos River Basin.

One of the most urgent needs for water from Lake Millican is to permit the development and use of extensive lignite deposits as sources of fuel to help meet the country's energy needs. The Brazos River Authority has already received requests for substantial amounts of water for this purpose which cannot be met from any source other than Lake Millican.

In addition to meeting present and future water needs in the vicinity of Lake Millican and in the lower Brazos Basin and adjacent coastal areas downstream, water supplies from Lake Millican are needed to help meet present and future water needs in other areas of the Brazos Basin by freeing up water which is now committed to meeting system needs in the basin-wide water supply system, so that such water may be used to satisfy growing needs in the vicinities of these other lakes.

Lake Millican is also needed for flood control. It is the last major element in the Corps of Engineers' basin-wide plan for flood control in the lower Brazos River Basin. Until Millican goes into operation, areas of the lower Brazos Basin and adjoining coastal areas will continue to be subject to severe damage from uncontrolled floods from the 2200 square-mile Navasota River watershed.

It is critically important that the money needed by the Corps of Engineers for continued planning and design of Millican in FY 1982 be furnished so that this urgently-needed project can proceed to completion without unnecessary delay, and we respectfully urge the appropriation of the full $290,000 requested in the President's budget.

LAKE AQUILLA

The President has requested $16,200,000 for continued construction of Lake Aquilla during FY 1982. We respectfully urge appropriation of the full amount of the President's request.

Lake Aquilla is urgently needed as a dependable source of water supply for the City of Hillsboro and other nearby communities in Hill, Johnson and McLennan Counties. These communities are facing potentially serious water shortages due to inadequacy of their well water supplies, and Lake Aquilla is the only feasible source of dependable water supply to meet their pressing needs.

Lake Aquilla is also needed as an element of the Corps of Engineers' basin-wide flood control system. It will provide control of floods from Aquilla Creek, the only major tributary of the Brazos River upstream of the Waco metropolitan area which still remains uncontrolled.

The Corps of Engineers has indicated a capability to utilize funds for the Aquilla Lake project in FY 1982 in excess of the $16,200,000 requested by the President, and it is our understanding that these additional funds would be used to construct basic facilities in support of public recreational use of the lake. While we recognize the important public benefits derived from public use of the Corps' lakes for water-based recreation, we believe that in a situation requiring the establishment of priorities, first attention should be given to the water supply and flood control aspects of the project, and the Corps' full capability for development of these aspects of the project can be met with the $16,200,000, which the President has requested and which we urge be approved for appropriation for the Lake Aquilla project in FY 1982.

SAN GABRIEL RIVER PROJECT (LAKES GRANGER AND GEORGETOWN)

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $1,780,000 in FY 1982 for continuing the construction of Lakes Granger and Georgetown.

Deliberate impoundment of water in Lakes Granger and Georgetown was initiated early in 1980, and already almost all of the water supply to be provided by these lakes is committed under contract to meet municipal and industrial water needs in the vicinity of the lakes and in areas downstream. Construction should be completed without delay.

The Corps of Engineers has indicated a capability to utilize funds in FY 1982 on the San Gabriel River Project in excess of the $1,780,000 requested by the President. We understand that this additional capability would be utilized for construction of free public recreational facilities at Lakes Granger and Georgetown. As emphasized above, the Authority recognizes the need to limit federal expenditures, but these lakes are located in a highly urbanized and rapidly-growing part of Central Texas and will undoubtedly experience heavy public recreational use. It is therefore important that appropriate facilities be provided for the public's enjoyment of the recreational benefits they will provide.

Accordingly, although we are limiting our request for appropriations for the San Gabriel River Project to the $1,780,000 requested

by the President for FY 1982, we urge that, to the extent funds may be available for this purpose when higher priority needs have been met, they be used to provide additional public recreational facilities at Lakes Granger and Georgetown.

BRAZOS NATURAL SALT POLLUTION CONTROL PROJECT

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $250,000 for continued planning and design of the Brazos Natural Salt Pollution Control Project in Fiscal Year 1982.

Salt water seeps and springs concentrated in a relatively small area of the upper Brazos River Basin discharge an average of 600 tons of salt per day into the main stem of the Brazos River. As a result, main stem Brazos River water is too salty for use with conventional treatment as a municipal water supply in the uper 75 percent of the Brazos Basin, where the needs for additional municipal water supplies are becoming increasingly urgent, and the effects of the natural salt pollution are felt in varying degree all the way to the mouth of the river, despite the diluting effect of good quality water brought into the main stem by downstream tributaries of the Brazos. The Natural Salt Pollution Control Project will significantly improve the quality of water in the main stem of the river for a distance of more than 900 river miles and will allow it to be put to most effective use to help meet the present and future water needs of the people of Texas.

BRAZOS RIVER AND TRIBUTARIES STUDY

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $300,000 for continuation of the Brazos River and Tributaries Study in FY 1982.

An important aspect of this study is an investigation which the Corps has been requested to initiate to explore the feasibility of converting a portion of the flood control storage space in Lake Waco to conservation storage space in order to increase the dependable water supply yield of the lake. This is to be done in coordination with studies being undertaken by the City of Waco to determine the feasibility of providing treated water supplies from Lake Waco to meet the municipal water needs of other cities in the Waco metropolitan area which are seeking a dependable surface water supply to replace their inadequate groundwater supplies. The Brazos River Authority has been joined by the City of Waco in requesting that the Corps of Engineers undertake studies to determine the feasibility and cost of increasing the conservation storage space in Lake Waco. It is important that these studies be accomplished without delay so that a response to the needs expressed by the cities in the Waco metropolitan area may be made as soon as possible.

Witness List

Hearings of Energy and Water Development Subcommittee
Committee on Appropriations
U.S. House of Representatives
March 31, 1981

Representing the Brazos River Authority:

Glynn A. Williams, President, Bryan, Texas
Bruce B. Campbell, Jr., Vice President, Knox City, Texas
Jack Burgess, Director, Waco, Texas
J. C. Chatmas, Jr., Director, Marlin, Texas
Arthur I. Davidson, Director, Dumas, Texas
~~Don T. Kearby, Director, Mineral Wells, Texas~~
Dunman Perry, Jr., Director, Mineral Wells, Texas
Sam A. Rowe, Director, Alvin, Texas
Frank Thurmond, Director, Bryan, Texas
Harry Trippet, Director, Waco, Texas
Carson H. Hoge, General Manager, Waco, Texas
Mike, Bukala, Administrative Assistant, Waco, Texas

Representing the Aquilla Water Supply District:

Henry Moore, Hillsboro, Texas
John Tuggle, Hillsboro, Texas

Representing the Aquilla-Hackberry Creek Conservation District:

Paul Harvey, Sr., Hillsboro, Texas
Paul Harvey, Jr., Hillsboro, Texas

Representing the West Central Texas Municipal Water District:

Victor Jaeggli, General Manager, Abilene, Texas

Representing the Texas Department of Water Resources:

Charles Nemir, Assistant Executive Director, Austin, Texas

Representing Transco Companies Inc.:

W. W. Cofield, Director - Environmental Affairs, Houston, Texas

Representing Bryan-College Station Chamber of Commerce and Brazos County Industrial Foundation:
Jacko Roberts, Bryan, Texas

Representing Dow Chemical Company:
Ralph Daly, Freeport, Texas

Aquilla Water Supply District
P. O. Box 1096
Hillsboro, Texas 76645

March 18, 1981

Mr. Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Attention: Mr. George Urian

Dear Mr. Chairman:

Enclosed you will find the original and fifteen copies of a statement by me as President of the Aquilla Water Supply District that I ask you include in the records of your Subcommittee in support of the appropriation of funds for Lake Aquilla in the Fiscal Year 1982 budget. Also enclosed is the original and fifteen copies of a similar statement from the Hillsboro Chamber of Commerce and we make the same request with regard to this statement.

We are looking forward to have the opportunity of testifying briefly before your Committee at 11:00 o'clock on March 31, 1981.

Thank you for your attention to this matter.

Very truly yours,

AQUILLA WATER SUPPLY DISTRICT

Robert G. Dohoney

RGD:sbm
Enc.



Hillsboro
Old Town ...New Spirit

111 SOUTH COVINGTON ST. • BOX 358 • (817) 582-2481 • HILLSBORO, TEXAS 76645

March 16, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Attn: Mr. George Urian

Dear Mr. Chairman:

On behalf of the Hillsboro Chamber of Commerce, I would like to respectfully urge appropriation of the President's request of $16,200,000.00 for the continued construction of Lake Aquilla during Fiscal Year 1982.

Mr. Chairman, Lake Aquilla is desperately needed by the City of Hillsboro and many other surrounding communities as a dependable and adequate source and supply of surface water. Our present supply of deep well water is grossly inadequate to meet future demands and needs much above present levels of consumption. On numerous occasions in the past five years, industrial prospects looking at our community as a possible site for future plant construction have been forced to locate in other areas because of our water situation.

The flood control aspect of the Aquilla lake project is also vitally important especially to our agricultural community. Each time the Aquilla Basin floods, thousands of dollars in damage are done to growing crops in the affected areas.

Mr. Chairman, we appreciate the time and effort that you and your committee will give to this request.

Respectfully submitted,

Sammy York, President
Hillsboro Chamber of Commerce

rj

2004

OFFICE OF THE GOVERNOR
STATE CAPITOL
AUSTIN, TEXAS 78711

WILLIAM P. CLEMENTS, JR.
GOVERNOR

March 23, 1981

The Honorable Tom Bevill
Chairman, Subcommittee on Energy
and Water Development
Committee on Appropriations
U.S. House of Representatives
2305 Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

Attached please find the supporting testimony of the Texas Department of Water Resources pertaining to certain public works projects administered by the United States Corps of Engineers in the Brazos River Basin of Texas.

The Texas Department of Water Resources is primarily responsible for the proper development and conservation of our water resources in Texas, and in that regard, has carefully examined and analyzed each of these projects. I concur in their findings and recommendations and trust that this testimony will be carefully considered by the Committee.

Thank you for your consideration.

Sincerely,

W. P. Clements, Jr.

William P. Clements, Jr.
Governor of Texas

sg

Attachment

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STATEMENT

OF THE

TEXAS DEPARTMENT OF WATER RESOURCES

REGARDING

U.S. ARMY CORPS OF ENGINEERS INVESTIGATIONS AND PROJECTS

IN THE

BRAZOS RIVER BASIN OF TEXAS

PRESENTED TO THE

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS

U.S. HOUSE OF REPRESENTATIVES

March 31, 1981

The Texas Department of Water Resources respectfully submits the following testimony regarding Corps of Engineers public works projects located in the Brazos River Basin of the State of Texas.

Responsibility for Statewide planning and development of water resources rests with the Texas Department of Water Resources. The Department has been statutorily designated as the State agency to cooperate with appropriate agencies of the Federal government and with other State and local governmental entities in matters relating to water resources development. In order to assure orderly development and management of the State's water resources, the Department has formulated and adopted a comprehensive Statewise plan known as the "Texas Water Plan", which under Texas statutes serves as the official guide for future water development in Texas.

The plan indicates the need for specific projects, including alternatives, to meet the State's water needs and to provide for State, regional, and National economic growth and stability. The Department of Water Resources maintains a continuing planning program in order to keep the plan current to address changing economic, social, hydrologic, and environmental conditions in the State. The projects which we offer testimony on to this Subcommittee are all integral elements of the State's water plan.

BRAZOS RIVER AND TRIBUTARIES

The Brazos River Basin has a total drainage area of slightly more than 42,000 square miles and is included in an area which extends from eastern New Mexico in a southeasterly direction across the State of Texas to the Gulf of Mexico.

The basinwide study is considering problems and developing solutions in order to determine the need for flood control, hydroelectric power, navigation, irrigation, municipal and industrial water supply, recreation and other water related purposes.

The Texas Department of Water Resources fully supports approval of the President's request for appropriation of $300,000 during FY 1982 for continuation of the Brazos River and Tributaries Study.

BRAZOS NATURAL SALT POLLUTION CONTROL PROJECT

A supplemental preauthorization study of remedial measures to further reduce the natural salt pollution occurring in the basin has been included as an additional objective in the basinwide study. The Texas Department of Water Resources supports the President's request for appropriation of $250,000 for continued planning and design of the Brazos Natural Salt Pollution Control Project in Fiscal Year 1982, allowing continuation of the project to move forward in a timely and responsive manner. The Natural Salt Pollution Control Project will significantly improve the quality of water in the main stem of the river for a distance of more than 900 river miles and will allow it to be put to most effective use to help meet the present and future water needs of the people of Texas.

LAKE MILLICAN

The Lake Millican Project is an integral component of the Brazos River Basin, multiple-project system of flood control and water supply storage facilities. It is the last major element in the Corps of Engineers basinwide plan for flood control in the lower Brazos Basin, and, until it is in operation, this area and adjoining coastal areas will continue to be subject to severe damage from uncontrolled floods from the 2,200 square-mile drainage area of the Navasota River. The project is urgently needed to meet the rapidly-expanding water supply requirements of the entire lower basin and adjoining coastal areas, including the Houston-Galveston metroplex. Control of land subsidence in the coastal area adjacent to the lower Brazos Basin, which results primarily from local overdrafts of ground water, has already created demands in the area such that surface water supplies will be needed in increasing quantities in the very near future. Inasmuch as existing basin reservoir yields are almost entirely committed under contract, meeting the increased water needs in the lower basin and adjoining coastal areas can be achieved only with the construction of Lake Millican. Water from Lake Millican can also be used to meet lower basin needs now being met by water being released from other lakes in the Brazos system and thus free up water to meet future needs in the areas of those lakes throughout the Brazos Basin.

In view of the urgent need for freshwater downstream from Lake Millican to alleviate land subsidence in neighboring areas and to meet energy and manufacturing requirements, it is imperative that the construction of Lake Millican be accomplished at the earliest possible date. For these reasons, the Texas Department of Water Resources feels that it is essential to provide the Corps of Engineers with adequate funding for continued planning and design in order to prevent further undue delays in constructing Lake Millican to its fullest potential.

The Department respectfully urges an appropriation of the President's recommended budget amount of $290,000 for postauthorization planning and design work during FY 1982.

SAN GABRIEL RIVER PROJECT

The authorized plan of improvement for the San Gabriel River Project consists of a system of three lakes in Williamson County in the San Gabriel watershed of the Brazos River Basin. Lakes Granger, Georgetown, and South Fork were authorized by the Flood Control Act of 1952 and 1962.

The lakes will provide storage for flood control, municipal, and industrial water supply and recreational benefits and are an important unit in the Corps' Brazos River Basin system of multiple-purpose water resource development projects. Deliberate impoundment of water in Lakes Granger and Georgetown was initiated early in 1980, and already almost all of the water supply to be provided by these lakes is committed under contract to meet municipal and industrial water needs in the vicinity of the lakes and in areas downstream. Construction should be completed without delay.

The Texas Department of Water Resources supports the President's request for an appropriation of $1,780,000 to complete construction of Lakes Granger and Georgetown of the San Gabriel River Project during FY 1982.

LAKE AQUILLA

The Texas Department of Water Resources respectfully requests the appropriation of construction funds to permit the orderly completion of the Lake Aquilla Project on Aquilla Creek, Brazos River Basin, Texas near the municipalities of Hillsboro and West, Texas.

Lake Aquilla was authorized by Congress in the Flood Control Act of 1968 and has progressed substantially since FY 1971, when funds for the initiation of preconstruction planning were first appropriated. The project has annually received appropriations for continued construction since FY 1976.

The urgent need for the dependable water supply, flood control, and benefits of recreation in the area of this project justifies funding for continued construction of Lake Aquilla in FY 1982. Therefore, the Department urges an appropriation in the amount of $16,200,000 for continued construction in order to maintain the anticipated completion schedule for this project.

CONCLUDING COMMENTS

The Texas Department of Water Resources sincerely appreciates this opportunity to provide testimony to the Committee and most respectfully urges the appropriation of funds as requested in order to accomplish properly coordinated, timely, and orderly development of these vitally needed water resource projects in the Brazos River Basin of the State of Texas.

Respectfully submitted,

TEXAS DEPARTMENT OF WATER RESOURCES

By: Harvey Davis

Harvey Davis
Executive Director

STATEMENT OF THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS OF THE
BRYAN-COLLEGE STATION CHAMBER OF COMMERCE
to the
SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT, COMMITTEES ON APPROPRIATIONS
UNITED STATES SENATE
and
U. S. HOUSE OF REPRESENTATIVES
March 31, 1981
SUPPORTING REQUEST FOR FISCAL YEAR 1982 APPROPRIATIONS FOR LAKE MILLICAN

The Bryan-College Station Chamber of Commerce represents a broad cross-section of the Brazos County, Texas, community. This organization has responsibility for development of the community for the maximum benefit of its residents.

The Executive Committee of the Board of Directors of the Bryan-College Station Chamber of Commerce continues its long-term and consistently strong support for the Lake Millican project as recommended by the U. S. Corps of Engineers; and it urges the Congress to appropriate the full amount of $290,000 requested in the President's budget in fiscal year 1982 for continued planning and design of Lake Millican so that progress on this urgently needed project will not be further delayed.

Lake Millican is needed for flood control and for additional water supplies. One of the most urgent needs for water from Lake Millican is to permit the development and use of extensive lignite deposits in our area of the Brazos Basin as a source of fuel to help meet the country's energy needs. We believe that it is very desirable that maximum use be made of these energy resources and that in order to accomplish this, it is imperative that optimum development of the water resources of the Navasota River be achieved.

One of the objectives of the Corps of Engineers' preconstruction planning studies is to identify the site for construction of the authorized Millican Project that will allow for maximum development of the water resources with a minimum of conflict with mineral and other resources. Studies completed by the Corps of Engineers to date indicate that this can be achieved by proceeding with the authorized Millican Project at the Panther Creek site at river mile 36.0

on the Navasota River. The Brazos River Authority, which has agreed to pay the non-Federal share of the cost of the project allocated to water supply and recreation, has endorsed selection of the Panther Creek site for construction of the authorized Millican Project to achieve optimum development of the water resources of the Navasota River watershed.

For the reasons stated above, the Executive Committee of the Board of Directors of the Bryan-College Station Chamber of Commerce respectfully urges the appropriation of $290,000 in Fiscal Year 1982 for continued planning and design of the Millican Lake Project.

Switzer L. Deason
President
Bryan-College Station Chamber
of Commerce

CITY OF (1980)

P. O. BOX 1370
WACO, TEXAS 76703

CITY COUNCIL
David Dow, Mayor
Roland Arriola, Mayor Pro Tem
George Chase
Bill Davis
Marilyn Jones
Jim Mathis

David F. Smith, Jr.
City Manager

March 19, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U.S. House of Representatives
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Mr. Bevill:

The City of Waco respectfully requests appropriation of funds in the following amounts in the Fiscal Year 1982 for Corps of Engineers projects in the Brazos River Basin:

Lake Millican - $290,000 for continuation of advance engineering and design

Lake Aquilla - $16,200,000 for continuation of construction

San Gabriel River Project - $1,780,000 for (Lakes Granger and Georgetown) for completion of construction

Brazos Natural Salt Pollution Control Project - $250,000 for continuation of advance engineering and design

Brazos River and Tributaries Study - $300,000 for continuation of study

Lake Millican

The Lake Millican project will provide present as well as a much needed future supply of water in the Brazos River Basin. This is the only feasible source of water to supply the immediate vicinity of Lake Milican and areas downstream. This project also will free up water which is now committed to meeting system needs in the basin-wide water supply systems, so that such water may be used to satisfy growing needs in the vicinities of these other lakes. The full amount of $290,000 requested in the President's budget for Fiscal Year 1982 is needed to assure that construction may continue without delay.

Lake Aquilla

The Aquilla Lake project will help provide flood control of the Brazos River, which flows through Waco; and it will also provide needed municipal water supplies for the City of Hillsboro and a number of other communities in the project area. The full amount of $16,200,000 requested in the president's budget for Fiscal Year 1982 is needed to assure that construction may continue without delay.

San Gabriel River Project (Lakes Granger and Georgetown)

Impoundment into these two reservoirs was begun in 1980 and most of this water has already been committed for municipal and industrial use in the vicinity of the lakes and downstream areas. In view of the fact that these projects are located in a highly urbanized and rapidly growing part of Central Texas, it is requested that the full amount of $1,780,000 requested in the President's budget for Fiscal Year 1982 be appropriated to assure that construction may continue without delay.

Brazos Natural Salt Pollution Control Project

By decreasing the salt water seeps and springs in the upper Brazos River Basins, the Natural Salt Pollution Control Project will significantly improve the quality of water in the main stream of the river for a distance of 900 river miles, and will allow it to be put to the most effective use to help meet the present and future water needs of the people of Texas. The full amount of $250,000 requested in the President's budget for Fiscal Year 1982 is needed to assure that this project will continue without delay.

Brazos River and Tributaries Study

The City of Waco is undertaking studies to determine the feasibility of providing treated water supplies from Lake Waco to meet the municipal water needs of other cities in the Waco metropolitan area which are seeking a dependable water supply to replace their inadequate ground-water supplies. In order to meet these needs, it is desirable to continue the exploration of the possibilities of increasing the amount of conservation storage space in Lake Waco so as to increase the long-range dependable water supply yield that can be made available from this project.

The City of Waco urges the appropriation of $300,000 as outlined in the President's 1982 Fiscal Year budget. It is important that these studies be accomplished without delay so that a response to the needs expressed by the cities in the Waco metropolitan area may be made as soon as possible.

Sincerely yours,

David S. Dow

David S. Dow, Mayor
City of Waco

DD:db

OFFICE OF THE MAYOR
CITY OF TEXAS CITY
PORT OF INDUSTRIAL OPPORTUNITY

EMMETT F. LOWRY
MAYOR

March 25, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Subject: Hearings on March 31, 1981; Subcommittee on Energy and Water Development Committee on Appropriations; Supporting Requests for Fiscal Year 1982 APPROPRIATIONS FOR LAKE MILLICAN. BRAZOS NATURAL SALT POLLUTION CONTROL PROJECT.

Dear Representative Bevill and Members of the Subcommittee:

The City of Texas City has just completed and placed into operation a 10 million dollar Surface Water Treatment Plant to treat Brazos River Water for municipal purposes.

This plant is presently designed to process a maximum of 18 million gallons per day. Additionally, the intake canals and other pertinent parts of the project are built to accomodate expansion of processing facilities to 35 million gallons per day. It is anticipated that this facility would supply water for the majority of the cities in Galveston County through the Galveston County Water Authority.

While we in Texas City recognize the importance of limiting Federal expenditures in an effort to balance with income, and we fully support the efforts to achieve this objective, we would point out that water from the Brazos River supplies the multi-billion dollar petro-chemical industry located within our City, as well as many of its employees household water throughout the County. Producing the critical energy supplies of this nation, much of which is processed through our local refineries, will require ever increasing amounts of water that could be more readily and dependably supplied by the completion of the proposed work on Lake Millican.

March 25, 1981

The construction of the Natural Salt Pollution Control project on the upper reaches of the Brazos will significantly improve the quality of water that we process in our City's water plant for the consumption of citizens of this entire area by reducing its salt content substantially.

On behalf of the City Commission and the citizens of Texas City and all of those who are affected as indicated above, respectfully urge favorable consideration to appropriations requested by the Brazos River Authority on these projects.

Very truly yours,

Emmett F. Lowry

Emmett F. Lowry
Mayor

EFL:ej

STATEMENT OF TEXLAND ELECTRIC COOPERATIVE, INC.
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES HOUSE OF REPRESENTATIVES

Supporting Requests for Fiscal Year 1982 Appropriations for
Lake Millican
Brazos Natural Salt Pollution Control Project

Texland Electric Cooperative, Inc. is a Rural Electric Administration electric cooperative formed to provide low-cost power to its member cooperatives. Texland is currently involved in planning a 2,000-megawatt, lignite-fired power plant in east-central Texas. Preferred site locations for the proposed power plant are in the Brazos River Basin. Alternative water supply sources for the proposed plant include the diversion of surface water from the Brazos River main stream or its tributaries.

In order to maintain the Brazos River and its tributaries as viable water supply alternatives for the proposed power plant, a surface water storage facility must be constructed. This is required because the developed yields from existing storage facilities in the Brazos River Basin are almost entirely committed. Results of studies performed by the Army Corps of Engineers and the Brazos River Authority indicate that Lake Millican is the only feasible in-basin source of additional water supplies to meet Texland's water requirements as well as others in the basin. Also, due to the system operation of the existing reservoirs by the Brazos River Authority, incorporation of Lake Millican into their system would allow Texland and other new water users to utilize the yields of Lake Millican at remote locations in the Brazos River Basin.

Water of adequate quality is essential for power plant use. Where the raw water supply contains excess concentrations of certain chemical constituents, the cost of treatment can become prohibitive. The potential for this situation to occur exists in the Brazos River Basin from the salt water seeps and springs contributing large quantities of salt to the Brazos River in the upper basin. The Brazos Natural Salt Pollution Control Project of the Corps of Engineers can significantly improve the quality of the Brazos River and, thus, make this surface water supply source a more attractive alternative for the proposed Texland power plant.

Texland Electric Cooperative, Inc. wishes to submit this written statement in support of the appropriations requested in the President's budget for the Corps of Engineers' Lake Millican and Brazos Natural Salt Pollution Control Projects in Fiscal Year 1982. Texland recognizes the importance of both projects, not only from the viewpoint of being able to develop and use the extensive lignite deposits of the region to meet the country's energy demands, but also to improve the overall water resources.

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RESOLUTION

R3-1981-4

WHEREAS The Energy and Water Development Subcommitties of The Senate and House Appropriations Committies will be receiving testimony on March 31 of all Corps of Engineers Water Resources Projects;

AND WHEREAS the City of Cleburne considers expenditures for water resource development to be necessary investments for the future prosperity and welfare of the nation and its citizens;

AND WHEREAS the President's budget for the Corps of Engineers Water Resource Development, has appropriations requests for the Brazos River Basin of Texas in fiscal year 1982 for the following:

PROJECT	APPROPRIATION REQUESTED
Lake Millican	290,000 for continuation of Advance Engineering & Design.
Lake Aquilla	16,200,000 for continuation of construction.
San Gabriel River Projects	
Brazos Natural Salt Pollution Control Project	250,000 for continuation of Advance Engineering and Design.
Brazos River and Tributaries Study	300,000 for continuation of Study.

AND WHEREAS all of the above projects are important to the future growth and needs of water resources for the State of Texas.

AND WHEREAS, The City of Cleburne concurrs with the great importance of these projects, but feels that the Brazos Natural Salt Pollution Control Project should be given high priority, because salt water seeps and springs concentrated in a relatively small area of the upper Brazos River Basin discharge an average of 600 tons of salt per day into the mainstream of the Brazos River. As a result, main stream Brazos River water is too salty for use with conventional treatment as a municipal water supply in the upper 75 percent of the Brazos Basin, where the needs for additional municipal water supplies are becoming increasingly urgent, and the effects of the natural salt pollution are felt in varying degree all the way to the mouth of the river, despite the diluting effect of good quality water brought into the main stream by downstream tributaries of the Brazos. The Natural Salt Poilution Control Project will significantly improve the quality of water in the main stream of the river for a distance of more than 900 river miles and will allow it to be put to most effective use to help meet the present and future water needs of the citizens of Texas.

THEREFORE, be it resolved by unanimous decision of the Cleburne City Council, we wholeheartedly endorse all of the above projects as of their importance to the future needs of the citizens in the state of Texas.

PASSED AND APPROVED by the City Council, this 24th day of March, 1981.

MAYOR

ATTEST:

City Secretary

Bulner

STATEMENT OF CLEBURNE CHAMBER OF COMMERCE
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE

and

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES
March 31, 1981

Supporting Requests for Fiscal Year 1982 Appropriations for

Lake Millican

and

Brazos Natural Salt Pollution Control Project

The Cleburne Chamber of Commerce is vitally concerned with anything that affects the Brazos River Basin. Cleburne is the county seat of Johnson County, a large portion of which is in the Brazos River Basin. The Brazos River is the boundary between Johnson and Bosque Counties.

LAKE MILLICAN

The Chamber of Commerce joins the Brazos River Authority in urging approval of the appropriation of $290,000.00 for continuation of advance engineering and design of Lake Millican.

A large portion of the water supply yields of the upper Brazos River Basin is committed and construction of Lake Millican with its attendant yield would free up some of this water in the upper basin, if its salt content is reduced, for use by municipalities and other entities near lakes in that basin.

BRAZOS NATURAL SALT POLLUTION CONTROL PROJECT

The Chamber of Commerce joins the Brazos River Authority in urging approval of the President's request for appropriation of $250,000.00 for continued planning and design of the Brazos Natural Salt Pollution Control Project for Fiscal Year 1982.

Not only does the Chamber urge continued planning and design of this project, but urges that work on the project begin as soon as possible. If this water is made usable by municipalities, it will ease predicted water shortages which have been forecast for the entire area, including the Dallas/Fort Worth Metroplex and surrounding cities and towns, including Cleburne.

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This statement was adopted unanimously by the members of the Board of Directors of the Cleburne (Texas) Chamber of Commerce present at the regular meeting March 17, 1961.

John S. Butner

John S. Butner, Executive Vice President

STATEMENT OF THE AQUILLA-HACKBERRY CREEK CONSERVATION DISTRICT, HILL COUNTY, TEXAS
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT COMMITTEE ON APPROPRIATIONS
REQUESTING APPROPRIATION OF FUNDS FOR CONSTRUCTION
FOR FISCAL YEAR 1982 OF AQUILLA LAKE PROJECT

March 31, 1981

The Aquilla-Hackberry Creek Conservation District urgently requests that the Subcommittee on Energy and Water Development recommend to Congress that the Corps of Engineers' capability to use $16,200,000 for continuation of construction of Lake Aquilla be appropriated for Fiscal Year 1982.

It is our understanding that Lake Aquilla has satisfactorily complied with past and present guidelines for water projects:

1. The Environmental Impact Statements indicated no adverse effect upon the environment.

2. Favorable cost to benefit ratio has been established.

3. The core drilling indicates that the dam will be of sufficient strength to exceed the demands of pressure that will be applied against it.

The Corps of Engineers has indicated and expressed its capability to utilize the aforesaid mentioned funds if they are appropriated and released for use on the Aquilla Lake.

The Aquilla-Hackberry Creek Conservation District, Hill County, Texas is working hand-in-hand with other interested groups on the Aquilla Lake. This project's plans include restoring defaced land and impounding the much-needed, run-off waters for municipal use in the city of Hillsboro and surrounding towns and areas, thereby, improving the human enviroment.

We request full funding in Fiscal Year 1982 for Lake Aquilla, in order that it can be completed at the earliest possible date.

Thank you for your past considerations.

Respectfully submitted,

Paul H Harvey Sr

Paul H. Harvey, Sr., President
Aquilla-Hackberry Creek Const. Dist.
818 E. Elm Street
Hillsboro, Texas 76645

Terrell

GREATER
WACO CHAMBER OF COMMERCE

CIVIC CENTER PLAZA • P. O. DRAWER 1220 • WACO, TEXAS 76703 • 817-752-6551

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U.S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

The Honorable Mark O. Hatfield, Chairman
Subcommittee on Energy and Water Development
Committe on Appropriations
United States Senate
Room 1322, Dirksen Senate Office Building
Washington, D.C. 20510

The President has requested $16,200,000 for continued construction of Lake Aquilla during FY 1982. We respectfully urge appropriation of the full amount of the President's request.

Lake Aquilla is urgently needed as a dependable source of water supply for the City of Hillsboro and other nearby communities in Hill, Johnson and McLennan Counties. These communities are facing potentially serious water shortages due to inadequacy of their well water supplies, and Lake Aquilla is the only feasible source of dependable water supply to meet their pressing needs.

Lake Aquilla is also needed as an element of the Corps of Engineers basin-wide flood control system. It will provide control of floods from Aquilla Creek, the only major tributary of the Brazos River upstream of the Waco metropolitan area which still remains uncontrolled.

The Corps of Engineers has indicated a capability to utilize funds for the Aquilla Lake project in FY 1982 in excess of the $16,200,000 requested by the President, and it is our understanding that these additional funds would be used to construct basic facilities in support

Lake Aquilla;

of public recreational use of the lake. While we recognize the important public benefits derived from public use of the Corps' lakes for water-based recreation, we believe that in a situation requiring the establishment of priorities, first attention should be given to the water supply and flood control aspects of the project, and the Corps' full capability for development of these aspects of the project can be met with the $16,200,000 which the President has requested and which we urge be approved for appropriation for the Lake Aquilla project in FY 1982.

Also the Waco Chamber of Commerce respectfully urges approval of the President's request for appropriation of $300,000 for continuation of the Brazos River and Tributaries Study in FY 1982.

An important aspect of this study is an investigation which the Corps has been requested to initiate to explore the feasibility of converting a portion of the flood control storage space in Lake Waco to conservation storage space in order to increase the dependable water supply yield of the lake. This is to be done in coordination with studies being undertaken by the City of Waco to determine the feasibility of providing treated water supplies from Lake Waco to meet the municipal water needs of other cities in the Waco metropolitan area which are seeking a dependable surface water supply to replace their inadequate groundwater supplies. The Brazos River Authority has been joined by the City of Waco in requesting that the Corps of Engineers undertake studies to determine the feasibility and cost of increasing the conservation storage space in the Lake Waco. It is important that these studies be accomplished without delay so that a response to the needs expressed by the cities in the Waco metropolitan area may be made as soon as possible.

Very truly yours,

Wade Terrell

MAR 30 1981

CITY OF ABILENE
TEXAS

OFFICE OF THE MAYOR

P. O. BOX 60
ABILENE, TEXAS 79604

March 25, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington D.C. 20515

Gentlemen:

The City of Abilene and its citizens fully support the Brazos River Authority in its efforts of conserving and developing the water resources in the Brazos River Basin in which our citizens reside. We are fully dependent upon the Brazos River Authority in providing the water we need now and in the future. If our Nation and State continue to exist, a coordinated effort of our Federal and State agencies will continue to be needed to supply our water needs in the future.

We are especially interested in the Lake Millican and Brazos National Salt Pollution Control Projects. These projects are a vital part of our future planning with the State of Texas and our community. Your continued support of these urgently needed projects, through the Brazos River Authority, is requested at this time. The projects will allow more water to be put to use to meet the present and future water needs of the people of Texas.

Again, we solicit your support in the FY 1982 budgets to accommodate these Brazos River Authority Projects.

Sincerely,

Oliver Howard

Oliver Howard
Mayor

McFarlane

BRAZOS COAL, LTD.

March 27, 1981

Hororable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Subcommittee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Dear Mr. Bevill:

Enclosed please enter for the records the statement by Brazos Coal, Ltd. which seeks continued financial support for the planning and construction of Lake Millican in Brazos County, Texas. We respectfully request that the accompanying statement be included in the records of your Subcommittee on Appropriations for the Corps of Engineers for fiscal year 1982.

Sincerely,

BRAZOS COAL, LTD.

John E. McFarlane Sr

John E. McFarlane
General Managing Partner

Enclosure

JEM:cz

2200 Niels Esperson Building, Houston, Texas 77002 (713) 224-9722 Telex 775818(MOCHOU)
c/o Executive Services, 707 Texas Avenue, Suite 110 College Station, Texas 77840 (713) 846-1066

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STATEMENT OF BRAZOS COAL, LTD.
TO THE
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

COMMITTEE ON APPROPRIATIONS
U.S. HOUSE OF REPRESENTATIVES

March 31, 1981

THE MILLICAN RESERVOIR: A VITAL PROJECT WHICH WILL PAY FOR ITSELF IN WATER SALES AND LIGNITE MINING COSTS SAVINGS

Brazos Coal, Ltd. is a privately owned company headquarted in Houston, Texas. Since 1972 the primary business of Brazos Coal has been to acquire lignite in central Texas for use as a boiler fuel at a mine-mouth power generating plant to be built in Brazos County, Texas.

As a result of our experience in the development of this project, we have a firsthand knowledge of the impending power crisis in central Texas and the Gulf Coast, a crisis which will be compounded by a chronic industrial water shortage in the region. Brazos Coal further believes that in addition to power shortages during the coming decade, the area will experience skyrocketing electrical costs. Several reasons for these predictions are:

(1) Utilities will be unable to finance incremental plant capacity to keep pace with power load growth;

(2) Utilities will be unable to finance conversions of gas-fired boiler capacity to fossil fuel boilers; and

(3) There is inadequate industrial water available to support new and/or converted power plant boilers.

Natural gas is becoming prohibitively expensive to use as a boiler fuel, furthermore, the Texas Railroad Commission and the Federal Government have mandated that no new gas-fired boilers be built and that existing capacity be converted to other fuels. The resultant capital requirement is staggering and is measured in billions of dollars.

Brazos Coal, Ltd. has worked with the mining and power plant consulting firms of Bechtel Power Corporation and Morrison-Knudsen Co. We have exhaustive geological and engineering studies which prove that local lignite is by far the cheapest source of boiler fuel for the future, and that fuel cost savings resulting from its use is the only bright spot on an otherwise dismal horizon of the region's utilities. Every utility in the Brazos and Navasota River watersheds is struggling to find new ways to raise the enormous capital needed to finance new power plants and to convert old gas-fired power plants. As this capital is raised by traditional, as well as heretofore untapped sources, a formidable and currently unappreciated, roadblock lies in the way of new plant construction: there is not enough water available to cool the new plants.

While the existence of large deposits of lignite reserves is a godsend for the utilities and for the people they serve, the lack of industrial cooling water will delay gas-fired plant conversion to lignite and will prohibit the building of new facilities.

Brazos Coal believes that it is absolutely crucial therefore, that the Millican Reservoir be constructed during the coming decade if electrical blackouts and brownouts are to be avoided and if the mandates to convert gas-fired boilers to fossil fuel boilers are to be realized. Brazos Coal also believes that the construction of the Millican Reservoir will provide significant flood control benefits which will greatly reduce the cost of mining lignite in the Navasota Floodplain.

That is, in addition to providing downstream flood control, the Millican Reservoir will eliminate costly diking and leveeing of the mining area which lies in the Navasota Floodplain. These structures are required to protect miners as well as a portion of the identified lignite reserves and equipment from a 100-year-flood event in both Brazos and Grimes Counties.

This will result in cheaper mining and cheaper lignite being placed under the power plant boilers. These savings to the people of central Texas and the Gulf Coast will be measured in millions of dollars. For example, construction of the Millican Dam will produce an engineering and construction cost savings of fifteen million dollars ($15,000,000), and this figure is for mining cost savings for Brazos County alone and will likely be greater for the TMPA mine in Grimes County. This estimate is based on the assumption that the Millican Dam will significantly reduce flood and discharge levels of the Navasota River. Therefore, engineering and design costs will be minimized.

The construction of the Millican Dam provides an ever greater benefit. Millions of lignite tons underlying the floodplain will either be jeopardized or deemed unrecoverable if the dam is not built. Current market value of these lignite tons will approach $120 million ($120,000,000). The recovery of this lignite for electric power generation will provide a substantial cost savings to the consumers.

We will be happy to elaborate on the points made in this written statement and to offer engineering and technical support for your scrutiny. We are convinced that the necessity for the Millican Reservoir will be obvious and the cost of delay will be unacceptable to the taxpayers and to the users of power in the Central and Gulf Coast areas.

Sincerely,

BRAZOS COAL, LTD.

John E. McFarlane

John E. McFarlane
General Managing Partner

JEM:cz

STATEMENT OF THE WEST CENTRAL TEXAS MUNICIPAL WATER DISTRICT
IN SUPPORT OF THE STATEMENT OF THE BRAZOS RIVER AUTHORITY
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U. S. HOUSE OF REPRESENTATIVES
MARCH 31, 1981

and to the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE
MARCH 31, 1981

Supporting Requests for Fiscal Year 1982 Appropriations for

Lake Millican
Appropriation Requested
$290,000 for continuation of advance engineering and design

Brazos Natural Salt Pollution Control Project
Appropriation Requested
$250,000 for continuation of advance engineering and design

The West Central Texas Municipal Water District is a Water Control and Improvement District of Texas and is located in the upper watershed of the Brazos River in the domain of the Brazos River Authority.

This District was created by the Legislature of Texas to supply raw water to its four member cities of Abilene, Albany, Anson and Breckenridge, which have a combined population of 119,000 inhabitants. We also furnish water to five major oil producing companies to enhance the secondary recovery of oil. It is estimated that some 20 million barrels of oil will be added to our nation's oil supply by this process.

Our consulting engineers, Freese and Nichols, Inc., advise that since we have a limited dependable supply of water from our presently operating dams, we should reach a definite decision and firm up the next source of water supply by 1985.

This District has entered into negotiations with the Brazos River Authority and the U.S. Army Corps of Engineers to determine (a) whether part of the yield of Possum Kingdom Reservoir might become available to the District in the foreseeable future, and (b) whether the proposed Federal pollution control project (known as Brazos Natural Salt Pollution Control Project) which would improve the quality of Possum Kingdom water to a potable level is likely to be carried out in time to make that lake a viable source.

The Brazos River Authority advises us that the dependable yield of Possum Kingdom Lake has been committed by contract to industries near the mouth of the Brazos River; however, with the construction of the Millican Dam, which is near the mouth of this river, these downstream users can be supplied from the proposed Millican Lake and Possum Kingdom water could be used by the West Central Texas Municipal Water District to satisfy the needs of a semi-arid area of West Texas.

STATEMENT OF THE TRI COUNTY MUNICIPAL WATER DISTRICT

to the

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE

and

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U. S. HOUSE OF REPRESENTATIVES
March 31, 1981

Supporting Requests for Fiscal Year 1982 Appropriations for

Lake Millican

and

Brazos Natural Salt Pollution Control Project

The Tri County Municipal Water District's Officers and Board of Directors unanimously support and join with the Brazos River Authority in urging approval of the appropriation of $290,000.00 for continuation of advance engineering and design of Lake Millican and also $250,000.00 for continued planning and design of the Brazos Natural Salt Pollution Control Project for fiscal year 1982.

With the Brazos River meandering through and between the three counties that make up the Tri County Water District and the District having water rights in Lake Whitney on the Brazos we are all vitally interested in these projects and their funding.

We are all very aware of the need for restraint in Government Spending, but the delay in these projects could have drastic effects in the future on water requirements in this area. This entire three county area is already feeling the effects of the loss of underground water and are beginning the search for surface water. With the control of the salt pollution in the Brazos and more storage in Lake Millican it would enhance our area greatly in knowing that we are beginning to make some head way towards securing water for our area in the future.

T. F. Crawford

T. F. Crawford, President

Blount

City of
HILLSBORO TEXAS

POST OFFICE BOX 568
HILLSBORO, TEXAS 76645

OFFICE OF: City Mayor

March 16, 1981

STATEMENT OF THE CITY OF HILLSBORO
TO THE
SUBCOMMITTEE ON ENERGY AND WATER
DEVELOPMENT COMMITTEE ON APPROPRIATIONS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

March 31, 1981

Gentlemen:

The City Council of the City of Hillsboro, Texas request appropriations during fiscal year 1982 for continuation of the Aquilla Lake Project, Brazos River Basin, Hill County, Texas.

The Corps of Engineers has expressed a capability of $17,200,000 for constuction funds to be used in fiscal year 1982 for the Aquilla Lake Project. We respectfully request the full $16,200,000 in appropriations which is less than the Corps of Engineers capability but is the amount provided for by the President's budget.

Hillsboro's water wells are pumping full capacity to meet peak season's consumption demands. Completion of the Aquilla Lake Project at the earliest possible date will provide a long range water supply for industrial commercial residential users without further costly investments in drilling additional water wells which could not receive maximum use after water supply from Aquilla Lake is made available.

Your committee's financial support for the past several years is responsible for the Aquilla Project reaching the final construction stage. We sincerely hope that our request for FY 82 will receive your approval. Thank you.

RESPECTFULLY SUBMITTED
CITY OF HILLSBORO, TEXAS

By: Harry F. Blount
Harry F. Blount, Mayor

Mr. BEVILL. Thank you, Mr. Williams. A very fine statement. If there are no questions, we will certainly consider your requests and always look forward to hearing from you.

Mr. WILLIAMS. Thank you, sir.

Mr. BEVILL. We look forward to the savings and loan associations getting back on their feet.

Mr. WILLIAMS. All right sir.

I might add that I am from a community that is experiencing dynamic growth. We are the fastest growing metropolitan statistical area in the State of Texas. We are the sixth fastest growing metropolitan statistical area in the Nation. We need water. We need it, too.

Mr. BEVILL. We are just a little bit ahead of schedule. We will stand in a temporary recess.

[A brief recess was taken.]

GULF INTRACOASTAL WATER AND CORPUS CHRISTI SHIP CHANNEL

WITNESSES

HON. BILL PATMAN, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF TEXAS
DALE MILLER, PRESIDENT, GULF INTRACOASTAL CANAL ASSOCIATION
HARRY G. PLOMARITY, PORT DIRECTOR, CORPUS CHRISTI, TEXAS

Mr. BEVILL. Mr. Miller, we are pleased to have you with us. You may proceed as you wish.

Mr. MILLER. Congressman Patman.

STATEMENT OF CONGRESSMAN PATMAN OF TEXAS

Mr. PATMAN. I have a short statement.

Mr. BEVILL. We are always pleased to have Bill come before our committee and hear from him. I know you are pleased with the record he is making in the Congress.

Mr. PATMAN. Thank you, Mr. Chairman.

Members of the committee, I appreciate this opportunity to appear before you today for the first time as the newly elected representative of the 14th District of Texas. I am respectfully requesting your favorable support for, and approval of, civil works appropriations for fiscal year 1982 projects absolutely essential to my district. I strongly endorse and join with the requests of the Nueces County Navigation District No. 1 which will be presented by my constituent, Mr. Harry Plomarity, Port Director for the Port of Corpus Christi as well as the remarks to be made by Mr. Dale Miller in support of the Gulf Intracoastal Waterway.

Mr. Chairman, the Civil Works Budget Request for fiscal year 1982 includes fund requests for projects in my district in the amounts of $580,000 for general investigation, $3,600,000 for construction and $13,872,000 for operation and maintenance.

I have been advised by the Corps that they have additional capability for 11 projects in the area of operation and maintenance of $15,400,000. Most funds, if approved, would be used to return navigational channels or canals to authorized depths, preventing

light-loading of ocean going vessels or barges under present conditions. A smaller amount of the funds would be used for rehabilitation of slopes, locks and jetties. This work is vitally needed if we are to prevent clogging and passage through navigable waters. I have outlined the need for these additional funds in my letter to you dated March 25, 1981. Therefore, I will not elaborate further at this time.

In closing, Mr. Chairman, and members of the subcommittee, I again emphasize that favorable approval of these fund requests would result in protection of life and property, enhance our economic base, and demonstrate our confidence in our country, now and in the future. I thank you for your consideration of the requests for these highly meritorious projects.

Statement of Dale Miller

Mr. Miller. Mr. Chairman, I am Dale Miller, President of the Gulf Intracoastal Canal Association, with principal offices in Houston. Our association is the organization under whose auspices has been created the intracoastal waterway which consists of a main channel extending from the Mexican border to the west coast of Florida and various tributary streams and shallow drafts and deep draft tributary channels. A number of those projects will have their own well informed witnesses before your hearings, so I will not encumber the record with any repetitious testimony.

I will simply file my statement for the record and this will conclude my testimony, except I want to associate myself with the remarks of Harry Plomarity, the Port Director of Corpus Christi who will follow me.

Thank you.

Statement of Harry Plomarity

Mr. Plomarity. Mr. Chairman, I am Harry Plomarity, Port Director for the Port of Corpus Christi, Texas, in whose district the federally authorized Corpus Christi Ship Channel Texas Project is located. With me today is Mr. Duane Orr, Consultant to the Port Commissioners.

I appear before you today requesting that the 97th Congress, 1st Session, appropriate the following funds for fiscal year 1982.

$3,600,000 to continue work on the Corpus Christi ship channel in accordance with the authorized 45-foot project and $6,656,000 for the continued operation and maintenance of the Corpus Christi channel project during fiscal year 1982.

For fiscal year 1982 the Corps has indicated an engineering capability of $6,656,000 which is $3 million in excess of the President's recommended appropriations of $3,656,000. These additional funds are needed to restore the channel across Corpus Christi Bay from the LaQuinta junction to Beacon 82 outside the inner harbor to project depth. Most of the shoaling in this open reach of Corpus Christi Bay is attributable to Hurricane Allen, which washed over Mustang Island and north Padre Island carrying the sand from these islands into the deepest part of Corpus Christi Bay which was the ship channel.

For this reason we urgently request that $6,656,000 which is the Corps capability for fiscal year 1982, be appropriated to expedite removal of the shoaling in the Corpus Christi Bay reach of the channel which was caused by Hurricane Allen and for other routine operations and maintenance of the Corpus Christi ship channel.

Federal expenditures and appropriations authorized by Congress for the Corpus Christi ship channel project for new work dredging and rehabilitation between fiscal year 1961 and 1981 totals $31,307,772. Operation and maintenance expenditures for the same period totals $46,037,241 which includes $11,464,500 for the Corps of Engineers recently spent in removing part of the shoaling in the waterways as a result of Hurricane Allen.

The Port of Corpus Christi, the second largest port in Texas, and ranked among the top ten ports in the Nation in waterborne commerce is recognized as a major port, both in Texas and in the Nation. The Federal Energy Administration (now DOE) in a letter to the Chief of Engineers also recognized Corpus Christi as a potential national energy facility because of the major energy facilities which the port serves. Waterborne commerce in 1980 totaled 53,506,420 tons, which, because of general economic conditions, failed to exceed the 60,846,785 tons which the port handled during the previous year.

Waterborne commerce and traffic statistics indicates ample justification for all past project expenditures. However, future growth of the port is dependent upon continued Congressional funding.

For this reason, we urgently request that the funds which have been requested be appropriated by the 97th Congress for the fiscal year 1982.

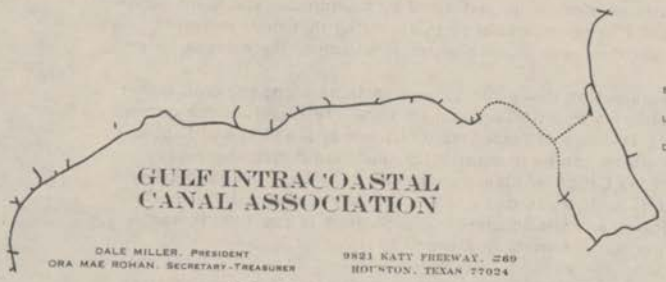
Thank you, sir.

Mr. BEVILL. Very good. Does that conclude all the testimony?

Mr. PATMAN. Yes, sir. That is all the testimony.

Mr. BEVILL. Your statements will be put in the record and made a part of the record.

[The statements follow:]



GULF INTRACOASTAL
CANAL ASSOCIATION

DALE MILLER, PRESIDENT
ORA MAE ROHAN, SECRETARY-TREASURER

9821 KATY FREEWAY, #69
HOUSTON, TEXAS 77024

(713) 467-7226

BAILEY T. DEBARDELEBEN, VICE-PRESIDENT
NEW ORLEANS, LOUISIANA

LELAND BOWMAN, VICE-PRESIDENT
JENNINGS, LOUISIANA

DUANE ORR, VICE-PRESIDENT
CORPUS CHRISTI, TEXAS

ORGANIZED AT
VICTORIA, TEXAS
AUGUST 8, 1905

Statement of Dale Miller
President of the Gulf Intracoastal Canal Association
Before the Energy and Water Development Subcommittee of the
Appropriations Committee
March 31, 1981

Mr. Chairman and Members of the Subcommittee:

My name is Dale Miller, and I am President of the Gulf Intracoastal Canal Association, with principal offices in Houston. It is my privilege to appear before you again today, as I have each year for a considerable period of time, to recommend the appropriation of adequate funds to continue the improvement and efficient operation of the Gulf Intracoastal Waterway system, and related shallow-draft and deep-draft projects along the Gulf Coast and into the hinterlands. A number of these projects are being represented by well-informed witnesses during the course of your hearings, and I shall not encumber the record with repetitious testimony. It will be my function to depict briefly a broader picture of this impressive navigation development along the Gulf Coast.

Our Gulf Intracoastal Canal Association was organized in 1905, nearly 76 years ago, and through the years it has cooperated actively with Congress and Government agencies in the creation of the Gulf Intracoastal Waterway system, a complex of navigation facilities which has come to be regarded as the most remarkable artery of transportation in America. It has achieved by far the highest ratio of benefits to costs of any waterway in the nation -- or of any other form of transportation. Its annual commerce of approximately 100,000,000 tons exceeds by twenty times the figure of 5,000,000 tons which was originally predicted for it when it was authorized. It is a noteworthy fact that this Canal returns each year more than $26 in savings in transportation costs for every dollar expended by the Federal Government in its construction, maintenance, and operation.

I am aware that these facts are known to many members of this Subcommittee, who have been close to this subject for years; but I review them briefly here to place in proper perspective my appearance before you in behalf of adequate appropriations

to perpetuate the worthwhile service being performed by the Intracoastal Canal and related navigation projects. I have no hesitancy in asserting that their record of service in the past fully justifies your favorable consideration of their needs today.

In submitting for your consideration these meritorious projects along the Gulf Coast, we conform our recommendations to criteria which we think are sound, these criteria having been established by findings of responsible officers of the Corps of Engineers as to the amount of funds which can be economically expended during the year. While recommendations of the Office of Management and Budget reflect such criteria in some instances, they fail to do so in many cases, and we respectfully suggest that the more reliable guide to a realistic civil works program is provided by the ability of the Corps to prosecute its work on a sound basis.

With respect to the Gulf Intracoastal Waterway itself, our most important objective in the future will be the deepening and widening of the main channel to accommodate its rapidly growing commerce. Congress has already authorized new dimensions for the busy central segment between New Orleans and Houston, with increases from 12 to 16 feet in depth and from 125 to 150 and 200 feet in width. We are confident that the Subcommittee shares our awareness of the importance of this authorized project, but we do not request funds to initiate construction at the present time, since local problems have not yet been resolved. Inasmuch as the project spans a distance of 350 miles, problems of rights-of-way and pipeline relocations are of course formidable, but we intend to have them resolved, and our request just now is only that the Subcommittee keep in mind the importance of this undertaking until such time that we seek funds to get construction underway.

Meanwhile, however, it is a notable fact that during the period since those new dimensions were authorized in 1966 the commerce moving over the Waterway has more than doubled. In other words, if Congress found it necessary to authorize a considerable deepening and widening when the traffic was less than half of what it is today, what might be said of its actual requirements now? For this reason, we secured authority from Congress to empower the Corps of Engineers to up-date those studies which led to that authorization -- to determine if present conditions do not in fact require still greater dimensions. We recommend that the Subcommittee provide whatever funds may be required by the Corps of Engineers to bring this important investigation to an expeditious conclusion.

Virtually all navigation projects on the Gulf Coast -- both deep-draft and shallow-draft channels -- either coindide with, or are tributary to, the Gulf Intracoastal Waterway, and for this reason our Association has a vital interest in their development and improvement. Accordingly, we earnestly request the Subcommittee to give favorable consideration to the needs of all such projects.

One of the most important objectives of the Gulf Intracoastal Canal Association is the extension of navigation into the hinterlands through the development of principal tributaries. Of major importance in the eastern Gulf is the Tennessee-Tombigbee, the construction of which should be expedited. Of comparable importance in

the western Gulf is the Trinity River in Texas. Despite a number of problems that have been encountered in some areas of the watershed, we believe the project remains viable for navigation to a considerable distance inland.

As important as tributary streams into the hinterlands, however, are access channels outward to the Gulf, especially in view of the increasing activity in offshore petroleum development. Improvement of existing facilities, and construction of new channels as required, will be essential to this development -- as will be increased dimensions for progressive Gulf Coast ports. The Gulf Intracoastal Waterway will be a vital part of all this activity, and our Association urges the Appropriations Subcommittees to be promptly responsive to such needs.

Of significance to our long-range program are two projects in Florida. One is the Cross-Florida Barge Canal, a project designed to connect the Gulf and Atlantic inland waterways into a continuous navigation facility extending from the Mexican border to the northeastern area of the United States. We deplore the arbitrary action of the Administration in 1971 in halting construction of this project -- on which more than fifty million dollars had been expended to bring it to one-third completion -- but it remains our conviction that it is needed, and we are hopeful of its eventual re-consideration. The other project is the extension of the Gulf Intracoastal Waterway from St. Marks to Tampa Bay -- the missing link in a protected inland navigation channel which otherwise extends along the entire Gulf. This key project should be constructed in order to complete the system.

Funds for general investigations, and advance engineering and design, are as important as funds for construction, for without adequate appropriations in those categories a realistic and beneficial public works program cannot be perpetuated. Sufficient funds for rehabilitation work should likewise be supplied when required, in order that the system may operate at its maximum efficiency. In particular, the 110-feet wide replacement lock at Vermilion, Louisiana, is badly needed, and its construction should be expedited.

Although requests for construction funds are customarily accorded the greatest emphasis in these hearings, I would like to stress also the over-riding importance of appropriations for maintenance. Insufficient funds for maintenance have many times reduced the service rendered by existing rivers and harbors projects, with a resultant loss in the benefits which became available upon their completion.

I appreciate the opportunity to appear before you today in support of our Association's program, which, succinctly stated, is to promote the economic growth and development of the Gulf Coast through low-cost water transportation.

--#--

March 20, 1981

Honorable Tom Bevill
Chariman, Public Works Subcommittee
House Appropriations Committee
Washington, D.C. 20515

Dear Mr. Bevill:

The Beaumont Chamber of Commerce, Beaumont, Texas respectfully urges your favorable consideration of the following items included in the recommended fiscal 1981 budget:

GULF INTRACOASTAL WATERWAY
(Operation and Maintenance)

NECHES RIVER SALT
WATER BARRIER
(Advance Engineering
and Design)

SABINE-NECHES WATERWAY
(Operation and Maintenance)

TAYLORS BAYOU
(Construction)

GULF INTRACOASTAL WATERWAY:

The Gulf Intracoastal Waterway is a vital part of this area's overall transportation network, linking the Golden Triangle (Beaumont-Port Arthur-Orange Area) with this contry's vast shallow-draft domestic water system.

During calendar year 1977, some 75,000 vessels moved eastbound and a similar number westbound on the portion of this waterway between the Mississippi River and the Sabine River, while the portion between the Sabine River and Galveston handled approximately 32,000 vessels each direction.

MOVING FORWARD
BEAUMONT CHAMBER OF COMMERCE
SAN JACINTO BUILDING, FOURTH FLOOR, 713 838-6581 P.O. BOX 3150, BEAUMONT, TEXAS 77704

This total waterway handles in excess of 100 million tons of cargo each year. It is estimated that the GIWW contributes directly some $2 billion to the Texas economy each year with the total direct and indirect impact on the state exceeding $20 billion each year. This waterway, with its large tonnage of petroleum products, becomes more vital to our nation's welfare as energy rises in importance.

NECHES RIVER SALT WATER BARRIER:

This salt water barrier is proposed to be constructed on the Neches River just above the Interstate Highway 10 bridge near Beaumont. The Beaumont Chamber of Commerce recognizes the need for this barrier. Under various conditions the salinity of the Neches River reaches levels which damage the fresh water vegetation and wild life of the area, as well as affecting the supply of fresh water available for industrial and commercial use. Many of the plants and refineries which depend on this supply of fresh water are involved in producing energy and various chemical products vital to our nation's economy. A permanent salt water barrier on the Neches River is important not only to this area but to the entire nation.

SABINE-NECHES WATERWAY:

The Sabine-Neches ship channel which links the Ports of Beaumont, Port Arthur and Orange with the Gulf of Mexico is the lifeline of water commerce for the deep draft ocean vessels which serve the many waterside industrial installations in this area. Many billions of private and public dollars have been invested in facilities which depend heavily on this waterway to provide safe and reliable water transportation. Many millions of additional dollars are committed to future development, also dependent on water transportation.

The Galveston District of the U.S. Corp of Engineers have underway a feasibility study to determine the need for additional deepening, widening and lengthening of the channel. The current proposal recommends for the Neches River additional deepening to 50 feet in depth; 500 feet in width and extension of the Neches River to the I.H. 10 Bridge, and a depth of 40 feet for the Sabine River, and 400 feet in width. Certain industries have expressed the view that deepening the Sabine Neches waterway to 50 feet will have the same economic impact that the Spindletop Oil Well had when it blew in 1901. Recent investments cited above are strong indicators that this prophecy is based on sound logic. Investigation thus far indicates that additional deepening and widening is necessary if the larger vessels, now in service and those under construction, are to operate economically and with maximum efficiency. Logic suggests that vessels must

be loaded to capacity if maximum effeciency is to be obtained. Also, the number and increased size of the barges using this waterway requires additional widths to afford safe passing in the channel. The present 400 foot width proves hazardous for the meeting and passing of the larger and wider tankers being used today.

Peacetime demand on the local shipyard overtaxes its present capacity. The threat of a national emergency is ever increasing, considering the recent Soviet actions in Afghanistan, along with our increased defense spending. Lengthening the channel to the I.H. 10 Bridge would permit the necessary expansion that is vitally needed today and would be crucial for any national emergency situation.

The Beaumont-Port Arthur Area produces 1.3 million barrels of crude petroleum daily. This is 15% of the U.S. total production. As this nation moves toward energy independence, this waterway will become even more important in the future than it is today.

TAYLOR'S BAYOU:

This is a long over due project for our area. The dredging of Taylor's Bayou and several other nearby outlets will increase the speed and volume of run-off of water during heavy rains. During April and again in July of 1979, this area experienced severe flooding, causing many millions of dollars in damage to homes and property. At least two lives have been lost because of this flooding.

In November of 1978, the citizens of Drainage District Six passed by an overwhelming majority a $17 million bond issue to finance the local share of this vital project. The Taylor's Bayou Project is vital to the welfare of the thousands of people who now live in our area and absoutely essential to our future growth and prosperity.

We request that your committee give favorable consideration to these requested funds, for projects which are vital to Jefferson County.

Respectfully submitted,

Patrick H. Phelan
PATRICK PHELAN
President, Beaumont Chamber of Commerce

Howard Nichols Jr.
HOWARD NICHOLS, JR
Vice President, Economic Development

Danny Wheat
DANNY WHEAT
Vice President, Community Development

John Shaw
JOHN SHAW
Chairman, Waterways Committee

Bill Clark
BILL CLARK
Chairman, Drainage Committee

FREEPORT HARBOR, TEX.

WITNESSES

A. M. WISE, CHAIRMAN, BRAZOS RIVER HARBOR NAVIGATION DISTRICT
PETER R. SCHAFF, GENERAL MANAGER, BRAZOS RIVER HARBOR NAVIGATION DISTRICT
LELAND KEE, GENERAL COUNSEL, BRAZOS RIVER HARBOR NAVIGATION DISTRICT
LAWRENCE HOFFHEIMER, WASHINGTON COUNSEL, BRAZOS RIVER HARBOR NAVIGATION DISTRICT

Mr. BEVILL. This is the Brazos River Harbor Navigation District. We are pleased to hear you.

Mr. MYERS. Mr. Chairman, might I be recognized? Our colleague Ron Paul was unable to be here this morning, but he asked me to read his statement. This is a brief statement. I would do that at this time. This is a statement by Mr. Paul.

STATEMENT OF CONGRESSMAN PAUL OF TEXAS

"Mr. Chairman, I would like to introduce three most distinguished citizens of the 22nd District of Texas.

"Mr. A.M. Wise is chairman of the Brazos River Harbor Navigation District.

"Mr. Peter R. Schaff is general manager of the navigation district, and Mr. Leland Kee is general counsel.

"These gentlemen are here to testify about something that would be of immense benefit to the whole Texas Gulf Coast—the 45-foot improvement project for Freeport Harbor.

"This project, authorized by the River and Harbor Act of 1970, has one of the best cost/benefit ratios in the country, according to the Corps of Engineers. In fact, it probably is the best public works investment in the country at this time.

"Messrs. Wise, Schaff and Kee are knowledgeable experts. I respectfully ask your serious attention to their testimony. And I urge the subcommittee's support for the project."

STATEMENT OF A. M. WISE

Mr. WISE. Mr. Chairman, members of this committee, I am Alfred Wise. I am the Chairman of the Brazos River Harbor Navigation District of Brazoria County, Texas.

Last year, I appeared before this committee to urge your support for the approval of appropriations for the Freeport 45 foot channel improvement project.

The previous Administration, having failed to include this project in its fiscal year 1981 budget, we requested that this committee authorize the U.S. Army Corps of Engineers to accept an advance of funds from the local sponsor. This request was made pursuant to Section 11 of the River and Harbor Act of 1925. Other elected Commissioners and I prevailed upon several of the large users of the Freeport Harbor to agree to advance their private funds so that the project could begin in fiscal year 1981. Our sense of commitment and urgency was based primarily upon the tremendous bene-

77-001 O - 81 (Pt. 10) - 51

fit-to-cost ratio of this project; as well as our desire to reduce the inflationary impact occasioned by further appropriations delays.

After securing the agreement from major users of the channel and after frequent consultations with the Corps of Engineers, we came to this committee and requested that you authorize the Corps to accept an advance of private funds from the local sponsor of "up to $10,000,000." Both this committee, as well as the Senate Appropriations Committee, approved our request in your respective committee "markup" sessions which were later reflected in the committee reports.

Highly encouraged by your support for this advance of funds, we immediately went to the citizens of the Navigation District with a bond issue urging them to commit their financial support to this project. On October 25, 1980 the voters in our district approved the issuance and sale of $8.5 million in tax bonds to finance our share of the cost of this project.

Recently, the Corps gave written approval to accept the advanced funds and begin the bidding process for this project.

We are now again looking to this committee to appropriate funds so that this urgently needed channel improvement project can proceed in an orderly manner. We feel that we have accomplished an exemplary joint-venture between the private and public sector, but we must have funds appropriated by the Congress in order to complete this project.

The Corps testified again this year, as it did in the two previous years, that the Freeport project has one of the best benefit-to-cost ratios of any water project in the Nation. It not only benefits people in the Freeport area, but people throughout the Midwest.

I would like to point out in as brief a manner as possible some of the reasons why this project is in need of Congressional appropriations. First, Corps of Engineers, although encouraged by your advance approval, is insistent that you provide some Federal appropriations to evidence your continued support for this project.

Secondly, I must point out the need for safety improvements in the Freeport Harbor. Ships that are large enough to be competitive today simply cannot safely navigate this narrow channel. Larger vessels and greater numbers of vessel movements in Freeport Harbor dictate the urgency for the completion of this project.

Third, the completion of this project will improve the competitive position of the United States with foreign chemical producers and will have a positive impact on U.S. trade dollars.

The Corps testified earlier this year before this committee that it could provide a useful increment to the project for the remainder of fiscal year 1981 and through the fiscal year 1982 for as little as $11 million. The private non-federal interests have already pledged $4.5 million. Therefore, we respectfully request that this committee appropriate $6.5 million for fsical year 1982.

Our written submission contains substantial information about the project, testimonials of support and other facts and circumstances this committee will find useful.

Thank you very much for providing us with the opportunity to appear before you today. If you have any questions, we shall be happy to answer them the best we can.

[The information follows:]

DOW CHEMICAL U.S.A.

for record
B

TEXAS DIVISION
FREEPORT, TEXAS 77541

March 26, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water
Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Bldg.
Washington, D. C. 20515

Re: Fiscal Year 1982 Appropriation for Brazos Natural Salt Pollution Control Project

Dear Mr. Chairman:

We respectfully urge approval of the President's request for appropriation of $250,000 for continued planning and design of the Brazos Natural Salt Pollution Control Project.

The Dow Chemical Company is a user of Brazos River water as well as a supplier to other industries and the City of Freeport, Texas.

Although our location and use of water is near the mouth of the Brazos River and therefore will feel less impact of the improved quality, we recognize and support the widespread beneficial effects of this project on the 900 miles of this watercourse. Quality improvement is vital to the efficient utilization and conservation of this valuable natural resource for municipal, agricultural and industrial purposes.

Again, we urge the appropriation of the $250,000 to expedite this worthwhile endeavor to reduce the serious natural pollution of the Brazos River.

Sincerely,

R.E. Daly

R. E. Daly
Manager
Water Resources

im

"Lay in transcript 31"

8

lay in #7

HEARING

BEFORE THE

UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

COMMITTEE ON APPROPRIATIONS

MARCH 31, 1981

STATEMENT OF

BRAZOS RIVER HARBOR NAVIGATION DISTRICT

LOCAL NON-FEDERAL SPONSOR

OF THE

FREEPORT HARBOR, TEXAS

45 FOOT CHANNEL IMPROVEMENT PROJECT

AUTHORIZED BY RIVER AND HARBOR ACT OF 1970

REQUEST FOR APPROPRIATION OF CONSTRUCTION

FUNDS IN FY 1982 BUDGET FOR THE FREEPORT HARBOR,

TEXAS 45 FOOT CHANNEL IMPROVEMENT PROJECT

SUPPORTING RESOLUTIONS AND

STATEMENTS OF WITNESSES

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PMS MR A M WISE, CHAIRMAN, DLR
BRAZOS RIVER HARBOR NAVIGATION DISTRICT

1001 PINE
FREEPORT TX 77541
THE FREEPORT HARBOR 45 FOOT CHANNEL IMPROVEMENT PROJECT HAS MY UNQUALIFIED SUPPORT AND I URGE THE SUBCOMMITIES OF THE U.S. SENATE AND HOUSE OF REPRESENTATIVES TO ALLOCATE FUNDS FOR THIS PURPOSE IN THEIR FISCAL YEAR 1980 BUDGET
A R SCHWARTZ
STATE SENATOR AND CHAIRMAN
TEXAS COASTAL AND MARINE COUNCIL
NNNN

TEXAS
PARKS AND WILDLIFE DEPARTMENT

COMMISSIONERS
PEARCE JOHNSON
Chairman, Austin
JOE K. FULTON
Vice Chairman, Lubbock
JOHN M. GREEN
Beaumont

CHARLES D. TRAVIS
EXECUTIVE DIRECTOR

4200 Smith School Road
Austin, Texas 78744

COMMISSIONERS
JAMES R. PAXTON
Palestine
PERRY R. BASS
Fort Worth
EDWIN L. COX, JR.
Dallas

March 26, 1979

Mr. Don Dobel
Field Supervisor
Ecological Services, Room 229
U. S. Fish & Wildlife Service
U. S. Post Office-Courthouse
Building
601 Rosenberg
Galveston, Texas 77550

Dear Mr. Dobel:

Reference is made to mitigation of wildlife habitat losses to occur from the Freeport Harbor Project, Texas and the resolution of February 2, 1979 by the Brazos River Harbor Navigation District (local sponsor of the project) to acquire 400 acres of saline marsh in fee title for transfer to this Department as a public use area.

The Parks and Wildlife Commission, in Public Hearing March 21, 1979, adopted a motion concurring with the mitigation acreage as specified in the subject resolution, and gave approval for acceptance of the tract under the outlined conditions should the U. S. Fish and Wildlife Service decline ownership of same.

We appreciate the cooperative efforts of the U. S. Fish and Wildlife Service, U. S. Army Corps of Engineers and the Brazos

River Harbor Navigation District in their efforts to effect mitigation of wildlife losses in connection with this important project.

Sincerely,

CHARLES D. TRAVIS
Executive Director

CDT:CAMcM:ph

cc: Colonel Jon C. Vanden Bosch, District Engineer, U. S. Corps of Engineers, Galveston District
Mr. Peter R. Schaff, General Manager, Brazos River Harbor Navigation District
Mr. Joe Higham, Area Manager, U. S. Fish and Wildlife Service

The State of Texas
House of Representatives
Austin, Texas

Jerry L. Benedict
P. O. Box 2910
Austin, Texas 78769
(512) 475 5773

District Office
120 W. Myrtle
Angleton, Texas 77515
(713) 849 9311

To Members of the U.S. House and Senate Appropriations Committees

I am writing to express my full endorsement of the proposed Freeport Harbor 45' Channel Improvement Project.

The Port of Freeport, Texas is one of the most rapidly growing ports in the nation. In addition to the expected construction and importation of oil through the proposed deepwater superport to be located 26 miles off the coast from Freeport, the port is currently handling the importation of oil being stored in the nearby Bryan Mound salt domes, a project of the Federal Energy Department. The Phillips Petroleum refinery in Freeport is presently importing 100,000 barrels of oil per day and plans to increase its capacity to 190,000 barrels per day by 1980. The Dow Chemical Company is in the process of constructing a refinery in Freeport which is expected to handle 180,000 barrels of crude oil per day by 1980. The port of Freeport also serves refineries in Borger, Texas and Kansas City, Missouri, and the Seaways Terminal in Cushing, Oklahoma which is a major oil distribution center for the midwest.

The U.S. Corps of Engineers reports that the Port of Freeport experienced the largest increase in volume of cargo from 1976 to 1977 of any port in the country. The volume of cargo in 1976 was 9.7 million tons, while in 1977 it was 15.3 million tons, a total increase of 58%.

Currently the channel can only support tankers carrying 50,000 tons or less. Larger tankers, carrying some 100,000 tons of cargo have to be lightered, a very expensive and inefficient process. The channel improvement project would allow these larger tankers to use the harbor, thus decreasing the congestion of smaller vessels and reducing the chance of accidents which can cause severe environmental damage.

It is projected that the project would result in a total annual benefit of approximately $38 million. This would include trans-

portation savings of $37.5 million, a reduction in maintenance dredging costs of $181,000, and creation of public use facilities valued at $288,000. The total benefit/cost ratio on the project is estimated to be 6.4%.

It is my firm belief that this project is an important step in reducing the high cost of energy, is critical for the Port of Freeport environmentally and economically in coping with its rapid growth, and is a wise investment of federal monies. I regret that I am unable to be in Washington to testify personally regarding this matter, but I sincerely hope that you will give it your favorable attention.

Regards,

Jerry Benedict

Jerry L. Benedict
State Representative

NO. 6 RE: RESOLUTION - BRAZOS RIVER HARBOR NAVIGATION DISTRICT

Motion by Commissioner Brown, seconded by Commissioner Rouse that the attached resolution be approved and that it be forwarded to the Brazos River Harbor Navigation District for presentation to the Energy and Water SubCommittee of the Appropriations Committee of the Unites States House of Representatives.

MOTION CARRIED, ALL PRESENT VOTING AYE.

THE STATE OF TEXAS)
COUNTY OF BRAZORIA)

I, H. R. Stevens, Jr., Clerk County Court and Ex-Officio Clerk of the Commissioners' Court of Brazoria County, Texas, do hereby certify that the foregoing is a true and correct copy of that certain order approving Resolution (Docket Entry No. 6)

as passed by the Commissioners' Court at the March 26, A. D., 1979, Special Term of Commissioners' Court, and as the same appear (s) in the Commissioners' Court Records of Brazoria County, Texas.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this the 26th day of March, A. D., 1979.

H. R. STEVENS, JR., Clerk County Court and Ex-Officio Clerk of the Commissioners' Court of Brazoria County, Texas.

By Thomas Sue Clark Deputy

WHEREAS, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

WHEREAS, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

WHEREAS, the governing body of this Commissioners Court, Brazoria County, Texas, believes that the improvement of said Channel is vital to the economy of this County and this area;

NOW, THEREFORE, BE IT RESOLVED that the Commissioners Court of Brazoria County, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED AND ADOPTED this the 21 day of MARCH, 1979.

E. E. BREWER, COUNTY JUDGE

DIXIE BROWN, Commissioner Precinct #1

G. L. ROUSE, Commissioner Precinct #2

BILLY JOE PLASTER, Commissioner Precinct #3

J. M. GRAHAM, Commsssioner Precinct #4

(seal)

County Clerk

By: Deputy

The Village of Surfside Beach

Route 2, Box 485 Surfside Beach, Texas 77541

March 22, 1979

Subcommittee On Energy And Water Development
Committee On Appropriations
U. S. House of Representatives
Washington, D. C. 20515

Gentlemen:

We are advised that the Brazos River Harbor Navigation District will appear before your committee in April to request necessary appropriations for commencement of the approved Freeport Harbor, Texas, 45-foot project. We would like to add the strongest possible endorsement to their request.

Our city is committing itself to a significant sacrifice to insure our area a better harbor facility. We are not only giving up valuable land, but also losing one of our significant assets - the U. S. Coast Guard station. Also, for some extended period of time, there will be disruption of the beach and jetty.

We accept these inconveniences willingly and gladly in the long range interest of our city and entire area. We feel the benefits of this project far outweigh the inconveniences.

We continually note the increase danger of vessel movement in and out of our harbor and with the energy crisis and energy complexities of our area we are sure this will continue.

We urge that you give all possible consideration to funding of this project in the fiscal 1980 budget, in an amount consistent with maximum construction progress. We offer our support and assistance, to the limit of our ability, toward the timely completion of this important project.

Thank you for your consideration.

Sincerely,

Bob Brannan

Bob Brannan, Mayor
Surfside Beach, Texas

fer

The Village of Surfside Beach

Route 2, Box 485 Surfside Beach, Texas 77541

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

Now, Therefore, BE IT RESOLVED that the Village of Surfside Beach, Texas hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED AND ADOPTED this 21st day of March, 1979.

Bob Brannan

Bob Brannan, Mayor
Village of Surfside Beach, Texas

Attest:

Frances Ramsey

Frances Ramsey, Village Secretary

City of Angleton

P. O. BOX 726
ANGLETON, TEXAS 77515

March 22, 1979

A. M. Wise, Chairman
Brazos River Harbor Navigation District
P.O. Box 615
Freeport, Texas 77541

Dear Mr. Wise:

As requested in your letter of March 13, 1979, the Angleton City Council passed and approved a resolution in support of appropriation of funds for the Freeport, Harbor 45' Channel Improvement Project.

The City of Angleton recognizes the importance of this project and wishes you success in your endeavors.

Sincerely,

Charles W. Cole
Mayor

RESOLUTION NO. 218

WHEREAS, The Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

WHEREAS, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

WHEREAS, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

NOW, THEREFORE BE IT RESOLVED that the City of Angleton, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas, 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED AND APPROVED this 19th day of March, 1979.

Charles W. Cole
Mayor, Charles W. Cole

ATTEST:

Ruth Hertel
Ruth Hertel, City Secretary

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City of Freeport

128 EAST 4TH

713/233-3526

March 20, 1979

Mr. A. M. Wise, Chairman
Brazos River Harbor Navigation District
Post Office Box 615
Freeport, Texas 77541

Dear Mr. Wise:

As per your request, enclosed please find a copy of Resolution No. 1126 of the City of Freeport passed and adopted unanimously at the Regular Session of the City Council on March 19, 1979, endorsing the proposed Freeport Harbor 45 foot project. In the event you have any questions, please feel free to contact me.

Sincerely,

Shirley Strate Busbice

Shirley Strate Busbice
City Secretary

SSB:s
Attachment

RESOLUTION NO. 1126

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FREEPORT, TEXAS, ENDORSING THE PROPOSED FREEPORT HARBOR, TEXAS 45-FOOT PROJECT; URGING THE CONGRESS OF THE UNITED STATES TO APPROPRIATE FUNDS IN FISCAL YEAR 1980 BUDGET TO ACCOMPLISH SAID PROJECT; AND FINDING FACT.

WHEREAS, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

WHEREAS, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

WHEREAS, the governing body of the City of Freeport believes that the improvement of said Channel is vital to the economy of this City and this area;

NOW THEREFORE, BE IT RESOLVED THAT THE CITY OF FREEPORT, TEXAS, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED AND ADOPTED THIS 19th DAY OF March, A.D., 1979.

Tobey L. Davenport

TOBEY L. DAVENPORT, Mayor of the City of Freeport, Texas

ATTEST:

Shirley Strate Busbice

SHIRLEY STRATE BUSBICE, City Secretary of the City of Freeport, Texas

RESOLUTION NO. 79-R-133

WHEREAS, the Congress of the United States has previously authorized the improvement of the channel of the Old Brazos River by authorizing the Freeport Harbor, Texas 45-Foot Project providing for the widening and deepening of the channel, and

WHEREAS, the City Council believes that the improvement of the channel is vital to keep up with the shipping needs of the area and to provide for continued economic growth and

WHEREAS, it is of great importance that the project be accomplished shortly,

NOW THEREFORE BE IT RESOLVED by the City Council of the City of Lake Jackson, Texas heartily endorses the early construction of the Freeport Harbor, Texas 45-Foot Project in the Old Brazos River and that the Congress of the United States is urged to appropriate funds in fiscal year 1980 for the accomplishment of this vital project.

PASSED AND APPROVED THIS the 23 day of MARCH, 1979.

J. W. Brickell

MAYOR - CITY OF LAKE JACKSON

ATTEST:

Chas. H. Smith

CITY SECRETARY

City of PEARLAND

TELEPHONE (713) 485-2411
POST OFFICE BOX 1157
PEARLAND, TEXAS 77581

March 21, 1979

Brazos River Harbor Navigation
District of Brazoria County
P. O. Box 615
Freeport, Texas 77541

Gentlemen:

As Mayor of the City of Pearland and Past President of the Brazoria County Cities Association, I personally would like to endorse the improvement of the channel of the Old Brazos River for navigation by providing for the widening and deepening of this channel. This project is designated as the Freeport Harbor, Texas 45' Project.

I feel that this improvement is vital to the economy of not only the Freeport area, but to all areas of the County.

I am hopeful that the Congress will appropriate funds in the fiscal year 1980 for the accomplishment of the construction of this important project.

Yours very truly,

Tom Reid

Tom Reid
Mayor

TR:dlc

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

Now, Therefore, BE IT RESOLVED that the City of Lake Jackson Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 20 day of March, 1979.

W. W. Cochran
Mayor, City of Lake Jackson Texas

Attest:

Kenneth Scott
City Secretary
for T. T. Smith

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

Now, Therefore, BE IT RESOLVED that the City of JONES CREEK, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 19 day of March, 1979.

Mayor, City of Jones Creek, Texas

Attest:

City Secretary

(seal)

City of Danbury

DANBURY, TEXAS 77534

March 26, 1979

A.M. Wise
Brazos River Harbor Navigation Dist.
P.O. Box 615
Freeport, Texas'

Dear Sir,

Enclosed is the resolution as passed by the Danbury City Council recently.

I apologize for not being able to get it back to you by the 23rd of March.

However, be assured that you have our full support.

Sincerely,

Marilyn Lampe

Marilyn Lampe
City Secretary

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

Now, Therefore, BE IT RESOLVED that the City of Danbury Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 22 day of March, 1979.

Harry Bozeman
Mayor, City of Danbury Texas
Pro tem

Attest:

[illegible]
City Secretary

(seal)

CITY OF CLUTE

Resolution

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and;

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and;

Whereas, the governing body of this City believes that the improvement of said Channel is vital to the economy of this City and this area;

Now, Therefore, BE IT RESOLVED that the City of Clute, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 22 day of March, 1979.

Benny Chitola
MAYOR

ATTEST:

Gregory T. Vick
CITY CLERK

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of the Velasco Drainage District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Velasco Drainage District hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 20 day of March, 1979.

Chairman, Velasco Drainage District

Attest:

Secretary

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of the Angleton Drainage District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Angleton Drainage District hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 20 day of March, 1979.

W. B. Patterson
Chairman, Angleton Drainage District

Attest:

Secretary

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Hospital District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Angleton-Danbury Hospital District hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 21st day of March, 1979.

Frank W. Stevens
Chairman, Board of Directors,
Angleton-Danbury Hospital District

Attest:

Evelyn M. Morgan
Secretary

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Hospital District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the West Columbia-Damon Hospital District hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 22nd day of March, 1979.

Richard D. Gutzman R.Ph.
Chairman, Board of Directors,
West Columbia-Damon Hospital
District
Richard D. Gutzman, R.Ph.

Attest:

Frances R. Renfro
Secretary
Frances Renfro

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Independent School District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Brazosport Independent School District, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 27th day of March, 1979.

President, Brazosport Independent School District, Texas

Attest:

Secretary

(seal)

ANGLETON INDEPENDENT SCHOOL DISTRICT
300 NORTH PARRISH STREET
ANGLETON, TEXAS 77515

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of the Angleton Independent School District believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Angleton Independent School District, Angleton, Texas, hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 Feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 29th day of March, 1979.

Kervin L. Giese

Kervin L. Giese, President
Angleton Independent School District
Angleton, Texas

Attest:

James E. Collins

James E. Collins, Secretary

(seal)

PHILLIPS PETROLEUM COMPANY
BARTLESVILLE, OKLAHOMA 74004 918 661-6600

March 20, 1979

Mr. A. M. Wise, Chairman
Brazos River Harbor Navigation District
P. O. Box 615
Freeport, TX 77541

Dear Mr. Wise:

This is in response to your request of March 16, 1979, for a statement from Phillips in support of the Freeport Harbor 45' channel improvement project.

Phillips Petroleum Company is an integrated oil company with operations throughout the United States and the world. Freeport Harbor is extremely important to our Midwest and Gulf Coast refinery operations. We have refineries at Borger, Texas, and Kansas City, Kansas, that process foreign crude oil. Crude oil imported through Freeport Harbor is now transported to Kansas City and Borger via Seaway Pipeline and connecting pipelines. We also have a refinery at Sweeny, Texas, which processes almost 100% foreign crude oil that is primarily imported through our company dock facilities in Freeport Harbor. Phillips is constructing an expansion of the Sweeny refinery from its current capacity of 100,000 barrels per day to in excess of 190,000 barrels per day beginning in mid-1980.

It is quite evident that our refinery expansion must require increasing foreign crude oil imports to sustain our operations. Thus the need for the proposed 45' deepening project becomes more urgent each year if we wish to maintain the current level of operations in the Freeport area and provide for future growth potential.

There are numerous advantages that will be realized upon completion of the 45' deepening project. Some of the most significant are the following:

1) Larger tankers could be utilized, 100,000 dead weight tons as compared to the current 35,000-50,000 dead weight tons. This, of course, means lower transportation costs which will eventually benefit the consumer.

2) The project will result in safer harbor conditions and, therefore, less chance of environmental damage due to accidents.

3) The use of larger vessels will result in fewer vessels needed to move the same volume of oil. This will reduce harbor congestion and the chance of accidents resulting in spills.

Since domestic production can no longer supply total domestic demand, Phillips believes one very important way we can help meet the national energy needs is to import the foreign crude oil necessary to meet demands by the most efficient and cost effective method available. The proposed 45' deepening project will help us to meet this objective.

Therefore, Phillips Petroleum Company wholeheartedly supports the proposed 45' deepening project and urges its implementation at the very earliest possible date.

Very truly yours,

Gordon D. Goering

Gordon D. Goering
Vice President
Refining Division

GDG:gs

SEAWAY PIPELINE, INC.

348 PBA BARTLESVILLE, OKLAHOMA 74004

TELEPHONE: 918 661-3700

March 21, 1979

H. V CHRISTENSEN
Vice President
and Project Manager

Mr. A. M. Wise, Chairman
Brazos River Harbor Navigation District
P. O. Box 615
Freeport, TX 77541

Dear Mr. Wise:

In response to your request of March 16, 1979 we are pleased to submit a statement supporting the 45 foot Freeport Harbor Channel Improvement project by Seaway Pipeline, Inc. A copy of that statement is attached.

As you know we feel the 45-foot project is most important to the future of Freeport as well as to all users of the Harbor including Seaway Pipeline, Inc. shippers. We hope the statement submitted will be helpful to you in obtaining funding in the fiscal year 1980 budget for the commencement of the Freeport Harbor 45' channel improvement project and wish you every success in your efforts.

If we can be of further assistance or if you have any questions concerning this matter please feel free to call.

Very truly yours,

H. V. Christensen

H. V. Christensen

HVC:cc
Attachment
cc: D. B. Taylor

STATEMENT BY SEAWAY PIPELINE, INC. IN SUPPORT OF THE 45-FOOT CHANNEL IMPROVEMENT PROJECT FOR FREEPORT HARBOR, FREEPORT, TX

Seaway Pipeline, Inc., was organized to construct and operate a common carrier crude oil pipeline system from Freeport, Texas to Cushing, Oklahoma. Its purpose is to provide a transportation link between the Texas Gulf Coast and pipeline systems in the Cushing area now serving numerous refineries in the Midwest.

The need for this pipeline was established after extensive logistic studies concerned with the rapidly dwindling supply of domestic crude oil now supplying those Midwest refineries and alternate sources of supply. Imported crude oil via the Texas Gulf Coast proved to be the only viable alternative.

The proximity of Seaway's terminus at Cushing to existing pipeline systems and others planned or under construction in the area will make imported crude oil available to refineries not only in Oklahoma but also in Texas, Kansas, Missouri, Minnesota, Illinois and Indiana. Seaway will also supply points in the Northeast where domestic sources of supply must be substantially augmented. The authorized 45-foot project and reformulated proposed 50-foot project for Freeport Harbor will significantly enhance Seaway's ability to supply these needs.

Seaway Pipeline, Inc., began operations in October 1976. Today Seaway has three tanker berths in Freeport Harbor for unloading crude oil tankers to supply the pipeline. Because of the present constraints of the harbor (width of channel and depth of water) the tanker size is currently limited to 40,000 to 50,000 dead weight tons. While this size vessel can supply the present demands of the pipeline, the projected growth of the pipeline system ultimately will be limited by the harbor's constraints. In addition, economies of scale (120,000 dead weight tons versus 50,000 dead weight tons vessels) will substantially increase the cost of marine transportation to supply Seaway as long as the harbor is limited to the smaller vessels.

In anticipation of the 45-50 foot project, the Seaway dock facilities were structually designed to ultimately accomodate tankers in the 120,000 dead weight tons class at two berths and 50,000 dead weight ton tankers at a third berth. The ability to utlize larger tankers will minimize the cost of getting petroleum products to the consumer.

The national interest will be best served by maintaining ample supplies of crude oil to refineries in the Midwest and Northern states, and by full utilization of existing facilities -- including these refineries. The proposed 45-50 foot project will enable Seaway to serve this interest efficiently and effectively.

Accordingly, Seaway fully supports the 45-50 foot project in the improvement of Freeport Harbor to accommodate larger vessels, and urges that funding be provided to implement this project at the earliest possible date.

Respectfully Submitted,

H. V. Christensen

H. V. Christensen
Vice President
Seaway Pipeline, Inc.

CARGILL
COMMODITY
MARKETING DIVISION

14910 Market Street
Houston, Texas
Mail to P.O. Box 220
Channelview, Texas 77530
713 452 4741

March 23, 1979

Subcommittee on Energy and Water Development
Committee on Appropriation
U. S. House of Representatives
Washington, D.C. 20515

Sirs,

We have been advised that the Brazos River Harbor Navigation District will be appearing before the Subcommittees of the U. S. Senate and House of Representatives.

We encourage them in their seeking the appropriation of funds for the fiscal year 1980 budget to commence the Freeport Harbor channel improvement project including dredging to a depth of 45feet.

As exporters of bagged rice cargoes through the Brazos Harbor Port of Freeport we endorse this project. It has become increasingly common to load vessels in excess of 20,000 tons. The draft limitations as well as inadequate warehousing have combined to make the Port useful only as a facility for partial loading.

As shippers, we consider Freeport a prime location and support the petition of the Brazos Harbor Navigation District for these necessary improvements to make them competitive with other Texas Gulf Ports and to allow us to use the Port for complete vessel loading operations.

Sincerely,

Cargill Incorporated

Gail Davis

Gail Davis



DOW CHEMICAL U.S.A.

TEXAS DIVISION
FREEPORT, TEXAS 77541

March 27, 1979

The Honorable J. Bennett Johnston
Chairman, Subcommittee on Public Works
United States Senate
Washington, D. C. 20510

Dear Senator Johnston:

In 1970 the U. S. Government authorized a 45-foot project for improving Freeport Harbor, Freeport, Texas. At that time The Dow Chemical Company tonnage projections were based only on feedstocks and finished chemicals. Since then Dow has built a 180,000 barrel per day crude oil processing plant. Our revised and greatly increased projections are attached.

The authorized channel improvements will allow us to use larger crude oil carriers for movements into Freeport from Mexico and from super tankers offshore. We calculate that these larger tankers will reduce our freight cost by as much as $5,000,000 per year, depending upon the proportion brought in from Mexico or lightered. The oil freight reduction will be in addition to savings that will result on chemical movements which were estimated for the original authorization.

Dow has invested heavily in the Freeport area, averaging about $200,000,000 per year of new capital. This program has resulted in over 40% of our total U.S. assets being located in Freeport. About 25% of the production from these growing plants is exported. These exports are a major contributor to the U. S. balance of payments. The chemical industry in 1977 had a 5.4 billion dollar trade surplus, and we believe Dow to be the leading contributor to this surplus. To enhance the continued growth of exports, we need to take every opportunity to improve our competitive position with foreign chemical producers.

In addition to our chemicals, the new Crude Oil Processing Plant should give further assistance to the balance of payments. We require large amounts of naphtha as a raw material, which is not available in the United States. We have calculated that the new plant, which will take naphtha from crude oil, will reduce Dow payments for foreign raw materials by $1,000,000 per day. Improving the channel to a depth of 45 feet will reduce our freight costs as stated, and since these incoming ships will be foreign flag vessels the reduction of freight itself will positively impact U.S. trade dollars.

We believe the benefits of the proposed harbor improvement are much greater today than they were when the project was first authorized. We believe these improvements are essential to the reduction of domestic and foreign freight costs in Freeport, and we believe that these reductions are important to the economy of our area, to our competing with foreign producers, and to the U.S. balance of payments. We solicit your support of the appropriations so the project can proceed.

Yours very truly,

H. H. McClure
General Manager

jp

THE DOW CHEMICAL COMPANY

FREEPORT, TEXAS

FREEPORT HARBOR DEEPWATER MOVEMENTS

		Volume (thousand short tons)		
Shipment Type	Chemical Type	1978	1980	1981
Export	General	1,450	1,670	1,750
Import	General	160	180	190
	Crude Oil	0	5,400	10,500
Import sub-total		160	5,580	10,690
Domestic	General	550	1,850	2,850
Total		2,160	9,100	15,290

10-29-78

CONNELL RICE & SUGAR CO., INC.
BUSINESS ESTABLISHED 1912
45 CARDINAL DRIVE
WESTFIELD, N. J. 07092 U.S.A.

"CONNELRICE WESTFIELDNJ"
TWX 710 997 9602
TELEX 13 8295
TELEPHONES
NEW JERSEY (201) 233 0700
NEW YORK (212) 964 0480

March 26, 1979

Brazos River Harbor Navigation District
of Brazoria County
P. O. Box 615
Freeport, Texas 77541

Attention: Mr. Peter R. Schaff
General Manager

Dear Peter:

We hope that the enclosed letter to the Subcommittee on Energy and Water Development will assist you.

Very truly yours,

CONNELL RICE & SUGAR CO., INC.

J. F. Ravener
General Traffic Manager

JFR/ems

Enclosure

CONNELL RICE & SUGAR CO., INC.
BUSINESS ESTABLISHED 1912
45 CARDINAL DRIVE
WESTFIELD, N. J. 07092 U.S.A.

"CONNELRICE WESTFIELDNJ"
TWX 710 997-9602
TELEX 13 8295
TELEPHONES
NEW JERSEY (201) 233-0700
NEW YORK (212) 964-0680

March 26, 1979

Subcommittee on Energy and Water Development
Committee on Appropriation
U. S. House of Representatives
Washington, D.C. 20515

Gentlemen:

We are presently exporting rice through the Port of Freeport, but the tonnage that we can load aboard a vessel due to draft restrictions at the Port of Freeport limits the quantity of rice which we can deliver to the Port of Freeport for a single vessel.

Many times rice that would have been delivered to the Port of Freeport is diverted to another Gulf Port due to the fact that the vessel scheduled to load this rice is unable to do so due to vessel's size.

We can state that if the draft to the Channel of the Port of Freeport is increased, it would enable us to deliver rice for loading aboard larger vessels and, therefore, increase the quantity of rice which we ship through the Port of Freeport.

Very truly yours,

CONNELL RICE & SUGAR CO., INC.

J. F. Ravener
General Traffic Manager

JFR/ems

USINESS IN ACTION
ERVING BRAZOSPORT
RAZORIA
UTE
EEPORT
NES CREEK
AKE JACKSON
YSTER CREEK
INTANA
HWOOD
RFSIDE
HERE THE BRAZOS
MEETS THE SEA

BRAZOSPORT
Chamber of Commerce

P.O. BOX 2470
BRAZOSPORT, TEXAS 77541 713/265-2505

MARCH 19, 1979

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
U. S. HOUSE OF REPRESENTATIVES
WASHINGTON, D. C. 20515

GENTLEMEN:

WE ARE ADVISED THAT THE BRAZOS RIVER HARBOR NAVIGATION DISTRICT WILL APPEAR BEFORE YOUR COMMITTEE IN APRIL TO REQUEST NECESSARY APPROPRIATIONS FOR COMMENCEMENT OF THE APPROVED FREEPORT HARBOR, TEXAS, 45-FOOT PROJECT. WE WOULD LIKE TO ADD THE STRONGEST POSSIBLE ENDORSEMENT TO THEIR REQUEST.

AS YOU KNOW, THE FREEPORT HARBOR IS UNIQUE IN SEVERAL RESPECTS. IT IS THE ONLY TEXAS PORT LOCATED ON FRONTAL MAINLAND COASTLINE, AND THEREBY THE ONLY TEXAS PORT WHOSE PERIPHERAL EFFECTS ARE NOT LIMITED BY BARRIER ISLAND OR ESTAURINE SYSTEM GEOGRAPHY. IT IS THE ONLY PORT ACCESSING DIRECTLY ON THE UPPER COASTAL DEEPWATER CURVE, AND IT IS THE PORT OF DIRECT SERVICE TO THE CRITICAL BRAZOSPORT INDUSTRIAL/ENERGY COMPLEX.

BECAUSE OF ITS LOCATION IT HAS A HIGHER USE-EFFICIENCY AND LOWER CHANNEL RISK THAN ANY OTHER PORT ON THE TEXAS COAST, AS STUDIES HAVE BORNE OUT. BUT MOST IMPORTANTLY, WE BELIEVE, IT IS THE KEYSTONE OF WHAT SEEMS TO BE DEVELOPING AS A MAJOR ENERGY CENTER. APPROXIMATELY THREE-QUARTERS OF THE REFINING CAPACITY CURRENTLY UNDER CONSTRUCTION IN TEXAS IS SERVED BY THIS PORT.

IT IS WORTH NOTING THAT VESSEL MOVEMENTS HERE HAVE TRIPLED SINCE THE MODIFICATION PROJECT WAS AUTHORIZED IN 1970, AND THAT TOTAL TONNAGE HANDLED HERE HAS INCREASED BY ABOUT 300 PER CENT IN THAT PERIOD OF TIME.

WE URGE THAT YOU GIVE ALL POSSIBLE CONSIDERATION TO FUNDING OF THIS PROJECT IN THE FISCAL 1980 BUDGET, IN AN AMOUNT CONSISTENT WITH MAXIMUM CONSTRUCTION PROGRESS.

WE OFFER OUR SUPPORT AND ASSISTANCE, TO THE LIMIT OF OUR ABILITY, TOWARD THE TIMELY COMPLETION OF THIS IMPORTANT PROJECT.

THANK YOU FOR YOUR CONSIDERATION.

SINCERELY,

E. C. STOKELY
PRESIDENT

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Chamber of Commerce believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the West Columbia Chamber of Commerce hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 22ND day of March, 1979.

Michael C Hart
President, West Columbia
Chamber of Commerce

Attest:

Joanne Stevens
Secretary

(seal)

RESOLUTION

WHEREAS, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

WHEREAS, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

WHEREAS, the governing body of the Angleton Chamber of Commerce .... believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED, that the Angleton Chamber of Commerce hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 Budget for the accomplishment of the construction of said project.

PASSED AND ADOPTED this 19th day of March, 1979.

Jim Purdom

Jim Purdom, President
Angleton Chamber of Commerce

ATTEST:

Nick Demopulos

Nick Demopulos
Executive Vice President

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Union Local believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the International Longshoremen's Association Local No. 1723 hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 16th day of March, 1979.

M C Rudd PRESIDENT
President and/or Business Agent,
Local No. 1723

Attest:

L R Davis
Secretary

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Union Local believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the International Longshoremen's Association Local No. 1818 hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 2nd day of March, 1979.

Elmer L. Harris
President and/or Business Agent,
Local No. 1818

Attest:

Emile Davis
Secretary

(seal)

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Union Local believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Carpenter's Local No. 1084 hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 22 day of March, 1979.

J. P. Perkins
President and/or Business Agent,
Local No.
E. T. Switzer
Business agent
Carpenters Local 1084
Angleton, Tex

Attest:

Secretary

(seal)

77-001 O - 81 (Pt. 10) - 54

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Union Local believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Operating Engineers Local No. 450 hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 23 day of March, 1979.

Gordon T. Hyatt, Bus. Mgr
President and/or Business Agent,

Local No. 450

Attest:

Sam Walden
Business Representative, District 7
Freeport, TX

Mildred H. Harvey
Secretary

MILDRED H. HARVEY
NOTARY PUBLIC IN AND FOR
BRAZORIA COUNTY, TEXAS

(seal)

GALVESTON, TEXAS
TELEPHONE: AREA CODE 713
762-5813

FREEPORT, TEXAS
TELEPHONE: AREA CODE 713
233-3871

LABORERS' INTERNATIONAL UNION OF NORTH AMERICA LOCAL NO. 116
P. O. BOX 1231 TEXAS CITY, TEXAS 77590
TELEPHONE: AREA CODE 713 945-3311
AFFILIATED WITH
AMERICAN FEDERATION OF LABOR AND CONGRESS OF INDUSTRIAL ORGANIZATIONS
SOUTHERN TEXAS LABORERS' DISTRICT COUNCIL

March 20, 1979

A. M. Wise
Chairman - Brazos River
Habor Navigation District
P. O. Box 615
Freeport, Texas 77541

Dear Mr. Wise:

I am writing you concerning the improvement of the Old Brazos River for navigation.

I along with all members of Laborers Local No. 116 endorse the efforts of your organization in widening and deeping of the channel, designated as the Freeport Harbor, Texas 45- foot project.

I therefore urge that the Congress of the United States Appropriate Funds for the construction of this project.

Sincerely,

Gale E. Van Hoy
Business Representative
Laborers of North America
Local Union #116
202 W. Gulf Blvd.
Freeport, Texas 77541

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this Union Local believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that the Operating Engineers (1800 Members)Local No. 564 hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 20th day of March, 1979.

Fred D. Wood Thomas B. Crow
President and/or Business Agent,

Local No. 564, International Union
of Operating Engineers

Attest:

J. F. Sidwell
Secretary

(seal)

BRAZOSPORT COLLEGE
500 COLLEGE DRIVE
LAKE JACKSON, TEXAS 77566

OFFICE OF THE PRESIDENT

March 20, 1979

Mr. A. M. Wise, Chairman
Brazos River Harbor Navigation District
P. O. Box 615
Freeport, Texas 77541

Dear Mr. Wise:

Enclosed is a copy of the Resolution endorsing the Freeport Harbor, Texas 45-Foot Project. The Brazosport College Board of Regents passed and adopted the Resolution on March 19, 1979.

Best wishes in your efforts.

Sincerely,

W. A. Bass
President

en

Enclosure

RESOLUTION

Whereas, the Congress of the United States has authorized the improvement of the Channel of the Old Brazos River for navigation by providing for the widening and deepening of said Channel, which authorization is designated as the Freeport Harbor, Texas 45-Foot Project, and

Whereas, Brazos River Harbor Navigation District, the local non-federal sponsor of said project, is requesting Congress to appropriate funds for the accomplishment of the construction of said project, and

Whereas, the governing body of this College believes that the improvement of said Channel is vital to the economy of this area;

Now, Therefore, BE IT RESOLVED that Brazosport College hereby endorses the early accomplishment of the Freeport Harbor, Texas 45-Foot Project including increasing the depth of the Channel of Old Brazos River to 50 feet.

BE IT FURTHER RESOLVED that the Congress of the United States be, and it is hereby, urged to appropriate funds in the fiscal year 1980 budget for the accomplishment of the construction of said project.

PASSED and ADOPTED this 19th day of March, 1979.

President, Brazosport College

Attest:

Secretary

Elaine S. Najvar
Notary in and for Brazoria County
3/13/79 (seal)

HOUSTON PORT BUREAU, INC.
334 WORLD TRADE BUILDING HOUSTON, TEXAS 77002
713 - 228-7447

G. E. STRANGE
GENERAL MANAGER

March 26, 1979

File: 547-9-A

Subcommittee on Energy & Water Development
Committee on Appropriations
U. S. House of Representatives
Washington, D. C. 20515

Gentlemen:

We have reference to the Freeport Harbor, Texas (45-Foot Project) which was authorized by the River and Harbor Act of 1970, and is described in House Document No. 289, 93rd Congress, 2nd Session.

The Houston Port Bureau is a non-profit organization chartered under Texas laws and represents the Port of Houston Authority, Port of Freeport, Texas, private terminals, maritime interests and 225 other members consisting of industrial and manufacturing firms in the Houston area. The Houston Port Bureau is organized for the stated purpose of protecting and promoting the movement of waterborne commerce through the facilities of the ports it represents which includes the Port of Freeport. From this you can see we have a great interest in foreign trade and commerce and anything that would improve the flow of cargo through the Port of Freeport. We have appeared before the U.S. Army Corps of Engineers on December 7, 1977, in support of the improved draft to 50 feet which was an addition to the 45-foot project authorized by the River and Harbor Act of 1970.

It is our purpose here to assure you that we endorsed the 45-foot project as there is a definite need for deepwater facilities in Freeport which will permit Texas refineries, allied industries and other manufacturers to be competitive in the domestic and foreign markets by being able to lower their unit transportation costs which is reflected in the price of their manufactured products. Obviously, we are convinced, if we are to maintain this industrial complex as well as to continue to expand our economy, we definitely need the deepwater channel. Therefore, we heartily endorse the Freeport project and urge that appropriations be added to the FY 1980 Budget.

Yours truly,

G. E. Strange
General Manager

GES/ba

BRAZOS PILOTS
P. O. BOX 481
FREEPORT, TEXAS 77541
BUSINESS TELEPHONE BE 3-1120

March 29, 1979

Subcommittee on Energy & Water Development
Committee on Appropriations
U.S. House of Representatives
Washington, D.C. 20515

Dear Sirs:

We have been informed that the 45-foot Project for the Port of Freeport Texas, will be reviewed by your committee for funding on April 4, 1979. The Brazos Pilots would like to take this opportunity to express our unanimous support and endorsement of the Project.

The Brazos Pilots are a group of Federally licensed and State commissioned harbor pilots who provide the pilotage services required by vessels utilizing the facilities located on the Freeport, Texas channel. Since the primary responsibility of the Pilots is the safe and expeditious navigation of vessels to and from the Port of Freeport, we are keenly interested in any channel modifications or improvements. The economic impact on both the local and national economies of the 45-foot Project now before your committee is well documented. This Project also includes numerous improvements to the existing channel which will facilitate even safer operations for the entire port area. The improved channel would allow for the use of much larger more economical vessels at Freeport, and would enable all existing dock facilities to be utilized to their optimum capacities.

The Brazos Pilots thanks the committee for their considerations on this project and would like to reiterate our complete support for the 45-foot Project for Freeport, Texas.

Sincerely yours,

Captain Mark E. Hicks
Brazos Pilots
Freeport, Texas

THE BRAZOSPORT FACTS, WEDNESDAY, MARCH 28, 1979
CLUTE-LAKE JACKSON-FREEPORT, TEXAS

Comment, Opinion

FACTS EDITORIAL

Economics of port

While the offshore terminal has been in the spotlight, because of its many crises, the widening and deepening of the inshore harbor channel is at least as important to Brazoria County's future prosperity.

And this project also faces a momentary crisis. There is no money for it in the federal budget for the coming fiscal year. To try to remedy this, Congressman Ron Paul has arranged for navigation officials to be heard in the House, and Sen. John Tower for the Senate.

There are few federal expenditures that are more in the national interest than a harbor improvement that is shown by study to be economically justified. The growth it generates produces more federal revenue than the cost of the improvements. And there is greater capacity for commerce.

Angleton was the site of the first hearing on this project. That was back in 1962, and the talk then was of a 45-foot depth. In 1970 it was authorized by Congress as a 48-foot project, with a price tag of about $15 million total. It's still referred to as 48 feet, but the plans call for digging it to an actual 50 feet, and the cost now is probably close to $40 million.

But even with this degree of inflation, the cost is fairly small compared to the magnitude of the industrial facilities the deeper harbor will support, and the territory that will benefit economically.

Recently Dow announced that a deal had been made for the Mexican government to provide crude oil as a feedstock for the chemical refinery being constructed at the Oyster Creek Division. The petroleum will be moved from a Mexican port to Freeport Harbor and the Dow docks.

The present docks are limited to vessels of a maximum 50,000 dead-weight tons. When improved, the channel would allow docking of tankers as large as 120,000 tons.

The economics are shown by these two sample transportation costs of imports from a foreign port. For a 30,000-ton tanker, the cost is $3.60 per ton. For a 100,000-ton vessel, it's $1.67 per ton.

At this saving of nearly $2 per ton, the 180,000 barrels (nearly 25,000 tons) per day to be used by Dow's OCD would come to a daily saving of $50,000. For a year, this would be about $18 million. Two years of this would equal the entire local and federal cost of the improvement.

At that, Dow would not be the principal user (and beneficiary) of the project's economies. A far greater volume is intended to be unloaded at the Seaway docks.

This feeds the Phillips Sweeny Refinery, which has long since dried up its do[illegible]tic supplies and operates 100 percent on foreign crude, and its huge new addition. Through the Seaway Pipeline, these docks provide oil to Phillips facilities in the Midwest — Oklahoma, Kansas, Missouri, Minnesota and Illinois.

Industrial operations over a huge territory, then, would benefit directly from the lowered costs of this harbor improvement; and the secondary effect, to those dependent on refined petroleum products, is even wider. In anticipation of the improvements, the Seaway docks were designed for 120,000-ton vessels.

Further, the widening of the channel, and the greater separation of the jetties, would increase safety for all vessels, commercial and pleasure, and diminish the chance for oil spills.

To accomplish this, the government has one of the shortest harbor channels in the nation to improve. It's less than two miles from the Dow docks to open Gulf, and about three miles from Seaway.

Considering the economic benefits, the relatively low cost of the modifications, and the 17 years the project has already dragged on, it would seem that the Freeport 48-foot program would rate a very high federal priority.

Aquilla Water Supply District

P. O. Box 1096
Hillsboro, Texas 76645

March 13, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Attention: Mr. George Urian

Dear Mr. Chairman:

We respectfully request that this statement be included in the record of your subcommittee in support of an appropriation for Lake Aquilla in the FY 1982 budget.

The Aquilla Water Supply District was created by the Texas Legislature in 1977. It is the entity that will treat water from Lake Aquilla and transport the treated water to customers. We will wholesale water to customers such as the City of Hillsboro, other towns in our area, and rural water supply districts and corporations in the area. We are now in the process of negotiating contracts with these customers and it is probable that within the next 30 to 60 days all of the conservation water supply yield of Lake Aquilla will be sold.

We know the critical water supply problems of our customers and urge that the full amount of $16,200,000 that has been included in the President's proposed budget be appropriated by Congress. Unless the Corps of Engineers is able to complete Lake Aquilla according to its present time schedule (early in 1983), residents of our area are likely to face serious water shortages. We believe it is therefore imperative to make Aquilla Lake water available at the earliest possible time.

We strongly support the efforts of Congress and the President to pass a budget that is fiscally responsible. Inclusion in the budget of the President's request of $16,200,000 would advance that objective. Unless Aquilla water is available in 1983 our customers will probably need to drill additional and expensive wells that will not be needed when the Aquilla water is available. Because of the rapidly-declining water table the drilling of wells is a gamble. Additionally, the quality of the water produced by our wells is poor.

Honorable Tom Bevill

March 13, 1981

For these reasons we again urge that the amount of $16,200,000 for Lake Aquilla be included in the FY 1982 budget. We will have representatives at your subcommittee hearing on March 31 to speak in support of this request.

Very truly yours,

AQUILLA WATER SUPPLY DISTRICT

BY: Robert G. Dohoney
Robert G. Dohoney, President

RGD:cm

HEARING

BEFORE THE

UNITED STATES HOUSE OF REPRESENTATIVES

SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

OF THE

COMMITTEE ON APPROPRIATIONS

MARCH 31, 1981

STATEMENT OF

A. M. WISE, CHAIRMAN

BRAZOS RIVER HARBOR NAVIGATION DISTRICT

LOCAL NON-FEDERAL SPONSOR

OF THE

FREEPORT HARBOR, TEXAS

45 FOOT CHANNEL IMPROVEMENT PROJECT

AUTHORIZED BY RIVER AND HARBOR ACT OF 1970

REQUEST FOR APPROPRIATION OF CONSTRUCTION

FUNDS IN FY 1982 BUDGET FOR THE FREEPORT HARBOR,

TEXAS 45 FOOT CHANNEL IMPROVEMENT PROJECT

MR. CHAIRMAN AND MEMBERS OF THIS COMMITTEE:

My name is Alfred Wise and I am Chairman of the Brazos River Harbor Navigation District of Brazoria County. Last year, I appeared before this Committee to urge your support for the approval of appropriations for the Freeport Water deepening project.

Because the previous Administration failed to include this project in its fiscal year 1981 budget, we requested that this Committee authorize the U.S. Army Corps of Engineers to accept an advance of funds from the local sponsor, of which I am Chairman. This request was made pursuant to Section 11 of the River and Harbor Act of 1925. I, and the other elected Commissioners, prevailed upon several of the large users of the Freeport Harbor, including the Dow Chemical Company, Phillips Petroleum Company, and the Seaway Pipelines to agree to advance their private funds to us so that the project could begin. Our sense of commitment and urgency was based primarily upon the tremendous cost-to-benefit ratio exhibited by this project's completion as well as our desire to reduce the inflationary impact occasioned by further appropriation delays.

After securing the agreement from Dow, Phillips and Seaway, and after frequent consultations with the Corps of Engineers, in Galveston, Texas, we came to this Committee, as well as your counterparts in the Senate, and requested that you authorize the Army Corps of Engineers to accept an advance of private funds from the local sponsor of "up to $10,000,000." Both this Committee, as well as the Senate Appropriations Committee approved our request

in your respective Committee "markup" sessions which were later reflected in the Committee Reports.

Highly encouraged by your support for this advance of funds, we immediately went to the citizens of the Navigation District with a bond issue urging them to commit their financial support to this project. They approved the bond issue on October 25, 1980.

Recently, the Corps gave written approval to the local Corps of Engineers, in Dallas, to accept the advanced funds and begin the bidding process for the Freeport Harbor project.

We are now again looking to this Committee to begin the appropriation of funds so that the private sector companies who advance these funds, without interest, may be reimbursed, and the project can proceed in an orderly manner. We feel that we have accomplished an exemplary joint-venture between the private and public sectors.

The Corps testified again this year, as it did in the two previous years, that the Freeport project has one of the best benefit-to-cost ratios of any water project in the Nation. It not only benefits people in the Freeport area, but people throughout the Mid-west.

I would like to point out in as brief a manner as possible some of the reasons why this project is in need of Congressional appropriations. First, the Army Corps of Engineers, although encouraged by your advance approval, is insistent that you provide some Federal appropriations to evidence your continued support for this project.

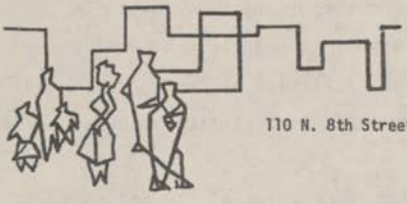
Secondly, I must point out the urgent need for safety improvements in the Freeport Harbor. The additional traffic resulting from completion of new facilities at Freeport, by Dow Chemical and Phillips Petroleum Co., provide critical safety and operational hazzards.

Third, the Freeport Harbor serves 70% of new refinery and petro-chemical production in the Gulf Coast and more than 11% of the total U.S. petrochemical exports pass through this port.

The Army Corps of Engineers testified earlier this year before this Committee that it could provide a useful increment to the project for the remainder of fiscal year 1981 and through fiscal year 1982 for as little as $11 Million. The private non-federal interests have already pledged $4.5 Million. Therefore, we respectfully request that this Committee appropriate $6.5 Million for fiscal year 1982.

Our written submission contains substantial information about the project, testimonials of support and other facts and circumstances this Committee will find useful.

Thank you very much for providing us with the opportunity to appear before you today. If you have any questions, we shall be happy to answer them the best we can.



City of Gatesville

110 N. 8th Street Gatesville, Texas 76528 817 865-5812

March 30, 1981

Sub-Committee on Energy and Water Development
of the Appropriations Committees
c/o Brazos River Authority
P.O. Box 7555
Waco, Texas 76710

Gentlemen:

We, at the City of Gatesville urgently request that the appropriation request of $290,000.00 for advance engineering and design for Lake Millican for FY 1982 be approved. The water supplies from reservoirs in our area and upstream from us (Lake Belton, Lake Waco, Lake Stillhouse Hollow, Lake Possum Kingdom, and Lake Proctor) in the Brazos Basin are committed to system needs. These reservoirs could provide additional supplies to the areas in their immediate vicinity if downstream system needs could be met by Lake Millican.

In addition to releasing downstream requirements from the upper basin reservoirs, Lake Millican will play an important role in the development of extensive lignite deposits in Texas. The entire nation will benefit from increased energy production, if this reservoir is built.

Sincerely yours,

Creston Brazzil

CRESTON BRAZZIL
Mayor, City of Gatesville

CB/kr

City of College Station
POST OFFICE BOX 9960 1101 TEXAS AVENUE
COLLEGE STATION, TEXAS 77840

March 26, 1981

Mr. Carson H. Hoge, General Manager
Brazos River Authority
4400 Cobbs Drive
P. O. Box 7555
Waco, Texas 76710

Dear Mr. Hoge:

The City Council of the City of College Station wishes to join the Brazos River Authority in recommending to the Congress of the United States that the proposed Appropriations for Advanced Engineering and Design of the Lake Millican Project in the amount of $290,000 be approved.

We intend no endorsement of the project until such time as we can consider a proposed location and the overall impact of such a dam, but we recognize the extreme importance of investigating all possibilities and doing necessary engineering studies on this potential source of water for this and other communities.

Yours very truly,

Gary M. Halter
Mayor

GMH:gfb

Mr. BEVILL. Very fine statement, Chairman Wise. I know Mr. Hoffheimer is here too. Mr. Hoffheimer, we started a little early. You are not late.

Mr. HOFFHEIMER. I understand.

Mr. BEVILL. Any questions?

Mr. MYERS. Yes, if this committee would not fund this money, would the local sponsors be in a position to make up the difference?

Mr. WISE. Congressman Myers, it is very important we get some Federal funding. By this Congress appropriating some Federal funds, we feel that our efforts with the local non-Federal sponsorship would be much greater enhanced for us to go back to them and find the necessary funds.

Mr. MYERS. There is complete support from the business community?

Mr. WISE. Yes, sir.

Mr. MYERS. No question about that?

Mr. WISE. No question.

Mr. MYERS. Do you feel that the Corps is in complete support of this project or is there some question?

Mr. WISE. Yes, sir, I do. The fact that they have insisted that we get some financial support from you is the one thing that we have really worked on hard with the Corps to guarantee them that we have those funds, we have the funds allocated for the mitigation lands that are necessary—that the Corps feels are necessary, and they are very, very supportive of this project. They think it is probably one of the best from all the indications that they have given us that they would readily support this project in any way that we could get it funded.

Mr. MYERS. Has some of the money already been advanced from last year with the language this committee put in the bill?

Mr. KEE. $4½ million has been committed in writing and it is ready to be put in escrow. The project is moving forward. So that money is committed. That money was committed simply on the basis of the—well, actually before this committee gave its approval. Having made that commitment without approval, of course, the parties involved understand that the approval is not a legal commitment, that you are going to make an appropriation. Should you make an appropriation of some money this year, it would no doubt be a great comfort to those who are advancing funds to advance additional funds if they are required in order to keep the project moving until further appropriations could be made.

Mr. MYERS. Thank you.

Mr. BEVILL. Very good. Thank you very much.

UPPER MISSISSIPPI FLOOD CONTROL PROJECTS

WITNESSES

WILLIAM KLINGNER, UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

DONALD C. McCONNELL, VICE PRESIDENT, (MISSOURI) UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

WILLIAM J. PIEPER, VICE PRESIDENT, (IOWA) UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

JOHN KINSCHERFF, COMMISSIONER, SNY ISLAND LEVEE DRAINAGE DISTRICT

Mr. BEVILL. Next is Mr. William Klingner.

STATEMENT OF WILLIAM KLINGNER

Mr. KLINGNER. Mr. Chairman, members of the committee, we appreciate the oportunity to make a very short statement. I will be the sole spokesman for our delegation. However, for the record I would like to present the witnesses that are with me. I have Donald C. McConnell, who represents, as Vice President, the State of Missouri.

Mr. MYERS. No stranger to this committee.

Mr. KLINGNER. That is right.

William J. Pieper, Vice President from the State of Iowa; Mr. John Kinscherff, Commissioner, Sny Island Levee Drainage District. Our other witness, Mr. William Trent, Secretary, was unable to be here and we did not get an opportunity to strike his name from our witness list.

We only have two items that are really bothering us, and we believe it might be of some benefit to the committee if we would discuss them briefly, orally, and off the cuff and let the written statement stand on its own merit, the filed statement.

We have the matter of the Sny Island Levee Drainage District, Illinois, a requested amount of $2,190,000. We have been somewhat concerned that this amount might be taken in the wrong light in that it was put in the category of construction by the Corps of Engineers. It is not a construction amount. It is a payment for rectification of seepage damages that was contemplated as far back as 1937 and through subsequent documents growing out of the construction and the operation of the navigation dams on the Upper Mississippi River. This amount has been agreed upon between the local interests and the Corps of Engineers. This is a signed agreement bearing an escalation clause tied to inflation, so if it is not appropriated this year, then it undoubtedly would be more next year and succeeding years.

The payment from this $2,190,000 partly goes through the drainage district to the land owners whose lands have been damaged. They will continue to be damaged. The drainage district is the intermediator to this arrangement, so part of the money will be used by the drainage district to pump the extra seepage that comes into the district by virtue of the dams. Other funds will go to the individual land owners who are expected to tile their land to the ditches from which the drainage district will pump the water.

Mr. MYERS. Is it damages that are being paid or repairs?

Mr. KLINGNER. Damages.

Mr. MYERS. How was the figure for the damage determined for each individual farmer?

Mr. KLINGNER. Through long negotiations between the Corps, the district, and the farmers.

Mr. MYERS. That figure has already been decided now?

Mr. KLINGNER. Yes.

Mr. MYERS. How much of this money is actually going for damages?

Mr. KLINGNER. About $500 an acre.

Mr. MYERS. How many total dollars out of the $2 million?

Mr. KLINGNER. When the agreement was signed it was one million, seven hundred and some thousand. It has now escalated to $2,190,000.

Mr. MYERS. All of it is for damages?

Mr. KLINGNER. Yes.

Mr. MYERS. Is that a continuous thing?

Mr. KLINGNER. No. This is a one time. This is it. This was authorized by Congress but due to unavoidable circumstances, the interior project had not been constructed. The Corps was not able to determine what the damages were. I think Congress paid all the other districts in full in 1962, but this district was held in abeyance until a more thorough study could be ascertained and until what they called an interior project was completed, which was being completed by the Corps.

That project was completed in 1967, so the actual study has been going on from 1967 until now. They finally arrived at a figure that everybody agrees on, the written documents have been signed, and if it was paid, it would be off the board. It is a payment for damages and it is not a new start. It is not a new project.

Mr. MYERS. Thank you.

Mr. KLINGNER. We would like to get this thing off of the board.

The other project that was not funded in which we understand the restraints under which you are operating is the Green Bay Levee and drainage district. That recommendation through the Corps of Engineers grew out of this study from the Mississippi River Coon Rapids Dam to the Ohio River projects review. After the projects were constructed, the original authorization stipulated a 50-year flood frequency protection. That was in 1954. Subsequent events have indicated that in some areas, the protection is more on the order of 35 years instead of 50 years. In this particular area, there is a large chemical plant, the Mississippi Corporation. There is concern by the environmental people and the Department of the Interior and the Corps of Engineers that this area needs additional protection. The recommendation was for a 200-year protection by the Corps of Engineers District. Recently the Board of Engineers of Rivers and Harbors have reviewed the project and in view of the light of need of protection have recommended a 500-year protection which can be done by dredging from the river instead of from an island for about the same money.

We think—right now—everything has been agreed upon between the Department of Natural Resources of Iowa, the Corps of Engineers, and all other agencies with one exception that I hesitate to mention, although I understand it has been consummated, and that is the Department of the Interior still feels that they should dredge the sand from an island instead of the river. My understanding is that that is being consummated and worked out between the Department of the Interior and the Corps.

So this has been a five-year effort between the various agencies and the Corps of Engineers and local interests. We would be ready now for the initial planning. That is a $75,000 item. Actually I

presume that would lead to a new start eventually, you see. But it would be too bad to go through this whole effort, five-year effort, all over again. So we urge you to consider if at all possible the funding of $75,000 for additional planning.

I might say in that regard that under the Presidential requests that local interests participate in the construction costs and that the State of Iowa has indicated that they do not have their five percent which has been suggested by the local interests have agreed to pick up the State's share and their own share to the tune of 10 percent of the construction costs which is something new really, but the local people think they need it and they are willing to share the load to the tune of 10 percent, five percent for the State, five percent for themselves.

Thank you for allowing us to appear before you.

[The statement of Mr. Klingner follows:]

UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

OFFICERS
William H. Klingner
President
617 Broadway
Quincy, Illinois 62301
William B. Trent, Jr.
Secretary
1600 Oregon Street
Muscatine, Iowa 52761
Matthew A. Hutmacher
Treasurer
428 N. 6th Street
Quincy, Illinois 62301

OFFICERS
Elmer H. Meyer
Vice President (Illinois)
R.R. 4
Warsaw, Illinois 62379
Wm. J. Pieper
Vice President (Iowa)
R.F.D.
Wever, Iowa 52658
D. C. McConnell
Vice President (Missouri)
Taylor, Missouri 63471

Statement From:

UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

By:

WILLIAM H. KLINGNER, PRESIDENT
QUINCY, ~~ILLINOIS~~

To: The United States Senate Committee on Appropriations, Subcommittee on Energy and Water Development, March 30, 1981

The United States House of Representatives Committee on Appropriations, Subcommittee on Energy and Water Development, March 31, 1981

Honorable Members of the Committee:

A Summary of our Member Districts' Project Status and requests is as follows:

SURVEYS	BUDGETED	REQUESTED	REMARKS
1. Great River Resource Management Study (GREAT II Rock Island District)	0	0	Fully funded
2. Mississippi River Coon Rapids Dam to Ohio River "Levee Projects Review"	$1,620,000	$1,620,000	To Continue Study
3. Green Bay Levee and Drainage District No. 2, Iowa	0	$ 75,000	Initiate Planning
PLANNING AND CONSTRUCTION			
4. Elsberry Drainage District Elsberry, Missouri	0	0	Fully funded
5. Sny Island Levee Drainage District, Illinois	0	$2,190,000	Agreement has been consummated between Local Interests and Corps of Engineers

Our Association is aware of the Administration's efforts to reduce the Federal Budget and realize that all of us must share in that endeavor if it is to be accomplished. We are in accord with the Administration's efforts. Each interest group has its own justification, and ours is no exception. Most of the programs and projects for Federal investment are worthy. The problem is one of priorities and funding within the guidelines of fiscal restraints as assessed in the National interest.

In that light, may we comment upon our modest requests in the hopes that it may assist your Honorable Committee and the Congress in making its determination of appropriate investments.

SURVEYS:

1. You will note that under the item "SURVEYS" we indicate that the Great River Resource Study (GREAT II) authorized under (P.L. 94-587) is fully funded.

On March 6, 1981, our Association received a copy of the GREAT II Main Report together with supplements, "A Channel Maintenance Handbook" and an "Environmental Report" for the purpose of review and comments by March 25, 1981. Due to the unavoidable time restriction, we were unable to respond to the invitation in a meaningful way, nevertheless, we are pleased that GREAT II has been completed and ready for review.

We do have some "tonque-in-cheek" reservations on some aspects of the Report and just how GREAT II, and for that matter GREAT I and III, will be implemented and utilized in the Master Plan now being prepared by the Upper Mississippi River Basin Commission under (P.L. 95-502).

One of our chief concerns is the apparent infatuation with dredge material disposal and recommendations as to appropriate disposal methods and sites.

The Master Plan for the Management of the Upper Mississippi River System now being prepared by the U.M.R.B.C. is a major thesis by itself and is, no doubt, inappropriate for discussion in this presentation except to say that our Association, as stated many times previously, is strongly in favor of a second Lock at (Lock and Dam #26), Alton, Illinois.

2. The "Mississippi River Coon Rapids Dam to Ohio River--Levee Projects Review" is fully funded and we urge your Honorable Committee to retain the budgeted amount.

Several of our Member Districts are under study at this time, namely the Fabius River Drainage District, Mo., the South River Drainage District, Mo., the South Quincy Drainage District, Ill., and the on-going studies in the Green Bay Levee and Drainage District No. 2, Iowa.

3. The Green Bay Levee and Drainage District, No. 2, Iowa, Levee Project, has run a five year gauntlet of review and has recently received a favorable report from the Board of Engineers for Rivers and Harbors.

Details are now being worked out between the various Governmental Agencies involved in order that initial planning may procedd.

The Corps of Engineers has expressed a capability of $75,000 to initiate planning for F.Y. 1982.

The Study was authorized by the Committee on Public Works of Congress, December 11, 1969. Many hours of effort have been expended by the Corps of Engineers, State and other Federal Agencies, as well as local interests in bringing this project to the planning stage. It would seem a great waste to further delay the project.

PLANNING AND CONSTRUCTION:

4. The Elsberry Drainage District Pumping Facilities and accompanying work is nearly completed and is fully funded. The levee improvement has been placed on deferred status.

5. In the matter of rectification of seepage damages in the Sny Island Levee Drainage District, the President's Budget for F.Y.1982 does not include funding.

The Corps of Engineers has expressed a capability of $2,190,000 to initiate and complete the project.

Our Association is fearful that the project may be considered as a "New Start" under the category of CONSTRUCTION and might be misleading to the Committee.

Actually, the sum requested is for a lump sum payment for seepage damages, plus an escalation inflation clause covering the period from the date of Agreement, January 1980, to the date paid.

Hence, funding of the amount requested has nothing to do with "New Starts" or construction. It is a payment for seepage damages sustained to agricultural land within the Sny Island Levee Drainage District adjacent to the Navigation Pools by virtue of the construction and operation of the 9 foot navigation channel on the Upper Mississippi River.

The Rivers and Harbors Acts of 1937, 1945 and 1958 provide the authority for the payment requested.

A tabulation of the pertinent acts relative to this matter is as follows:

(1) Rivers and Harbors Act of 1937, Public Law 392, 75th Congress, 1st Session, approved August 26, 1937

(2) Rivers and Harbors Committee, House Document 34, 75th Congress, 1st Session

(3) Rivers and Harbors Act of 1945, Public Law 14, 79th Congress, 1st Session, approved March 2, 1945

(4) Rivers and Harbors Act of 1958, Public Law 85-500, 85th Congress, approved July 3, 1958.

(5) Rivers and Harbors Committee, House Document 135, 84th Congress, 1st Session, dated April 13, 1955

(6) Section 10, Public Law 526, 79th Congress, 2nd Session, HR 6597, approved July 24, 1946.

(7) Public Works Appropriations Act of 1973, Public Law 92,405, approved August 25, 1972.

It is obvious that continued delay in the payment of damages can only result in a larger eventual payment by the Federal Government and continued hardship on the Drainage District and the landowners involved.

We sincerely trust that F.Y.82 will see the matter closed.

Thanks again for the courtesy of allowing our Association the privilege of presenting this statement.

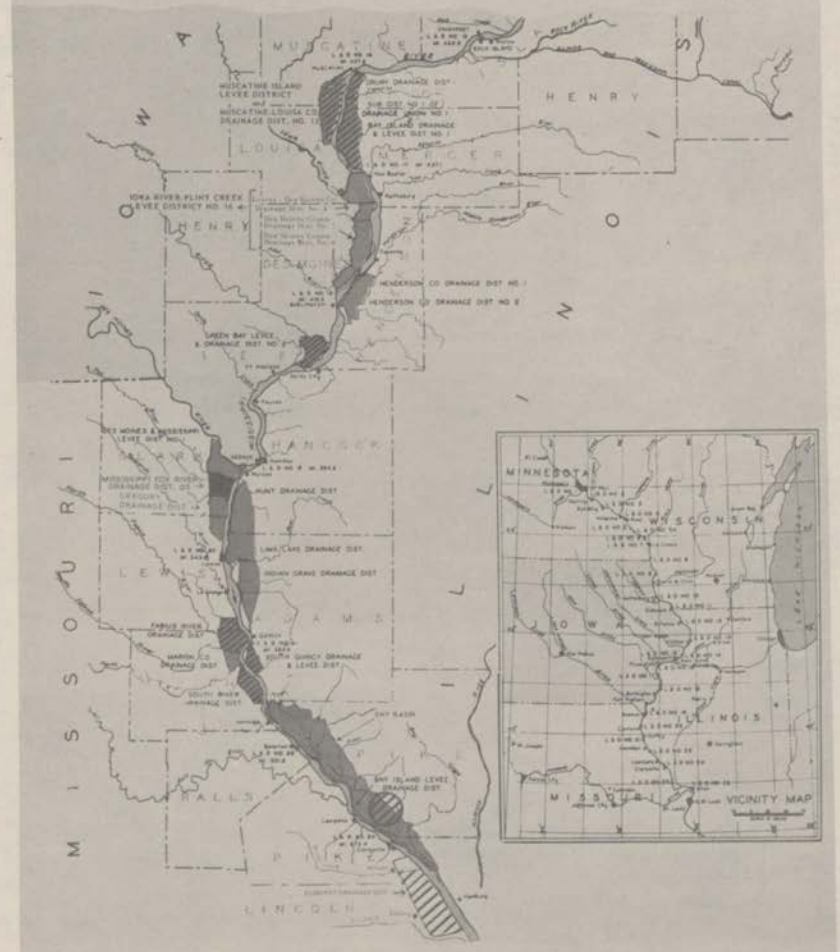
Respectfully Submitted,

W. H. Klingner

W. H. Klingner, President
Upper Mississippi Flood Control Association

UPPER MISSISSIPPI FLOOD CONTROL ASSOCIATION

REPRESENTING LEVEE AND DRAINAGE DISTRICTS BORDERING
ON UPPER MISSISSIPPI RIVER IN ILLINOIS, IOWA, AND MISSOURI



Survey report negative.

Construction funded.
Levee improvement placed on deferred status.

Rectification of Damages. (Study completed.)

Levee projects completed, no additional funds needed.

Mississippi River, Coon Rapids Dam to Ohio River; "Project Review" surveys underway or completed, continuing funds needed FY82.

Projects shown were authorized in Flood Control Act 1954, House Document 281/83/2, House Document 247/83/2; or Flood Control Act 1946 House Document 713/79/2, Gregory Drainage District authorized by 1962 Flood Control Act, approved October 23, 1962. House Document 564/87/2. Elsberry Drainage District Authorized 1944, House Document 669, 76th Congress, 3rd Session.

- Over 380 miles of levee protecting over 360,000 Acres of homes, farms, industries businesses & transportation facilities.
- Estimated annual damages over $5,285,000.
- Along a 200 mile reach of the Mississippi River - home and work for 511,717 people.

Mr. BEVILL. Any questions?
Mr. MYERS. No, thank you, Mr. Chairman. Already had them.
Mr. BEVILL. Thank you, Mr. Klingner.

GREAT LAKES NAVIGATION SEASON EXTENSION

WITNESS

HON. DAVID E. BONIOR, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF MICHIGAN

Mr. BEVILL. We are pleased to have our friend and colleague Congressman David Bonior.

STATEMENT OF CONGRESSMAN DAVID BONIOR OF MICHIGAN

Mr. BONIOR. Thank you, Mr. Chairman.

First of all, I want to apologize for keeping this important subcommittee from its business. As so often happens, I had constituents come in at the last minute. I did do my best to expedite our meeting so I could testify before this committee.

Mr. Chairman, I come before you with a statement concerning the issue of winter navigation on the Upper Great Lakes. It is an issue in which I have taken a deep interest, an issue which is costing the Federal taxpayers millions of dollars each year to operate and one which I do not think has been thoroughly investigated by the appropriate agencies of our Government.

My basic concern, Mr. Chairman, is that winter navigation from the fifteenth of December through the first of January, which originally had been the season for extension, is now being extended from the first of January through somewhere in the middle of January.

I am bothered by that because I don't think the appropriate economic and environmental studies have been done to justify that extension, and secondly, I am bothered because we in this Congress have not granted that authority. The Corps of Engineers has taken it upon themselves through a letter from OMB to continue and lengthen that season extension.

As you know, we are having severe economic problems in the State of Michigan. Mr. Myers is familiar with it because his State is having those same serious problems with the automotive industry. In Michigan, we have several ways to compensate. One is through tourism. Another is through agriculture. However, tourism, recreation, and transportation are very, very important industries in our State. We hope to make up some of the slack in automobiles through those areas.

Now, if we extend winter navigation beyond the authorized—what had been the demonstrated authorized period of December 15, plus or minus one or two weeks—we are seriously hampering the tourist industry. The question then becomes why are we hampering the tourist industry?

There have been studies to date showing that winter navigation has caused considerable damage to spawning grounds and fishing grounds. We have a $350 million sports fishing industry in our State, and I am concerned about that industry. I am concerned

that this extension of winter navigation will impede the reproduction and stocking of fish, in my district and in Bob Davis' district up near the Upper Peninsula, including the Saint Mary's River where they have had problems to date.

People will say season extension offers an economic benefit to shipping. Well that economic benefit is just taken away from the railroad industry. It is a transfer from one transportation mode to the other. There is really no economic gain. There is, I believe, some economic depreciation in terms of tourism.

What I am suggesting in my testimony, is that we look very carefully at this issue and that the Congress decide whether or not to continue the season or tension beyond that which we had already authorized in 1974 and reauthorized in 1976 and which is now over.

In fairness to my colleague from Minnesota, Mr. Oberstar, we have had a controvery on this. I think it is only fair I point this out to the committee.

I think Mr. Oberstar will agree with me that right now, this year and next year, there is really no need to continue winter shipping past the dates which I have already mentioned because autos are down, iron ore is down, and there is really no push for that extension right now.

I think this is the proper time to do the right studies, and if the studies say the environmental impacts are minimal, then I am prepared to accept what happens.

However, I believe this is just the proper time to conduct studies. These studies will supply us with the necessary information to make the decision on whether or not to extend the navigation season.

I would hope that the Congress would be responsible for making those decisions and not the bureaucrats at OMB or elsewhere. That is the issue I want to bring before the committee.

I appreciate your giving me the time and opportunity to bring this to your attention.

[The statement of Mr. Bonior follows:]

Mr. Chairman and Committee members, I appreciate the opportunity to testify today about the Corps of Engineers expenditures for the extension of the Great Lakes shipping season.

Winter navigation has gathered attention throughout the last ten years, since Congress first authorized the Corps to study its feasibility. I cannot possibly overstate the level of concern the project has raised, especially in my district.

Both the major papers in my State of Michigan, the Detroit News and the Detroit Free Press, have editorialized against winter navigation extension, most recently in a Free Press editorial last week.

The Governor of Michigan has announced his opposition to full season extension as presently justified, and just last week the Governor wrote me reaffirming his stand.

The Corps has acknowledged that of the 200 letters they received during the public comment period, 75 percent opposed the extension.

There is, indeed, much concern.

The Board of Engineers itself, in their recent decision on winter navigation extension, has given us all good reason for that concern. In several important findings, they raised one question after another about the basic analysis supporting season extension:

Striking down one of the three major areas of economic benefit justifying the project, the so-called transportation rate savings, the Board concluded that full year extension is not economically justified.

The Board concluded that the method of environmental impact previously proposed by the Corps is inadequate. They estimate it will take five years and $45 million to fill the gap.

Even with respect to a more limited 10¾ month extension, the Board concluded that the extension must be contingent upon Canadian participation, which, of course, has not yet been formally established.

It is not surprising, accordingly, that the Board of Engineers decided not to recommend season extension when they transmit the final feasibility study, but rather to merely transmit the study for informational purposes.

Mr. Chairman, we all know that a project which has been underway for so long, and, accordingly, has had such an opportunity to build up support within the Corps, seldom "plays" to such bad reviews. It is, indeed, time for a careful consideration.

Yet even as the Board of Engineers raises fundamental questions about the analysis underlying the season extension, the Corps of Engineers has proceeded to implement a limited season extension.

The traditional shipping season is from April 1 through December 15, ± two weeks, allowing an extension until December 31st. Yet the Corps has proceeded to implement an "operational" extension to January 7th ± one week, allowing for extension until January 15th, one full month beyond the base period. In addition, we have recently discovered, the Corps is also extending "backwards" from April 1, opening the season during March.

With this Committee's help, the Corps was asked during your recent hearings to specify the length of the extension during last winter and the winter before. There can be no debate about the reality of the "operational" extension or its cost, now more than one million dollars per year. The Corps has also made clear that it is considering an extension for next winter.

With its own Board raising questions, caution would seem necessary and an "operational" extension inappropriate. Yet the "operational" extension raises even more serious questions when it is placed in the light of the Congressional decision-making process.

Congress had clearly shown that, in the light of its complexity and controversy, the decision to extend the season is to be made by Congress as part of the legislative process. To that end, Congress granted authority back in 1970 for a study, not for an extension; a study to be forwarded to Congress for a final Congressional decision.

The study was to proceed through a feasibility report, but to allow the Corps some operational experience, a Demonstration Project was also authorized. As a clear showing that Congress reserved to itself the final decision, the Demonstration Project was specifically authorized for only a limited period of time. Twice since 1970, Congress has extended the Demonstration Project, once in 1974 and once in 1976, but each time the authorization was again specifically limited. In September 1979, authorization for a demonstration project ended.

Mr. Chairman, the Board's decisions probably came as no surprise to any of us. Several independent studies, over the last four or five years, had already documented many of our concerns:

In 1976, the General Accounting Office studied the economic justification then proposed for the season extension. An important series of problems were uncovered. (Federal Efforts to Extend Winter Navigation on the Upper Great Lakes and the St. Lawrence Seaway—Status and Problems to Be Resolved, April 20, 1976).

While the Corps sought to address the GAO's criticisms, the March, 1979 draft Survey Study continued to raise questions. Both the States of New York and Michigan, through two major research studies, found extensive problems in the Corps' proposed economic justification. (Economic Review of Winter Navigation, June 1, 1979; Season Extension on the Great Lakes/St. Lawrence Seaway: A Critique of the Recommended Plan of the Corps of Engineers, July, 1979).

The findings here in America, were matched by a Canadian study commissioned by the St. Lawrence Seaway Authority. (The Seaway in Winter: A Benefit-Cost Study, October, 1978).

As these studies have shown, there are serious problems with winter navigation extension, viewed just in its own limited terms as an aid to navigation. But beyond the questionability of the shipping gains attributed to a navigation extension, lies a second set of problems—winter navigation's impact not merely on the shipping industry, but on the economy as a whole.

The second and third largest industries in Michigan are transportation and recreation. For both, winter navigation poses important problems.

The shipping gains from navigation extension, after all, come at the expense of other transportation modes. In part, we are caught in a zero-sum game, where we are shifting resources from one company to another, instead of creating new industry.

But the impact on recreation is particularly significant. With the auto industry slump, the recreation industry becomes especially important to Michigan. Yet winter navigation threatens recreation, for example, through its impact on spawning or shoreline structures. The potential for an oil spill characterized as "inevitable" by the Canadian St. Lawrence Seaway Authority in their 1978 study, and "very probable" by the Environmental Protection Agency, could severely cripple Michigan's $350 million a year sport fishing industry.

It is within the context of Michigan's recreation industry, that the environmental concerns raised by winter navigation take on their true significance. Our environmental resources are fragile and valuable in their own terms. Nevertheless, adverse environmental impact has real, quantifiable costs. The impact on the recreation industry is one of those costs.

The Corps had proposed to address environmental concerns through what was called "adaptive assessment" technique. Under this procedure, the Corps would begin environmental studies when they implemented winter navigation, instead of doing a comprehensive environmental assessment at the front end, before the project began. The "adaptive" technique is designed to spot and correct any adverse environmental impact as it occurs, and if the environmental impact cannot be corrected, winter navigation would cease.

Yet environmental impacts often come in slow, gradual stages that almost defy identification until the harm is done. In addition, the Corps has been unable to define, through new research or the existing literature, a picture of the Great Lakes' ecosystem absent winter navigation. Without such a "control" it is unclear that the Corps can measure the impact of winter navigation at all. And many environmental groups have wondered how willing anyone will be to stop winter navigation after the Nation has committed hundreds of millions of dollars in investments.

Accordingly, the Board's decision that the "adaptive" technique is inadequate marks a fundamental breakthrough. Every breakthrough, however, has its price.

As the Corps' answers to the questions submitted on my behalf by this Committee have made clear, the Corps has chosen not to spend some $6 million allocated for environmental studies as part of the feasibility survey. Having chosen to rely exclusively on the "adaptive method," and forego earlier environmental studies, the Corps now faces an overwhelming "catch-up" job.

This Committee does not have before it funding for a full season extension and so I will not detain you with a detailed discussion of the extension. What you do have before you is the question of whether Congress or the Corps is to make decisions about the future of winter navigation.

The Detroit Free Press, in their editorial of last week, noted: ". . . and Congress should reassert quite plainly its authority to determine whether and when the shipping season should be extended, certainly until those baseline studies are complete."

Questions of substance, and the amount of controversy they have generated, require that the Corps proceed with care until Congress has disposed of the questions. Questions of funding force caution on us, who must make the final decision.

We all recognize that we face an era of fiscal restraint. The Nation's vital navigation and water resource projects will be no exception. With a 10¾-month extension requiring hundreds of millions of dollars in improvements and huge operating sums, we must be certain that the project not only makes sense in its own terms, but it is competitive with other potential uses of funds.

Mr. Chairman, I find it hard to believe that a project with only questionable economic benefits, dependent on uncertain international cooperation, and potentially harmful to the environment will, in the end, prove the best use of our scarce dollars.

Without prejuding the final decisions of this Committee and the authorizing committee, the problem of funding provides a final reason for caution. I urge the Committee to join me in suspending winter season extension, pending a full congressional study and decision.

Mr. BEVILL. We are certainly pleased you came before this subcommittee. You know that we will, this committee, will work with you. We appreciate your giving us these thoughts in presenting your testimony to us.

Mr. BONIOR. Thank you, Mr. Chairman.

Mr. BEVILL. The committee will stand adjourned until two o'clock this afternoon.

O'NEILL UNIT, NEBRASKA

WITNESSES

ED JAKSHA, PRESIDENT, NEBRASKA TAX LIMIT COALITION
PHIL SCHREIER, PRESIDENT, NEBRASKA TAX LIMIT COALITION

Mr. BEVILL. The hearing will be in order.

Mr. Jaksha, we are pleased to have you with us. You may proceed.

Mr. JAKSHA. Thank you. I have a friend. We would like to share our time.

Mr. BEVILL. That is fine.

Mr. JAKSHA. I would like to have Mr. Schreier start.

STATEMENT OF PHIL SCHREIER

Mr. SCHREIER. Mr. Chairman, my name is Phil Schreier. I am a businessman in Verdigre, Nebraska, and I have lived in that area most of my life. I operate a lumber business in Verdigre that has been in my family for three generations.

Verdigre has a population of about 500. It is in northeast Nebraska in Congressman Doug Bereuter's district. I have a home along the Niobrara River.

My neighbors, landowners along the river, and I want to protect our property and a flowing Niobrara River contributes substantially to our property values. Without the O'Neill Unit, the Niobrara River provides irrigation water right now for many landowners. I know most of them in my area. They are worried about their supply of water if the O'Neill Unit/Norden Dam is built.

I have witnessed silt build-up on the Niobrara, particularly at its mouth. The small town of Niobrara had to be relocated at taxpayer expense a few years ago. I believe the same kind of silt build-up would occur behind the Norden Dam and destroy its usefulness in a short period of time.

I have flown over the area and taken pictures of typical silt build-up. Copies of the pictures are attached to the chairman's copy only of my statement.

Our concern for keeping water in the Niobrara River has prompted me and several of my neighbors to ask our Congressman, Doug Bereuter, to help us stop the O'Neill Unit/Norden Dam. We very much appreciate his efforts to delete funds for the O'Neill Unit and we are grateful for his continued interest and help.

The O'Neill Unit/Norden Dam is not only a Third Congressional District matter, it concerns all Nebraskans and all taxpayers. As a taxpayer, money is being taken out of my pocket faster than I can put it in. I just don't believe we can afford another $335 million for the O'Neill Unit/Norden Dam which just has to increase my taxes and electric utility bill.

Thank you.

Mr. BEVILL. Thank you.

STATEMENT OF ED JAKSHA

Mr. JAKSHA. Mr. Chairman, I am Ed Jaksha from Omaha, Nebraska. My active employment included real estate matters and working with Nebraska County assessors and the Property Tax Division of the Nebraska State Department of Revenue. The Norden Dam area is familiar to me.

I am President of the Nebraska Tax Limit Coalition. This is a citizen's organization which addresses its action towards matters of government spending and taxes. Our present mailing list totals over 20,000 households.

For myself, for many friends and supporters, I am reporting that we are sick and tired of never-ending tax increases by all levels of government, and the continuing intrusion by government into our lives. As taxpayers, we support programs, services and persons in government. As citizens, we insist it is our privilege to seek constraints in laws affecting us, in the amount and detail of government spending, and to tell you that the portion of our income taken for taxes is too great. We are asking you to take less, and to spend our money more wisely.

With your copy of this testimony, I have attached a Susan B. Anthony dollar. Our local post office advertises the Susan B as the dollar of the future. If this is the case, we may all really be in trouble. The people have refused to honor Susan B in this business, it has almost no intrinsic value, and the veneer of silver is a facade. Since 1960, the purchasing value of a dollar is calculated to have dropped about two-thirds.

I offer this illustration as a demonstration of the economic and fiscal problems of our country. As a layman, I cannot argue economics with the professionals. But in over 40 years of business life as a worker and a manager my checkbook has been balanced regularly and there is a reserve for a rainy day.

That is more than can be said for the Federal Government.

In my opinion, government spending must be reduced and limited to a level taxpayers can afford. It seems ridiculous to increase the Federal debt to permit borrowing to pay bills for day-to-day operations.

Your constituents cannot operate in this manner. How can you impose the tax burden of unwise management on your constituents? I recall last year there was a great concern about the Federal debt and the need to raise it in order to pay Social Security checks.

I come to offer a specific recommendation to help meet the problem of my tax burden, and to help restrain an increase in the Federal budget. Very simply, this: Deauthorize the O'Neill Unit/Norden Dam irrigation project. The bureau's figure of $335 million, based on a 3¼ percent interest cost is underrated.

If you use a realistic cost of money—7 percent, 10 percent, 12 percent—the savings by deauthorizing Norden could be in excess of $600 million. This action would attack the fiscal problems which we must not avoid, by the simple process of not generating a new expenditure. You are hearing many numbers. I cite only a few.

This project will permanently take about 30,000 acres of one man's land to serve about 77,000 acres of another man's land. Property rights of one citizen will be ignored to enhance the property value for another at the expense of all taxpayers. About half

of the land to be served is already irrigated, and already providing high yields of corn. The taxpayer cost of the improvement will range from $4,000 to $8,000 per acre. Only a fraction will be paid by the landowner, over a period of 50 years. Most of the cost will be paid by users of electric power in eight states. That power comes from the Missouri River Basin hydroelectric plants.

We cannot buy what we cannot afford. We cannot afford all the government we are already paying for, and we cannot afford $335 million for Norden. At the grass roots where I come from, many persons wonder how soon—not if, but how soon—our country may repeat the follies of the Republic of Germany of the 1920s.

Let's pay off the bills we owe now. Please do not allow spending for Norden. The taxpayers do not need any more of that kind of help.

Thank you.

Mr. BEVILL. Thank you. A very good statement.

SANTA ANA RIVER PROJECT

WITNESS

HON. WILLIAM E. DANNEMEYER, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF CALIFORNIA

Mr. BEVILL. I see that our friend, Congressman Bill Dannemeyer, is here.

Congressman Dannemeyer, the Chair recognizes you at this time. You may proceed as you wish.

STATEMENT OF CONGRESSMAN DANNEMEYER OF CALIFORNIA

Mr. DANNEMEYER. Thank you, Mr. Chairman.

I have a written statement here to summarize.

Mr. BEVILL. Your written statement will be made part of the record.

Mr. DANNEMEYER. My district in Southern California includes the famous tourist attraction called Disneyland, the flatlands of Anaheim. My home is in Fullerton, to the north of that city. This is part of what is called the Santa Ana River flood basin area of Southern California.

The Army Corps of Engineers for some years has projected that this is the worst flood threat, potential, west of the Mississippi in this country. The Army Corps of Engineers completed a report in October of 1980 recommending a certain all-river plan for reducing the flood threat to this part of the country.

The Santa Ana River, of course, rises to the east and to the north of this district and impacts on the districts of Congressman Brown and Congressman Lewis, up in the area above my district.

In Orange County it impacts on the districts of Congressman Badham, Congressman Patterson, Congressman Lungren and myself.

Actually, the authority for the Army Corps of Engineers to work on this project expires on September 30 of this year. My purpose in coming before the committee this afternoon is to request a conditional appropriation for this project in the amount of $500,000 so

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that advanced engineering and design work can continue. If they don't do this, then we run the risk that the work will stop.

This committee is fully aware of the course through the Congress of an authorization bill for flood control projects. It hasn't been all that successful. But I repeat the request is a conditional appropriation of $500,000 for this engineering work.

I might add that this is a very expensive project. Current estimates are around $900 million. That is a substantial sum of money. The flood threat to the area of Orange County is that if a flood of the magnitude of the standard project flood occurred, it would do damage totaling—the latest estimate by the Army Corps of Engineers is $9 billion essentially in Orange County, California.

That standard project flood is based on the premise of 228,000 cubic feet per second at Riverside Narrows, which is physically about 30 miles upstream from my home in Orange County. That volume of water has been recorded in the annals of the flood control business at least once in previous history, specifically in 1862.

We had a flood of a smaller magnitude back in 1938 at the time when Orange County, where I now live, was mostly orange groves. At that time, the damage to that area was only $4 million, but because population in those days was around 400,000 people—today in Orange County there are 1.9 million people, and the population by the year 2000 expected to go up to about 2.6 million.

So, it is obvious there has been tremendous development since that last flood in 1938. Frankly, if we have a repetition of a flood of that magnitude, the damage is estimated at $9 billion.

I realize we are all under strictures. So, to give the matter perspective, President Reagan has proposed in his budget for 1982 $3.127 billion for the Army Corps of Engineers. This is in contrast with what President Carter projected for 1982 of $3.356 billion.

It is my sincere hope that within the benchmark of that suggested sum by President Reagan for 1982 that we can find enough money to finance this project.

I can add that of the four Congressmen for Orange County, three are in support of it. Congressman Badham is not. I think his question relates to whether a project of that magnitude is really called for.

I don't say that there is politics in engineering, but let's be candid—there are some judgment questions that have to be made. The Corps of Engineers had made those judgments in terms of what the potential flood threat is likely to come. I have evaluated their evidence, and I think that the evidence the Army Corps of Engineers has developed is valid.

Congressman Brown upstream is supportive of it. Congressman Lewis upstream is supportive of it. There is a tremendous amount of local support for the project. We all realize that there is a shortage of money, but as I have indicated, the President has proposed a considerable sum of money in his budget, $3.127 billion. I hope this committee can find within that sum of money enough to authorize a conditional appropriation for this project.

Thank you.

Mr. BEVILL. Very good. We will certainly take that under consideration and present that to the subcommittee as a whole.

Mr. DANNEMEYER. Thank you, Mr. Chairman.
[The statement of Mr. Dannemeyer follows:]

TESTIMONY OF HON. WILLILAM E. DANNEMEYER

MR. CHAIRMAN. I would like to begin with my apprecation to you and your Committee for permitting me to speak on behalf of the 39th Congressional District on a flood control project of urgent necessity. I was unable to appear last Thursday when you heard from various Californians since I was chairing a local-state-federal meeting on a toxic waste site in my District.

Water in Southern California represents life and threat. It is the threat that I wish to address today, a $9 billion threat which hangs over an area that is expected to grow from 1.3 million people in 1960 to some 4.8 million people in the year 2000.

Congress authorized a study of this immense threat in 1964. In 1975, a Survey Report was issued by the Army Corps of Engineers. Phase 1 (of 2 phases) of advanced engineering and design, reinforcing the recommended All River Plan of the 1975 report, was completed by the Corps' District Engineer in October 1980. The Phase 1 report awaits action this May by the Board of Rivers and Harbors. Submission of this report to Congress, the Water Resources Council permitting, is expected no earlier than January 1982. In the meantime, the main stem section of this flood project runs out of legislative authority on September 30, 1981.

Today, I seek a conditional appropriation for this project. If this proposal is unusual, so too is the threat to residents of the Santa Ana River basin. Specifically, what I propose is a conditional appropriation of $500,000 to continue advanced engineering and design, the condition being the passage of an authorization bill. Without special appropriating action by this committee at this time, this vital engineering phase may be deferred until fiscal year 1983. I intend to strongly petition the House Public Works Committee for an authorization. The Public Works Committee advises that hearings have begun in anticipation of an omnibus water bill in this session.

As important as this is, it is just as important to note what I am not requesting: neither a construction authorization, nor am I am proposing to authorize on an appropriations bill, which House Rules prohibits. It should also be noted that the $485,000 requested by the Corps in their FY 1982 budget request for the Santa Ana project is not for the main stem project but for tributary studies in the basin, which do have authorization through fiscal year 1982.

Time is of the essence in this project, 42 years ago the 1938 flood (with a peak discharge of some 100,000 cubic feet per second (cfs) at Riverside narrows) caused some $4 million in damages. The greatest flood for which there is some evidence was in 1862, when the peak discharge was estimated at 327,000 cfs at Riverside Narrows. Direct damages from a standard project flood (estimated at 228,000 cfs at Riverside Narrows) would total $9 billion, up form a Corps estimate of $6 billion in 1975. Such a flood would devastate much of the population and property in Orange County, affecting some 1.8 million people and 500,000 homes. The Phase 1 report states: "Flood Protection for this area would also prevent potential loss of life, preserve an increasingly complex network of transportation communications facilities, and prevent potentially crippling damage to a major Air Force supply center. . . . With only about 8 hours warning time, complete evacuation would be impossible.

This project is ranked number one in priority by the California Water Commission. The Corps has identified the Santa Ana River basin as the worst flood threat west of the Mississippi, and some Corps officials find it the greatest flood threat in the nation. The project has the full support of local and state officials, as well as the U.S. Fish and Wildlife Service.

Mr. Chairman, I recognize that your committee is faced with some tough choices given the need for fiscal economy. Normally, I would be on the side of fiscal economy were it not for the fact that, in this case, the economy is false indeed. The federal budget could no more afford $9 billion in disaster assistance, in the event of a major flood, than it could any other unexpectd $9 billion expenditure. On that basis, I would urge the committee to approve this conditional appropriation so that

engineering so necessary to ensure that a $9 billion disaster does not occur, may continue.

HUMBOLDT RIVER PROJECT

WITNESS

DELBERT REESE, UPPER HUMBOLDT WATER USERS ASSOCIATION

Mr. BEVILL. Mr. Del Reese.

Mr. Reese, we will be glad to hear you at this time. You may proceed as you wish.

Mr. REESE. Good afternoon, ladies and gentlemen.

My name is Delbert Reese, and I am a member of the Board of Directors of the Upper Humboldt Water Users Association. The Association is an organization of ranchers and landowners residing in or near Elko, Nevada and consists of almost all of the water users on the Humboldt River north and east of the Rye Patch Dam in Northeast Nevada and its tributaries.

Our group also works very closely with the Pershing County Water Conservation District, an organization which represents all water users south and west of the Rye Patch Dam.

For many years, the Association has opposed the construction of the United States Army Corps of Engineers proposed Humboldt River Project. In recent years, we have appeared before your subcommittee annually to reiterate our opposition. Because many of our objections have already been submitted into your records, I will not restate them here today.

Instead, I will concentrate on our specific objections to further appropriations of funds for the Humboldt River Project. The Association's objection to such appropriations is twofold.

First, the Association objects to further appropriations until the Corps has completed and publicly released its final Phase I Design Memorandum for the project. Last year $300,000 was appropriated to the Corps for the Humboldt River Project. At that time, the Corps represented that this amount would be sufficient to cover the cost of completing the Phase I project.

We are advised by Corps officials that it expects to publish the final version by December 1981. This is crucial since the draft of Phase I has just last week been shown to our Washington Counsel.

We have not had an opportunity to study the document and comment on it. Hearings will be held in December when the final version is public. Only after that has occurred will information necessary to decide whether to proceed with the project as authorized be available.

Two of the three proposed reservoirs have already been deferred because 1978 economic studies indicated they were not economically feasible. We think, using proper cost benefit analysis, that the third—the Hylton Dam—is also not feasible.

Under these circumstances, it would be improper to appropriate additional planning money now, since the Corps has yet to complete the project's plans with appropriations allocated to it in fiscal year 1981.

Furthermore, it would be premature and, therefore, inappropriate for Congress to authorize additional funds for any other purpose for the project until the Corps has completed Phase I of the planning process.

Second, the Assocation challenges the Corps' basic contention that the dam is necessary to protect the ranchers from the harm caused by the flooding. According to the findings of a study recently released by the University of Nevada at Reno, irrigated lands and forage production in the study area increased by 51 percent and 92 percent respectively, as a result of flooding in the study area. This conclusion conflicts with the Corps' position that minor floods usually result in sedimentation and erosion damage which, according to the Corps, reduces yield per acre.

Mr. BEVILL. Mr. Reese, your time is up.

Mr. REESE. Sir, where we are coming from, there was $300,000 allocated to finish up the study. We asked that the study be finalized and give us a chance to look at and study it. We have had one heck of a time getting any information from the Corps. As a rancher, manager and landowner, I think that is not fair.

I want to thank you very much for your time.

Mr. BEVILL. You ought to be able to get that information.

Mr. REESE. Well, for a year and a half we tried to get this one document. We finally got it. You talk about getting the runaround. They do a good job.

Mr. BEVILL. But you have it now.

Mr. REESE. We finally have it.

Mr. BEVILL. All right. Thank you very much.

Mr. REESE. Thank you very much.

[The statement of Mr. Reese follows:]

AP090053 32

Reese

TESTIMONY
OF
UPPER HUMBOLDT WATER USERS ASSOCIATION
BEFORE THE
SENATE AND HOUSE APPROPRIATIONS COMMITTEE
SUBCOMMITTEES ON ENERGY AND
WATER DEVELOPMENT

March 31, 1981

Mr. Chairman:

My name is Delbert Reese, and I am a member of the Board of Directors of the Upper Humboldt Water Users Association ~~(the "Association")~~. The Association is an organization of ranchers and land owners residing in or near Elko, Nevada, and consists of almost all of the water users on the Humboldt River north and east of the Rye Patch Dam in Northeast Nevada and its tributaries. Our group also works very closely with the Pershing County Water Conservation District, an organization which represents all water users south and west of the Rye Patch Dam.

For many years, the Association has opposed the construction of the United States Army Corps of Engineers proposed Humboldt River Project. In recent years, we have appeared before your subcommittee annually to reiterate our opposition. Because many of our objections have already been submitted into your records, I will not restate them here today.

Instead, I will concentrate on our specific objections to further appropriations of funds for the Humboldt River Project. The Association's objection to such appropriations is twofold: First, the Association objects to further appropriations until

the Corps has completed and publicly released its final Phase I Design Memorandum for the Project. Last year the Corps was appropriated $300,000 for the Humboldt River Project. At that time, the Corps represented that this amount would be sufficient to cover the cost of completing the Phase I Project. We are advised by Corps officials that it expects to publish the final version by December, 1981. This is crucial since the draft of Phase I has just last week been shown to our Washington Counsel. We have not had the opportunity to study the document and comment on it. Hearings will be held in December when the final version is public. Only after that has occurred will information necessary to decide whether to proceed with the project as authorized be available. Two of the three proposed reservoirs have already been deferred because 1978 economic studies indicated they were not economically feasible. We think, using proper cost benefit analysis, that the third -- the Hylton dam -- is also not feasible.

Under these circumstances, it would be improper to appropriate additional planning money now, since the Corps has yet to complete the Project's plans with appropriations allocated to it in FY 1981. Furthermore, it would be premature and, therefore, inappropriate for Congress to authorize additional funds for any other purpose for the Project until the Corps has completed Phase I of the planning process.

Second, the Association challenges the Corps' basic contention that the dam is necessary to protect the ranchers from the

harm caused them by flooding. According to the findings of a study recently released by the University of Nevada at Reno, irrigated lands and forage production in the study area increased by 51% and 92%, respectively, as a result of flooding in the study area. This conclusion conflicts with the Corps' position that minor floods usually result in sedimentation and erosion damage which, according to the Corps, reduces yield per acre.(1)

In a letter to one of our Association members dated October 17, 1979, the Corps stated that the Hylton Dam would eliminate annual flood damage by an amount estimated between $9,000 and $12,600 per year on our ranch in acres situated between the dam and the main stream of the Humboldt River and some $457,000 for all ranches in the area per year. I am the manager of the only ranch that lies between the proposed Hylton Dam and the main stream of the Humboldt River. I feel, therefore, uniquely qualified to report that in the heavy runoff years our yield of wild hay actually increases. We do not want to have the federal government protect us from that which helps us.

In conclusion, I would like to state that the Association is only one of many organizations of concerned ranchers and land owners that has gone on record in opposition to the Humboldt River Project. Attached to my testimony is a letter from the Nevada Cattlemen's Association and a letter from the Nevada Farm Bureau Federation. Ranchers are the very individuals who, according to the Corps, stand to benefit the most from the construction of the dam. Rather than support the Project, however,

the Association appears today to reiterate its vigorous opposition to the Project and requests that Congress not appropriate additional funds to the Project until the Corps has demonstrated that such appropriations are authorized.

On behalf of the Association, I would like to thank the members of the Committee for giving it this opportunity to present its views.

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Robert R. Wright
Clover Valley, Wells
Dave Secrist
Elko

Nevada Cattlemen's Association
975 Fifth Street - Elko, Nevada 89801
(702) 738-9214

March 25, 1981

Delbert Reese
Maggie Creek Ranch
Elko, NV 89801

Dear Delbert,

As you are going to Washington soon on behalf of the Upper Humbolt Water Users Assn I would like to take this opportunity to pass on the Nevada Cattlemen's Assn's support to your efforts. The Nevada Cattlemen's Assn has been on record in opposition to the proposed upstream storage projects on the Humbolt River since their first proposal. Unfortunately the committee concerned with this issue forgot to have the resolution reinstated at our last annual meeting. However, it will be voted in at our May Bd of Directors meeting.

The reasons the NvCA opposes the project are:

1) The project fails to protect the historically decreed water rights of the water users on the river.

2) The cost of the project far exceeds it's benefits and is therefore inflationary in a time when inflation is the most serious threat to our American economy and way of life.

3) There is no ecological justification for the project.

4) Federal funding for the project would invite Federal interference in Nevada Water administration.

I hope you will convey these concerns to our Congressional Delegation.

Sincerely,

Paul Bottari

Paul D. Bottari, Executive Secretary
Nevada Cattlemen's Association

NCA
NATIONAL CATTLEMEN'S ASSOCIATION
Affiliate Member

NEVADA FARM BUREAU FEDERATION
THE VOICE OF AGRICULTURE

Nevada Farm Bureau Federation

1300 MARIETTA WAY • SPARKS, NEVADA 89431 • PHONE (702) 358-7737

March 25, 1981

Delbert Reese
P.O. Box 1360
Elko, NV 89801

Dear Mr. Reese,

The Nevada Farm Bureau Federation is the largest general farm and ranch organization in Nevada, with over 5,000 member families throughout the state. Farm Bureau policy is developed through a process that originates with the individual farmer or rancher. This policy is then approved at the county, state and national levels, depending on its county, state or national impact.

At the annual Nevada Farm Bureau Federation House of Delegates meeting in 1979, the following policy was adopted:

HUMBOLDT RIVER PROJECT

We oppose construction of the flood control project for the Humboldt River and tributaries as presently proposed by the U.S. Army Corps of Engineers. This opposition results from the following facts:

1. The project, as presently proposed, would fail to protect the historically decreed water rights of the water users on the river.
2. The operation of the project reservoirs would directly and adversely affect agricultural intersts in Elko, Eureka, Lander, Humboldt and Pershing Counties.
3. Economic evaluation of the project using modern criteria shows that the estimated costs far exceed the projected benefits and that an expenditure of funds for construction of the Humboldt River Project would be inflationary at a time when inflation is the most serious threat to our Americam economy and way of life.
4. There is no ecological justification for the project.
5. Federal funding for the project would invite Federal interference in Nevada water administration.

I hope Nevada Farm Bureau's policy will be of use to you. Please contact me again if you need more information.

Sincerely,

Charles "Chuck" White
Executive Vice President
NEVADA FARM BUREAU FEDERATION

O'NEILL UNIT, NEBRASKA

WITNESSES

TY HARRISON, PLANT ECOLOGIST, SCHOOL OF LIFE SCIENCES, UNIVERSITY OF NEBRASKA-LINCOLN
LLOYD FISHER

Mr. BEVILL. Mr. William Chandler, and Dr. Ty Harrison.
You may proceed as you wish. You have five minutes.

STATEMENT OF DR. TY HARRISON

Dr. HARRISON. I am appearing for Mr. William Chandler. A colleague of mine, from Nebraska, Dr. Lloyd Fisher, is here to give part of that testimony.

Members of the committee, thanks for the opportunity to appear before you. I am Dr. Harrison, a biology professor at the University of Nebraska in Lincoln and a professional ecologist. I am here to testify against the continued funding appropriations for land acquisition and beginning construction of the O'Neill project of the Missouri Pick-Sloane project in Northern Nebraska.

I am representing here today three groups:

First, the Nature Conservancy, who is the primary landowner in the proposed reservoir area.

Second, students and faculty of the University of Nebraska, present and future, who are concerned about environmental use in Nebraska.

Thirdly, I am speaking for the unique native plants and animals in the project area which have had no voice in the past political and economic decision process concerning this environmentally destructive project.

Based on my recent research in the Niobrara Valley of Northern Nebraska, this is one of the most scientifically important and ecologically interesting areas in all the Great Plains of North America.

The most striking natural features of this valley is the current occurrence of six distinctly different major United States vegetation types, all within one to two miles proximity of each other. This is precisely where the proposed Norden Dam would be located. There are few places in North America which have this kind of habitat and this floristic diversity in such a small distance.

Because of this mixture of distinct vegetation types, the Niobrara Valley can justifiably be called the botanical crossroads of the Midwest. The presence of rare plants, or plants on the edges of their distribution in North America in the Niobrara Valley, has long been noted by Nebraska scientists and is of considerable scientific and educational importance, and of national significance.

The Niobrara Valley serves as a distributional limit for approximately 160 plant species in North America, many of them rare in Nebraska. A significant and essentially undescribed natural experiment where native organisms interact, hybridize and evolve on the edges of their respective adaptive ranges would be totally and forever eliminated.

This question has never been seriously addressed or discussed in any of the studies or controversies involving the proposed Norden

Dam. To a biologist, this natural situation in the Niobrara Valley is a scientific resource of major value which would be destroyed by this project.

Thank you.

[The statement of Dr. Harrison follows:]

PREPARED TESTIMONY OF DR. TY HARRISON, PLANT ECOLOGIST, SCHOOL OF LIFE SCIENCES, UNIVERSITY OF NEBRASKA-LINCOLN ON BEHALF OF THE NATURE CONSERVANCY

The Niobrara region of North Central Nebraska has long been recognized by botanists, plant ecologists, plant systematists and more recently by animal ecologists and systematists as an area having significant biogeographic importance in the Northern Great Plains of North America.

The Niobrara Valley corridor is an important Pleistocene and post-Pleistocene refugium for plant species of northern boreal affinity at their southern limit on the Great Plains, a refugium for eastern deciduous forests and prairie species at their western boundary, and an area also having western plant species directly associated with the Rocky Mountains at their eastern distributional limits on the Great Plains.

The most striking feature of the Niobrara Valley is the co-occurrence of 6 distinctly different major vegetation types, all within 1-2 miles proximity of each other. This is precisely where the proposed Norden Dam would be located. There are few places in North America which have this kind of habitat and floristic diversity in such a small distance. (1) Rocky Mountain pine forest biota characterized by ponderosa pine occurs on the steep, rocky, eroding tributaries to the Niobrara River, and is best developed as a vegetation type on the north side of the river although it occurs along cliffs on both sides of the river. (2) An eastern deciduous forest biota dominated by oak, elm, ash, linden, and sometimes black walnut occurs along the floodplain and valley of the Niobrara and on Plum Creek. Trees in these valleys are near the streams or along the lower canyon walls where tree roots can reach a permanent floodplain water table or permanent spring seeps. (3) A northern boreal flora characterized by paper birch trees with typical understory sedges together with northern grasses and sedges found near cold, permanent springs are found in favorable microsites only on the south side of the Niobrara. (4) A distinctive mixed prairie grassland occurs on the drier, drought susceptible sandy loam soils developed on the bedrock of the Crookston Table on the north side of the Niobrara River. (5) A less developed tallgrass prairie occurs in portions of the valley. (6) Finally, the characteristic Sandhills prairie with taller, vigorous grasses growing in the deep, unstable, often moist sandy soil of old stabilized sand dunes, characterize the south side of the Niobrara River.

The diverse topography of a deep, rapidly eroding river valley with its different north/south slope microclimates, together with diverse rock formations and their resulting distinct soil types, have created an ecologically unique situation in this area within a characteristically grassland climate.

Because of this admixture of distinct vegetation types, the Niobrara Valley can justifiably be called the "botantical crossroads of the Midwest". The presence of rare plants or plants at the edges of their North American distributions in the Niobrara Valley has long been noted by Nebraska botanists, and is of considerable scientific and educational importance.

The Niobrara Valley serves as the distributional limit for approximately 160 plant species, many of them extremely rare in Nebraska. The eastern deciduous forest component is strongest due to proximity of the Missouri River. Eighty three species of the eastern forests or forest margins and prairies reach their western limit in the Valley. This whole biotic type is especially important biogeographically and uniquely at risk since the proposed Norden Dam will remove most of this vegetation type from its western distributional limits in North America in the western portion of the lower Niobrara Valley. This is of special biological concern since it is this precise area where the eastern outliers of Rocky Mountain coniferous forest biota is most extensive on the Crookston Table immediately north of the Niobrara River.

The biota typical of eastern deciduous forests comes into contact with the western biota such that this overlap or mixture of habitats allows for extensive hybridization especially in eastern and western bird subspecies of flickers, orioles, and grosbeaks. Any interruption in habitats, especially by elimination of deciduous gallery forests along major streams by large impoundments, significantly interferes with this process of natural hybridization between eastern and western taxa. The imposition of a 20 mile long reservoir would be a major ecological catastrophy since the proposed

reservoir is positioned exactly in the region of greatest overlap of these two major biotic types.

Important plant species typical of a nothern floristic element occur in the Niobrara Valley. We have identified 42 species which have important southern distribution limits. Paper birch is typical of this northern element and occurs here 200 to 400 miles distant from its main populations in the Black Hills of North Dakota and northwestern Minnesota. The Niobrara paper birches are found only in cool, sheltered, shady springbranch canyons or spring fed seeps along steep canyon walls only on the south side of the Niobrara Valley.

A significant and essentially undescribed natural experiment, where native organisms interact, hybridize and evolve on the edges of their respective adaptive ranges, would be totally and forever eliminated. This question has never been seriously addressed or discussed in any of the studies or controversy involving the proposed Norden Dam. To a biologist, this natural hybridization situtation in the Niobrara Valley is a scientific resource of major value which would be destroyed by the proposed project.

Mr. BEVILL. Any questions?

Mr. Fisher?

STATEMENT OF DR. LLOYD FISHER

Mr. FISHER. I am Lloyd Fisher from Lincoln, Nebraska. I am a resource economist with a farm background, with a great many farmer relatives, including two brothers, many of them irrigators. I think I know something about this.

When an irrigator in Nebraska or anywhere else decides to irrigate privately, develop privately—as we have a great many developing from groundwater—he finds it necessary to cover whatever it costs him, including the interest on money, by the product that he gets from that irrigation. He has to cover it all. Otherwise, he cannot afford to develop irrigation.

It seems to me that the standard for a public project ought to be the same; in other words, there ought to be benefits flowing from that irrigation water, which is the product of the project, which will cover the cost of the project.

Now, that valley, one way to measure it is what are the irrigators to whom the water is delivered able to pay for the water. The WPRS has calculated in their budgets for ability to pay that they are able to pay $20 per acre for the water. I think that $20 or $25 is fairly close to what farm management people come up with.

When they calculate the direct benefits from the project, budgeting out a representative farm in the area, they come out with benefits in excess of $200 per acre, over ten times what the irrigator supposedly can afford to pay for the water.

Ths is a kind of economic analysis that I just simply cannot relate to, and it simply would not be tolerated in private development.

Thank you.

Mr. BEVILL. Thank you very much, Doctor. Very good statements.

Mrs. SMITH. Mr. Chairman, I would like to join with you in welcoming the four people who have testified in regard to the O'Neill Unit. We have room here to listen to all viewpoints, and we welcome you here.

I also want to tell you, Mr. Chairman, we will later have testimony from the members of the Nature Conservancy, who have a different viewpoint. We want to hear all viewpoints.

PREPARED TESTIMONY OF JOHN R. FLICKER, DIRECTOR, GREAT PLAINS OFFICE, THE NATURE CONSERVANCY

The Nature Conservancy is a national non-profit conservation organization with over 100,000 members. We are active in every state and in several foreign countries. The purpose of The Nature Conservancy is to preserve unique and fragile natural habitats in an effort to maintain natural diversity. We accomplished this objective largely through land acquisition. The Conservancy owns and manages some 700 preserves nationally.

The Nature Conservancy is not an advocacy organization. We are not an anti-growth organization. We do not bring to this Subcommittee an idealogical bias against water development.

The Conservancy owns all of the property on which the proposed Norden Dam be located, and most of the property which would be inundated by the reservoir behind the proposed dam. The property is known as the Niobrara Valley Preserve. The total Preserve consists of approximately 54,000 acres. It is the largest and one of the most significant preserves owned by the Conservancy. The proposed dam and reservoir would destroy the most significant portions of the Preserve. Information about the scientific and educational importance of this particular property is being presented in more detail in the testimony of Dr. Ty Harrison on behalf of The Nature Conservancy.

The Nature Conservancy joins other landowners in the area in opposing this project.

The proposed project is bad for the environment. It will destroy one of the most ecologically unique areas in the country. It will also destroy the 54,000 acre Niobrara Valley Preserve which has been set aside by The Nature Conservancy for use by the public at no cost to taxpayers.

We respectfully request that funding for the continuation of this project not be approved.

GARRISON DIVERSION PROJECT, NORTH DAKOTA

WITNESS

ORVAL C. HOVEY, MEMBER, BOARD OF DIRECTORS, COMMITTEE TO SAVE NORTH DAKOTA, INC.

Mr. BEVILL. Next, Mr. Kenneth Parker.

Mr. Ordean Ebel.

Mr. Ebel, we will be glad to hear from you.

STATEMENT OF ORVAL C. HOVEY

Mr. HOVEY. Thank you, Mr. Chairman, for the opportunity to appear before the committee. I request our comments be made a matter of record.

I am Orval C. Hovey. I am appearing here in behalf of Mr. Ebel. I am a board member of the committee. I am also a farmer that is directly affected by this Garrison Diversion Project.

The purpose of my testimony is to request a zero budget for the controversial Garrison Diversion Project. The reason for this request is that many people in North Dakota, South Dakota and Canada believe that the eventual spending of $1,018,343,000 of U.S. Government money—latest Water and Resources Service estimate—will have little net good in production, will benefit only a few farmers, and will adversely affect many people in the United States and Canada.

The main reasons for stopping funding and construction of the Garrison Diversion Project are as follows:

One. Both the Canadian House of Commons and the Manitoba Parliament voted unanimously to request the Canadian Govern-

ment to express their concerns about return flows of the portion of the Garrison Diversion Project that drains into Canada, about 75 percent.

Their prime concern is the transfer of harmful biota from the Missouri watershed to the Souris and Red River watersheds, thereby harming their fishing industry.

Two. Organizations along the James River in South Dakota have filed suit in Federal court to half proposed construction of portions of the project that drain into South Dakota, about 25 percent.

Three. In North Dakota the irrigation portion of the project involves a land use change of 459,186 acres to irrigate 250,000 acres. The present production on the land involved in the project nearly equals the anticipated production on the land to be irrigated.

The water used for irrigation is lost for generation of power at Garrison Dam and four other downstream dams on the Missouri River. There will be little net gain in total production.

Four. The Fish and Wildlife Service feels that the Garrison Diversion Project will be a net loss because they estimate that 197,977 acres should be mitigated instead of 146,530 in the updated Garrison project.

Five. The total cost of the project is so high that people who benefit couldn't possibly pay for their share of the benefits. The project will cost about $5 for every man, woman and child in the United States, or about $1,500 per capita in North Dakota. This cost would be $3,320 per acre to be irrigated, which amounts to $500,000 subsidy for every 160 acres of land to be irrigated. The project benefits only 0.6 percent of the land in North Dakota. For a project to be feasible, people who receive the benefits should be willing and able to pay their share of the costs.

Six. Promoters of the project claim that in periods of drought the project is needed to provide feed for livestock. However, unless the drought can be forecast a year or more in advance, the feed crops would not be planted in time to provide the extra feed required for livestock.

In conclusion, I believe that people who are concerned about international relations, inflation, the Federal budget, total land use and wildlife would like to see construction on the Garrison Diversion stopped and use the resources and money to help solve our energy problems.

I maintain that the project isn't needed now, and if at some future time the above problems are solved or we need the agricultural products from irrigated land, we can still build the Garrison Diversion Project.

Now, when I left there on Saturday night, they had a program on public television that involves four channels in North Dakota. They had former Governor Gary, and the manager of the Garrison Conservancy District spoke for the project, and Dr. Garry Pearson and Deputy Natural Resources Minister Jack McEnairty spoke against the project.

During the program, moderators requested that the viewers who had an opinion phone in whether they were for or against the project. Overall, that was 304 yes, for 34 percent, 588 were against

the project, for 66 percent. In North Dakota itself, that was 296 people voted yes and 451 voted no, for 40-60.

Of course, we are along the border, and these stations go to Canada. There were 133 people who called in from Canada. Two voted yes and 131 voted no.

Now, there are going to be three other speakers, or four other speakers here today. The reason I brought this poll up is so you can see there is considerable interest.

Mr. BEVILL. That will certainly be in the record. Thank you very much.

[The pamphlet follows:]

Garrison: The Canadian Concern

On April 11th, 1980 the Canadian Embassy took the unusual step of writing directly to those United States Senators and Congressmen who are members of the Senate Foreign Relations Committee and the Foreign Affairs Committee.


Canadian Embassy

Ambassade du Canada

April 11, 1980

Dear . . .

The reason for that urgent letter was the Garrison Diverson Project — a North Dakota irrigation project with disastrous implications for Canada.

Why is Canada alarmed?

Because Garrison, if it proceeds as planned, will destroy a multimillion dollar Canadian industry simply by changing the direction that river water flows.

North Dakota is bisected by a height of land or divide. North of the divide water runs north to Hudson Bay through the Hudson Bay Drainage Basin. Land south of the divide is in the Missouri River Drainage Basin.

The two drainage basins have been separated since the last ice age. Each has developed its own kinds of fish.

For the first time, because of the Garrison project, the Missouri River water would flow north across the divide. With the water would come fish and fish eggs as well as parasites and diseases which do not now exist in the Hudson Bay Drainage Basin. Use of this water to irrigate land in this basin would enable Missouri fish to move north into Canada.

Three of these Missouri fish are "rough" fish — the

gizzard shad, rainbow smelt and Utah chub. They require the same food as Canada's commercially valuable whitefish, walleye and sauger. Scientists predict that the rough fish will take over.

In 1978/79 alone commercial fishermen caught over $11,000,000 worth of whitefish, walleye and sauger in the four major lakes (Winnipeg, Playgreen, Manitoba and Winnipegosis) north of North Dakota. Their catch supported extensive fish processing, transportation and distribution industries.

Canada sent its first letter of protest about Garrison in 1971. Several years later the International Joint Commission (IJC) investigated the Garrison Diversion Project at the request of the Canadian and American governments. The Commission warned that

> "the introduction of foreign species of fish into Lake Winnipeg would result in major reductions of the more highly-valued species. Whitefish, walleye and sauger populations could decrease 50 percent to 75 percent."

This would wipe out the commercial fishery.

Can Technology Eliminate the Danger?

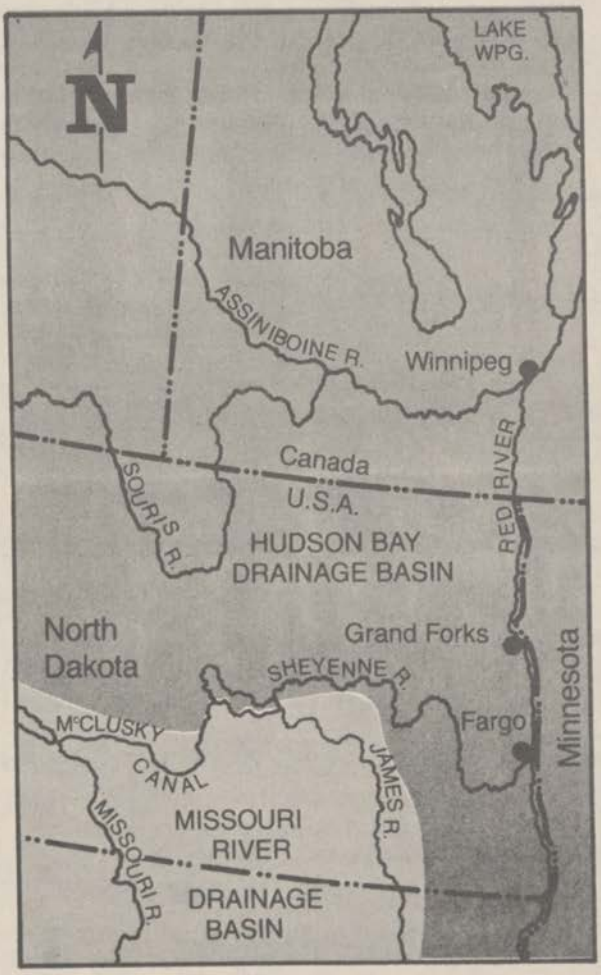
The answer is no.

Experts looked at the possibility of using fish screens and "closed systems" (eliminating direct connections between the basins) to prevent transfer of fish life (called "biota"). The IJC concluded that these measures

> "cannot be relied upon to prevent the transfer of biota from the Missouri River to the Hudson Bay Drainage Basin. The Commission further concludes that the predicted impacts of a biota transfer are so potentially damag-

ing that the closed system does not provide a sufficient guarantee against such an occurrence".

Available technology is simply not good enough to stop every fish. Or fish egg. It cannot stop water borne parasites or diseases. It can't be made accident-proof.



How Can Canada's Interests Be Protected?

Canada can only be protected if Missouri Drainage Basin water is not discharged across the divide.

The IJC stated that

> "while most of the impacts can be mitigated, those from the possible biota transfers are so threatening that the only acceptable policy at present is to delay construction of those features of the Garrison Diversion Unit which might result in such transfers".

Irrigation of land in the Hudson Bay Drainage Basin with Missouri River water is a key part of the Garrison plan. Under this plan, inter-basin transfers would occur.

This is the issue that prompted the Canadian Ambassador's letter in April. The letter states

> "the only way to eliminate the biota transfer concern is to modify the project to eliminate all inter-basin transfers of water".

Canada is asking, as one neighbor to another, for the rejection of any Garrison plan which would irrigate land in the Hudson Bay Drainage Basin.

MANITOBA
DEPARTMENT OF NATURAL RESOURCES

Box 22 - 1495 St. James Street
Winnipeg, Manitoba R3H 0W9
Hon. A. Brian Ransom, Minister

GARRISON DIVERSION PROJECT

WITNESS

RICHARD STEINBACH, CHAIRMAN, NEW ROCKFORD CANAL PROTESTORS ASSOCIATION

Mr. BEVILL. Mr. Kenneth Parker?

Mr. Richard Steinbach?

Pleased to have you, Mr. Steinbach. You may proceed as you wish.

STATEMENT OF RICHARD STEINBACH

Mr. STEINBACH. Mr. Chairman, members of the committee, I want to thank you for permission to testify. I request that my remarks and prepared statement be included in the hearing record.

I am Richard Steinbach, lifelong resident of Eddy County in North Dakota. I, too, request zero funding for the project because of these reasons:

First, because of the cost of the project. Initially, when the project was authorized, the projected cost was $212 million. Presently, by Water and Power Resource figures, the present projected cost is over $1 billion, which represents an irrigation investment of $3,320 per acre.

We also believe that our engineering problems—the McCluskey Canal wa built to a two-to-one slope, which has resulted in slumps which have cost $4 to $6 million to repair, and when water is put into the canal, there are seepage problems.

There are two farmers in McLean County, along the canal, who presently have canal water on their private land. Also, sometime ago the old Bureau of Reclamation installed test wells by Lake Audubon and the canal, and the past several years the water level in these test wells has risen about one foot per year. Presently, the water level is within one foot of the surface. Another farmer that I know out there has land, the surface of which will be 17 feet below the proposed operating level of the canal, and he anticipates severe seepage problems.

Water and Power Resource Service estimates that 40 percent of the water which leaves the Snake Creek pumping plant and will go into the McCluskey Canal and other canals if the project is ever completed, 40 percent of this water would be lost through evaporation and seepage. 500 megawatts of power would be used and lost. There would be vast pumping requirements. Any water that is siphoned off for irrigation will not go through turbines. We believe the water should be used to generate hydropower, which is a renewable resource.

North Dakota presently has a very good dry land agriculture and leads the nation in the production of spring wheat, durum and sunflowers.

The 250,000 acre project is only six-tenths of 1 percent of the crop land in the state, and in future dry years over 95 percent of the farmers will go through dry years, just like they have in the past, even should the project ever be put into place.

Also, we believe remedial legislation or administrative changes are needed. Some eight years ago about 20,000 acres of land were acquired in the Lonetree Reservoir area. Former landowners have had first choice in renting this back from the government. But after eight years, this is put up on a bid basis. We feel that small farmers will be squeezed out because they will be unable to pay higher cash rent prices that larger firms could.

Also, along the New Rockford Canal, we have eight farmers who have had their land condemned about 18 months ago. These cases have not been processed by the Justice Department.

So seeing, with the Canadian issue, that this project is not going to go forward, we think that these eight landowners should have these condemnations quashed, and that they should get their land back.

Mr. BEVILL. Your time is up. Could you wrap it up in about ten seconds?

Mr. STEINBACH. Yes.

In conclusion, no farmer will go out of business if the project is not completed. However, if it is completed, very many farmers, especially in the Lonetree area and along the canal right-of-way will have lost their farms or had them severely impacted.

Thank you.

Mr. BEVILL. Thank you.

[The statement of Mr. Steinbach follows:]

PREPARED TESTIMONY OF RICHARD STEINBACH, CHAIRMAN, NEW ROCKFORD CANAL PROTESTORS ASSOCIATION

GARRISON DIVERSION UNIT

Mr. Chairman, Members of the Committee: We believe there should be no further funding for the Garrison Diversion Unit at the present time because of the doubts and questions many people have concerning the project.

The estimated cost of the project when authorized was $212 million. The present estimated cost is well over $1 billion dollars and rising. This translates into an incredible irrigation investment of $3,320 per acre. With the project at least 20 years away from completion, the final cost will surely be prohibitive.

We also believe there are some serious design defects. Over $4 million dollars have been spent to repair the McClusky Canal. When the canal is dry there are slumps. When water is put in the canal there are serious seepage problems.

By the Water and Power Service's own estimates 40 percent of the water which leaves the Snake Greek pumping plant at the beginning of the project will be lost to evaporation and seepage.

Over 500 megawatts of renewable resource power will be used and lost by the project.

North Dakota presently has a very good dry land agriculture. We lead the nation in the production of spring wheat, durum, and sunflowers. Four years out of five we have ample rainfall for excellent crops.

The 250,00 acres which the Project would irrigate is only 0.6 of 1 percent of the agricultural land in the state. So when we get future dry years, over 95 percent of the state's farmers will survive just as they have in the past even should the project be completed.

We now need some remedial legislation.

Some of the land for the Lonetree Reservoir was acquired nearly 8 years ago and to date former owners have had first choice to rent till the land is used. After eight years the land is rented on a bid basis. This could cause many small farmers to lose the land because they could not afford to be the highest bidders.

We should have some legislation to permit former owners to continue to have first chance to rent this land.

Along the New Rockford Canal right-of-way we have eight land owners who lost their land by condemnation almost 18 months ago. To date the Justice Department has not processed these cases.

We believe that the government will not be able to build the New Rockford Canal because of the objections of Canada. Because of this, we believe that these parcels of land should be returned to the former owners.

For these and the above reasons we very strongly believe there should be no further funding for the Garrison Diversion Project at this time.

WATER RESOURCES PROJECTS

WITNESSES

EDWARD R. OSANN, COORDINATOR, COALITION FOR WATER PROJECT REVIEW

JAMES ELDER, SIERRA CLUB

Mr. BEVILL. Next, Mr. Edward Osann.

You have several with you, I believe. If you will present your witnesses. You are allowed ten minutes.

STATEMENT OF EDWARD OSANN

Mr. OSANN. Thank you, Mr. Chairman.

We appreciate the opportunity to testify—one of the admirable qualities of this committee has always been its ability to keep the trains running on time. We will respect our time allotments here.

Dr. Star, from the Audubon Society, was unable to be here today. He was called out of town.

My name is Edward Osann. I am Coordinator for the Coalition for Water Project Review. I am on the National Staff of the National Wildlife Federation.

For a number of years conservationists have been testifying about our concerns over the direction of water policy in this country. Attempts at reform have been largely stalemated over the past few years. We believe the failure of Congress to pass an authorizing bill during the last four years is an indication of the public's concern for the inadequacies of the water resources program.

I think this is a view widely shared by conservationists, that there is little question that water resource conservation and development is an important part of the Federal agenda.

There is little choice for us but to pursue a water policy that can address our problems as a nation rather than as an individual or local interest. To do so, it is going to require reform in many areas, including to a large extent major initiatives in the area of conservation and nonstructural alternatives.

For example, we believe that change in the areas of water conservation is desperately needed. The prognosis for water supply in many heavily populated areas or in those areas that are receiving large population shifts is, in many cases, grim.

Even if the current drought goes away soon, we all know that there will be another one somewhere down the line that will wreak havoc with our economy.

The Ogallala acquifer, a major source of water for Texas, Kansas, Nebraska, Colorado, Oklahoma, South Dakota and Wyoming is being unnecessarily pumped dry for agricultural use in these areas, areas which are contributing substantially to our favorable balance of trade in agricultural commodities. There is a tremendous dilem-

ma. This is a very serious water resources problem, perhaps one of the most serious.

The Appropriations Committee I think, as the last week or so of testimony would indicate, is most frequently asked, however, to fund projects concerned with local interests at the expense of national interests and goals.

Clearly, the legislation before this committee, the budget that has been presented to the committee, is an agenda developed in the 1940s, 1950s and 1960s. The $4 billion in Title II and III of this bill in our view do not represent a concerted Federal effort to address current pressing national needs.

The six largest projects in the budget as presented in January were budgeted for about $750 million. To complete these projects would require outlays of about $1 billion a year for the next several years. This would amount to about 40 percent of the total construction budget for water resources nationwide.

Simply stated, the Appropriations Committee will be unable to undertake the necessary forms needed for national water policy as long as so few local projects consume such a large portion of monies of the funding available.

STATEMENT OF JIM ELDER

Mr. ELDER. Mr. Chairman, members of the committee, I am Jim Elder. I am the Washington representative of the Sierra Club. Again, I appreciate the time you have allowed us here to make a few points. I will summarize and be as brief as possible.

What I have to say here first is not a criticism of the water resources policy. Certainly any budget which goes beyond $4 billion has many problems. I am just going to point out some of them.

I think it is fairly evident, with recent audits by the Inspector General of the Department of Interior, which has shown in a study of five river basins, one being Central California, that through mismanagement, the taxpayers are losing billions of dollars. I believe in Central California it was almost $8 billion in the red.

In the past decade we have had GAO reports that have stressed inflated claims on projects being presented. Also, there has been indictments and convictions of constructors who have been working on maintenance of some of our waterways with the Corps.

Probably most recently, March of this year, is the GAO report on Federal charges for irrigation projects review do not cover costs.

There are two—just to give you some of the numbers here—in Central Nebraska, we have the North Loup Project, which incidentally is up for appropriations in fiscal year 1982. In 1978 the projected cost of this project was $131.6 million. Recovery from irrigation, the irrigators, will only be $27.3 million.

Also in South Dakota there are projects where water acre costs are $3.10, where it is costing the Federal Government $130.50. We don't think this is in the best interests of the taxpayer.

I would like to move on to just a brief statement on the importance of something which I think is curiously missing. We ought to have a national water policy. It should be consistent with what we are trying to do; that is, water conservation. We have not begun to tap that resource. The savings could be immense.

In the residential sector, on a nationwide scale, it accounts for about 6 percent of the water used. But of course in the metropolitan areas, it is extremely high. Just by basic investments on water saving devices, shower heads, toilets, and so forth, a savings of 25 to 55 percent could be realized and could eliminate some of the need for some of the reservoirs, water supply reservoirs.

In the area of agriculture, it is much higher. In fact, agriculture has tremendous problems. I believe 70 percent of our irrigation is in the west. The problems go from overwatering, which is an extreme problem, and maybe 50 percent of the water is used in overwatering, and it is detrimental to the crop. You get smaller yields and the price of farming goes up as a result of that. There is a lack of irrigation schedules. Also, we are subsidizing about 20 percent of our crops in the west for surplus crops.

We think that it should be a part of this committee to exercise oversight on annual conservation programs throughout the country. That would be a great step this committee could make right now, to encourage that.

The last point I would like to make is that this committee is going to be flooded with legislation, new types of legislation. One that comes to mind, of course, are coal ports.

There is no process to pick out coal ports at this time, although I think Senator Moynihan has put in a bill which outlines a process. Most of the bills promoting coal ports are done for individual interests, and not as a national interest.

We think that you have a rare opportunity, certainly in the last election the people have said that they want a curb on their tax dollars, and they want it to be done responsibly. I think that there are some things that this committee could do which would be a historic opportunity for you.

First of all, we would encourage this committee that all projects should be in strict compliance with state and Federal laws. Federal environmental policies, such as the National Environmental Policy Act, the Water Act, Fish and Wildlife Coordination Act, executive orders and so on, should be used to determine which projects are considered for further appropriations by this committee.

Projects which don't measure up to the cost benefit analysis using current Federal discount rates should be cancelled unless the users agree fully to reimburse the Federal Government for all construction and maintenance costs.

Finally, the committee should not fund projects in the absence of supporting consensus by all affected state and local government members and the state congressional delegations.

We think the public wants substantive changes. If it is not done, the American people will demand it and get it.

You have an opportunity to set the direction nationally here. If we don't, then more of the same type of legislation will come before this committee, and we can expect further interference from the White House. On the other hand, if you do set the direction, I think it would be a clear message to the authorizing committee on the criteria of the type of projects that are sent before this committee.

Thank you.

Mr. BEVILL. Very good. Thank you both.

[The joint statement follows:]

COALITION FOR WATER PROJECT REVIEW

1412 16th Street, N.W. • Washington, D.C. 20036 • (202) 797-6865

American Forestry Association*
American League of Anglers
American Rivers Conservation Council
Coalition on American Rivers
Defenders of Wildlife
Environment Forum*
Environmental Action
Environmental Defense Fund
Environmental Policy Center
Environmentalists for
Full Employment
Friends of the Earth
Fund for Animals
Izaak Walton League of America
League of Conservation Voters*
National Audubon Society
National Wildlife Federation
Natural Resources Defense Council
Rachel Carson Council, Inc.
Sierra Club
Sport Fishing Institute*
Trout Unlimited
The Wilderness Society*
Wildlife Management Institute*
The Wildlife Society*

Edward R. Osann
Coordinator

*Associated for information exchange; excluding legislative activity.

STATEMENT OF

COALITION FOR WATER PROJECT REVIEW

ED OSANN

COORDINATOR, NATIONAL WILDLIFE FEDERATION

AND

JIM ELDER

WASHINGTON REPRESENTATIVE, SIERRA CLUB

BEFORE THE

APPROPRIATIONS COMMITTEE'S

ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE

REGARDING

FY 82 APPROPRIATIONS

MARCH 31, 1981

Representing 5 Million Americans

Mr. Chairman and Members of the Energy and Water Development Subcommittee on Appropriations, we would like to thank this committee for the opportunity to address you considering the FY 82 appropriations in the area of water resources. We are representing today the Coalition for Water Project Review to which some 20 conservation organizations belong, with a total membership of over five million.

For a number of years, conservationists have been testifying about our concern over the direction of water policy in this country. Attempts at reform have been largely stalemated despite the general awareness of numerous problems with these programs by the public. We believe the failure of Congress to pass an authorizing bill during the last four years is an indication of the public's concern for the inadequacies of the water resources program. Clearly, if any one thing became apparent after the last election, it was this disillusionment of the electorate about wasteful government spending at all levels.

The various appropriations committees are going to have to make some hard decisions. Budget cuts have been deep; we can probably look forward to more in the near future. There is no better time than now to start reform by simply using some of the options available to this committee at this time. Specifically, this committee can and should employ the following criteria to evaluate projects before appropriating further funds.

(1) All projects should be in strict compliance with applicable state and federal laws. Federal environmental policy such as the National Environmental Policy Act, the Clean Water Act,

Fish and Wildlife Coordination Act, Floodplain and Wetlands Executive Orders and so on, should determine which projects are considered for further appropriations by the committee.

(2) Projects which don't measure up to a cost/benefit analysis using the current federal discount rates should be cancelled unless the users agree to fully reimburse the federal government all construction and maintenance costs.

(3) The committee should not fund projects in the absence of a supporting concensus by all affected state and local government and members of the state Congressional delegations.

There is no doubt that the public wants substantive changes regarding how their tax dollars are spent. We believe that in the long run these changes will be made because the American people demand it. There is simply no other prudent direction, but to start consistent federal water policy. We urge this committee to take the lead.

There is little question that water resource conservation and development is an important part of our agenda as a nation; there is little choice for us but to pursue a water policy so that we can address our problems as a nation, rather than as an individual or local interest. To do so, it is going to require reform in many areas including, to a large extent, major initiatives in the areas of conservation and non-structural alternatives.

For example, we believe that change in the areas of water conservation is desperately needed. The prognosis for water supply in many heavily populated areas or in those areas that are receiving large population shifts is

in many cases, grim.

Even if the current drought goes away soon, we all know that there will be another one somewhere down the line that will wreak havoc with our economy. The Ogallala acquifer, a major source of water for Texas, Kansas, Nebraska, Colorado, Oklahoma, South Dakota and Wyoming is being unnecessarily pumped dry for agricultural use in these areas -- areas which are contributing substantially to our favorable balance of trade in agricultural commodities.

When asked why the obvious is ignored in a water resources budget that exceeds four billion dollars, the answer is simple. The Appropriations Committee is being asked, in many cases, to fund projects concerned with local interests at the expense of national interests and goals. Clearly, the legislation before this committee constitutes an agenda developed in the 1940s, 50s and 60s. Certainly, the $ 4 billion in title II and III do not represent a concerted federal effort to address current pressing national needs.

As noted recently by the Environmental Policy Center, over three hundred water projects are funded in the Carter budget, just six of these involve three-quarters of a billion dollars for FY 82: Tennessee-Tombigee Waterway (authorized 1946) $204 million; Central Arizona Project (authorized 1968) $191.5 million; Red River Waterway (authorized 1968) $120 million; Dam 26 (authorized 1978) $87 million; Russell Dam (authorized 1966); Central Utah Project (authorized 1956) $70.7 million -- total $755.2 million.

To complete these projects will require outlays of about a billion dollars a year for the next several years, and this will amount to about 40%

of the total construction budget. These projects consume a disproportionate amount of money for local interests and deny the general public a national water direction which could benefit the entire nation by addressing current and future national needs. In each of the cases of the above-mentioned projects, they are either not needed or there are less expensive or less environmentally damaging alternatives. In the case of Locks and Dam 26, repair of a facility, an extension of an auxiliary lock, could be done for one-tenth the cost of a new facility.

Simply stated, the Appropriations Committee will be unable to undertake the necessary reform measures needed for a national policy as long as so few local projects consume such a large portion of monies of the funding available. In addition, the O&M cost of the projects already completed are substantial, reaching over a billion federal dollars a year with little cost recovery.

President Reagan has proposed a budget that would cut some $375 million from the original FY 82 resource budget. Only $230 million in cuts involve construction, half of which results in the termination of three Corps projects.

Most of the remaining money proposed by the administration to be cut involves such things as recreation features which are considered an economic benefit. We believe that recreation in many cases has indeed been an inflated claim. And in some cases this claim is totally unfounded. An example would be the Richard B. Russell dam where flat water recreation is claimed as a benefit. This dam will be located between Lake Hartwell and Clark s Hill. Both reservoirs still have not reached their recreational capacity despite claims by the Corps that they would. Yet part of the rationale for building

Richard B. Russell (and many other projects) was based on recreational benefits. Project costs have been allocated on this basis; failure to complete recreational features will result in either an increase in cost allocated to power users or further subsidy to these power consumers.

A national Water Conservation Program has enormous potential, yet such programs have hardly been given any attention. Figures developed by the Water Resources Council, Commerce Department, GAO, and Congressional Research Service in the residential, industrial and agricultural sectors would indicate clearly that conservation should play a major role in our national water policy. At the very least the Appropriations Committee should use the existence of such a program as a way of selecting priorities.

If basic water conservation devices were used in the residential sector, a savings of 25-55% can be expected. The agricultural sector suffers from a long list of problems such as over-watering, lack of irrigation schedules, and water subsidies to raise surplus crops. In order to protect the substantial federal investment in water supply projects, this subcommittee should exercise annual oversight of the water conservation program -- if any -- for all water supply projects budgeted for construction.

At this time, there exists a whole new agenda which Congress will face in the near future: coalports, inland waterway dredging, irrigation and flood control legislation are being pushed by their respective interests. But unfortunately, in most cases, there is little process to establish what should be the priorities based on national needs.

You have the opportunity this session, with the blessing of the American taxpayer, to begin to establish this direction.

It's important to discuss these specific problems with our water resources program. Without a doubt, an independent water project review is needed. Significantly, the Water Resources Council, which is supposed to be charged with this responsibility, has never been really funded to be effective in this area. We are not making a case for the Water Resources Council per se, but rather for some agency to undertake this responsibility: OMB, the office of the Inspector General or alternative locations. It simply makes good sense; no successful business in the private sector would operate without some type of quality control.

In light of some of the audits by the Inspectors General of the Department of Interior which have shown mismanagement of five river basin accounts, costing the taxpayer billions; numerous GAO reports during the last decade of water projects pointing to inflated benefit claims; and the indictment and conviction in federal courts of contractors doing river maintenance work for the Corps of Engineers during the last two years -- the case is extremely strong for more audits and independent review of the public works program. The scope and size of the subsidies for some of the reclamation projects are staggering. A recent GAO report, March 3, 1981 entitled "Federal Charges for Irrigation Projects Reviewed Do Not Cover Costs," illustrates very clearly the taxpayers' involvement in these subsidies.

An example in central Nebraska is the North Loup Division Pick-Sloan Missouri River Basin. The projected costs of this project in 1978 was $131.6 million. Today the projected cost is over $200 million; however, only $27.3 million will ever be returned to the United States Treasury by the irrigators.

North Loup is budgeted for FY 82.

Another example is the Interior Department's irrigation project near the Oahe Reservoir in the Missouri river basin that will benefit 80 farmers. The GAO found that the project was a massive subsidy that will never be fully repaid. Users of the Pollock and Herreid project will pay $3.10 per acre/foot while the true cost will be $130.50 per acre/foot. In all, the report cited 6 projects under construction by Interior's Water and Power Resources Service that produced similiar findings. Taxpayers are footing huge bills to provide irrigation water for a relatively few farmers.

There is at present a historic opportunity for this committee to establish national direction. Your decisions made concerning over 300 water resources projects can have a far reaching effect on future legislation initiated by the authorizing committees. If projects with inflated cost/benefit analyses that are environmentally destructive and have no national significance are funded, then we can expect that more projects will be authorized with regard to such criteria. The result will be that this appropriations committee will be dealing with more and more adverse public criticism which in turn may lead to continued involvement by the White House. On the other hand, if this committee, during this period of austerity, limits appropriations to those projects which are in the national interest, then a clear message will be sent to Congress about future water policy. That, in itself, would constitute a significant service to the nation.

GARRISON DIVERSION PROJECT, NORTH DAKOTA

WITNESS

ONNO KREMERS, CITIZEN OF CANADA, REPRESENTING THE UNION OF MANITOBA MUNICIPALITIES

Mr. BEVILL. Mr. Bill Aitken.
Mr. Aitken, you may proceed as you wish.

STATEMENT OF ONNO KREMERS

Mr. KREMERS. Thank you.

Mr. Chairman, my name is Onno Kremers. I represent Mr. Aitken, of the Interlake Development Corporation in Manitoba, and also 17 other Manitoba organizations.

Mr. Chairman, members of the committee, my name is Onno Kremers. I am a Canadian citizen residing in Winnipeg, Manitoba. On behalf of the 18 organizations I represent here today, with a combined membership of over 750,000 individuals, I would like to sincerely thank you for the opportunity to testify before your committee.

I would ask that my remarks, prepared statement and supporting letters be included in the hearing record.

Mr. Chairman, before addressing the issue before this committee, I would like to say that I and my fellow citizens deeply regret the injury to your President, and join with you in prayers for his speedy recovery.

Mr. Chairman, the Garrison Diversion Project in North Dakota has evolved into a major point of contention between my government and yours. It was on the agenda several weeks ago when President Reagan met with Prime Minister Trudeau, and was recently the subject of a unanimous resolution from our national House of Commons, which corresponds to your national House of Representatives, expressing opposition to further funding for the project until the Canadian concerns over the project have been resolved.

The Garrison issue has also been the subject of an intensive investigation by the highest authority established to investigate interboundary water disputes between our two nations—the U.S.-Canadian International Joint Commission.

The Final Report of this commission on the Garrison issue, released in September of 1977, concluded that the project "* * * would cause significant injury to health and property in Canada as a result of adverse impacts on the water quality and on some of the more important biological resources in Manitoba." This would constitute a violation of the Boundary Waters Treaty between our two nations.

The report stressed that the potential harmful impact of the transfer, via project waterways, or harmful rough fish, fish diseases and fish parasites to our Hudson Bay watershed would be irreversible and would threaten the very fishery in Lake Winnipeg and Lake Manitoba, an area of over 11,000 square miles which comprises one of the largest inland commercial fisheries in Canada.

I direct a private consulting firm that has investigated in detail what such degradation would mean to the citizens and economic welfare of Canada, and I would like to relate those potential damages to you, as the fate of our fishery, with related very significant implications for relations between our two nations, lies in your hands.

In the area that will be affected by the project, the commercial fishery employs over 3,000 workers directly engaged in the industry. In addition, there are many workers indirectly employed in fishing activities; for instance in the transport of fish by vessel, truck or aircraft; in the processing, marketing, distribution and export of fish to U.S. markets.

Sports fishing is also an important activity carried out on the lakes which will be affected by the project, and supports a $90 million tourist industry in Manitoba. Fish also comprise an important nutrient element in the diet of some 17,000 treaty Indians in the area to be impacted. By the time full impacts of the project are expected, these Indians will be consuming a million pounds of fish annually.

In 1979 the sales value of commercial species which will be affected by Garrison Diversion was some $22 million alone. The introduction of foreign fish species as a result of the project will result in the reduction, by 50 to 75 percent, of such commercial species as Lake Whitefish, Sauger and Walleye in Lakes Winnipeg and Manitoba.

My studies have concluded that population losses of 54 percent or greater will result in a 100 percent loss of revenue and hence, the entire collapse of the fisheries.

When one takes into account the losses in the secondary employment sectors, the losses in the capital investment in the fishing fleet and equipment, the increase in government transfer payments that would inevitably have to occur in the numerous small communities and large towns whose sole livelihood in many cases depend entirely on the fishery, the loss in the thriving tourist industry which depends to a great degree on sports fishing, the cost of replacing nutrients which will be lost to the thousands of Indian families who now depend on substance fishing for a major part of their diet, the cost of additional water treatment for those towns and municipalities who now draw their supplies from the rivers and lakes which will be affected by Garrison—then, Mr. Chairman and members of the committee, it is evident that total losses to Manitoba over the life of the project will be in the order of hundreds of millions of dollars.

My studies, conducted for the native fishery, which represents only a third of the entire fishery, have estimated direct, future losses to these fishermen alone to range between $48 and $218 million.

Current project cost is estimated at over $1 billion. This figure does not take into account potential Canadian damages as a result of the project. Governor Olson of North Dakota told this committee last week that for his state, the project's benefits will far outweigh its costs.

Be that as it may, I am sure that the Governor did not take into account the losses to Canada I have just outlined. Does it really

make any economic sense to continue constructing a project when the cost of damages to canada which may, by themselves, approach one-half of the total project costs, have not been taken into account?

Even if this committee were to consider compensation for Canadian damages as a result of this project, the problem still remains that we as Manitobans have always maintained that compensation is not an acceptable solution.

Mr. Chairman, the Garrison Diversion project is only 15 percent complete, but it nevertheless advanced to the point where irreversible damage to Canada is imminent. Lonetree Reservoir, the New Rockford Canal, and the Oakes Pumping Plant, as authorized, are not acceptable to my country because they are part of a plan to link your watershed with ours. Our way of life, which we value as much as any of your citizens do theirs, depends on avoiding that linkage.

Canada first protested the Garrison Diversion Unit through diplomatic channels a full decade ago. The Final Report of the International Joint Commission has been available since 1977. The position of our citizens, our provincial government and our Federal Government is clear—you must abide by the Boundary Waters Treaty.

We very much value the friendship of your government, and hope you value ours. If you do, you must stop construction of the Garrison Diversion Project. Until the project is redesigned in such a way as to protect our interests, we request zero funding for the project.

Thank you, Mr. Chairman.

Mr. BEVILL. All right. Thank you for a very fine statement, Mr. Kremers.

[The information follows:]

STATEMENT OF ONNO KREMERS, A CITIZEN OF CANADA, REPRESENTING THE UNION OF MANITOBA MUNCIPALITIES, MANITOBA WOMEN'S INSTITUTE, REGIONAL DEVELOPMENT CORPORATIONS FOR EAST MAN, INTERLAKE, CENTRAL PLAINS, PEMBINA VALLEY, PARKLAND AND NORMAN, TOURISM INDUSTRY ASSOCIATION OF MANITOBA, LAKE MANITOBA COMMERCIAL FISHERMAN'S ASSOCIATION, MANITOBA FISHERMAN'S COOPERATIVE, NORTHERN ASSOCIATION OF COMMUNITY COUNCILS, FOUR NATIONS CONFEDERACY, MANITOBA FEDERATION OF LABOUR, LOWER RED RIVER VALLEY WATER CONTROL COMMISSION, MANITOBA NATURALISTS, SOUTH-WEST HERITAGE PROTECTION ASSOCIATION, MANITOBA BRANCH-CANADIAN WATER RESOURCES ASSOCIATION, BEFORE THE U.S. SENATE AND HOUSE SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT, COMMITTEES ON APPROPRIATIONS.

March 31, 1981

Re: Garrison Diversion Unit, North Dakota

Mr. Chairman, Members of the Committee:

My name is Onno Kremers, I am a Canadian citizen residing in Winnipeg, Manitoba. On behalf of the 18 organizations I represent here today, with a combined membership of over 750,000 individuals, I would like to sincerely thank you for the opportunity to testify before your committee. I would ask that my remarks, prepared statement, and supporting letters be included in the Hearing Record.

Mr. Chairman, before addressing the issue before this committee, I would like to say that I and my fellow citizens deeply regret the injury to your President, and join with you in prayers for his speedy recovery.

Mr. Chairman, the Garrison Diversion Project in North Dakota has evolved into a major point of contention between my government and yours. It was on the agenda several weeks ago when President Reagan met with Prime Minister Trudeau, and was recently the subject of a unanimous resolution from our national House of Commons, which corresponds to your national House of Representatives, expressing opposition to further funding for the project until the Canadian concerns over the project have been resolved.

The Garrison issue has also been the subject of an intensive investigation by the highest authority established to investigate interboundry water disputes between our two nations - the U.S./Canadian International Joint Commission. The Final Report of this commission on the Garrison issue, released in September of 1977, concluded that the project;"would cause significant, to health and property in Canada as a result of adverse impacts on the water quality and on some of the more important biological resources in Manitoba." This would constitute a violation of the Boundary Waters Treaty between our two nations.

The report stressed that the potential harmful impact of the transfer, via project waterways, of harmful rough fish, fish diseases and fish parasites to our Hudson Bay Watershed would be irreversible, and would threaten the very fishery in Lake Winnipeg and Lake Manitoba -- an area of over 11,000 square miles which comprises one of the largest inland commercial fisheries in Canada.

I direct a private consulting firm that has investigated in detail what such degradation would mean to the citizens and economic welfare of Canada, and I would like to relate those potential damages to you - as the fate of our fishery, with related very significant implications for relations between our two nations, lies in your hands.

In the area that will be affectedby the project, the commercial fishery employs over 3,000 workers directly engaged in the industry. In addition, there are many workers indirectly employed in fishing activities, for instance in the transport of fish by vessel, truck, or aircraft; in the processing, marketing, distribution and export of fish to U.S. markets.

Sports fishing is also an important activity carried out on the lakes which will be affected by the project, and supports a $90 million dollar tourist industry in Manitoba. Fish also comprise an important nutrient element in the diet of some 17,000 Treaty Indians in the area to be impacted. By the time full impacts of the project are expected, these Indians will be consuming a million pounds of fish annually.

In 1979 the sales value of commercial species which will be affected by Garrison Diversion was some $22 million dollars alone. The introduction of foreign fish species as a result of the project will result in the reduction, by 50 to 75%, of such commercial species as Lake Whitefish, Sauger and Walleye in Lakes Winnipeg and Manitoba. My studies have concluded that population losses of 54% or greater will result in a 100% loss of revenue, and hence, the entire collapse of the fishery.

When one takes into account the losses in the secondary employment sectors, the losses in the capital investment in the fishing fleet and equipment, the increase in government transfer payments that would inevitably have to occur in the numerous small communities and large towns whose sole livelihood in many cases depend entirely on the fishery, the loss in the thriving tourist industry which depends to a great degree on sports fishing, the cost of replacing nutrients which will be lost to the thousands of Indian families who now depend on substance fishing for a major part of their diet, the cost of additional water treatment for those towns and municipalities who now draw their supplies from the rivers and lakes which will be affected by Garrison, then, Mr. Chairman and Members of the Committee, it is evident that total losses to Manitoba over the life of the project will be in the order of hundreds of millions of dollars.

My studies, conducted for the native fishery, which represents only a third of the entire fishery, have estimated direct, future losses to these fishermen alone to range between 48 and 218 million dollars.

Current project cost is estimated at over 1 billion dollars. This figure does not take into account potential Canadian damages as a result of the project. Governor Olson of North Dakota told this committee last

week that for his state, the project's benefits will far outweigh its costs. Be that as it may, I'm sure that the governor did not take into account the losses to Canada I have just outlined. Does it really make any economic sense to continue constructing a project when the cost of damages to Canada which may, by themselves, approach one half of the total project costs, have not been taken in account?

Even if this Committee were to consider compensation for Canadian damages as a result of this project, the problem still remains that we as Manitobans, have always maintained that compensation is not an acceptable solution. We may be able to arrive at a stategy for compensating the citizens of Souris, Manitoba for the cost of a new water treatment plant, or the fishermen of Lake Winnipeg for the loss of commercial fish production. But how do you compensate the citizens of Souris for a river that is no longer attractive? How do you compensate the fishermen for the loss of a life style and livlihood for which there are no alternatives available? These are real people, Mr. Chairman, just like the North Dakota farmers who are suposed to receive irrigation benefits from the project. People in many cases very similar to the people of North Dakota, separated only by an artificial line on a map.

Mr. Chairman, the Garrison Diversion Project is only 15% complete, but it has nevertheless advanced to the point where irreversible damage to Canada is imminent. Lonetree Reservoir, the New Rockford Canal, and the Oakes Pumping Plant -- as authorized -- are not acceptable to my country, because they are part of a plan to link your watershed with ours. Our way of life, which we value as much as any of your citizens do theirs, depends on avoiding that linkage.

Canada first protested the Garrison Diversion Unit through diplomatic channels a full decade ago. The Final Report of the International Joint Commission has been available since 1977. The position of our citizens, our provincial government, and our federal government is clear -- you must abide by the Boundary Waters Treaty.

We very much value the friendship of your government, and hope you value ours. If you do, you must stop construction of the Garrison Diversion Project. Until the project is redesigned in such a way as to protect our interests, we request zero funding for the project.

Onno kremers
c/o Rieber-kremers and Associates Ltd.
216 Osborne St. S., Winnipeg, Manitoba
(204) 453-6222

FOUR NATIONS CONFEDERACY Inc.
500 - 275 PORTAGE AVENUE WINNIPEG, MANITOBA R3B 2B3 PHONE (204) 944-8245

21 for mem

FILE NO._____

March 4, 1981

GRAND CHIEF
LYLE N. LONGCLAWS

GRAND COUNCILLORS
BARRY STARR
LEONARD T. YORK
ROBERT DANIELS
ERIC ROBINSON

Honourable Senator Mark Hatfield
Chairman, Senate Appropriations
Subcommittee on Energy & Water Development
Room 1322, DSOB
Washington, D.C. 20510

Dear Senator Hatfield:

Re: Appropriations Hearings - Garrison Diversion Unit

I am addressing this letter to you on behalf of the sixty-one (61) Treaty Indian Bands in the Province of Manitoba, with an approximate population of fifty thousand (50,000) people. The Chiefs of Manitoba, Canada, act as the Board of Directors of the organization that I am the primary elected spokesman of - the Four Nations Confederacy.

One of the greatest concerns of the Indian people of this province is the Garrison Diversion Unit (GDU). Independent studies sponsored by the Four Nations Confederacy established that this massive diversion scheme would detrimentally affect some twenty-eight (28) Indian Bands in Manitoba which currently represents some twenty-five thousand (25,000) Treaty Indians. As the attached map indicates, these communities are located along the Assiniboine and Red Rivers, Lakes Winnipeg, Manitoba and Winnipegosis, and along part of the Nelson River system. Waters discharged from the Garrison project into Canada will flush in salts and fertilizers, pesticide residues, nutrients and animal wastes, along with eroded soils, and will degrade the drinking water, affect potential irrigation projects and cause several medical problems to the Bands along the Assiniboine and Red Rivers.

The impact of the Indian commercial fisheries stands out as a particularly severe threat to Manitoba's Treaty Indian people. With the introduction of foreign fishes and their associated diseases and parasites, the International Joint Commission (I.J.C.) has predicted a devastating reduction of the four (4) commercially important fish species in Lakes

Winnipeg and Manitoba. Overall, the I.J.C. predicted damages ranging from fifteen to seventy-five percent (15 to 75%) in lake whitefish, lake herring, walleye and sauger as a result of the project.

There are some twenty-four (24) Treaty Indian communities located around these lakes, who take an active part in the commercial fishery and whose sole livelihood, in many cases, depends entirely on the fishery. On average, Indian fishermen account for roughly one-third (1/3) of all fishermen and all gross revenues for the entire Manitoba fishery. The value to all fishermen on the lakes during the 1979-80 season was some sixteen (16) million dollars. In special studies conducted on behalf of the Four Nations Confederacy, it was estimated the losses to commercial fishermen alone to be near thirty (30) million dollars. When the subsistence fishery and the sport and guiding related activities are calculated it's easy to see that losses for the entire fishery will run into the hundreds of millions of dollars.

These are just a few of the costs that we must shoulder should Garrison be completed. Do Indian people receive any of the benefits?...No.

Obviously, the political voice of the Treaty Indian people of Manitoba cannot afford to stand still on this issue. Since 1977, the Four Nations Confederacy (formerly the Manitoba Indian Brotherhood) has testified at the I.J.C. hearings; initiated research on the impacts of the G.D.U. in terms of Indian water rights; embarked on an extensive Band and public awareness campaign; conducted tours of the project site; facilitated a forum on the Garrison project; and participated in "Friends of the Court" action in Washington, D.C.

We would like to stress that should the Garrison Diversion Unit be completed as authorized, the social, economic, environmental and cultural fabric of a large number of Indian people will literally be destroyed. We feel that we have a legitimate demand in requesting that we be allotted a time period to testify on the Fiscal Year 1982 Appropriations Bill.

Please allow me to quote from the "Text of Reference to the International Joint Commission" as found in the report on the Transboundary Implications of the Garrison Diversion Unit.

> "The Government of the United States has assured the Government of Canada that in any development of features of the Garrison Diversion Unit that will affect Canada, specifically works in the Red River Basin and the Souris Loop, the United States will comply with its obligation to Canada not to pollute water crossing the boundary to the injury of health or property within Canada. The Government of the United States has similarly assured the Government of Canada that no construction potentially affecting waters flowing into Canada will be undertaken unless it is clear that this obligation will be met." (pp. 130-131)

The next phase of construction is the signal to all of us that the elected officials of the United States will renounce all promises to not harm Canada and purposefully violate an International treaty.

Your positive response to appear before the Appropriations Hearings scheduled for this summer would be greaty appreciated.

Respectfully yours,

Lyle N. Longclaws

Lyle N. Longclaws
Grand Chief

cc: Honourable Tom Bevill
Rick Howard

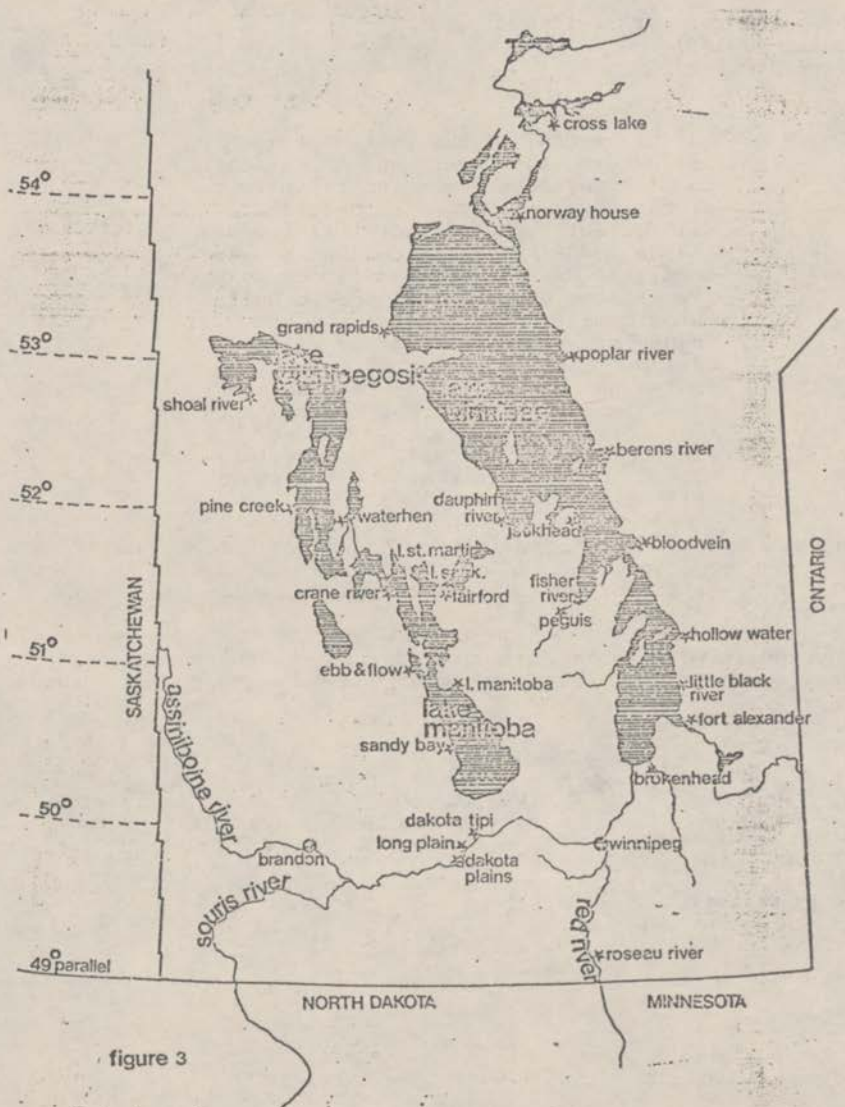


figure 3

INDIAN COMMUNITIES AFFECTED BY THE GARRISON DIVERSION UNIT

FOUR NATIONS CONFEDERACY Inc.
500 - 275 PORTAGE AVENUE WINNIPEG, MANITOBA R3B 2B3 PHONE (204) 944-8245

FILE NO._____

March 25, 1981

GRAND CHIEF
LYLE N. LONGCLAWS
GRAND COUNCILLORS
LARRY STARR
LEONARD T. YORK
ROBERT DANIELS
ERIC ROBINSON

Honourable Senator Mark Hatfield
Chairman, Senate Appropriations
Subcommittee on Energy & Water
Development
Room 1322 DSOB
Washington, D.C. 20510

Dear Senator Hatfield:

On March 4, 1981 I wrote to you on behalf of the Four Nations Confederacy regarding the Garrison Diversion Unit and its projected effects on a major segment of the Indian population of the Province of Manitoba. As stated in this letter it has been established through independent studies sponsored by the Four Nations Confederacy that this diversion plan will detrimentally affect some twenty-eight (28) Indian Bands in Manitoba representing approximately half of the total Indian population within the province. Some of the areas of concerns would include degradation of drinking water and potential medical problems to those Bands located along the Red and Assiniboine Rivers, a potential major loss of revenue in the fishing industry in both the commercial and recreational areas, etc.

Our organization, and its predecessor the Manitoba Indian Brotherhood, has since 1977 made every effort to make our views on the project known to ensure that our concerns are seriously considered in the decision on whether to proceed with the Garrison Diversion Unit. Some of our activities in this regard are outlined in the letter of March 4, 1981.

I had hoped that our organization would be allowed a time period to testify on the Fiscal Year 1982 Appropriations Bills but I understand that due to time constraints you are unable to meet with our request. These hearings are, as I understand it, slated for March 31, 1981. I would like to state that our organization is extremely disappointed that we will not be allowed a specific time slot to represent to you the very serious concerns of the Indian people of Manitoba.

Mr. Onno Kremers of Winnipeg, Manitoba will be making a presentation to your committee and I would like to advise that Mr. Kremers is authorized to speak on behalf of the Four Nations Confederacy regarding the concerns of the Indian people on the projected effects of the Garrison Diversion Unit. Mr. Kremers is extremely knowledgeable in this area and will more than adequately represent our concerns.

I would also like to advise that Mr. Kremers has also the authorization from the Four Nations Confederacy to use an audio visual presentation produced by the Confederacy on the Garrison Diversion Unit. It is my sincere hope that you and your committee will take the time to view this presentation as it will no doubt graphically illustrate the very real concerns of the Indian people of Manitoba concerning the effects of the Garrison Diversion Unit on this and future generations of not only the Indian people but of all citizens of Manitoba.

I sincerely hope that due consideration is given the concerns of the Indian people of Manitoba in reaching your decision regarding the future of the Garrison Diversion Unit.

Yours in recognition of treaty and aboriginal rights,

Lyle N. Longclaws
Grand Chief
Four Nations Confederacy

cc: Mr. Onno Kremers
Mr. Jim Gallo

THE MANITOBA INTERLAKE AND GARRISON DIVERSION

The Interlake Region is that part of the Province of Manitoba located between Lakes Winnipeg and Manitoba and extending from the City of Winnipeg to the 53rd parallel of latitude. A major portion of the Interlake economy is based on the commercial fishing of whitefish, walleye, and sauger, a value of over $11,000,000 in the 1978-79 season. The tourism industry in this playground part of Manitoba is very dependent on sport fishing of trout and pickerel. There are 12,000 native people living in the region who not only are part of the commercial fishing industry but many of whom make fish a major sustenance item in their diets.

The Garrison Diversion Project, as currently authorized, will cause Missouri River water to cross a great divide and drain through the Hudson Bay Drainage Basin. The resulting transfer of fish life, parasites, and diseases will have a damaging effect on the valuable resource in the Manitoba lakes. There is so much at stake here that man-made screens or other devices cannot be depended on for all times to prevent biota transfer.

The Interlake Development Corporation is supported by memberships of the towns, villages, and local government districts of the region. Its directors, the mayors, reeves, and councillors, represent the 55,000 people of the Interlake. This region has nothing to gain from the Garrison Project, but it stands to lose a great deal as it is presently designed.

The Canadian concern may have been overlooked when the project was devised because of the long standing dream of North Dakotans to get irrigation. Now that the problem has been identified and recognized by the International Joint Commission in 1977, the project should be redesigned to eliminate the transboundary transfer of water.

Respectfully submitted on behalf of the Interlake Development Corporation.

Bill Aitken

Bill Aitken
General Manager
Interlake Development Corporation

FLORIDA PROJECTS

WITNESS

JOHN C. JONES, EXECUTIVE DIRECTOR, FLORIDA WILDLIFE FEDERATION

Mr. BEVILL. Next we have Mr. John C. Jones.

You have five minutes, Mr. Jones.

STATEMENT OF JOHN C. JONES

Mr. JONES. Thank you, Mr. Chairman.

I am not going to read my statement. I have handed in 15 copies and also back-up material to go with it.

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

Mr. JONES. All right.

I am sorry to see my good friend Congressman Chappell could not be here.

Mr. BEVILL. Congressman Chappell is on the Defense Appropriations. They are in session. There are some difficult issues there. This is true of all the members. They have other committees, too.

Mr. JONES. The thing I want to talk to you about today is the Hendry County plan. It is part of the central and southern Florida flood control project.

By all means, the whole project is not all bad. But there have been some serious problems with it. It was designed a long time ago, long before water quality and other considerations were important.

The Hendry County plan is part of the whole project. It was designed many, many years ago and is obsolete for today's standards.

We have had the channelization of the Kissimmee River, for which the state legislature has unanimously dechannelized and restored it to its natural state. We have back pumping Lake Okeechobee of agricultural waste water. The state has brought almost to a halt this back pumping, and probably within the next year will bring it totally to a halt.

There have just been many, many problems with this project because of old-time design. That is what is wrong with the Hendry County plan.

In addition to that, this is a project of 261 square miles. The EIS statement says there are 21 landowners, but there is one landowner with 100 square miles, which is U.S. Sugar Corporation, and ELICO, which has 150 square miles.

That doesn't leave very much for the other 19 landowners to own. So, you can see our problems with funding this year a little over $5 million to a project that has those few beneficiaries.

In addition to that, this project is not even approved in Florida yet. The Broward County Commission—and this project is partially in that county—requires both counties' approvals to be built. It has unanimously rejected this project.

So, to fund a project that doesn't even have approval within its own state seems a little bit out of line at this point in time.

We are hoping that this project can be halted and redesigned to be a better project and serve more people of both Hendry and Broward County.

Gentlemen, I think that that is all I am going to say. I think my statement says the rest of it.

The thing has turned out to be a subsidy for U.S. Sugar Corporation and ELICO. I think you gentlemen would be acting very irresponsibly to give that kind of funding basically to two corporations.

Thank you.

Mr. BEVILL. Thank you very much.

[The statement of Mr. Jones follows:]

FLORIDA WILDLIFE FEDERATION
AFFILIATED WITH NATIONAL WILDLIFE FEDERATION
4080 NORTH HAVERHILL ROAD, WEST PALM BEACH, FLORIDA 33407
PHONE: (305) 683-2328

STATEMENT OF JOHN C. JONES,
EXECUTIVE DIRECTOR, FLORIDA WILDLIFE FEDERATION
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE

March 31, 1981

Mr. Chairman and Members of the Committee:

My name is John C. Jones, and I am Executive Director of the 40,000-member Florida Wildlife Federation, located at 4080 North Haverhill Road, West Palm Beach, Florida. I very much appreciate the opportunity to be here today in regard to water management projects in Florida.

Some serious mistakes have been made in South Florida over the past three decades in water management. Channelization of the Kissimmee River, and drainage of vital wetlands through a system of canals and levees have caused water quality and water quantity problems throughout the region.

Recognizing the need to correct some of these past mistakes, the Florida legislature passed the Kissimmee River Restoration Act in 1976, calling for returning the meandering Kissimmee back to its natural state. The U.S. Army Corps of Engineers is completing a restudy of the project at this time.

Coastal areas are suffering salt water intrusion as a result of the overdrainage of inland wetlands. These coastal areas are the fastest growing areas in the state, and are among

the fastest developing areas in the nation. As the water demand increases, the water supply decreases.

Into this scenario comes what is known as the "Hendry County Plan," a blatant Federal subsidy of a handful of large landowners.

The Environmental Impact Statement prepared by the Army Corps of Engineers claims there are 21 landowners who stand to benefit from the project. The fact is, six landowners own the vast majority of the land involved. The name "Hendry County Project" is a misnomer. It would be more appropriate to call it the "U.S. Sugar Project."

The EIS estimates the cost of construction of the Hendry County Plan to be $11 million. State estimates the cost at $28 million, with an annual operating cost of $1 million, which the taxpayers of the eighteen county water management district will be required to pay. The urban taxpayer from West Palm Beach, Ft. Lauderdale, and Miami will be forced to pay 97% of the operating costs to subsidize the six major landowners' agricultural projects, according to a study done by Dr. Paul Roberts, an economist at the University of Maryland, for the state.

Taxpayers are in revolt all across the nation, and Florida's taxpayers are no exception. We are tired of being taxed to subsidize the corporate giants, at the expense of the environment.

Broward County's Commission held a hearing on May 22, 1979, in Ft. Lauderdale on the permit request of the Water Management

District to construct a portion of the project in Broward County. After several hours of testimony, where approximately 300 persons came to oppose the project, the Commission unanimously turned down the permit. Not a single Broward resident supported the project, and in fact, some Hendry County residents appeared to oppose the permit.

At that hearing a representative of the Department of Environmental Regulation admitted the project would not meet state and Federal water quality standards.

The drainage water from the Hendry County project would be discharged into Water Conservation Area III, a water recharge area for the Biscayne Aquifer, which has been designated by the U.S. Environmental Protection Agency as a sole source of water for Dade and Monroe Counties.

It is interesting to note that the staff of Department of Environmental Regulation has opposed this project. The staff of the Division of State Planning opposed the project. The staff of the Game and Fresh Water Fish Commission opposed the project. The staff of the National Park Service has opposed the project. The staff of the U.S. Fish and Wildlife Service has opposed the project. Only the South Florida Water Management District has fully supported this project.

It is true that the heads of many of these agencies have since publicly come out in support of the plan, a fact which attests to the political pressures involved in this project. When asked why the DER was supporting such an environmental boondoggle, an official responded, "Because the Governor wants it."

The Hendry County Plan is not a benefit to Hendry County residents. It is not a benefit to neighboring counties. It is a sweetheart deal for U.S. Sugar Corporation and a few other land barons--people who have fattened the campaign coffers of the politicians who are supporting this project.

RESOLUTION

WHEREAS, the Broward County Board of County Commissioners held a public hearing on May 22, 1979, and unanimously voted to deny the statutorily required local approval to the South Florida Water Management District and United States Army Corps of Engineers to do the necessary dredging in connection with the Hendry County Flood Control Project; and

WHEREAS, the Broward County Board of County Commissioners has consistently and continuously opposed the Project and has brought that opposition to the attention of our elected officials in Washington, D.C., in the past; and

WHEREAS, the Broward County Board of County Commissioners authorized retention of special counsel Kenneth F. Hoffman, of the firm of Oertel and Laramore, P.A., Tallahassee, Florida, to represent Broward County in the State administrative hearing held in West Palm Beach, Florida, on November 17-20, 1980, before Administrative Hearing Officer Michael Dodson and attendent matters regarding this Project; and

WHEREAS, the basis of the Board's opposition is founded upon the threat the Project poses to the environment, water quality in general, the Biscayne Aquifer, wildlife and plant life; and

WHEREAS, the Florida Department of Environmental Regulation disregarded statutorily mandated local approval in issuing its Intent to Approve the permit and in entering into a Stipulation with the South Florida Water Management District that local approval was not required; and

WHEREAS, the Project is estimated to cost approximately $20 million (in 1980 dollars); will require an estimated $1,000,000 (in 1980 dollars) to maintain on a yearly basis; the benefit of which will accrue to a small number of landowners and have a severely negative environmental impact on Broward County; NOW, THEREFORE,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA, that:

1. The United States Congress should discontinue all support and funding of the Hendry County Flood Control Project.

2. In light of the severe economic crisis the United States is experiencing, an expenditure of such magnitude for this type of Project for the benefit of a few large landowners is inflationary in effect.

3. The Board supports the Administration's objective of controlling runaway inflation which is severely impacting local government, and the elimination of this Project will work toward that end.

ADOPTED this 3rd day of March, A.D. 1981.

RESOLUTION OPPOSING REDESIGN OF THE HENDRY COUNTY PROJECT

WHEREAS, at a public hearing held on May 22, 1979, the Broward County Commission denied the United States Army Corps of Engineers permission to conduct dredging operations in Broward County in connection with the Hendry County Flood Control Project (C-139), also known as the Hendry County Project, which Project would involve drainage by enlarged canals and mechanical pumps of approximately 261 square miles of Everglades wetlands in Hendry County, the outfall to be dumped into the northwest corner of Broward County, Conservation Area 3-A, about 35 miles from Andytown; and

WHEREAS, the correspondence presented to the County Commission at such public hearing and the minutes thereof, which documents describe the basis for the County Commission's opposition to the Hendry County Project, are attached hereto as Composite Exhibit "A"; and

WHEREAS, it has come to the attention of the County Commission that the Corps of Engineers is contemplating a redesign of the Hendry County Project which would avoid the necessity of County Commission approval, but which may nevertheless involve an adverse environmental impact on water quality within Broward County; NOW, THEREFORE,

BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF BROWARD COUNTY, FLORIDA:

Section 1. That the County Commission opposes any changes by the United States Army Corps of Engineers of the Hendry County Project which would avoid the necessity of County Commission approval if such Project would have an adverse impact on the water quality of Broward County.

Section 2. That the County Commission requests that it be kept informed by the Corps of Engineers of all Corps activities relating to the planning or development of the Hendry County Project.

Section 3. That the County Commission hereby reaffirms its right and intention to seek any available remedy to enforce this Resolution.

ADOPTED this 9th day of October, 1979.

BROWARD COUNTY BOARD OF COUNTY COMMISSIONERS

By _____
Chairman

WATER RESOURCES PROJECTS

WITNESSES

ROBERT C. HOFFMAN, COORDINATOR, KENTUCKY RIVERS COALITION
MARK GRAHAM, LANDOWNER, YATESVILLE LAKE PROJECT AREA

Mr. BEVILL. Mr. Robert Hoffman.

Mr. Hoffman, you have ten minutes, you and your group.

STATEMENT OF ROBERT HOFFMAN

Mr. HOFFMAN. Thank you, Mr. Chairman.

With me is Mr. Mark Graham, from Lawrence County, Kentucky. Mark is one of the landowners in the Yatesville Lake project area. He will have most of our ten minutes.

I have submitted a statement for the record. The only comment I really wanted to make was to express the section under "general comments," having to do with the Corps 'legislative proposal brought up before this committee earlier in the year, which is the revision of Section 221 of the Flood Control Act of 1970, regarding enforceability of nonfederal cost sharing agreements for various project purposes.

My organization has done long and exhaustive research on this issue, since it affects quite a number of Kentucky projects. Our overall opinion, after working on it for a very long time, is that Section 221 is a very valuable device, and that it is really the only device the Federal Government has on record to insure repayment of these considerable contracts.

We do know that it has caused some difficulty between the states and Federal agencies, in trying to implement some of these projects, due to certain constitutional prohibitions that many states have.

However, these same states also have several other very legal, very constitutional means, and also I might add more democratic methods in which to fund and authorize these projects.

One of them is to have the state legislatures vote in advance to fully fund the project. A significant advantage to the state there is that even though the first-term payment is larger, we have noted that in a 50-year contract, that the prevailing interest rates will triple the total cost of it.

That is just the interest plus the first cost charge, not counting operation, maintenance and major replacement.

I have also noted in here several other items concerning Section 221. I really want to keep my statement very brief and let Mr. Graham make his statement.

[The information follows:]



March 31, 1981

STATEMENT OF ROBERT C. HOFFMAN, COORDINATOR OF THE KENTUCKY RIVERS COALITION, BEFORE THE SENATE AND HOUSE APPROPRIATIONS COMMITTEES 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 600 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

KRC has noticed that the Army Corps of Engineers has made four legislative recommendations to your Committee, among them new legislative language which would make it easier for states with constitutions prohibiting the indebting of future legislatures to sign cost-sharing agreements for recreation, water supply and local protection projects. KRC, in fact, has spent nearly four years in federal court challenging the right of Kentucky's governor to make such commitments. After several years of exhaustive research, testimony before the Public Works and Transportation Committee, interactions with several federal agencies, and other work, I believe that we thoroughly understand the mechanism of Section 221. It is our opinion that Section 221 serves a very valuable function in the federal system of water resources development in that it is the only device on record which guarantees full financial partnership with the pertinent non-federal interests. Moreover, it is not necessary to amend Section 221 since the states with constitutional prohibitions still have other and more democratic mechanisms available to them if they wish to enter into such agreements. In Kentucky, constitutional problems arose when the governor agreed to sign four such agreements after considerable personal lobbying by Corps employees and by two state Members of Congress. This decision-making process by-passed completely the taxpayers of the Commonwealth and their elected representatives, the members of the Kentucky General Assembly.

There were several options available to allow the contracts to be executed in a constitutional manner. Necessary funds could have been

appropriated in advance by the Kentucky General Assembly. Revenue bonds with 40-year maturation periods, the state's legal limit, could have been issued, or the approval of such contracts could have been placed before the voters in a referendum process.

KRC research has indicated that the interest payments alone would have tripled the first cost of these contracts, so up front payment could avoid the payment of significant sums over time. Further, contracts and recreational developments designed to meet state needs and state budgets could have been developed, so avoiding today's constitutional and budgetary woes. Attached to this testimony are letters from two Kentucky state agencies, one which rejects cost-sharing for recreation at the proposed Yatesville Lake, one of the four aforementioned projects, and for Campground Lake, still in the Phase I stage of development. Additionally, recreation for the Taylorsville Lake project has been scaled far back to a level the state still will have trouble affording after KRC's successful litigation. In fact, the General Assembly's Appropriations and Revenue Committee is having extreme trouble finding funds to continue the state's share of payments.

Recent legislative recommendations by the Corps of Engineers and other factions have recommended the gutting of Section 221 to permit water resource developments to continue without guaranteed repayment. Given the budgetary crises in evidence now in so many states, this action would only invite once default after another. In an era of increasing decentralization of the federal government and increasing state-federal partnership, the gutting of Section 221 would invite only the breakdown of this partnership. To preserve the intent of Section 221 would give the states increased control of their own financial and planning destinies. KRC asks the committee to reject the Corps proposal.

RESERVOIRS

Yatesville Lake is again back in the Corps of Engineers' budget. This miserable excuse for a water project has been identified by state agencies, President Carter, environmental and financial analysts, and even President Reagan's Office of Management and Budget as one of the most useless squanderings of public money that this country has ever witnessed. But still construction funds continue to be requested.

The information which my organization has presented to this committee has not changed over the past four years except to grow more credible than ever. Yatesville is the only project which the Office of Management and Budget has targeted for immediate zero funding, and one of only three designated for termination. Clearly, a Corps of Engineers budget which can boast an actual 6% increase in construction funding and only moderate, across-the-board reductions in planning funds has not been a victim of what some analysts term the "meat axe" approach to budget cutting allegedly used by President Reagan. For Yatesville to be the only project so honored with complete and immediate termination, the monstrous waste of this project becomes only too clear.

A brief analysis of project benefits finds that a recurrence of the area's 100-year frequency flood would be reduced by only 2.54 inches by Yatesville Dam at the nearest downstream community. No benefits would accrue for flood damage reductions between the dam and that community due to the paucity of development along the streams. The attached letter

from the Kentucky Department for Natural Resources and Environmental Protection basically supports our contentions.

A letter from the Corps to KRC dated March 10, 1981, states that under the remaining benefits-remaining costs formula, "the recreation, fish and wildlife project purpose (of Yatesville Lake) would now have a negative benefit". The Kentucky Department of Parks has informed the Corps that the Department cannot support the development of recreation facilities for the Project. The letter is attached.

Water quality benefits are also doubtful. The Corps' own 1978 Metropolitan Huntington study, in considering the area's water quality, states that private industry is adequately treating its own waste and that cities are building tertiary treatment plants. The study does not anticipate water quality problems anytime in the near future, yet this is the direct beneficiary of Yatesville Lake's pollution dilution benefits. The Kentucky DNR letter referred to above also notes the "Corps' presentation of anticipated water quality benefits are tenuous".

Finally, Yatesville Lake has not reached the theoretical point of no return. Approximately $13 million of the ultimate $93.8 million needed to complete the federal investment in this project have been expended. Thus, over $80 million still remains to be spent. Only 1% of construction has been completed, a 0.5 mile section of gravel road. Some 70 families and 8,000 acres of land still remain to be bought out. At least one half of the $11 million already spent (not counting the $2 million FY 1981 allotment) could be recovered by selling the 13,096 of already-acquired land back to the public at half of the 1979 average value of Kentucky farmland. Overall, Yatesville Lake is only 12% complete. Given the economically useless nature of this project, it certainly is not too late to withdraw from this project and to invest the funds in other more useful projects.

A $460,000 budget request has been listed for the proposed Campground Lake project. Studies for this project continue to turn up less and less benefits for it, so this is another opportunity for the federal government to save money.

The Department of Parks has informed the Corps that the need for recreational development at Campground is not foreseen. It further stated that unless the need for water supply storage is determined for the project by Kentucky's Department for Natural Resources, it recommended that the project be either placed on the inactive list or deauthorized. A more recent letter from KY DNR reported that no need existed for substantial water supply storage or for a minimal storage capacity of]Omgd for irrigation purposes in the foreseeable future. Furthermore, Corps flood control studies reduced by 50% the amount of storage needed for flood control purposes due to the paucity of downstream floodprone development.

The important aspect about this project are that viable alternatives for each of the benefit categories exist. Three local and state-constructed reservoirs exist for regional water supply needs, and the soon-to-be-completed Taylorsville Lake project is less than ten miles to the north. A clearing and snagging project could be implemented downstream in conjunction with the floodplain management requirements of the National Flood Insurance Program.

Also, Green River Lake, Taylorsville Lake, Rough River Lake, and Kentucky Power's Herrington Lake lie less than 50 miles from the damsite. Lincoln Homestead State Park and a long section of the Ohio River navigation pools lie less than 50 miles from the project area. Considerable recreation alternatives already exist.

KRC recommends that the project be placed on the inactive list.

OHIO RIVER BANK EROSION

Erosion problems along the Ohio River grow worse with each passing year. The damage to public and private facilities is mounting into the hundreds of millions of dollars already, and there is no end in sight. Highways, parks, wastewater treatment plants, waterworks, bridges and urban waterfronts are among the public facilities under siege. Every type of private development, ranging from industrial sites to farmland and homes, are also being damaged or destroyed. Two Corps programs exist for addressing this damage. One is the Section 14 authority for emergency bank protection for public and non-profit facilities. The budgeted level for this program for FY 1982 is $4 million. Since a maximum of $250,000 can be spent on individual projects, few public sites are able to be repaired. Since inflation has run rampant from 1974, the year this level was set, to the present, a doubling of the per project level to $500,000 and the total budget to $8,000,000, a rather modest level, can and should be justified.

One of the weaknesses of the Section 32 National Streambank Erosion Control Evaluation and Demonstration Act of 1974 is that only two of the nearly 20 projects located in the Ohio valley lie downstream of Henderson County. The problem is that local community leaders and local landowners have no opportunity to judge how effective these low-cost demonstration projects are, and therefore, it is impossible for them to decide whether investment on their part in similar projects is warranted. This direction leads only to further erosion damage or further dependence on federal water projects.

KRC recommends that the budget request for Section 32,$1.2 million for FY 1982, be increased in order to construct at least four demonstration projects downstream from Cincinnati on both sides of the river. In these areas, projects to reduce damage to agricultural lands would be the most useful since less development occurs along the riverbank in this reach of the river.

INVESTIGATIONS

KRC is largely supportive of the Kentucky River and Tributaries investigation, particularly as it seeks to identify local protection projects for the city of Frankfort and as it identifies water supply alternatives for Central Kentucky. We agree with the Corps that the prospect for dramatically increasing waterway use for commercial bulk commodity transport is very remote, so we propose that funds for this aspect of the study be suspended.

The last budgetary request on which I wish to comment is the Upper Cumberland River Basin Flood Control Investigation. Our members in that area complain that the Nashville District is not actively considering non-structural flood damage reduction measures that may be implemented on a federal or non-federal basis. In a damage-prone area such as this, all alternatives should be considered. Please direct the Corps to do this. Thank you for the opportunity to make known the views of my organization.

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF PARKS
FRANKFORT

JOHN Y. BROWN, JR.
GOVERNOR

LOU KARIBO
COMMISSIONER

November
24
1980

C. E. Eastburn
Colonel, Corps of Engineers
District Engineer
Department of the Army
Louisville District Corps of Engineers
P. O. Box 59
Louisville, Kentucky 40201

Dear Colonel Eastburn:

In response to your letter of November 12, [redacted] does not foresee the need [redacted] development [redacted] vision with Campground Lake. We already are planning such development at Taylorsville, which is in the immediate vicinity, and we continue to have very serious difficulties with the provisions of the Federal Water Project Recreation Act (P.L. 89-72). Under the terms of P.L. 89-72, we have very little control over what is built or its cost, and following Judge Allen's ruling, we cannot finance P.L. 89-72 projects over a long term without violating both the Kentucky Constitution and 42 U.S.C. Sec. 1962 (d)-5b. Finally, the Commonwealth's difficult financial position makes it impossible to proceed at this time with a project having the magnitude of the proposed Campground Lake development.

[redacted] Unless the Department for Natural Resources and Environmental Protection determines that the need for water supply storage is enough for the project to proceed, we would recommend that it either remain on your inactive list or be deauthorized.

We appreciate the continued cooperation and assistance of your staff and recognize the Corps of Engineers' contribution to the State.

Sincerely,

Lou Karibo, Commissioner
Department of Parks

jmk
cc: Jackie Swigart
Rick Norton
James K. Navolio
Bruce Lunsford

Jackie Swigart
Secretary

John Y. Brown, Jr.
Governor

Commonwealth of Kentucky
Department for Natural Resources and Environmental Protection
Office of the Secretary
Frankfort, Kentucky 40601
Telephone (502) 564-3350

December 23, 1980

Colonel C. E. Eastburn
District Engineer, Louisville
U. S. Army Corps of Engineers
P. O. Box 59
Louisville, Kentucky 40201

Reference: Camp Ground Lake

Dear Colonel Eastburn:

This letter is in response to your request of November 12, 1980, for clarification of the Commonwealth's position with regard to the need for water supply storage space in Camp Ground Lake and the willingness of the Commonwealth to assume the costs of same.

It is our understanding that the Corps is still in the process of finalizing the Phase I General Design Memorandum and the Stage I reconnaissance report for Camp Ground Lake. Prior to formulating a final Commonwealth position with regard to water supply needs and cost assumption for this project, the Department would prefer to first review this information, when available, and establish a position on the basis of the latest available data and with regard to all relevant issues.

Based on our current information concerning this project, we have determined that a substantial amount of water supply is not currently in demand in the vicinity of the proposed reservoir, nor is there a likelihood of a 10.0 mgd areal demand in the foreseeable future. Recent improvements in the raw water systems of Bardstown and Lebanon, the presence of Willisburg Lake, the proximity of the Taylorsville project, and the current financial situation of the Commonwealth appear to preclude participation in the water supply storage aspects of the proposed project, based on currently

available information. The Department of Parks' recent declination of participation in the recreation aspects further reduces Camp Ground Lake's ability to serve as a "multi-purpose" project.

Thus, based on current information, we would not anticipate Commonwealth participation in the water supply aspects of the Camp Ground Lake project. However, pending receipt and review of the Phase I General Design Memorandum and the Stage I reconnaissance report, the Department will delay making a final determination.

Thank you for the opportunity to respond to this subject. We look forward to continued communication and coordination with you and your office.

Sincerely,

Jackie Swigart
Secretary

JS:bsc

cc: Lou Karibo
Bruce Lunsford
James K. Navolio
Jack Wilson
Tom Grissom

JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF PARKS
FRANKFORT

LOU KARIBO
COMMISSIONER

February
10
1981

James H. Higman, Colonel
District Engineer
Department of the Army
Huntington District Corps of Engineers
P. O. Box 2127
Huntington, West Virginia 25721

Dear Colonel Higman:

In response to the January 12 meeting between Department of Parks and Corps of Engineers staff, we have reevaluated the Yatesville Dam Project. On the advice of counsel, we cannot make a commitment for the State to the Yatesville project without being in probable violation of Sections 49 and 50 of the Kentucky Constitution. The existing Public Law 89-72 contract between the State and the Corps for Yatesville, in this view, is invalid and unenforceable. In addition, under the terms of KRS 56.874 which took effect on July 1, 1980, the State cannot enter into a new contract for Yatesville without the approval of the Kentucky General Assembly.

We regret to have to inform you of this matter at this time. However, we believe we would be less than responsible if we did not express our concern before the Huntington District resumes its design and construction efforts.

Please call if you have any questions or if we can be of any further assistance.

Sincerely,

Richard E. Norton, Deputy Commissioner
Planning, Construction and Maintenance

jmk

77-001 O - 81 (Pt. 10) - 60

JACKIE SWIGART
SECRETARY

JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH OF KENTUCKY
DEPARTMENT FOR NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION
OFFICE OF THE SECRETARY
FRANKFORT, KENTUCKY 40601
TELEPHONE (502) 564-3350

February 24, 1981

Mr. Tim Murphy
Kentucky Rivers Coalition
P.O. Box 1306
Lexington, Kentucky 40501

RE: Proposed Yatesville Reservoir

Dear Mr. Jim Murphy:

Since many of the aspects surrounding the Yatesville Lake Project relate directly to the Department for Natural Resources and Environmental Protection, Jim King has asked me to respond to your letter of February 5, 1981. While I cannot speak for the other state agencies involved in the project, it is still the Department for Natural Resources and Environmental Protection's opinion that the Commonwealth withold support for the reservoir until the appropriate benefits and costs are carefully reexamined in light of the current economic and environmental situation. The Department basically agrees with your contention that the project has marginal flood control benefits. In addition the Department feels that the Corps' presentation of anticipated water quality benefits are tenuous.

For your information, Richard E. Norton, Deputy Commissioner of the Department of Parks, recently communicated to the Huntington District Corps of Engineers that his Department had reevaluated the Yatesville Dam Project and decided they could not make a commitment for the State to the project without being in probable violation of Sections 49 and 50 of the Kentucky Constitution.

Mr. Norton also expressed the view that the existing Public Law 89-72 contract between the State and the Corps for Yatesville is invalid and unenforceable. In addition, Mr. Norton said that under the terms of KRS 56.874 which took effect on July 1, 1980, the state cannot enter into a new contract for the Yatesville Reservoir without the approval of the Kentucky General Assembly.

Thank you for continuing to provide us with your perspective on this project.

Sincerely,

Jackie Swigart

Jackie Swigart
Secretary

JS/tls

cc: Jim King
Secretary of the Cabinet

Jack Wilson, Commissioner
Bureau of Environmental Protection

Thomas L. Grissom, Director
Division of Water

STATEMENT OF JOHN M. GRAHAM

Mr. GRAHAM. Mr. Chairman, the need for the Yatesville Dam was originally stated as being for flood control, but the fact that it will only lower the Big Sandy River 2.541 inches at Catlettsburg, Kentucky—and that is 25 miles downstream—as flood control is at a minimum.

Fish cannot flourish in an environment containing excessive amounts of salt and oil brine sediments. That will be present in the Yatesville Reservoir and will limit the dam's use as a recreational facility. As a recreational facility, it will have to compete with six other dams in the area which are losing money by the state.

The economy is being hurt by the Yatesville Dam by denying access to millions of tons of coal in the area and the oil and gas fields which are in the project area. These fields remain undeveloped at this time and those that exist and were producing have been shut down.

There are, in the upper reaches of the Blaine Valley, in excess of 2,000 oil, gas and water wells involved in the production of a much needed natural resource. Approximately 25,000 barrels of oil and gas are being produced each month. Both the number of wells and the production figures are on the rise because a large number of new wells are being drilled in the area.

Hundreds upon hundreds of acres of the most fertile farm land in Eastern Kentucky has lain idle since being purchased by the Corps of Engineers. The value of the tobacco, corn and hay crops has been taken from the economy of the community, not to mention the tax dollars that were paid by those landowners. These displaced landowners have, for the most part, moved from the county and taken their tax dollars and farming enterprises elsewhere.

The people of our community, and I as its representative, applaud the efforts of President Reagan's Administration in trying to streamline our government by stopping the needless and wasteful spending which is prevalent in some of our country's programs.

We also applaud President Reagan for deleting the $6.9 million, which had been appropriated for the Yatesville Dam Project, from the 1982 budget. But, if this Administration feels that further funding of the Yatesville Water Project is wasteful, then why is the Corps of Engineers being allowed to continue spending money on a project which has so many negative aspects?

The Corps of Engineers has received several million dollars of funds in President Carter's 1981 budget for the continuation of the Yatesville Dam Project. Presently the Corps of Engineers are re-evaluating the property in my community and intend to start negotiations with the intent to purchase our homes in the near future.

The people of my community fear that if these funds allocated for this project in 1981 are not rescinded and put to a more constructive use, that we will become victims of the historical practices of the Corps of Engineers.

These practices not only include shortchanging the property owner the value of his home, land and heritage, but also shorting the owner of acreage that is specified by the deed. The methods of acquisition of the Corps of Engineers have already been employed

in our community and others in which they have worked. As a last resort, they will condemn your property. At this time, if you are approached by the Corps, you have no recourse but to sell; if you don't, they will take it.

On February 10, 1981, the Corps of Engineers received written notice by the Department of Parks, State of Kentucky, that the Yatesville Dam Project had been re-evaluated. The letter went on to state that upon advice by counsel, the contract between the state and the Corps of Engineers for this project was invalid and a new contract would not be negotiated without the approval of the Kentucky General Assembly.

The State of Kentucky does not want or need to be saddled with this ill-conceived project, nor do the people of my community. But the Corps of Engineers has two million dollars yet to spend, and spend it they will, so as a representative of my community, I am here to ask you to transfer those funds allocated to the Yatesville Dam Project for 1981 and place them in a project or program that will be beneficial to the people, not detrimental.

Thank you for the opportunity to appear before you and present these facts. Your careful consideration is appreciated.

I sat here yesterday and listened to the testimony of some of the businessmen from Louisa. They stressed the damage done by the flood of 1977. You heard testimony from people who were not present in 1977 when the flood was there that did not live there. Yet they sat here and told about the flood we had. We heard how flooding interrupts the schools. My mother is a school teacher. She lives across Blaine Creek. In order to have access to her car to drive to school every day she has to cross Blaine Creek. I cannot recall a day in the past two years that she has missed due to high water.

I talked to several of the people out in the hall after the testimony was given. One gentleman said that mainly his reason for wanting the dam was for access to the recreational facilities, because he does like to fish and he likes to boat. One of the people that testified here yesterday didn't even want to testify.

The flood damage of 1977 was stressed in here yesterday, but the fact is that there was very little flood damage from that flood itself.

Lawrence County's main purpose during that flood was in aiding the flood victims from other counties. The major portion of the flooding was in the Upper Reaches of the Big Sandy. What small bit of flooding was in Lawrence County was when the Big Sandy River backed up in Blaine Creek.

I personally feel that the private interest groups, the testimony given by those businessmen, some of the businessmen in Louisa have purchased real estate close to the dam; they are hoping they can sell it at inflated prices if the dam is put in. I think these are self-serving interests and not really in the interests of the people of our community.

I would like to emphasize that the people of the community do not want the dam, the state doesn't want to be saddled with it, the natural resources remain undeveloped because of it and that few flood controls or benefits can be derived by it.

I would like to thank you for your time.

Mr. BEVILL. Thank you.

[The statement of Mr. Graham follows:]

PREPARED STATEMENT OF MARK GRAHAM

I am a representative of the Community of Blaine, Kentucky, here to ask why the Corps of Engineers is allowed to continue working on the Yatesville Dam Project for which future funding has been terminated, not because the money is not available, but because the project itself is so full of negative aspects that they completely override any benefits the community and the taxpayers can derive from it.

The need for the Yatesville Dam was originally stated as necessity for flood control, also that completion of the dam and its recreational facilities would stimulate a boom in the economy of the community. The facts are that the dams effect on flood control are minimal. The lowering of the Big Sandy River 2.54 inches at Catlettsburg, Ky., 25 miles down river, hardly affects flooding of the lower Big Sandy River Basin.

The fact that fresh water fish have a hard time flourishing in an environment containing excessive amounts of salt and oil brine sediments, which will certainly be present in the Yatesville Reservoir, will surely limit the value of the Yatesville Reservoir as a recreational facility. If the Yatesville Dam Project is built exclusively as a recreational facility, it will have to compete with six other recreational facilities within a 50 mile radius, the majority of which lost money last year, costing Kentucky's taxpayers in excess of a million dollars.

It has been said the Yatesville Dam will boost the declining economy of our county. The fact is that it has stunted the growth of the county's economy. It has denied private enterprise access to the millions of tons of recoverable coal and the numerous gas and oil fields which underly the Project area. These fields remain undeveloped and those that were existing and producing have been shut down because of the Yatesville Water Project.

There are, in the upper reaches of the Blaine Valley, in excess of 2,000 oil, gas and water wells involved in the production of a much needed natural resource. Approximately 25,000 barrels of oil and gas are being produced each month. Both the number or wells and the production figures are on the rise because a large number of new wells are being drilled in the area.

Hundreds upon hundreds of acres of the most fertile farm land in Eastern Kentucky has lain idle since being purchased by the Corps of Engineers. The value of the tobacco, corn and hay crops has been taken from the economy of the community, not to mention the tax dollars that were paid by those landowners. These displaced landowners have, for the most part, moved from the county and taken their tax dollars and farming enterprises elsewhere.

The people of our community, and I as its representative, applaud the efforts of President Reagan's administration in trying to streamline our government by stopping the needless and wasteful spending which is prevalent is some of our country's programs. We also applaud President Reagan for deleting the 6.9 million dollars, which has been appropriated for the Yatesville Dam Project, from the 1982 budget. But, if this administration feels that further funding of the Yatesville Water Project is wasteful, then why is the Corps of Engineers being allowed to continue spending money on a Project which has so many negative aspects?

The Corps of Engineers has received several million dollars of funds in President Carter's 1981 budget for the continuation of the Yatesville Dam Project. Presently, the Corps of Engineers are re-evaluating the property in my community and intend to start negotiations with the intent to purchase our homes in the near future.

The people of my community fear that if these funds allocated for this project in 1981 are not rescinded and put to a more constructive use, that we will become victims of the historical practices of the Corps of engineers. These practices not only include short changing the property owner the value of his home, land and heritage, but also shorting the owner of acreage that is specified by the deed. The methods of acquisition of the Corps of Engineers have already been employed in our community and others in which they have worked. As a last resort, they will condemn your property. At this time, if you are approached by the Corps you have no recourse but to sell—if you don't they'll take it!

On February 10, 1981, the Corps of Engineers received written notice by the Department of Parks, State of Kentucky, that the Yatesville Dam Project had been re-evaluated. The letter went on to state that upon advise by counsel, the contract between the State and the Corps of Engineers for this project was invalid and a new contract would not be negotiated without the approval of the Kentucky General Assembly.

The State of Kentucky does not want or need to be saddled with this ill-conceived project, nor do the people of my community. But, the Corps of Engineers has two

million dollars yet to spend, and spend it they will, so as a representative of my community, I am here to ask you to transfer those funds allocated to the Yatesville Dam Project for 1981 and place them in a project or program that will be beneficial to the people, not detrimental.

Thank you for the opportunity to appear before you and present these facts. Your careful consideration is appreciated.

KENTUCKY RIVERS COALITION
P.O. BOX 1308
LEXINGTON, KENTUCKY 40501
PH. (606) 233-7227

Contact: Tim Murphy or [redacted] at
(606) 233-7227

March, 1981

YATESVILLE LAKE: THE FACTS

Flood Control

- The Yatesville Project will reduce the 100 year flood at Catlettsburg by only 2.54 inches.
- It will provide no benefits for lower Blaine Creek or the Big Sandy River.
- Its construction will delay expenditures for floodwalls and other non-structural flood protection for the Big Sandy Valley now stalled in Congress

Recreation

- Yatesville Lake will be the 7th recreational lake in a 50 mile radius.
- Salt, brine, oil and brine sediment from the extensive energy developments directly above the lake will hinder the recreation purpose.
- The Kentucky Department of Parks in a letter to the Corps of Engineers dated February 10, 1981, stated that the Department cannot support recreation facilities for Yatesville Lake.
- The Corps recently stated in a letter to KRC that "The recreation, fish and wildlife project purpose (of Yatesville Lake) would now have a negative benefit." The letter was dated March 10, 1981

Water Quality

- A 1978 Urban Water Quality Study for Ironton-Huntington-Ashland, immediately below the dam, showed that private industry was satisfactorily treating its own waste. The study also indicated that cities with sewer lines were building advance (tertiary) sewage treatment facilities.
- The Yatesville Lake Project includes pollution dilution benefits even though this study clearly shows that waste-water is being properly handled at its sources.

Energy Resources

- Five gas and two oil fields underlie the project area.

- According to a former head of the Kentucky Geological Survey's Oil and Gas Division, these fields are 80% untapped

- Seven million tons of economically recoverable coal lie under the Yatesville Lake Project area.

- The Corps of Engineers maintains that these reserves will have "only insignificant effect on the overall land value."

Project Economics

- The total cost of the Yatesville Project has risen to $96,020,000 for FY 1982, This is over a 50% increase from FY 1981.

- The cost to the Commonwealth of Kentucky is now $6,335,000 for FY 1982, an increase of 70% form FY 1981.

- The Corps continues to use the artificially low interest rate of 3.25% which falsely increases the benefits while hiding the true cost of the project to the public.

- The benefit-cost ratio for the project is a extemely marginal 1.12 to 1.

Land Acquisition

- Some 70 families (8,000 acres) could still be displaced if this project is allowed to continue.

- While 60% of the land needed has been purchased, only 1% of the construction has been completed--a 0.5 mile gravel road.

- Half of the $11 million already spent could be recovered by selling the 13,096 acres of acquired land back to the public at half of the 1979 average value of Kentucky farmland.

A quote from an editorial in the Lexington Herald, March 6, 1981:

"In the case of Yatesville, a controversial project apparently blessed with more lives than a cat, the end cannot come too soon. Although small in comparison to many of the Corps' endeavors, it is the epitome of wasteful 'pork-barrel' projects."

*all information verifiable on request

JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH OF KENTUCKY
DEPARTMENT OF PARKS
FRANKFORT

LOU KARIBO
COMMISSIONER

February
10
1 9 8 1

James H. Higman, Colonel
District Engineer
Department of the Army
Huntington District Corps of Engineers
P. O. Box 2127
Huntington, West Virginia 25721

Dear Colonel Higman:

In response to the January 12 meeting between Department of Parks and Corps of Engineers staff, we have reevaluated the Yatesville Dam Project. On the advice of counsel, we cannot make a commitment for the State to the Yatesville project without being in probable violation of Sections 49 and 50 of the Kentucky Constitution. The existing Public Law 89-72 contract between the State and the Corps for Yatesville, in this view, is invalid and unenforceable. In addition, under the terms of KRS 56.874 which took effect on July 1, 1980, the State cannot enter into a new contract for Yatesville without the approval of the Kentucky General Assembly.

We regret to have to inform you of this matter at this time. However, we believe we would be less than responsible if we did not express our concern before the Huntington District resumes its design and construction efforts.

Please call if you have any questions or if we can be of any further assistance.

Sincerely,

Richard E. Norton, Deputy Commissioner
Planning, Construction and Maintenance

jmk

JACKIE SWIGART
SECRETARY

JOHN Y. BROWN, JR.
GOVERNOR

COMMONWEALTH OF KENTUCKY
DEPARTMENT FOR NATURAL RESOURCES AND ENVIRONMENTAL PROTECTION
OFFICE OF THE SECRETARY
FRANKFORT, KENTUCKY 40601
TELEPHONE (502) 564-3150

February 24, 1981

Mr. Tim Murphy
Kentucky Rivers Coalition
P.O. Box 1306
Lexington, Kentucky 40501

RE: Proposed Yatesville Reservoir

Dear Mr. Murphy: Jim

Since many of the aspects surrounding the Yatesville Lake Project relate directly to the Department for Natural Resources and Environmental Protection, Jim King has asked me to respond to your letter of February 5, 1981. While I cannot speak for the other state agencies involved in the project, it is still the Department for Natural Resources and Environmental Protection's opinion that the Commonwealth withold support for the reservoir until the appropriate benefits and costs are carefully reexamined in light of the current economic and environmental situation. The Department basically agrees with your contention that the project has marginal flood control benefits. In addition the Department feels that the Corps' presentation of anticipated water quality benefits are tenuous.

For your information, Richard E. Norton, Deputy Commissioner of the Department of Parks, recently communicated to the Huntington District Corps of Engineers that his Department had reevaluated the Yatesville Dam Project and decided they could not make a commitment for the State to the project without being in probable violation of Sections 49 and 50 of the Kentucky Constitution.

Mr. Norton also expressed the view that the existing Public Law 89-72 contract between the State and the Corps for Yatesville is invalid and unenforceable. In addition, Mr. Norton said that under the terms of KRS 56.874 which took effect on July 1, 1980, the state cannot enter into a new contract for the Yatesville Reservoir without the approval of the Kentucky General Assembly.

Thank you for continuing to provide us with your perspective on this project.

Sincerely,

Jackie Swigart

Jackie Swigart
Secretary

JS/tls

cc: Jim King
Secretary of the Cabinet

Jack Wilson, Commissioner
Bureau of Environmental Protection

Thomas L. Grissom, Director
Division of Water

10—Ashland Daily Independent, Tuesday, January 27, 1981

Yatesville Dam costs approach $100 million

Costs to build the Yatesville Dam in Lawrence County are approaching $100 million, a jump of more than 50 percent from figures Congress used to refund the 2,500-acre reservoir last fall. According to the Kentucky Rivers Coalition.

Kentucky Rivers Coalition (KRC), a citizens group advocating reform of water resources programs, released figures obtained from the Huntington District Office of the Corps of Engineers showing the ultimate cost of Yatesville to be currently estimated at $96.02 million — more than $32 million more than reported last fall.

"What's more the new cost estimate, quoting from a Corps document to be used in testimony by Corps brass next month, is "not considered firm," stated Tim Murphy, KRC staff researcher. "Yatesville is a scandalously exorbitant pet project which is going to rob the Big Sandy Valley of vitally important and effective flood control projects," Murphy emphasized.

A series of floodwalls and other local protection projects, like the flood gates to complete the $100 million Pikeville cut-through, for the Big Sandy and Upper Cumberland River basins were authorized last fall by Congress at an estimated cost of $284 million. The proposed fiscal year 1982 budget includes no money for these projects, which KRC believes provide substantial flood protection.

Yatesville is slated to receive $6.9 million for construction in the proposed FY 82 budget. The Carter Administration, which successfully opposed funding for Yatesville in 1977, 1978 and 1979, okayed $3 million before the November election.

KRC said the move did not help Carter since he even lost Lawrence County to Ronald Reagan by an even wider margin than he lost statewide in Kentucky.

"Carter is no longer the issue but completely wasteful spending, which a do-nothing project like Yatesville represents, is," argued Murphy. "Any flood control project which is designed to eliminate only two to three inches is wasteful all the time, but at this crucial time in our nation, succeeding years of doling out money for a project fiscally out of control will delay or derail all the really valid projects necessary to the flood protection of Eastern Kentucky," he concluded.

KRC, which has more than 600 members, including many Lawrence County landowners, has opposed a number of Corps projects in its five-year history. Murphy said the group's opposition to Yatesville rested on such views as:

• Yatesville will provide little or no actual flood protection. Corps reports disclose the dam is so situated to reduce flooding at the nearest downstream town at most by 2.54 inches. Instructions for Corps officers appearing before congressional committees this year state: "Only minor flood reductions on the Big Sandy River will result from construction of this reservoir." The same document does not even list possible savings had the Yatesville project been operational during the April 1977 flood which caused more than $300 million in flood related losses in the Big Sandy Valley.

• Yatesville will provide only surplus recreational opportunities of the kind already in abundance in the area. There are seven recreational lakes within 50 miles of the Yatesville project.

• Development of Yatesville will preclude the utilization of substantial oil, gas and coal deposits underlying the 39,000-acre acquisition area. This area includes two oil and five gas fields which a former head of the Kentucky geological survey's oil and gas division said was 80 percent untapped. Seven million tons of economically recoverable coal lies underground.

• The Corps utilizes an interest rate of 3¼ percent to justify the financial basis of the Yatesville project. Such a low rate radically understates short-term construction costs while inflating benefits which won't occur for decades. The current U.S. Treasury rate for such projects is 7⅞ percent, a rate that would shelve the Yatesville project.

Murphy claims the nation's [illegible] can be relieved by stopping [illegible] Yatesville dam. He believes [illegible] can resale the 13,000 acres of land they bought in the mid-70s and recoup more than half the $7.8 million sunk into the project to date.

"That 7.8 million has slipped from 12 percent to 8 percent of the total project already, as every indication that it will be a smaller [illegible] soon," he commented. "With less than 1 percent of the actual construction [illegible], we can't afford a solution of the 1930s in the financial crisis of the '80s," he said.

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Friday, March 6, 1981 Page A-10

Some Good News and Bad News As Reagan Shakes the Pork Barrel

The latest in the good news/bad news department emanating from the Reagan administration's efforts to cut federal spending relates to two U.S. Army Corps of Engineers projects affecting Kentucky.

Reports out of Washington indicate that the $94 million Yatesville Dam project in Lawrence County, and the $278 million Big South Fork Recreation Area in southeastern Kentucky and northeastern Tennessee may be slated for the axe when President Reagan delivers his budget proposal to Congress next week.

In the case of Yatesville, a controversial project apparently blessed with more lives than a cat, the end cannot come too soon. Although small in comparison to many of the corps' endeavors, it is the epitome of wasteful 'pork-barrel' projects. The official analysis estimates the dam will produce $1.20 in benefits for each dollar of cost. But that analysis was prepared when the price tag on the project was estimated at only $62 million, and even then it was questionable.

Ostensibly, the dam is designed to reduce flooding on the Big Sandy and Ohio rivers in Lawrence County. Realistically, it is not expected to provide any substantial flood relief outside the valley of Blaine Creek. At the same time, it would flood the Blaine Creek basin, permanently covering both the area's natural habitat and its underground deposits of coal, oil and gas.

Only the political clout of Rep. Carl Perkins has kept Yatesville alive until now. The Carter administration considered it one of the most wasteful projects of the corps, and successfully kept it from being included in water projects bills until last year. Of course, 1980 was an election year, and in order to stay on the good side of the popular Democrat from the seventh district, the administration conveniently forgot its objections.

But if the Yatesville Dam is a prime candidate for the chopping block, the Big South Fork Recreation Area probably is not. The proposal to turn 123,000 acres along the gorge of the Big South Fork of the Cumberland River into a recreation area must be one of the few times in recent history that the corps has tried to save an area's natural beauty instead of inundating it by building a dam.

The Big South Fork Recreation Area would include portions of McCreary County, as well as parts of four northeastern Tennessee counties. By providing access to the area — along with campsites and a lodge — the project is expected to provide a substantial boost to the local economy through tourism.

Still, it is difficult to object to Reagan's attempt to reduce federal spending. Any such reduction must, of necessity, include some sacrifice. And to his credit, Reagan has spread that sacrifice around.

If, indeed, the president's budget proposal excludes financing for Big South Fork, we can hope it is only a temporary setback. That same hope, however, cannot be cherished for the boondoggle at Yatesville.

O'NEILL UNIT, NEBRASKA

WITNESS

TED E. HOFFMAN, NEBRASKA CHAPTER OF SIERRA CLUB

Mr. BEVILL. Next, Mr. Ted Hoffman.

STATEMENT OF TED HOFFMAN

Mr. TED HOFFMAN. Mr. Chairman, members of the committee, I am Ted Hoffman, representing the Nebraska Chapter of the Sierra Club, testifying this afternoon in opposition to the O'Neill Unit.

A recent GAO review of six federal irrigation projects found that the water produced will cost the government between $54 and $130 an acre-foot each year. But the crops grown by the farmers will not yield enough revenue to cover the costs. However, the farmers will continue to buy the federal water because they are charged a price below government cost.

Although the O'Neill Unit was not included in the report, the project is a typical example. As long as Congress is willing to provide such subsidies, economically unsound and environmentally destructive projects such as the O'Neill will continue to be promoted.

Is this project really needed? President Reagan's drive to cut wasteful spending certainly merits this committee's support.

According to project proponents, the project is needed to increase the nation's food supply. There are between 20 and 21 million acres planted into crops in Nebraska. The O'Neill Unit, with its 77,000 acres, is less than 0.4 percent of the total cropland acreage. Since half the project is already irrigated and growing crops, the figure drops to less than 0.2 percent.

Are there better alternatives? According to the U.S. Department of Agriculture, 31 million acres of agricultural land, including 250,000 acres in Nebraska, were converted to urban sprawl, highways, parking lots and water impoundments between 1967 and 1977. The nation is still losing three million acres a year, including one million acres of prime farm land. The emphasis certainly should be placed on preserving productive agricultural land instead of expensive irrigation projects.

The cost of the project invested in techniques to reduce soil erosion and increase moisture retention in the soil would increase food production over the long term and would certainly benefit a wider range of recipients.

Thank you.

Mr. BEVILL. Thank you very much, sir.

CAMPGROUND LAKE, KENTUCKY

WITNESS

EUGENE ROYALTY, MEMBER, BEECH FORK PRESERVATION ASSOCIATION, MACKVILLE, KENTUCKY

Mr. BEVILL. Mr. Joe Bodine.

STATEMENT OF EUGENE ROYALTY

Mr. ROYALTY. Mr. Chairman, members of the committee, I am not Joe Bodine.

I am Eugene Royalty. I am representing the Beech Fork Preservation Association today. I do come to you as a farmer and landowner who will in all probability lose some land if the Campground Lake is built. We do come in opposition.

Evidently this is the day for the antis. I sat here as an interested spectator yesterday. It seemed like everybody was for yesterday. The ones I have listened to today are anti or against.

We think we have valid reasons to be against the lake. Most of them, I am sure, you have heard in the past as far as losing land and I am a member of a church that will probably be disbanded if this lake is built.

We also have several historic places in the county that we hate to give up, if the lake is a reality, but we do have two or three pertinent things today that we have to bring to your attention that we did not have last year when we appeared before this committee.

I would like to call to your attention the back of the testimony. We have stapled two letters of an official capacity that were addressed to the Corps of Engineers. One is from the Commissioner of Parks from the State of Kentucky. We addressed this letter in November of 1980, I believe. In essence, it says that they do not feel like the State of Kentucky is willing to costshare anything on recreation at this time.

Right now the Taylorsville Lake is right next door to me. My daughter has lost her home to the Taylorsville Lake. The Taylorsville Lake is in a quandary of getting funds to keep it in construction as of right now. The State of Kentucky is evidently not willing to costshare on the recreational portion of this lake. We do not feel like there will be any funds forthcoming on the Campground Lake.

The other letter we would like to call to your attention in there is from Jackie Swigart, Commissioner of National Resources and Environmental Resources. In this they state that they can see as of now no need for further water supply; that we have made some advances as far as water supply in the area. We do have several lakes already existing in Washington County.

We have a lake there of over 150 acres that has never been utilized for water supply in any shape, form or fashion. Of course, we do have several much larger lakes within an area of 25 to 100 miles.

The other area we felt like was a very valid reason for maybe building the lake would be in the area of flood control. When I mentioned this church a moment ago, we have had this church flooded a time or two. I can very much sympathize with people who are in an area to get flooded, but from the time that I became acquainted with this project in 1967 or 1968, the flood control benefits have been cut to where it is now less than half of the original figure. It seemed from what I could learn through different sources such as the Corps of Engineers and our Congressmen that Campground Lake was to be a part of the Salt River Water Basin and it would be a part of three different lakes, which would include the Taylorsville Lake, the Campground Lake, and the Howardstown Lake.

It seems that the Howardstown Lake is just a moot question, like it is completely out of the picture; that it will never be built. If it is not built, then if the Taylorsville Lake is completed—which I feel like it eventually will be and I feel like it eventually should be because we have already displaced the people from there. The government has bought the land. I feel like it would be better for the State of Kentucky should this one be finished.

But, even with Taylorsville completed and if Campground is completed, this is still not going to accomplish the flood control that was originally intended to be in the original figures.

Another thing that we think is very valid in our mind at least, I am not used——

Mr. BEVILL. Mr. Royalty, your time is up. Could you wrap it up?

Mr. ROYALTY. The cost has increased from 97 last year to 124 million this year. We feel since the State of Kentucky is not interested in this, we are not interested, we would like to see you save us some money and just deauthorize the whole thing.

Thank you very much.

Mr. BEVILL. Thank you.

[The statement of Mr. Royalty follows:]

PREPARED STATEMENT OF EUGENE ROYALTY

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, 1981, we received notice that Representative William Natcher had asked for more study funds, $460,000, for further Phase I study on Campground Lake. We ask that the request be denied and that the entire project be scrapped. President Reagan is trying to cut unnecessary spending. We believe that Campground Lake is not only unnecessary, but would be detrimental to the economies of the counties involved. Some of our reasons for opposing the project are as follows:

This dam will take approximately 18,500 acres, much of which is prime farmland. According to the recently released National Agricultural Lands Study, the present rate of loss of farmland will result in a depletion of the nation's cropland base by the year 2000. This high rate of depletion is accompanied by a rise in production demands. The Kentucky Soil Conservation Service estimates that Kentucky loses 15,000 to 20,000 acres of its best farmland to non-agricultural uses each year. Given this situation, we feel it would be economic suicide to build Campground Lake.

Campground Lake will not only take away valuable and needed farmland. It will do serious damage to the existing family farm economy of the affected counties. In contrast to national trends, Washington County's family farm base is not only stable, but is improving. According to the 1978 agricultural census, the number of family farms in Washington County had increased from four years before. At a time when there is growing concern about the decline and disappearance of the family farm, we feel that the building of Campground Lake would be a serious mistake. The displacement of over 100 farm families could only lead to greater property taxes and an increased burden on existing social programs.

Flood control was considered a major benefit in the original Corps plan. Since the authorization of Campground Lake in 1974, these flood control benefits have been reduced by over one-half. This is because there is little development in the flood plain below the dam site. There are small communities with populations between 500 and 1,500 which would supposedly be protected by Campground Lake. But these communities suffer from localized flooding from tributaries and backwater. They would be best protected, at low cost, by local protection projects such as flood walls and levees and by participation in the flood insurance program.

Flood control benefits have been further reduced by the fact that Howardstown Lake will probably never be built. Howardstown, Taylorsville, and Campground Lakes are all part of the Salt River Basin Project designed to provide flood protection for the community of Shephardsville. Last year, immediately after testifying before the House Subcommittee, members of Beech Fork Preservation Association met with Representative William Natcher. During that interview, Congressman Natcher stated that he felt Howardstown Lake would never be built because the

people of the area had demonstrated that they do not want or need this lake. Without the Howardstown project, the flood control originally planned for the Salt River Basin cannot be accomplished. As stated earlier, we think there are more effective approaches to flood-control than to build a multi-million dollar dam. With its original flood-control benefits so sharply reduced, Campground Lake makes no economic sense at all.

Recreation was also a major benefit of the original plan for Campground Lake. The Commonwealth of Kentucky has, since then, indicated that they are absolutely unwilling to cost share on recreation. The Louisville District Corps received a letter from Lou Karibo, Commissioner of Kentucky's Department of Parks, in November, 1980, recommending that Campground Lake remain inactive or be deauthorized. (see enclosed letter) Taylorsville, built for recreational purposes has been plagued with financial difficulties and given the Commonwealth's financial problems it is unlikely that the recreational potential of Taylorsville Lake will ever be realized. In view of the difficulties of Taylorsville Lake, the economic justification for constructing Campground Lake for recreation is highly questionable.

Water supply is now listed as a major benefit of Campground Lake, although in the original plan only 6 percent of the benefits were for water supply. In order for Campground Lake to be feasible, the Corps must have commitments from potential users for 177 million gallons per day (MGD) of water supply storage space. There are no solid commitments for any of this water. The Commonwealth of Kentucky had previously committed itself to 10 million gallons per day, but has recently withdrawn this commitment. The Louisville District Corps received a letter from Jackie Swigart, Secretary of the Department of Natural Resources in December, 1980, stating:

"Based on our current information concerning this project, we have determined that a substantial amount of water supply is not currently in demand in the vicinity of the proposed reservoir, nor is there a likelihood of a 10.0 mgad a real demand in the foreseeable future. Recent improvements in the raw water system of Bardstown and Lebanon, the presence of Willisburg Lake, the proximity of the Taylorsville project, and the current financial situation of the Commonwealth appear to preclude the participation in the water supply storage aspects of the proposed project, based on available information. . . . Thus, based on current information, we would not anticipate Commonwealth participation in the water supply aspects of the Camp Ground project."

The Commonwealth's withdrawal of participation in recreation or water supply virtually eliminates support for Campground Lake at the state level. We believe that the state's current position is consistent with the basic economic policies now being supported by the present administration. It should be noted that the present estimated cost for Campground Lake is $124,227,000 according to the Corp's own figures. That is $26,520,000 more than the estimated cost of 1978. With the annual benefits estimated at only $12,637,000, Campground Lake does not make economic sense.

In conclusion, we the Beech Fork Presentation Association, would like for you to consider withdrawing financial support for further studies so that deauthorization efforts may proceed. Let our members have peace of mind and forget about someone coming to tell us they are going to cover our homes, farms, churches, cemeteries and communities with water. We fell we have enough lakes in Kentucky. Why cover more of our prime farmland which we need so badly?

COMMONWEALTH OF KENTUCKY,
DEPARTMENT OF PARKS,
Frankfort, Ky., November 24, 1980.

C. E. EASTBURN,
Colonel, Corps of Engineers, District Engineer, Department of the Army, Louisville District Corps of Engineers, Louisville, Ky.

DEAR COLONEL EASTBURN: In response to your letter of November 12, the Department of Parks does not foresee the need for recreational development in association with Campground Lake. We already are planning such development at Taylorsville, which is in the immediate vicinity, and we continue to have very serious difficulties with the provisions of the Federal Water Project Recreation Act (Public Law 89-72). Under the terms of (Public Law 89-72), we have very little control over what is built or its cost, and following Judge Allen's ruling, we cannot finance (Public Law 89-72) projects over a long term without violating both the Kentucky Constitution and 42 U.S.C. Sec. 1962 (d)-5b. Finally, the Commonwealth's difficult financial position makes it impossible to proceed at this time with a project having the magnitude of the proposed Campground Lake development.

Unless the Department of Natural Resources and Environmental Protection determines that the need for water supply storage is enough for the project to proceed, we would recommend that it either remain on your inactive list or be deauthorized.

We appreciate the continued cooperation and assistance of your staff and recognize the Corps of Engineers' contribution to the State.

Sincerely,

LOU KARIBO, *Commissioner,*
Department of Parks.

COMMONWEALTH OF KENTUCKY,
DEPARTMENT OF PARKS,
Frankfort, Ky., December 23, 1980.

C. E. EASTBURN,
Colonel, Corps of Engineers, District Engineer, Department of the Army, Louisville District Corps of Engineers, Louisville, Ky.

DEAR COLONEL EASTBURN: This letter is in response to your request of November 12, 1980, for clarification of the Commonwealth's position with regard to the need for water supply storage space in Camp Ground Lake and the willingness of the Commonwealth to assume the costs of same.

It is our understanding that the Corps is still in the process of finalizing the Phase I General Design Memorandum and the Stage I reconnaissance report for Camp Ground Lake. Prior to formulating a final Commonwealth position with regard to water supply needs and cost assumption for this project, the Department would prefer to first review this information, when available, and establish a position on the basis of the latest available data and with regard to all relevant issues.

Based on our current information concerning this project, we have determined that a substantial amount of water supply is not currently in demand in the vicinity of the proposed reservoir, nor is there a likelihood of a 10.0 mgd areal demand in the foreseeable future. Recent improvements in the raw water systems of Bardstown and Lebanon, the presence of Willisburg Lake, the proximity of the Taylorsville project, and the current financial situation of the Commonwealth appear to preclude participation in the water supply storage aspects of the proposed project, based on currently available information. The Department of Parks' recent declination of participation in the recreation aspects further reduces Camp Ground Lake's ability to serve as a "multi-purpose" project.

Thus, based on current information, we would not anticipate Commonwealth participation in the water supply aspects of the Camp Ground Lake project. However, pending receipt and review of the Phase I General Design Memorandum and the Stage I reconnaissance report, the Department will delay making a final determination.

Thank you for the opportunity to respond to this subject. We look forward to continued communication and coordination with you and your office.

Sincerely,

JACKIE SWIGART, *Secretary.*

GARRISON DIVERSION UNIT, NORTH DAKOTA

WITNESS

ERVIN BOESE, FARMER, MANFRED, NORTH DAKOTA

Mr. BEVILL. Mr. Roger Johnson? We are pleased to hear from you.

STATEMENT OF ERVIN BOESE

Mr. BOESE. I want to thank the Chairman for permission to testify. I ask that my remarks and prepared statement be included in the hearing record.

Mr. Chairman and members of the committee, my name is Ervin Boese from Manfred, North Dakota.

I farm in the proposed New Rockford Canal area.

Condemnation of a parcel of my land has split my farming unit into two parts.

I am appearing to request zero funding for the Garrison Diversion Project. At a time when our government is trying to cut spending, I feel that a project such as this, where the costs are constantly rising and the benefits are doubtful, is a good place to start.

This project requires 220,000 acres to be taken so that the 250,000 acres can be irrigated. It is approximately 15 percent complete, with over 165,000 acres of land yet to be acquired. Plan 3 in the Impact Statement calls for a pipeline instead of Lonetree Reservoir and the New Rockford Canal. I think this plan merits study and consideration. I am not opposed to irrigation and municipal water, but I am against having prime farmland used for canals and wildlife.

At one time I favored Garrison Diversion and lobbied with the Farmers' Union for the project. In the early sixties, North Dakota Representative Nygard told us that this project was not good for our state. That really made me think, as opposition at that time was unheard of.

My opinion changed as the facts of Garrison Diversion became known. Years ago it was portrayed as a river project. We were not told that good farmland was going to be taken for mitigation, canals and a reservoir. Public opinion is changing as people become more knowledgeable about the project. A District Court Judge has ruled that Barnes County, North Dakota, may pull out of the Garrison Diversion Conservancy District.

Wells County, which is where I live, is at present trying to pull out of the district. Approximately 90 percent of the rural people recently contacted are against the Garrison Diversion Project.

I have been township clerk for 31 years in my township. My land was the first to be listed in our tax book as "U.S.A., tax exempt." I am wondering what that book will look like if the New Rockford Canal is built and all that land comes off the tax roll.

I was shocked as I looked through a neighboring township's tax book and saw parcel after parcel of land listed "U.S.A., tax exempt." I am also on the Harvey, North Dakota school board. With all the land that Garrison will take, I am wondering where will the money come from that we need to gravel our roads and maintain our schools?

We also need to consider the objection of our South Dakota and Canadian friends to the project.

So, once again, I am asking you to help our government save money and land by not appropriating any funds for the Garrison Diversion Project.

Thank you.

Mr. BEVILL. Thank you. Very good.

WATER RESOURCES PROJECTS

WITNESS

CHARLES V. DINGES, WASHINGTON REPRESENTATIVE, NATIONAL AUDUBON SOCIETY

Mr. BEVILL. Mr. Charles Dinges.

STATEMENT OF CHARLES DINGES

Mr. DINGES. It is again a privilege for me to be here. I appreciate the opportunity to testify at these hearings on two projects of major concern to the 415,000 member National Audubon Society, the Garrison Diversion Unit in North Dakota, and the O'Neill Unit in Nebraska.

I am Charles V. Dinges, a water projects analyst for the National Audubon Society. Our membership has been very active not only in addressing the problems of each project, but also in recommending viable alternatives.

In light of the serious economic, environmental and Canadian concerns surrounding the Garrison Diversion Unit in North Dakota, in addition to growing citizen opposition, the National Audubon Society respectfully recommends that this project receive zero funding for fiscal year 1982.

I have been told by officials at the Water and Power Resources Service that of the $12.7 million available after the fiscal year 1980 supplemental, 8.7 still remains unobligated. Thus it appears that the administration's $4 million request and the project promoters' request last week for an additional $7 million seems unnecessary, if not totally out of line with the need for fiscal restraint in our commitment to Canada.

The 250,000 acre authorized Garrison project, now well past the $1 billion mark, would irrigate only 6/10ths of one percent of North Dakota's agricultural land, yet would involve taking 220,000 acres of land for development of project features, most of which is productive farmland.

Project development, even with wildlife habitat mitigation, would result in the greatest single unit loss of prairie wetlands in North Dakota history—over 70,000 acres of prime waterfowl marshes. Moreover, Garrison Diversion would destroy or degrade thirteen congressionally authorized National Wildlife Refuge areas, an unprecedented loss in the history of U.S. water development.

Canadian citizens, as you have been told today, have long objected to the introduction of polluted return flows, rough fish, and other foreign biota to the Hudson Bay watershed that would result from Garrison operations in violation of our bilateral accord with Canada, the 1909 Boundary Waters Treaty.

Of more recent and noteworthy concern is the growing grassroots opposition afoot in North Dakota. During the past year, Barnes County successfully withdrew from the Conservancy District, and other counties, Wells County being one, are expected to follow.

This brings to mind, Mr. Myers, your question last week to the panel of project promoters when you asked if the Conservancy District spoke with a unanimous voice. I think the response then was that they did represent a unanimous voice, but yet it appears now that they do not.

Like the Garrison project, the O'Neill has been the target of growing local opposition. A majority of Nebraska citizens in all three congressional districts who have an opinion are opposed to O'Neill and, accordingly, the project has only one proponent in the Nebraska congressional delegation.

The reasons for state and national opposition are clear. Project costs, currently $335 million, have risen a dramatic 50 percent in just one year.

During this same interval, the benefit/cost ratio slipped some 28 percent, from 2.1 to 1.5 to 1. This benefit/cost ratio, computed at an artificially low discount rate, has itself come under fire.

Mr. Mark Johnson concluded in the Nebraska Journal of Economics and Business, "Based on reasonable standards of economic efficiency and equity, the O'Neill is a bad bargain for the general public."

The most startling development surrounding O'Neill is that half of the 77,000 acres slated to receive project irrigation waters have already been converted from dry land to center-pivot irrigation and all without government intervention.

Some 30,000 acres of land, affecting nearly 300 farmers and ranchers would be taken for construction of project features.

O'Neill's per acre investment, one of the highest in the nation, $4,120, has risen by 69 percent in just two years.

If I still have time, I would like to cut away for one second back to Garrison. Since last year project costs have risen by $183 million. This figure is well above the entire federal expenditure to date. I think that would cover the period from 1968 up to the present time.

Since fiscal year 1980, project costs have escalated an astounding 38 percent and during this same period Garrison has slipped back from being 10 percent complete to 15 percent complete.

Mr. BEVILL. Your time is up. Can you wrap it up in ten seconds?

Mr. DINGES. In conclusion, Garrison is a quagmire of controversy slowly spreading across the prairie of the Northern Great Plains. It is a litmus test for how far an ill-conceived water project can proceed before the populace—be it North Dakota farmers, taxpayers, conservationists, or Canadians—rises up to demand a halt to such fiscal waste.

Considering the O'Neill Unit's glaring lack of statewide support, in addition to its weak economic justification, one must call into question the wisdom of the Administration's $3.3 million budget request.

Assuming that the President's Program for Economic Recovery depends upon public acceptance it is, I believe, incumbent upon this Committee as the taxpayer's guardian to recommend to the full committee that, in view of the controversial circumstances surrounding both authorized projects, the Garrison Diversion Unit and the O'Neill Unit should be zero funded in fiscal year 1982.

Thank you.

Mr. BEVILL. Thank you very much.

[The statement of Mr. Dinges follows:]

PREPARED TESTIMONY OF CHARLES VERN DINGES, ON BEHALF OF THE NATIONAL AUDUBON SOCIETY

SUMMARY

In light of serious economic, environmental, and Canadian concerns surrounding the Garrison Diversion Unit in North Dakota, in addition to growing citizen opposition, the National Audubon Society respectfully recommends that this project receive zero-funding for fiscal year 1982.

The 250,000 acre authorized Garrison project, now well past the one billion dollar mark, would irrigate only 6/10ths of one percent of North Dakota's agricultural land yet would involve taking 220,000 acres of land for development of project features.

Project development, even wildlife habitat mitigation, would result in the greatest single unit loss of prairie wetlands in North Dakota history—over 70,000 acres of prime waterfowl marshes. Moreover, Garrison Diversion would destroy or degrade thirteen congressionally authorized National Wildlife Refuge areas, an unprecedented loss in the history of U.S. water development.

Canadian citizens have long objected to the introduction of polluted return flows, rough fish, and other foreign biota to the Hudson Bay watershed that would result from Garrison operations in violation of our bilateral accord with Canada, the 1909 Boundary Waters Treaty.

Of more recent and noteworthy concern is the growing grassroots opposition afoot in North Dakota. During the past year, Barnes County successfully withdrew from the Conservancy District, and other counties, Wells County being one, are expected to follow.

Like Garrison, the O'Neill Unit has been the target of growing local opposition. A majority of Nebraska citizens in all three congressional districts who have an opinion are opposed to O'Neill and accordingly, the project has only one proponent in the Nebraska Congressional delegation.

The reasons for state and national opposition are clear. Project costs, currently $335 million have risen a dramatic 50 percent in just one year. During this same interval, the benefit-cost ratio slipped some 28 percent from 2.1, to 1.5 to 1. This benefit-cost ratio, computed at an artificially low discount rate, has itself come under fire. Mr. Mark Johnson concluded in the Nebraska Journal of Economics and Business, "Based on reasonable standards of economic efficiency and equity, the O'Neill is a bad bargain for the general public."

The most startling development surrounding O'Neill is that half of the 77,000 acres slated to receive project irrigation waters have already been converted from dryland to center-pivot irrigation and all without government intervention. Some 30,000 acres of land, affecting nearly 300 farmers and ranchers would be taken for construction of project features. O'Neill's per acre investment, one of the highest in the nation, $4,120, has risen by 69 percent in just two years.

STATEMENT

Mr. Chairman and members of the committee, it is again a privilege for me to be here and I appreciate the opportunity to testify at these important hearings on two projects of major concern to the 415,000 member National Audubon Society, the Garrison Diversion Unit in North Dakota and the O'Neill Unit in Nebraska. I am Casey Dinges, a water projects analyst for National Audubon. Our membership has been very active not only in addressing the problems of each project, but also in recommending viable alternatives.

GARRISON DIVERSION

The project

The Garrison Diversion Unit is a Water and Power Resources Service (WPRS, formerly Bureau of Reclamation) project in North Dakota primarily intended for irrigation development on 250,000 acres of land. Benefits are also claimed for fish and wildlife enhancement, municipal and industrial water supply, and recreational development. Authorized in 1965, the project is now 15 percent complete, although according to the WPRS, Garrison was 20 percent complete just two years ago.

Economics

As inflation continues to boil at a double digit pace, the American people now look to a new Administration and the 97th Congress to cut federal spending. Entangled in a web of environmental destruction, international controversy, and the wrath of an ever-growing contingent of North and South Dakota farmers, the Garrison Unit stands, rather conspicuously, as a national symbol of fiscal waste. Skyrocketing project costs, currently 1.018 billion, have increased nearly 500 percent since the 1965 authorization.

In just one year project costs have risen by $183 million, well above the entire federal expenditure to date ($157 million). Since fiscal year 1980, project costs have escalated from $738 million to $1.018 billion, an astounding 38 percent increase in total costs. During that same period Garrison has gone from being 20 percent complete to 15 percent complete and moreover, the direct benefit-cost ratio has plummeted from 2.0 in fiscal year 1980 to 1.1 today, a 45 percent decrease in

projected benefits. One should note that this benefit-cost ratio was computed with an artificially low discount rate of 3.225 percent.

Assuming that 1,300 farmers will irrigate, the federal government's per acre investment breaks down to $3,320, which amounts to a subsidy of $638,000 per farm unit. These irrigators, however, will repay less than 3¢ of every dollar the taxpayers spend on Garrison.

A billion dollars to irrigate 6/10ths of 1 percent of North Dakota's agricultural land, and yet 220,000 acres of land, most of which is now productive farmland, will be taken for project features that will serve only 250,000 acres. Eight million and seven hundred thousand dollars from the fiscal year 1980 Supplemental remains unobligated because of our commitment to Canada. The Reagan Administration's $4 million budget for Garrison appears unnecessary, and the Garrison promoters' request for an additional $7 million in fiscal year 1982 seems totally out of line with fiscal restraint and our Treaty commitment.

Canadian opposition

The transboundary implications of the Garrison Diversion Unit have been of concern to Canda since the early 1970's. Canadians feared that polluted irrigation return flows from the project would adversely impact water quality in rivers flowing from North Dakota to Canada. In addition, fears were expressed that project waterways would introduce rough fish and other foreign biota into the Hudson Bay watershed.

The issue was referred to the International Joint Commission. The IJC's Final Report, released in September of 1977, concluded that the Garrison project "would cause signficant injury to health and property in Canada as a result of adverse impacts on the water quality and on some of the more important biological resources in Manitoba" (IJC/FR p.105). This would be a violation of the 1909 Boundary Waters Treaty between the United States and Canada.

There is no doubt that the introduction of polluted return flows, rough fish and other foreign biota to the Hudson Bay watershed would have an adverse impact on Canada's multi-million dollar fishing industry in Lakes Winnipeg and Manitoba. A 1979 report prepared for the Manitoba Indian Brotherhood estimates the present value of all future losses to range from a low of $30 million to a high of $281 million.

The IJC recommended that those portions of the project affecting Canada "not be built at this time" (IJC/FR p.121). The State Department has taken the position, without deviation, that the U.S. will honor its treaty commitments to Canada. The IJC's verdict is in, the Canadian position is clear, and the Congress should act in a manner consistent with our treaty obligations to Canada.

Garrison was, indeed, a topic of discussion during President Reagan's recent trip to Ottawa, as it was between Jimmy Carter and Prime Minister Trudeau during the Venice Summit last year.

Environmental impacts

North Dakota's unique landscape of shallow alkaline lakes, sloughs, prairie marshes and potholes provide ideal breeding, feeding and resting areas for an immense number and variety of geese, ducks, shorebirds, gulls, and other wildfowl. North Dakota produces more ducks annually than any other state excepting Alaska.

The Garrison project, once claimed to benefit wildlife, would have a devastating impact on prairie marshes, National Wildlife Refuges and their associated wildlife. The Garrison Unit would result in the greatest single unit loss of prairie wetlands in North Dakota history—over 70,000 acres of prime waterfowl marshes. In addition, the project will destroy or damage thirteen congressionally authorized National Wildlife Refuge areas—more than any other water project in the nation's history. These refuges are located on the critical Central Flyway for North American Birds.

The U.S. Fish and Wildlife Service is on record saying that Garrison's 146,000 acre wildlife mitigation plan will not offset quantifiable losses to wildlife habitat. These quantifiable losses would actually require 197,000 acres of habitat replacement, an impossibility under the present authorization. This figure does not include unquantified impacts such as loss of habitat resulting from stream channelization.

In view of the aforementioned impacts on fish and wildlife sources in North Dakota and Canada, the North Dakota Chapter of the Wildlife Society, went on record last year calling for a complete halt to the project.

Energy

Since energy is of national importance, it should be noted that the Institute of Ecology reported in 1975 that, "in terms of relative energy efficiency, the energy input per acre for the Garrison Diversion Unit is nearly nine times the national average for irrigation." In addition, the Institute concluded that, "the total energy

cost of construction of the Garrison Diversion Unit is equivalent to 231 million gallons of diesel fuel or 259 million gallons of gasoline."

THE O'NEILL UNIT

The project

The proposed O'Neill Unit on the Niobrara River in North Central Nebraska is a Water and Power Resources project intended for irrigation on 77,000 acres of already productive farmland. The project, just 2 percent complete, has absorbed only $6.5 million. O'Neill will provide no flood control, no power generation, and only minimal recreational opportunities.

Economics

Since 1968, project costs have increased nearly five-fold from $72.5 million to the current figure, $335 million. During the last year alone project costs have shot up an astronomical 50 percent. It is imperative to note that on roughly one-half of 77,000 acres slated to receive project waters, farmers have already developed center-pivot irrigation systems without government intervention. In other words, the O'Neill Unit will utilize some 30,000 acres for the construction of project features; however, only half of the original 77,000 acres in this plan would need irrigation waters. The WPRS, in its benefit-cost ratio, still assumes benefits from increased production on 77,000 acres. The use of an exceedingly low discount rate, 3.25 percent, which greatly understates costs and exaggerates benefits, casts further doubt on the project's economic viability.

Like the Garrison project, irrigators under the O'Neill plan will repay only a small fraction (14 percent) of the benefit provided to them with public dollars. In theory, most of the benefit will be repaid under the Pick-Sloan plan for power usage; however, a July 1978 audit investigation by the U.S. Department of Interior raised serious questions about the payback provision of the entire Pick-Sloan plan. The final conclusion of the auditor was "that the financial posture of the Pick-Sloan is at best based on an uncertainty. At worst, it is based on an unreality. The net effect is that no one knows within reasonable limits of accuracy what rates to charge power users and M and I water users to repay Pick-Sloan costs. To remedy this condition, the entire Pick-Sloan needs to be reassessed in terms of what facilities will be built and in what time frame."

As with Garrison, O'Neill would involve an incredibly large subsidy—$826,000 per farm assuming the WPRS's typical farm unit of 200 irrigated acres—to a relative handful of individuals, 1400. Yet about 300 landowners and ranchers will be adversely impacted. The irrigation investment per acre has jumped 69 percent in two years to $4,120, one of the highest for any reclamation project in the nation. "Based on reasonable standards of economic efficiency and equity," Mr. Mark R. Johnson concluded in the Nebraska Journal of Economics and Business, "the O'Neill Unit is a bad bargain for the general public."

Environmental impacts

Apart from the inescapable deficiencies in O'Neill's economic analysis, this project would engender the irreversible destruction of one of Nebraska's most scenic and ecological treasures, the Niobrara River. This last free-flowing river in Nebraska is so cherished that rural landowners east of Valentine, Nebraska, have initiated a proposal to incorporate a 47-mile stretch of the Niobrara into the National Wild and Scenic Rivers system. The project area is a unique habitat where eastern, western, northern, and southern species can all be found.

Political factors

Roundly criticized from a national perspective, O'Neill enjoys very little support within Nebraska. A majority of Nebraska citizens in all three congressional districts who have an opinion are opposed to the project. This is evidenced by polls and questionnaires conducted by the Omaha World Herald, the Lincoln Star, and Congressman Bereuter. The Nebraska Tax Limit Coalition, which communicates with 30,000 to 40,000 citizens through newsletter mailings in Nebraska, recently announced that it will "actively oppose tax expenditures" for the Norden Dam, a primary project component.

CONCLUSION

Garrison Diversion is a quagmire of controversy slowly spreading across the prairie of the northern Great Plains. Garrison is a litmus test for how far an ill-conceived water project can proceed before the populace—be it North Dakota farmers taxpayers, conservationists, or Canadians—rises up to demand a halt to such fiscal waste.

Considering the O'Neill Unit's glaring lack of statewide support, in addition to its weak economic justification, one must call into question the wisdom of the Administration's $3.3 million budget request.

Assuming that the President's Program for Economic Recovery depends upon public acceptance it is, I believe, incumbent upon this Committee as the taxpayers' guardian to recommend to the full Committee that in view of the controversial circumstances surrounding both authorized projects, the Garrison Diversion Unit and the O'Neill Unit should be zero-funded in fiscal year 1982.

ENERGY AND WATER ISSUES

WITNESSES

BRENT BLACKWELDER AND DAVID BERICK, WASHINGTON REPRESENTATIVES, ENVIRONMENTAL POLICY CENTER

Mr. BEVILL. Mr. Brent Blackwelder.

STATEMENT OF BRENT BLACKWELDER

Mr. BLACKWELDER. Thank you, Mr. Chairman.

At the outset I have a one-page letter here from a representative of the State Legislature of Utah on the Central Utah Project I would like to have included in the record.

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

Mr. BLACKWELDER. Thank you. Our testimony in the first part deals with nuclear programs and our expert on that is David Berick.

Mr. BERICK. Thank you, Mr. Chairman.

I am David Berick, Washington Representative of the Environmental Policy Center.

Recognizing the limitations on all of our time, I think it is important to raise just three issues with regard to the DOE nuclear program, those being waste, the tradeoffs between the money that we are spending on uranium extension technologies like enrichment, and what that means to us in terms of our funding on the breeder for which the Administration has asked for a very large increase, and, the third area, the issue of reprocessing.

Very quickly, we are especially concerned by some of the actions taken in the House last year by the Science and Technology Committee and also by this committee, to finance demonstration programs for waste disposal.

I think it is especially important for the committee to understand that on the one hand these demonstration programs are redundant. We are already spending a significant amount of money putting nuclear waste in test facilities, both at the Nevada test site and at the Hanford, Washington site.

Last year's Energy and Water Development Appropriations act included funding for an additional test facility. The kinds of demonstration projects that are being proposed are redundant with the actions being taken at those facilities.

On the other hand, I do not believe the public nor the industry will really find much confidence and much satisfaction in the results and program direction that these demonstration facilities are designed to convey.

Quite simply, I do not think anyone will believe, nor will anyone be in a position to wait until the year 2,000 or the year 2,005 for these demonstration projects to be proven a success by the Department of Energy, especially when they are not the result of a carefully overseen program with independent outside review by the NRC.

The other area I want to bring to your attention is that in the budget as presented by the Administration, we are asked to increase the amount of funding we are spending on breeder programs.

I think it is important for the committee to understand that we are funding in this budget competing technologies. We are spending a significant amount of money on uranium enrichment, building the new gas centrifuge plant in Portsmouth, Ohio. We are also asked to spend a significant amount of money on the demonstration centrifuge facility at Oak Ridge. We are being asked to spend even more money on the advanced isotope separation.

Every dollar we spend on extending our uranium supplies with those technologies just makes funding for the breeder and funding for reprocessing and the dates that those technologies are needed slip farther into the future.

I think it is important for the committee to recognize that and important to understand that we really do not need to have this parallel track. They are competing technologies, not complementary technologies. We recommend that the committee look at the savings that could be made in reducing the funding on the water-cooled breeder—that is the thorium breeder.

We recommend that you retain only the funding for the Shippingport facility which will allow data to be gathered on the thorium breeding process, but we defer additional funding for plant design and that we also defer the Clinch River breeder reactor.

The last issue we would like to raise is the reprocessing issue. Allied General Nuclear Services, the owner of the Barnwell reprocessing plant, has again come to the Congress for additional funding for an operating subsidy. They are now—have already gotten approximately $54 million in direct appropriations. They have gotten additional funding through DOE through research contracts, all to the effect of, as they testified before this committee, that commercial reprocessing is not feasible.

I just commend to the committee the fact that it is improper to continue to fund Allied General to tell us that commercial operation is not feasible. We know that. They have already told us. It is not relevant for us to continue to finance them when it is clear that a much larger decision needs to be made on the federal role in reprocessing.

Thank you.

Mr. BLACKWELDER. My statement is in three parts. The first part deals with deficiencies in the federal program. The middle part discusses a variety of alternative methods of reducing expenditures in this program area.

In light of the deficiencies, we feel that budget cuts are essential. It is not that there are not water resources needs, but we believe the types of projects being funded today do not match the needs that right now exist in the United States.

Finally, in the last part of my testimony, I suggest a variety of alternatives, far more cost effective approaches to water resources needs.

I beg the committee's indulgence in the fact that we have put together a number of appendices with information we feel would be of use to you.

I would just like to tell you what these appendices are.

The first appendix provides you quotes from the various river basin audits which have been completed over the past five years. These show a pattern of unbusinesslike practices on the part of managing the river basin accounts.

Appendix 2 deals with the large number of General Accounting Office audits and reports on one project or on groups of projects.

The Appendix 3 provides you with a list of Army Corps of Engineers projects which would actually drown out producing oil, gas reserves and inundate coal deposits. We believe it is not good policy, energy policy, for this country to be funding that sort of project at this time.

The fourth appendix shows you the tremendous savings to the consumer from engaging in energy efficiency improvements in the domestic and residential sector.

Furthermore, we think the present policy is simply rewarding communities which have exercised the least amount of self-help. You see from the tables in appendix 4 there have been substantial savings to the consumer, present during retrofits of toilets, faucets, and showers.

Appendix 5 brings out another major deficiency in this program, one of the Bureau of Reclamation providing a large amount of money to irrigate acres that simply grow crops that have repeatedy been in such large quantities that they are eligible for price supports and set asides.

Appendix 6 provides a description of projects which have very few beneficiaries. We think this is a serious deficiency in providing a large and disproportionate amount of benefits to relatively few individuals.

Appendix 7 discusses bid rigging cases in which a variety of contractors for the Army Corps of Engineers have either pleaded guilty or been indicted. We think that this raises some serious questions about the management of the program. We hope that you would take a look at that.

Finally, the last appendix illustrates the energy and job intensity of spending money in this area as compared with spending it in other program areas.

I would say in conclusion I have watched the subcommittee work; in fact, over the past decade I believe I have often watched it prior to many individuals who now serve on the committee actually being here.

During that time the only really probing oversight that I have seen has come in the investigation that the late Congressman Slack did on the Gathwrite Dam in Virginia. My plea to you is in time of this period of budget austerity that you look at the information provided by various government agencies and is summarized in this testimony and take some sharp and probing cuts in this pro-

gram and we would like to see the program redirected for the 1980s.

Mr. BEVILL. Thank you.

You finished right on the button. If there are no questions, that concludes it.

[The statement of Mr. Blackwelder and Mr. Berick has been retained in Committee files.]

PAPILLION CREEK AND TRIBUTARIES PROJECT

WITNESSES

MEL HOIER, CHAIRMAN OF THE BOARD, PAPILLION VALLEY PRESERVATION ASSOCIATION, INC.

GEORGE H. LAURITSEN, BOARD MEMBER, PAPILLION VALLEY PRESERVATION ASSOCIATION, INC.

Mr. BEVILL. Ms. Hadan, Papillion Valley Preservation Association.

STATEMENT OF MEL HOIER

Mr. HOIER. I am Mel Hoier, from the Papillion Preservation Association. This is a fellow Board Member of ours, George Lauritsen. He will have a small statement. Our statements aren't very large.

A seven point agreement for resolution of the Papillion Valley flood problem has been agreed to by the Papillion Valley Preservation Association and the Papillion Valley Flood Protection Association, the County Boards of Douglas, Washington and Sarpy and the Papio NRD.

It appears necessary in order to accomplish said seven point agreement, that the Corps of Engineers be asked to recommend a comprehensive plan for flood prevention as an alternative to the construction of the dams authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

The proposed resolution of the Papio Watershed Coordinating Committee, copy of which is attached hereto, with PVPA amendment, is approved provided any action on acquisition or construction of Dams 18 and 20 be held in abeyance until an acceptable alternative plan of flood damage prevention is recommended by the Corps of Engineers, and Congressional deauthorization is accomplished of Dams 1 through 10, 12 through 15, authorized by the Flood Control Act of 1968, Public Law 90-483, and also the deauthorization of Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

This says about what we want, what we would like to see you people help Congressman Daub, who has asked for a resolution or has drawn up a resolution and has asked a committee, a coordinating committee to act on and with the Corps of Engineers' assistance to get flood protection to the City of Omaha.

My association would like to see funding held up on 18 and 20, Dams 18 and 20 in the lower end of the basin simply I guess as a good gesture for things to come.

STATEMENT OF GEORGE LAURITSEN

Mr. LAURITSEN. This mainly pertains—what I have to say—about the main Papillion going through Omaha. I think you are aware that the organization has always questioned the value of large dams upstream from Omaha to their flood valley.

There have been independent engineers who have reviewed this and they come up with the same questions as we do.

Last year, June 6, we received rain in the area where I live—and that is about six miles north of where the 3A would be located—in excess of eight inches.

I understand that approaches or surpasses the hundred year rain. This water passed through Omaha with no problem last year, which backs up our thought as to the value of these dams, where they are placed.

We feel that Hal Daub's approach of correcting the problem down where the water falls on the pavement area is where it will do the most good.

That is all I have to say.

Mr. BEVILL. Thank you very much.

Mr. HOIER. Any questions?

Mr. BEVILL. No questions. Thank you very much.

[The statement of Mr. Hoier follows:]

PAPILLION VALLEY PRESERVATION ASSOCIATION, INC

MARCH 31, 1981

APPROPRIATION HEARINGS

SUB-COMMITTEE ON ENERGY AND WATER DEVELOPMENT
SUITE 1322 DIRKSEN SOB

SUB-COMMITTEE ON ENERGY
RAYBURN HOB

Dear Mr. Chairman:

In good faith the PVPA supported the 7 point resolution in 1980. Congress did not address itself to the deauthorization portion and we find ourselves wondering why a year has gone by and nothing has been done.

Several cities are willing to request funding for a Corps of Engineer review of the currently authorized project on the condition that acquisition or construction on Sites 18 and 20 are held in abeyance until acceptable alternative plans have been approved by the PWCC Board, by unanimous vote, on the entire project.

We believe it is necessary to review the authorized 16 year old data and update it before sites 18 and 20 are funded for construction or acquisition is undertaken.

The Papio Natural Resources District voted in February to defer any further action for support or sponsorship of the Papillion Creek and Tributaries Project until:

1. Specific deauthorization of dams 1 thru 10, 12 thru 15 and 3A
2. Reauthorization of Sites 18 and 20.

They further, in March voted <u>not</u> to send a representative to Washington to testify at the appropriation hearings. At a special meeting again in March they reafirmed their two previous motions.

And Wednesday morning the 25th of March, at a 11 to 9 vote, they defeated a proposed amendment to allow 18 and 20 to proceed.

Please enter this and the materials submitted into the official record.

Sincerely,

Mel Hoier, Chairman

PAPILLION VALLEY PRESERVATION ASSOCIATION, INC.

PROPOSED RESOLUTION OF THE PWCC

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Cheif of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measurers, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

We approve the basic resolution only on condition that work on Dams 18 and 20 be held in abeyance until the PWCC Board unanimously approves an alternative plan on the entire project.

WHEREAS THE VILLAGE OF KENNARD WAS NOT INVITED TO PARTICIPATE IN THE MEETINGS OF THE PAPIO WATERSHED COORDINATING COMMITTEE, BUT FEEL WE HAVE A GREAT INTEREST IN THE OUTCOME, WE RECOMMEND THAT THE FOLLOWING RESOLUTION BE ACCEPTED:

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other non-structural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

We approve the basic resolution only on condition that work on Dams 18 and 20 be held in abeyance until the PWCC Board unanimously approves an alternative plan on the entire project.

Mayor of Kennard, Nebraska

Adopted this 27th day of March, 1981

WHEREAS THE VILLAGE OF ARLINGTON WAS NOT INCLUDED IN THE PAPIO WATERSHED COORDINATING COMMITTEE MEETINGS AND WHEREAS WE WILL BE AFFECTED BY LOSS OF TAX DOLLARS, WE WISH TO FAVOR THE FOLLOWING RESOLUTION AS AMENDED:

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document Numbered 475, 87th Congress, 2nd Session, House Document Numbered 349, 90th Congress, 2nd Session and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes, diversions and bridge modifications, flood plain and watershed management and other non-structural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

We approve the basic resolution only on condition that work on Dams 18 and 20 be held in abeyance until the PWCC Board unanimously approves an alternative plan on the entire project.

Donald Brown
Mayor of Arlington, Nebraska

Adopted this 27th day of March 1981

VILLAGE OF WASHINGTON, NEBRASKA
March 23, 1981

RESOLVED by the Village of Washington, Nebraska

WHEREAS, a seven point agreement for resolution of the Papillion Valley flood problem has been agreed to by the Papillion Valley Preservation Association and the Papillion Valley Flood Protection Association, the County Boards of Douglas, Washington and Sarpy and the Papio NRD; and

WHEREAS, it appears necessary in order to accomplish said seven point agreement, that the Corps of Engineers be asked to recommend a comprehensive plan for flood prevention as an alternative to the construction of the dams authorized by the Flood Control Act of 1968, Public law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public law 94-587,

The proposed resolution of the Papio Watershed Coordinating Committee, copy of which is attached hereto, is approved provided any action on acquisition or construction of Dams 18 and 20 be held in abeyance until an acceptable alternative plan of flood damage prevention is recommended by the Corps of Engineers, and Congressional deauthorization is accomplished of Dams 1 through 10, 12 through 15, authorized by the Flood Control Act of 1968, Public law 90-483, and also the deauthorization of Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public law 94-587.

Signed by Ervin L Kruse
Mayor, Village of Washington

Louis K. [illegible]
Henry A. Lebo
Robert L. Hegwood
Richard G. Jones

COUNCILMEMBER JENNY INTRODUCED THE FOLLOWING RESOLUTION:

RESOLUTION NO. 1981-12

BE IT RESOLVED by the Mayor and City Council of the City of Blair that they approve the passage of the following proposed resolution by the Papio Watershed Coordinating Committee; Provided that all work on Dams 18 and 20 be held in abeyance until the Papio Watershed Coordinating Committee unanimously approves an alternative plan:

> BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE, that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document numbered 475, Eighty-seventh Congress, 2d Session, and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other structural measures, including levees, dikes diversions, and bridge modifications, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.
>
> BE IT FURTHER RESOLVED that we approve the basic resolution only on Condition that work on Dams 18 and 20 be held in abeyance until the Papio Watershed Coordinating Committee Board unanimously approves an alternative plan on the entire project.

COUNCILMEMBER Reyzlik MOVED THAT THE RESOLUTION BE ADOPTED AS READ, WHICH SAID MOTION WAS SECONDED BY COUNCILMEMBER Kuhr UPON ROLL CALL, COUNCILMEMBERS Reyzlik, Kuhr, Drbal, Long, and Jenny VOTED "AYE" AND COUNCILMEMBERS NONE VOTING "NAY", THE MAYOR DECLARED THE FOREGOING RESOLUTION PASSED AND ADOPTED THIS 27th DAY OF March, 1981.

CITY OF BLAIR, NEBRASKA

By M. Stanley Jensen
M. STANLEY JENSEN, MAYOR

ATTEST:

Verna R. Bull
VERNA R. BULL, CITY CLERK

Resolved by the Washington County Board of Supervisors that they approve the passage of the following proposed resolution by the Papio Watershed Coordinating Committee; Provided that all work on Dams 18 and 20 be held in abeyance until the Papio Watershed Coordinating Committee unanimously approves an alternative plan:

BE IT RESOLVED BY THE PAPIO WATERSHED COORDINATING COMMITTEE, that the Committee on Public Works and Transportation of the House of Representatives, and the Committee on Environment and Public Works of the United States Senate, be requested to ask the Board of Engineers for Rivers and Harbors to review the reports of the Chief of Engineers on Papillion Creek and Tributaries, Nebraska, published as House Document numbered 475, Eighty-seventh Congress, 2d Session, House Document numbered 349, 90th Congress, 2d Session, and other pertinent reports, to determine whether any alteration of the recommendations contained therein is advisable at this time with a particular view to developing a comprehensive plan for flood damage prevention and other water and related resource purposes to include approved channelization and other water and structural measures, flood plain and watershed management and other nonstructural measures, and combinations thereof, as an acceptable alternative to Dams 1 through 10, 12 through 15, 19 and 21, authorized by the Flood Control Act of 1968, Public Law 90-483, and Dam 3A, conditionally authorized by the Water Resources Development Act of 1976, Public Law 94-587.

BE IT FURTHER RESOLVED that we approve the basic resolution only on Condition that work on Dams 18 and 20 be held in abeyance until the Papio Watershed Coordinating Committee Board unanimously approves an alternative plan on the entire project.

Jack P. Johnson
By the Chairman

Adopted this 24th day of March, 1981

Charlotte L. Peterson
Attest: County Clerk

In Line 16 — Delete words water and.

In Line 17 - After structural measures — Add including levees, dikes, diversions and bridge modifications.

Jack P. Johnson
County Chairman

GARRISON DIVERSION PROJECT

WITNESS

RICHARD MADSON, NATIONAL AUDUBON SOCIETY

Mr. BEVILL. Mr. Richard Madson.
You may proceed as you wish.

STATEMENT OF RICHARD MADSON

Mr. MADSON. Mr. Chairman, Congressman Myers, members of the committee, I am Richard Madson, the Regional Representative of the North Midwest Region of the National Audubon Society.

I have submitted my prepared statement for the record and would like to summarize some of the major concerns I feel this committee must address on the decisions affecting this fiscal year's budget relative to the Garrison issue.

One of the earlier speakers today made reference to the fact that he felt that speakers yesterday apparently had been in favor of water projects and speakers today for the most part seemed to be against some of those same projects.

I would like to clarify for the committee not only on behalf of the National Audubon Society, but I think representing many of the other individuals that you have heard testify here today, the Garrison controversy isn't a controversy concerning whether or not water should be utilized wisely in the State of North Dakota.

I think there is legitimate use for water in North Dakota. I think there is widespread agreement between proponents and opponents of the Garrison Unit alike on that fact. I think, however, that the Garrison issue is moving now along a similar path that has previously been taken by the Oahe Diversion Project in South Dakota.

As you are aware, the Oahe and Garrison were sometimes referred to as sister projects. There were a great number of similarities between the two, because of the opposition that grew in the state of South Dakota it now appears the authorized Oahe Unit will not proceed and it will be replaced with a series of buried pipelines for rural water supply and municipal water districts. I think this is probably the area we will be moving into as it pertains to the Garrison controversy itself.

The National Audubon Sociey would like to see investigation of the alternative to the authorized Garrison Project of using buried pipelines to supply some legitimate water use in North Dakota for our cities and towns and to supply better quality water for a number of rural water districts.

I remember the last time that I sat in the House balcony in 1976 when there was a floor fight over appropriations for the Garrison Diversion Project. At that time one of the then pending studies that was made reference to—it actually became a rather key part of that debate—was the then ongoing study of the Garrison Unit by the International Joint Commission.

As this committee is aware, the report of the IJC, the final report is in and it basically would indicate that 79 percent of the authorized Garrison Diversion Unit cannot proceed as authorized if we are going to keep our treaty commitments to our friends and neighbors in Canada. If that is accepted as a base situation for this

project, and I think it is, we then face the necessity to look at whether other portions of the project might be constructed independently.

I contend in conclusion, Mr. Chairman, that the so-called approach of phased development that was advocated a week ago by North Dakota's congressional delegation is not possible because, as you look at the three general irrigation areas for the Garrison Unit, running northwest to southeast in the project area, the Souris Loop. The Central North Dakota Section, and the LaMoure-Oakes section, each one, Mr. Chairman, would involve a type of biotic connection that the IJC said must be avoided at all costs.

We would support zero funding for the Garrison Diversion Unit because there are monies available now, monies previously appropriated that cannot be spent because of the international complications that might instead hopefully some day be channelized into the study of pipeline alternatives to the authorized project.

It is not a question of whether development of Missouri River water in North Dakota is good or bad. I think it is a question of whether we can come up with a water delivery system that avoids the economic, the international, and the social chaos that we feel has been created with the authorized project.

We would hope that this committee would zero budget the Garrison Diversion Unit and that soon we know North Dakota might be able to follow the example that South Dakota, I think, is setting for us in moving toward an alternate delivery system for legitimate use of our water resources.

Thank you.

Mr. BEVILL. Very good.

[The statement of Mr. Madson follows:]

TESTIMONY OF MR. RICHARD MADSON, NORTH MIDWEST REGIONAL REPRESENTATIVE, NATIONAL AUDUBON SOCIETY, BEFORE THE SENATE AND HOUSE APPROPRIATION SUBCOMMITTEES ON ENERGY AND WATER DEVELOPMENT -- FISCAL YEAR 1982.

March 31, 1981

RE: Garrison Diversion Unit/North Dakota

SUMMARY

The Garrison Diversion Unit in North Dakota is one of the most controversial water development projects on the North American Continent. It is opposed by the Government of Canada, by the national conservation community, and by a growing number of landowners in North and South Dakota.

It is very likely that the project will never be finished. Most of the funds last appropriated for the project have not been spent, due to international objections from Canada, and pending litigation against the project.

According to the Department of the Interior's own data, projected benefits of the project have decreased by 45% in just the last two years, while the projected cost of the project has increased by 38% during the same period of time. In the last year, the projected total cost of the project (1.01 billion dollars) has increased by more ($183 million) than all the funds expended on the project since authorization in 1965 ($157 million). The direct benefit-cost ratio for Garrison, according to Interior's own data, has now fallen to 1.1 to 1, and Interior also admits that projected costs are rising faster than projected benefits--placing the American taxpayer on an ever-speeding treadmill.

Potential alternatives to the authorized project would involve buried pipelines for municipal and rural water supply. They would meet legitimate water needs in North Dakota, without the international, environmental and social havoc the present project has created. These potential alternatives will likely never be realized, however, so long as Congress keeps pouring taxpayer's funds down the Garrison drain.

Continued construction on the authorized project, as requested by North Dakota's delegation, will violate promises our nation has given Canada. It will involve taking land from farmers via condemnation, some of which has been in one family since it was homesteaded, for project features which likely will never be used because of international objections to the project. Further appropriation of funds for the authorized project will simply involve stockpiling additional new funds behind FY 80's remaining unspent funds--and would show blatent disregard for the fiscal responsiblity that taxpayers demanded via last November's elections.

Not another dollar of taxpayer's funds should be wasted on this classic boondoggle. Congress should respect our treaty obligations to Canada, recognize that alternatives may exist for meeting legitimate water needs in North Dakota, and begin feasibility studies on those pipeline alternatives with existing, unspent funds previously appropriated for the Garrison Unit.

Mr. Chairman, Members of the Committee:

My name is Richard Madson, I reside in Jamestown, North Dakota, and I serve as North Midwest Regional Representative for the National Audubon Society. On behalf of the members of the Society, I would like to thank you for the opportunity to testify before you here today. With the Chairman's permission, I would ask that my comments and prepared testimony be included in the Hearing Record.

In November of last year this nation's electorate went to the polls and charged those with responsibility for spending tax dollars to listen carefully to those from whom tax dollars are collected.

Fiscal responsibility wasn't just another election slogan, it became a mandate given a new segment of the political spectrum by voters convinced that federal spending was getting out of hand.

It now is understood in Washington, D.C. that cutting federal spending is a cornerstone of the philosophy via which any elected individual might hope to someday be elected again.

Thus it is that virtually every political request for additional porkbarrel spending is now prefaced with the statement: "While I understand that spending must be controlled..."

Unfortunately, all that appears to have been understood by some politicians is that lip service must be paid to the appearance of fiscal restraint. What isn't understood by those individuals is that last November the public really meant it--federal spending is getting out of hand--and taxpayers want such spending curtailed.

On Monday, March 23, 1981, North Dakota's Congressional Delegation went on record requesting additional taxpayer's funds for construction of the Garrison Diversion Unit, one of the most, if not the most, controversial water project on this continent. Those funds, if granted, would not be taken just from the pockets of North Dakota taxpayers, of course, but from the collective pocket of all American taxpayers, who are becoming increasingly exasperated as they become increasingly broke.

In past years, such support from a state's Congressional delegation would have settled the issue, at least before this committee, at least in my opinion. For I assume that you assume if a politician supports a given water project, he does so from a safe political base, consisting of an electorate who demand fiscal responsibility in every District but their own. In other words, stop wasting my tax dollar, unless you are wasting it on me...

Such it has often been, at least during the decade in which I have closely followed water project appropriations. Possibly, however, the Spirit of November still lurks in the countryside, ready to reward those who practice fiscal restraint in any District, and ready to haunt, come the elections of autumn, those who don't.

With that hope I raise the Garrison issue as a national litmus test of the ability of this Congress to practice fiscal responsibility.

Given a federal debt approaching $985 billion dollars, I suppose the $4 million requested by the Reagan Administration for Garrison, and the additional $7 million requested by the North Dakota Delegation, somewhat pale in comparison.

Using my late grandfather's advice that one could eventually save dollars by saving enough pennies, I expect, however, that one could extrapolate a theory by which Congress can eventually waste billions by wasting a few millions at a time.

I contend that appropriating additional tax monies for the Garrison Diversion Unit is an incredible waste of money, and I defend my contention with the following:

1. Previously appropriated money hasn't been spent.

   There were no funds requested for the Garrison Unit in the FY 81 budget. However, North Dakota's delegation successfully obtained $12.7 million through the FY 80 Supplemental Appropriations Act, by adding an amendment to the legislation that provided emergency funding to the victims of the Mt. Saint Helens disaster. Most of that money has still not been spent, because construction features planned (i.e. Lonetree Reservoir and the New Rockford Canal) are objected to by Canada. With many federal programs now being cut, why dump extra funds behind a project that can't spend what it already has?

2. International objections will likely cut 79% of authorized project.

   In 1977 the International Joint Commission released its Final Report on the Garrison Unit. The report concluded that the authorized project "would cause significant injury to health and property in Canada as a result of adverse impacts on the water quality and on some of the more important biological resources in Manitoba" (IJC/FR p. 105)--this would involve a violation of the 1909 Boundary Waters Treaty between the United States and Canada. The IJC recommended that portions of the project affecting Canada "not be built at this time" (IJC/FR p. 121)--this would effectively preclude development of 79% of the authorized project. Garrison was one of the issues Canadian Prime Minister Trudeau raised in his recent meeting with President Reagan. We cannot build the authorized project while keeping our treaty obligations to Canada. Why fuel the controversy that the project has already caused between our two nations by placing yet more construction funds in the budget?

3. Project costs are skyrocketing, benefits are falling sharply.

   The Department of the Interior's own documents now indicate that the projected benefits of the project have decreased by 45% in just the past two years, while projected costs have increased by 38% during the same period. The project's direct benefit-cost ratio now stands at 1.1 to 1, barely above unity. The project is only 15% complete, and the Interior Department concluded this year that projected costs are now rising faster than projected benefits--placing the American taxpayer on an ever-speeding treadmill. In just the past year, the projected completion cost of the project (now 1.01 billion dollars and rising) has risen more (183 million dollars) than all money spent to date on the project since authorization (157 million dollars).

4. The projects irrigation subsidy exceeds $600,000 per farm.

Assuming that 1300 farmers will irrigate via Garrison waters (a promotional claim that promoters have been unable to substantiate) the cost to the American taxpayer to bring water to each farm is now $638,000 per farm, or $3,320 per acre. North Dakota farmers irrigating with the project will repay less than 3¢ of every dollar the taxpayers spend providing them with irrigation water. Promoters claim that most remaining costs will be paid through sale of Missouri River Basin electrical power. However, Nebraska economist Bruce B. Johnson has concluded that such repayment claims are greatly distorted. He further concluded, after an analysis of accounting and repayment provisions of the Pick-Sloan Missouri Basin Program: "The point is clear--any inference that the direct beneficiaries of Federal irrigation development are making more than a token repayment borders on fraud." With my testimony I am submitting a copy of Dr. Johnson's paper for the record. With the public being asked in many programs to tighten their economic belt, why give a relative handful of individuals such an incredible subsidy?

5. The project takes too much productive land.

The authorized Garrison Diversion Unit will irrigate, at a cost of over one billion dollars, 250,000 acres of already-productive land, which involves 6/10ths of 1% of the agricultural land in North Dakota. All project features, however, including reservoirs, canals, laterals, mitigation, etc., will necessitate the acquisition of 220,000 acres of land, most of which is now in agricultural production. In the past year, one county (Barnes) successfully sued the Garrison Diversion Conservancy District to be released from the District, as a result of concerns generated over acreages of mitigation lands that would have been acquired in the county. A similar effort to leave the Conservancy District is now underway in Wells county, and I predict that more counties will follow suit. Why spend a billion dollars on a project that takes almost as much land as it benefits?

6. "Phased development" is not viable.

After claiming for years that the project would not harm Canada, promoters were stunned after the final report of the International Joint Commission was released. Rather than admit the report spelled the end for the project, at least if the United States intended to keep treaty commitments to Canada, promoters decided that "phased development" was in order. Let it suffice to say that all three general irrigation areas for the project (Souris, Central North Dakota, and LaMoure-Oakes) would involve the type of connection with the Hudson Bay watershed that the IJC said must "be prevented at all costs."

Improved water supplies for cities and rural water districts would be of value in North Dakota. Were water supplied for such uses from the Missouri River via a series of buried pipelines, most of the objections to the current project would likely be eliminated. Existing project funds should be redirected into the study of such alternatives.

For more information contact: Richard Madson
National Audubon Society
Box 1591
Jamestown, North Dakota 58401
(701) 252-8376

KINDRED DAM, NORTH DAKOTA

WITNESS

GREG DOFFIN, SHEYENNE VALLEY ASSOCIATION

STATEMENT OF GREG DOFFIN

Mr. DOFFIN. I am Greg Doffin. I am speaking to you on the proposed funding of flood control in the lower Sheyenne Valley in North Dakota. For the last few years of its study the Army Corps of Engineers has been looking at two basic alternatives. One a large dam upstream of the main population center of west Fargo and the second being a diversion and levee system around the city of West Fargo itself. Our organization, the Sheyenne Valley Association, has always been opposed to the dam, a very costly alternative. Twenty-five thousand acres of land would be required, between 50 and 73 families would lose their homes and farmsteads. The estimated cost at this time is between $50 and $60 million. The diversion on the other hand is not nearly as costly. Two hundred and fifty acres of land are necessary. No relocations. A cost between $14 and $17 million. The Corps estimates that at the standard project flood height of levee building, it would offer the city of West Fargo more flood protection than does the dam upstream. The Army Corps of Engineers is proposing to continue their study looking at the diversion and levee system around the city of West Fargo. We think that is fine.

I would also like to mention the problem of flooding north of the city of West Fargo which in our case is downstream. This area is very unique. It is the bottom of a glacial lake, incredibly flat land. It has a gradient of about one in 5,000 for miles on end. Right downstream of the city of West Fargo the Sheyenne is joined by two other rivers, the Maple and the Rush and that itself joins the Red River shortly afterwards. Because of the flatness of the land and the confluence of four rivers, the residences and farmsteads downstream of West Fargo cannot be fully protected by a project that deals with only one of the four rivers since they can be flooded by any or all of the rivers at the same time.

The Corps of Engineers is proposing looking into individual residence ring dikes where a levee would be thrown around or built around the buildings and the families. In this way, on matter which river does the flooding, the family is protected. Here again we wholeheartedly agree with the direction that the Corps is taking their study. Therefore, I am here to ask you to continue funding this study. I would also like to mention that the last three pages of our testimony on ring levees were prepared by the Army Corps of Engineers.

Thank you.

[The statement of Mr. Doffin follows:]

SHEYENNE VALLEY ASSOCIATION
P.O. Box 275
Kindred, North Dakota

Carmen 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 31, 1981

STATEMENT OF JOE MILTON, JR. AND GREG DOFFIN, SHEYENNE VALLEY ASSOCIATION, KINDRED, NORTH DAKOTA, ON LOWER SHEYENNE RIVER FLOOD CONTROL PLANNING

Summary: The Sheyenne Valley Association supports funding for continued studies of diversion-type proposals to reduce Sheyenne River flooding problems and encourages Federal support for the construction of farmstead ring dikes.

The Sheyenne Valley Association is an organization of farmers, ranchers and other concerned citizens in Southeastern North Dakota. We and our predecessor organizations have appeared at Congressional hearings over the course of 12 years in the hope that some solution to Sheyenne River flooding problems other than the Kindred Dam could be implemented. We have appeared before you and outlined what we felt were the economic, social and environmental problems with this large dam project.

After five years of a re-formulation study, the Corps has recommended continued studies of flood control proposals based on a diversion around the major population area on the Lower Sheyenne River and is not recommending further consideration of the Kindred Dam. We endorse this direction of the Corps and hope you will provide funds for these further studies.

There is a growing recognition in the Red River Valley that a certain amount of flooding is inevitable in our table-top flat region and that total freedom from floods, provided through Federal tax dollars, cannot be achieved. It doesn't appear that it will be possible to protect agricultural lands in the Lower Sheyenne Basin to any appreciable degree. Therefore, we must look at accomplishing flood protection where it is needed most -- for the protection of life, homes and farmsteads. We are glad that this kind of protection is available through a diversion in urban areas and ring dikes around rural homes and farmsteads.

The idea of ring dikes or levees seems to be particularly promising because there are few alternatives for protecting homes and farmsteads in an extremely flat area where much of the flooding comes not only from the rivers, but also from overland or sheet flooding moving very slowly toward the rivers. Ring dikes differ from agricultural levees in that they simply "ring" the immediate farmstead -- home, outbuildings, machinery, stored grain, etc. -- and do not significantly impede water flow.

Sheyenne Valley Association

March 31, 1981

We are especially concerned that there be some kind of Federal cost sharing to help local people build these ring dikes. If benefits can be claimed for flood damage reduction to rural homes and farmsteads due to the construction of a dam or another such massive project, it is reasonable that the same benefits can be claimed for ring dikes and therefore used to justify Federal involvement in their construction. Certainly, protection of these properties is in the Federal interest since there would be fewer claims for disaster loans or payments than when floods occur without protection. The cost of protecting these properties will only go up in the future, so it would be wise to begin as soon as possible. According to the St. Paul District Corps of Engineers, the Corps does have the authority to study and construct such small flood control projects. Some local people would be anxious to begin construction of ring dikes if they only knew what kind of government support will be available. We urge you to make funds available for such projects.

Diversions and ring dikes meet the criterion of placing the negative impacts of a project in the area where the benefits will be received. These negative impacts need to be evaluated fully so that those who live in the local area can realistically weigh the costs. We support them in their efforts to obtain full knowledge about the proposals' effects, both negative and positive.

We are as committed to working for implementation of one of the remaining solutions as we were committed to pointing out the serious problems with the dam proposal. Now that the Corps has been able to identify solutions which appear to be economically viable and socially and environmentally acceptable, we hope that funds will be available to bring these plans to reality.

Thank you for the opportunity to appear before you.

FARMSTEAD RING LEVEES

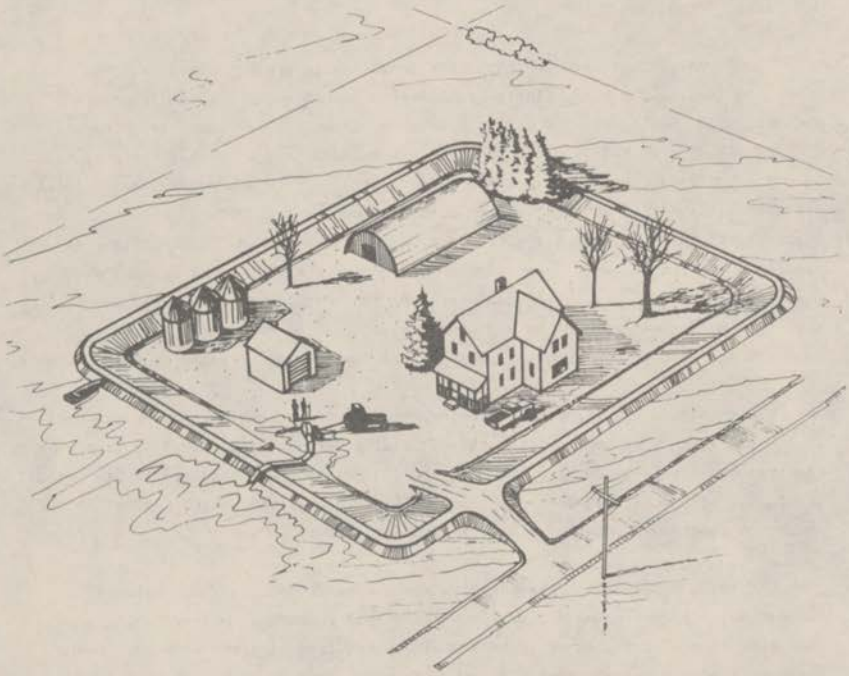
The rural residents of the Red River Valley have been subjected to a number of large floods in recent years. Although some individual farmers have taken measures to protect their property, many farmers, particularly along the Red River main stem, continue to experience significant flood damages. Because of the size of the flood-prone area and the time involved in implementing large-scale projects to protect this area, it is reasonable to consider measures that can be implemented on a short-term basis to protect individual farmsteads.

The Corps of Engineers is initiating a program in the Red River basin to study the feasibility of developing ring levees around each farmstead to protect the buildings, machinery, and farmyard from the frequent flood damages. Under Section 205 of the 1948 Flood Control Act, as amended, the Corps has the authority to study and construct feasible small flood control projects provided that a local sponsor is identified and the Federal cost does not exceed $2 to $3 million. The higher limit on Federal cost applies to areas that receive an official disaster declaration within 5 years from the time the Chief of Engineers determines a project is necessary. All projects must meet the normal economic, environmental, and engineering criteria and be approved by the Chief of Engineers. The approved projects are placed on a priority list and are implemented as funds become available.

The initial study, done on a county-by-county or watershed basis, would need to be requested by an appropriate unit of local government capable of meeting the requirements for local cooperation. The local interests are required to provide all lands, easements, rights-of-way, and utility relocations, which typically amount to about 20 percent of the total project cost.

The basic concept of implementation would require that a farmer voluntarily request help in developing a ring levee around his property. However, before receiving Federal assistance, farmers would be required to agree that they would not encroach on the designated floodway. This floodway would be the area of the channel and those portions of the floodplain adjoining the channel that are reasonably required to carry floodwaters.

The attached drawing depicts a ring levee around a typical farmstead in the Red River Valley. The structural design of the levee would be consistent with existing criteria calling for a freeboard allowance above the design water surface profile to protect against overtopping. Water inside the levee would be disposed of by means of a tractor-driven pump during floods and by gravity flow during normal conditions. Aesthetics, sanitary conditions, water supply, maintenance, and other factors would all need to be considered in the development of each individual farmstead ring levee.



Mr. MYERS. Prepared by whom?

Mr. DOFFIN. The last three pages we copied from the Army Corps of Engineers.

Mr. BEVILL. You are quoting the Army Corps of Engineers?

Mr. DOFFIN. We are plagiarizing them to the hilt. We are guilty.

Mr. BEVILL. Thank you very much.

LAKE WICHITA-HOLLIDAY CREEK STUDY

WITNESSES

JIMMY P. HORANY, LAKE WICHITA STEERING COMMITTEE
JOHN ADAMS, LAKE WICHITA STEERING COMMITTEE

STATEMENT OF JIMMY HORANY

Mr. HORANY. Mr. Chairman, members of the Subcommittee on Energy and Water Development, I am Jimmy Horany. This is Mr. John Adams. We come from Wichita Falls, Texas. We represent approximately 1,700 property owners, taxpayers who are opposed to the Lake Wichita-Holliday Creek U.S. Corps of Engineers study request for $100,000. Our reason for that is the fact that their project as submitted under Exhibit A eventually stated will—they will take this study and come back and ask for $25 to $30 million to fund the project at a later date.

Now we know that their figures are not correct because of the fact that under Exhibit A, you will notice if you will turn to that Table 9, 1977 prices, it showed they wanted $19,025,000 estimated costs of that plan, at 6.5 percent interest which we know is unrealistic today.

Our engineers tell us this plan if it is funded and constructed after study of three to four years, which they claim it will take, eventually might cost $50 million. We have other reasons for opposing this project. It is because of the fact that we do know that the city council, city of Wichita Falls, and the Corps of Engineers in their 1976 study has proposed that the Holliday Creek which was the main object of their study to start with, be widened and deepened in order to clear out and prevent flooding downstream. They enlarged that project at a later date and then wanted to reduce the spillway of Lake Wichita by four and one half feet which is a private lake and under their particular table shown in Exhibit B, if they reduce the spillway of Lake Wichita that reduces the size of the lake from 11,500 acre feet to 5,640 acre feet. That cuts down the size of the lake considerably. That lake has been in use since 1901. It is a good lake adjacent to the city. It needs deepening and dredging. It has a good dam, needs little repairs. We came up with a plan to the city and signed by our committee with 1,700 signatures to clean the creek out themselves and fund it with city funds instead of asking the Congress for more money.

They rejected that because they are using those funds now that they are getting from HUD and revenue sharing and from the sales tax rebates which has been increased, they are using those funds for projects which we feel like are very low priorities. Some of those projects, which I call your attention to, are on page two,

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which, for instance, in 1980, they asked for $1,500,000 for the Greenbelt project. They allocated that much from their city funds to revenue sharing to beautify the Wichita River. That project is merely to go along Wichita River and to fix picnic tables and horse trails for horseback riders and to fix an imitation falls where it got the name Wichita Falls on that river.

In addition to that, they have allocated recently, 798-, $450,000 of Federal money for a farmers market. That farmers market in the downtown area is to try to rejuvenate downtown. They spent $3,500,000 to preserve, remodel Dillards Department Store in downtown Wichita, convert that into an activity center for clubs and organizations and so forth.

In 1980, they spent $50,000 from HUD block grant funds for depot square. That was a depot they bought about ten miles from the city of Wichita and transported it to the city of Wichita and made a museum in downtown to attract more customers to the downtown section.

The reason they are doing that, the midtown now, the former mayor of Wichita Falls, former Mayor Boyd, is in charge of that midtown now. It is a private non-profit corporation to try to attract business downtown. They are getting all these Federal projects downtown to use this Federal money when we and many of the citizens have been asking for this money for them to clean out Holliday Creek.

This has been going on. Look at the exhibit over on page D. This has been flooding. Here it is. Here is a report.

Mr. BEVILL. Your time is up.

Mr. HORANY. Since 1931 it has been going on. They have been neglected. They have the funds. These exhibits show they have $5 million to do this themselves. We feel like they should do it themselves and not involve the Federal Government. That is why we oppose it.

[The statement of Mr. Horany follows:]

Jimmy P. Horany
Attorney at Law

701 Petroleum Bldg.
Wichita Falls, Texas 76301
Phone: (817) 723-4552

March 27, 1981

To: The Honorable Tom Bevill, Chairman, and Members of the Subcommittee on Energy and Water Development of the Appropriations Committee, U. S. House of Representatives.

Mr. Chairman, and Members of the Subcommittee:

Please be advised the undersigned, representing the Lake Wichita Steering Committee and over 1,700 property taxpayers of Wichita and Archer Counties, Texas, are opposed to the budget request of $100,000.00 as proposed by the Tulsa District, U. S. Army Corps of Engineers, to study and design a flood control plan for Lake Wichita-Holliday Creek for the City of Wichita Falls, Texas. This opposition is based upon the fact that if the $100,000.00 is approved by the Congress and the President, then it will open the door for the U. S. Corps of Engineers to come back to Congress for a grant to the City of Wichita Falls, Texas, for about 25 to 30 million dollars to construct the project. The 1977 estimated cost of the Corps of Engineers plan for Lake Wichita and Holliday Creek amounts to $19,025,000. The estimated cost as of today, because of inflation, for the project will exceed $25,000,000. The Corps estimates that it will be four to eight years for study, design and construction of the Lake Wichita-Holliday Creek Project. The project ultimately could cost the taxpayers over $50,000,000 (See Exhibit "A", 1977 Corps of Engineers cost estimate, table 9). Our opposition is also based on other factors, as follows:

1. In 1976, the U. S. Corps of Engineers, Tulsa District, proposed a preliminary report to the City Council of the City of Wichita Falls, Texas, to try and prevent or reduce flooding of Holliday Creek downstream, a distance of 9 miles from Lake Wichita spillway to the Wichita River. The Creek flows thru the Southwest edge of the City of Wichita Falls, to the Northeast part of town where it converges into the Wichita River. The Corps plan is to widen and deepen the Creek, and grass line the channel; the plan does not make any recommendation about the Wichita River, which during its flooding, its waters will back up and into Holliday Creek, and block the flow of water in Holliday Creek.

2. The Corps plan also recommends that the spillway of Lake Wichita be lowered by 4½ feet (from 980.7 feet to 976 feet M.S.L.), and that a new earthen dam be constructed to help prevent flooding to property owners around the lake. The property owners around Lake Wichita and the City of Wichita Falls are opposed to the lower spillway, since the plan will reduce the body of water from the present 11,580 acre feet to 5,640 acre feet (See Exhibit "B", Corps of Engineers table C-7). The lower spillway

will cause more flood waters downstream Holliday Creek. The present spillway holds back and prevents the waters from flooding property owners along the creek downstream. The lower spillway will cause the loss of a good source of water supply, and recreational lake for fishing, boating, etc. adjacent to the City of Wichita Falls.

3. The City of Wichita Falls owns and operates Lake Wichita, which was built in 1901, and has 2,100 acres of land situated on the South edge of Wichita County and the North part of Archer County, Texas (See Exhibit "C" Map of Lake Wichita). Lake Wichita was the principal source of potable water supply until 1944, when the taxpayers of Wichita Falls voted for bonds to build Lake Kickapoo. In 1964, the city taxpayers again voted for bonds to build Lake Arrowhead. Lake Wichita is now used mainly for recreation, such as fishing, boating, skiing, and also used by property owners around the lake for domestic water needs and irrigation of gardens, trees, grass, etc. The lake can be used to supplement the water supply needs of the city in case of periods of droughts. The Corps of Engineers plan would eventually dry up Lake Wichita if the spillway is lowered by 4½ feet; the Corps plan makes no provision to remove the sand and sediment which has been flowing into the lake since 1901, at the rate of 100 acre feet per year. The Corps states that by the year 2080, the lake will be -0- as set forth in Exhibit "B", Corps of Engineers table C-7.

4. Holliday Creek downstream has been flooding at different intervals and years, for more than 50 years (See Exhibit "D" 1931 newspaper report). During the past 46 years, the past Boards of Aldermen for the City of Wichita Falls have neglected and failed to plan and construct a project to help prevent flooding downstream, Holliday Creek. Said City Fathers have placed a higher priority for city funds for other projects, some of which are not essential or important for the growth of the city, or necessary to benefit and serve its citizens. In 1980, the City Fathers placed a higher priority by allocating $1,500,000 for the so called "Green Belt Project" to beautify the Wichita River. The city has appropriated over $1.5 million to the Mid Town, Now Project; however, the funds have not been expended since 1977, due to legal requirements by H. U. D. Block Grant Funds. In 1979 and 1980 the city expended $450,000 of revenue sharing funds to construct a Farmers Market in downtown Wichita Falls. In 1979 and 1980 the city expended over $3,500,000 to purchase and remodel the former Dillards Department Store into an Activities Center, for clubs and organizations, etc. to meet in. In 1980, the city spent over $50,000 from H.U.D. Block Grant Funds for Depot Square, to move an old depot from Burkburnett, Texas, to Ohio Street in downtown Wichita Falls, as a museum, to try and re-vitalize the downtown businesses who are losing its customers to the shopping malls and surburban business districts.

5. In September, 1979, the Holliday Creek committee presented a petition with signatures of 1,645 property owners to the Board of Aldermen of the City of Wichita Falls, with a plan to help prevent flooding downstream, Holliday Creek, to dredge, widen, and deepen the creek, clear the trees, shrubs and debris from the creek; it also proposed to maintain Lake Wichita spillway at its present level, to repair and strengthen the dam to withstand the 100 year flood at an estimated cost of 10 million by its engineers. Said project was to be financed on a pay as you go basis for three (3) years, allocating funds from excess sales tax rebates ($1,000,000 in 1980), H. U. D. Block Grant Funds ($1.2 million in 1980), and Revenue Sharing Funds ($1,500,000 in 1980), also to allocate additional funds from the same sources in 1981, 1982, and 1983 if necessary (See Exhibit "E" Newspaper Record of Holliday Creek Petition).

6. The Holliday Creek Committee Plan was rejected by the Board of Aldermen for the City of Wichita Falls. Instead, they adopted a Resolution #2495 on April 1, 1980, pledging to formulate a plan to prevent flooding downstream Holliday Creek in 1980, and finance said project, without a Federal Grant, if the Congress fails to provide said funds; during the 1980 sessions, Congress failed to provide said funds. The City Fathers and former Mayor and Aldermen campaigned and spent funds to help defeat the Holliday Creek Committee's Plan. They wanted the Federal Government to pay for the project, which the city itself is financially able to construct and pay for said project.

7. The City of Wichita Falls is in good financial condition, and has a surplus of 5.7 million dollars and can implement the Holliday Creek Plan and without Federal funds. On February 17, 1981, the City Council approved and allocated funds to begin dredging and buying up right of ways for Holliday Creek (See Exhibit "F" Newspaper Report of February 19, 1981). Also see Exhibit "G", Newspaper reports of a $5,000,000 surplus of city funds and sales tax rebate increase revenues of 46% as of March 18, 1980 over said period in 1979.

In conclusion, the undersigned respectfully submits to the subcommittee to reject the budget request of $100,000.00 to study the Corps of Engineers Lake Wichita-Holliday Creek plan. We wish to thank the Subcommittee on Energy and Water Development for this opportunity to appear before said committee at this Budget Hearing.

Respectfully submitted,

John Adams
Chairman
LAKE WICHITA STEERING COMMITTEE
5119 Lakeshore Drive
Wichita Falls, Texas 76310

Kimmy P. Horany
Vice-Chairman
LAKE WICHITA STEERING COMMITTEE
701 Petroleum Bldg.
Wichita Falls, Texas 76301

INDEX OF EXHIBITS TO SUPPORT THE STATEMENT OF THE LAKE WICHITA STEERING COMMITTEE AND ITS OPPOSITION TO THE U. S. CORPS OF ENGINEERS BUDGET REQUEST OF $100,000 TO STUDY THE FLOOD CONTROL PLAN OF LAKE WICHITA-HOLLIDAY CREEK FOR THE CITY OF WICHITA FALLS, TEXAS

Exhibit "A", 1977 Corps of Engineers cost estimate referred to on the opening paragraph of page 1

Exhibit "B", Corps of Engineers table C-7, referred to on sub-paragraph 2, page 1 and sub-paragraph 3 on page 2

Exhibit "C", Map of Lake Wichita referred to on sub-paragraph 3, page 2

Exhibit "D" 1931 Newspaper Report, referred to on sub-paragraph 4, page 2

Exhibit "E", Newspaper Report of Holliday Creek Petition, referred to on sub-paragraph 2, page 3

Exhibit "F", Newspaper Report of Funds Targeted for Holliday Creek, referred to on sub-paragraph 7, page 3

Exhibit "G", Newspaper report of $5 million surplus and sales tax increase referred to on sub-paragraph 7, page 3

TABLE 9

ESTIMATED COST FOR THE RECOMMENDED PLAN
(October 1977 Price Levels)

Item	Embankment	Spillway Costs	Channel Costs	Total Costs
	$	$	$	$
Lands & damages	1,000,000	—	1,100,000	2,100,000
Relocation	—	—	3,977,000	3,977,000
Dams	1,620,000	1,500,000	—	3,120,000
Channels	—	—	5,691,000	5,691,000
Engineering & design	146,000	134,000	870,000	1,150,000
Supervision & inspection	94,000	93,000	575,000	762,000
Total First Cost	2,860,000	1,727,000	12,213,000	16,800,000
Interest during construction (4 years @ 6⅝%)	379,000	229,000	1,617,000	2,225,000
Total Investment	3,239,000	1,956,000	13,830,000	19,025,000
Interest & amortization (100-year @ 6⅝% interest)	215,000	130,000	918,000	1,263,000
Operation & maintenance	12,000	6,000	32,000	50,000
Major replacements	3,000	1,000	6,000	10,000
Total Annual Costs	230,000	137,000	956,000	1,323,000

Exhibit "A"
1977 Corps of Engineers cost estimate

TABLE C-7

LAKE WICHITA
ELEVATION—CAPACITY TABLE

Elevation	1958 Area (acres)	Capacity 1958 (acre-feet)	Capacity 1980 (acre-feet)	Capacity 2080 (acre-feet)
965	0	0		
966	120	60	0	
968	310	490	190	
970	550	1,350	817	
972	810	2,710	1,925	
974	1,040	4,560	3,552	
976	1,310	6,910	5,640	0
978	1,650	9,870	8,270	1,246
980	2,000	13,520	11,580	4,366
982	2,400	17,920	15,780	8,571
984	2,900	23,220	21,090	13,870
986	3,490	29,610	27,480	20,260
988	4,150	37,250	35,120	27,900
990	4,840	46,240	44,110	36,890
992	5,670	56,570	54,620	47,400
994	6,590	69,010	66,880	59,660
996	7,750	83,150	81,020	73,800
998	8,600	99,300	97,170	89,950
1,000	9,620	117,500	115,370	108,200

top of dam (about elevation 986) down about 6 feet. Below the fence the embankment slopes outward and is protected by dumped concrete to the normal water surface at about elevation 976. The general condition of the spillway is poor, and the spillway is inadequate to handle floods that can occur in the basin. The spillway is earthen with a concrete weir. The earthen spillway (400' wide x 6' deep) is choked with willows, salt cedars and tall grasses. FM 2380 bridges the spillway about 300 feet upstream of the spillway. The concrete spillway surface is badly spalled with reinforcing steel exposed. The right abutment of the spillway is breached with a high percentage of flood flows being

Exhibit "B"
Corps of Engineers table C-7

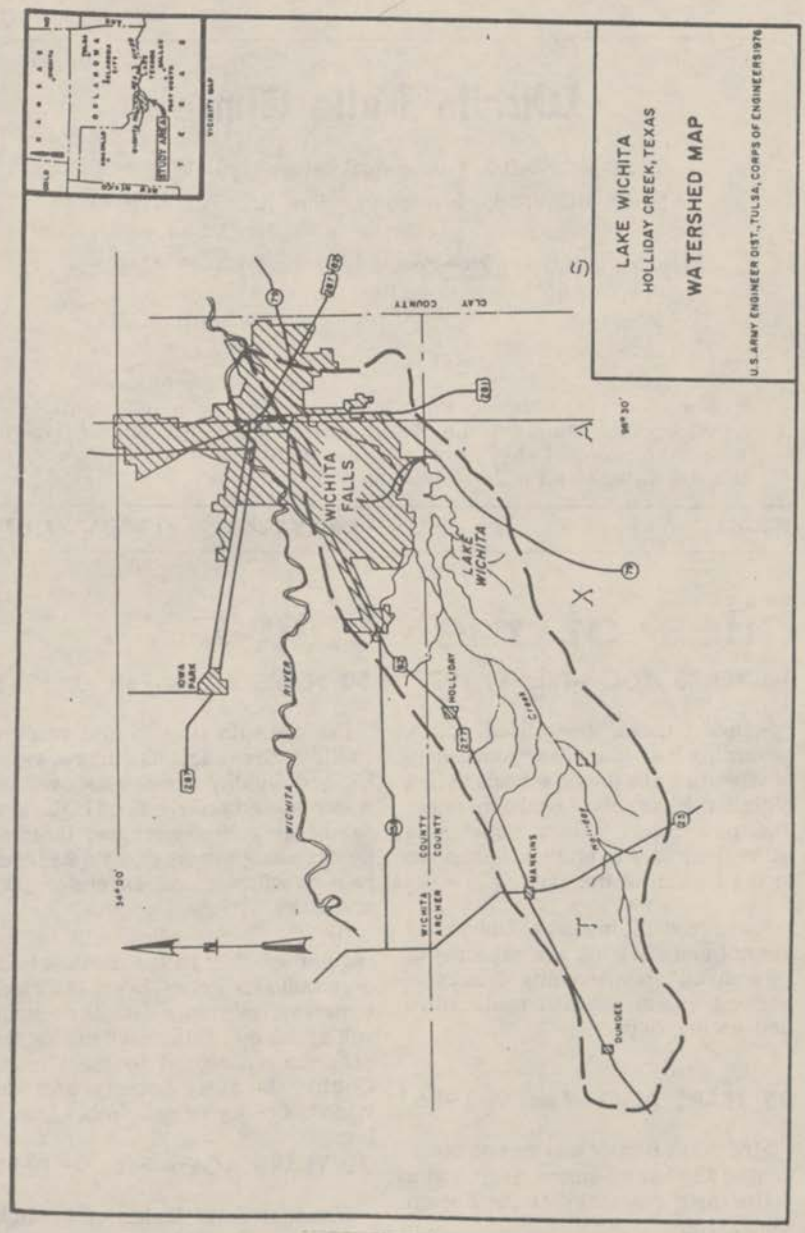


Exhibit "C"
Map of Lake Wichita

Wichita Falls Times

ED HOWARD, Publisher-Founder, 1907-1948
RHEA HOWARD, President, Editor and Publisher
William L. Donnell — Senior Vice President
Ed Howard Barnett — Vice President and Advertising Director
Charles Worth Ward — Vice President and Executive Editor
Don James — Managing Editor
Jack Hathaway — Treasurer
Wade Flatt — Production Manager

The readers of the Wichita Falls Times reflect many diverse opinions and viewpoints. Therefore the Times presents columnists on this page whose opinions and viewpoints also are widely diverse. We reserve our own comments for the Editorials.

PAGE 4A — MONDAY EVENING, FEBRUARY 9, 1981

Files of the Times

10 YEARS AGO—Feb. 9, 1971

School trustees liberalized policy governing hair length for young men in Wichita Falls public schools at last night's regular school board meeting. The new policy allows students to cover their ears or let their hair come to the bottom of the ear.

About 350 Midwestern University alumni and students are expected to "warm up" homecoming tomorrow evening with an old-fashioned bonfire and wiener roast.

25 YEARS AGO—Feb. 9, 1956

Mrs. Scott Hunter was named president of the Senior-Junior Forum at a coffee held yesterday at the Forum Clubhouse.

The traditional Daughters of the American Revolution Good Citizenship Award, one of the highest honors to be paid a young woman in the Wichita Falls High School senior class each year, goes to Miss Dale Dublin for 1956.

50 YEARS AGO—Feb. 9, 1931

For the fifth time in nine months, Holliday Creek left its narrow, twisting bed Sunday to swell out over the water-soaked prairie, flood highways, submerge golf courses and threaten homes along the creek, as a 2.93-inch rain overflowed the Diversion lake and Lake Wichita.

Dr. C. W. Stevenson will be the regular speaker on the medical hour over radio station KGKO at 10 o'clock tomorrow morning. Dr. Stevenson will speak on "Influenza" during the program, sponsored by the Wichita County Medical Society and the Wichita County Tuberculosis Association.

70 YEARS AGO—Feb. 9, 1911

Manager J. B. Stokes of the light company is making preparations to install two new arc lamps on Eighth Street for the purpose of testing their merits. These are different from others and are patented. They give a powerful light and change their color, throwing out a pink light on one night, a white the next and a yellow light the third night.

Exhibit "D"
1931 Newspaper Report

Wichita Falls Record News Tuesday Morning, August 14, 1979

Petition to seek work on Holliday Creek

By ROCKY SCOTT
Staff Writer

Representatives of a group called the Holliday Creek Committee said Monday they plan to circulate a petition that will ask for city funds and city crews to begin flood control work on Holliday Creek.

Chairman Johnny Watson said the resolution proposed in the petition calls for work to begin 120 days after the resolution is adopted.

"This (resolution) is not a cure-all," Watson said, "but we feel that the plan is a necessity. The Holliday Creek floods damage the whole city, not just the residents in that area."

Jimmy Horany, attorney representing the committee, said the petition asks Wichita Falls City Council to provide funds for the project from sales tax rebates, revenue sharing funds or from the general fund. He said the petition calls for no tax bond proposal.

"In the past, the city has given a high priority to things that were not as essential as this," Horany said. "We feel many of those projects were needed, but that flood control on Holliday Creek is needed more."

He said the U.S. Army Corps of Engineers has been studying flooding along Holliday Creek since 1938. The corps has approved a $16 million flood control project for Lake Wichita Dam and Holliday Creek. The

See PETITION, Page 2A

Petition to seek crews, funds for Holliday Creek improvement

FROM PAGE 1

proposal is being studied by the U.S. Office of Management and Budget.

If the corps proposal receives approval from OMB, it would move to the House of Representatives, where it would be studied by a subcommittee and a committee before being brought before the House. Full House and Senate approval, along with presidential approval, is required before funds would be made available.

Included in the petition is a request to divert Holliday Creek from the spot where it enters the Wichita River to a spot farther downstream by use of a channel.

"The problem now," Watson said, "is that the creek empties into the river against the flow. When the river goes up, it pushes water back up the creek, and when the creek is full, it can't drain. That's what causes the flooding."

But city Public Works Director Ernest Lillard disagrees. "It's not going to make that much difference," he said.

"Elevation is one of the most significant factors involved in drainage. There's a drop of six-tenths of an inch per hundred feet along Holliday Creek from Lake Wichita Dam to the Wichita River. You'd have to drop the entry into the river considerably to get any effect."

Watson said an engineer has looked at the proposed channel and determined that there would be little change in elevation.

Lillard also said there "are so many other problems involved" with Holliday Creek that changing "one or two of them won't help that much."

The petition also calls for cleaning of the "floodway" and maintenance on a yearly basis, and dredging if necessary.

Listed as sponsors on the petition are: Johnny Watson, 3903 Lake Park; John Adams, 5121 Lake Shore; Cecil Allen Smith, 1705 Monroe; Gene Shearman, 4207 Lake Park; James Elwin Gentry, 2707 Amherst; Irene Cheatheam, 2307 Brook; and Gene A. Buchanan, 101 North Oriole.

Watson said the committee plans to meet at 2 p.m. Thursday at ABC Motors, 2912 Holliday, to distribute petitions and begin collecting the 750 signatures required. He said the meeting will be open to interested persons.

Exhibit "E"
Newspaper Report of Holliday Creek Petition

2A Wichita Falls Record News Wichita Falls, Texas Wednesday Morning, February 18, 1981

Funds targeted for Holliday Creek work

By GAIL BADGETT
Staff Writer

More than $5.7 million in reserve and federal funds were targeted Tuesday for city improvements and obligations, including work on Holliday Creek drainage.

Wichita Falls City Council allocated money for street projects, Holliday Creek improvements, Municipal Court Annex, the sanitary landfill and transfer station and other improvements.

About $2.1 million will be taken from the city's reserve fund, leaving $3.3 million unappropriated for emergencies. The remaining share $3.6 million federal share will come from revenue sharing, community development and a Department of Housing and Urban Development discretionary grant, although the HUD money hasn't been approved yet.

The previously obligations not funded include matching money for Federal Emergency Management Administration tornado reconstruction projects and the city's portion of the Wichita County Tax Appraisal District cost.

The council allocated $60,000 of reserve funds for acquistion of right-of-way along Holliday Creek. The city will request right of way land owned by public utilities be donated because, City Manager Stu Bach said, the land is in the flood plain and can not be used anyway.

The city will begin purchasing and accepting donations of right of way land along the creek so that when the money for the project is approved the contracts could be let as soon as possible, Bach said.

Of the about 170 acres needed along the creek, public agencies, including Wichita Falls Independent School District, Wichita County, Midwestern State University, Wichita Falls State Hospital and the city, own 99.41 of the acres.

The city also will request donations from landowners along the creek who might be able to use the donation as a tax break, Bach said.

A proposed $21.4 million U.S. Army Corps of Engineers plan to rebuild the Lake Wichita Dam and spillway and construct 9.3 miles of grass-lined channel along the creek awaits congressional action.

The $8.7 million city share of the project is largely the expense of right of way and easements and relocating

See FUNDS, Page 2A

Funds targeted for Holliday Creek work

[redacted] structures.

The council also allocated $20,000 to be used to begin cleaning and dredging the downstream end of the creek. If right of way land isn't obtained and people won't consent to cleaning out the creek on their property, the city can enforce the weedlot ordinance to help the situation. "If we have a bad rain, this won't stop the flooding, but it will enhance the the charactersistics of the creek," Bach said.

The city will begin lobbying efforts inthe U.S. Congress to gain authorization of the full Corps project, including engineering design and construction, and an appropriation of $250,000 to meet the Corps' engineering capability the first year, Bach said.

President Carter's budget proposal requested $100,000 of the $250,000.

About $1.8 million of reserve, General Revenue Sharing and possible reprogrammed HUD funds were targeted for street improvements. Reconstruction of streets in and outside of the tornado area, overlaying of streets, seal coating and rehabilitation will affect 365 blocks of city streets.

The Lake Shore Drive area is targeted for water and sanitray sewer improvements, and about $2.5 million will be spent for the sanitary landfill and transfer station equipment and land.

If approved, money from HUD will fund cleanup of Kiwanis Park, traffic light improvements and possible clean-up for slabs in the tornado area.

A study of Lake Kickapoo involving the rehabilitation of the lake and dam will be funded, as will money for the completion of the City Hall annex.

In other business, the council authorized the sale of beer at the parish hall of Our Lady Queen of Peace during a fund raising dinner March 14. Council member Marvin Traywick and Mayor Kenneth Hill voted against the authorization.

It also held a hearing on hazardous structures and granted a 30-day extension to Smitty B. Walker of 5212 Jamaica for property at 1501 West Wenonah. Walker was the only person who addressed the council at the hearing.

And the council awarded bids for four police motorcycles, city cars and trucks and dump beds for city trucks.

Exhibit "F"
Newspaper Report of Funds Targeted for Holliday Creek

The suit said the permanent See MOBILE, Page 2A negotiations continued. vest 10% per...

City surplus funds total $5 million

By JIM WEBRE
Staff Writer

City of Wichita Falls has a general fund surplus of $5,055,745, at least on paper, according to Chief Accounting Officer Gerald Carlson.

The figure includes $1,548,287 — the difference between city revenue from sales taxes and other sources and expenditures for fiscal year 1979 — plus surpluses from previous years.

"We don't have it all in hard cash," Carlson said. Of the $5 million, $2,476,000 is outstanding and carried on the city's books, though it is not in hand.

In cash and certificates of deposit, Carlson said, the city has $3,254,000 as of Sept. 30, 1979.

"We carry it as excess revenue over expenditures," Carlson said.

Surplus funds are invested, drawing interest as high as 14.43 percent.

Surplus funds soon to be invested will draw 15.96 percent, Carlson said. After current certificates of deposit mature, the city will draw slightly more than 16 percent on new surplus fund investments.

However, about $6 million already is allocated for future expenditures, he said.

Surplus funds totaling $256,272 "are encumbered to pay for several outstanding city contracts and purchase orders," Carlson said. Repair of Memorial Auditorium's roof and work on Martin Luther King Center are two such outstanding debts.

For fiscal year 1980-81, the official said, surplus funds will be used to cover about $300,000 in expenditures above revenues.

"That is an estimate," Carlson said, adding the city's financial standing "is in pretty good shape considering the tornado."

Wichita Falls Record News 3-14-80

Sales tax rebate figures show gain

By BRUCE FISHER
Business Editor

City sales tax rebates for the first quarter of 1980 were up about 38 percent statewide, while Wichita Falls' rebate was up 46 percent over the 1979 figure, said Texas Comptroller Bob Bullock.

Apparent increases are partly offset by the fact that during the first quarter of 1979, city sales tax allocations were down due to late filings and a backlog of about 2,400 returns in the agency's accounting system, Bullock said.

System improvements have eliminated the backlog and strengthened the agency's ability to quickly handle returns and put more money into the system for rebates, he said.

Wichita Falls' rebate for 1980 as of Feb. 28 was $1,411,221, compared to $963,982 for the same period last year.

Bullock said 1980 rebates to date for Texas cities were $138.7 million, compared to payments totaling about $100 million for the same period last year.

Other North Texas cities' rebates and percentage change include Archer City, $15,304, $10,106, 51%; Bowie, $99,842, $61,016, 63%; Burkburnett, $57,465, $43,847, 31%; Chico, $5,566, $3,986, 29%; Childress, $45,158, $39,529, 14%; and Chillicothe, $3,447, $3,679, -%.

Also, Crowell, $4,475, $4,558, -1%; Electra, $45,002, $30,501, 47%; Goree, $1,868, $729, 156%; Graham, $138,185, $92,770, 48%; Henrietta, $16,876, $12,008, 40%; Holliday, $15,504, $8,442, 83%; Iowa Park, $18,253, $14,074, 29%; Jacksboro, $59,390, $44,277, 34%; and Knox City, $14,732, $10,738, 37%.

Also Lakeside City, $567, $375, 48%; Megargel, $3,569, $2,340, 52%; Muenster, $20,129, $13,755, 46%; Munday, $10,835, $9,027, 20%; Nocona, $31,988, $23,467, 36%; Paducah, $15,189, $11,085, 37%; Petrolia, $950, $499, 92%; Quanah, $25,545, $23,174, 10%; Rule, $3,558, $3,171, 12%; Saint Jo, $8,935, $4,682, 90%; Scotland, $829, $778, 6%; Seymour, $31,100, $21,575, 44%; Throckmorton, $5,427, $4,104, 32%; Vernon, $128,256, $102,565, 23%; Wellington, $18,985, $14,742, 28%; and Windthorst, $3,430, $2,089, 64%.

Exhibit "G"
Newspaper report of $5 million surplus and sales tax increase

MISSOURI RIVER LEVEE UNIT R616

WITNESS

SARAH E. CAMDEN, SECRETARY-TREASURER, WATERSHED ASSOCIATES RESCUE

STATEMENT OF MS. SARAH CAMDEN

Ms. CAMDEN. My name is Sarah Camden. I am a member of the Board of Directors of Papio Natural Resources District. I am appearing, however, as a private citizen, and as the Secretary of an association of concerned citizens, in opposition to funding of a project which the district has supported in the past. That project is the Missouri River Levee Project, R616.

This levee project won't do what it is supposed to do. Let me refer to the testimony of the Papio Natural Resource District before this subcommittee last year. Then the district told this subcommittee that the levee would protect 3,950 acres of flood plane of which 3,315 acres are agriculture. That it will protect Offutt Air Force Base and the Omaha sewage treatment plant, that it would have protected against the flooding which occurred in 1978 and that it will provide wildlife habitat. There is a little bit of truth in what the district has said. There is also a lot of stretching the truth and a lot of the truth left out.

A point to keep in mind about the Corps' claim to protect agricultural land is that, if the levee is built, the land isn't going to remain agricultural land. I have attached an Exhibit C to my statement, a copy of an article from the Bellevue Leader from 1978. The land behind the levee is in the city of Bellevue's zoning jurisdiction. This article shows what Bellevue's plan for the area is. Once the levee goes in, if you look at Exhibit C, which slows the levee running from Haworth Park down to the Platte River, you will see what will be in the area according to Bellevue's plan, a free trading zone, a future industrial zone, Bellevue's industrial track number 1 and off in a corner, a wildlife sanctuary. I don't know how well the wildlife will mix with the factories. Clearly Bellevue plans to convert this land to industrial use. In the environment impact statement on the project, the Corps concede that construction of the levee will lead to this sort of development. This is contrary to the provisions of Executive Order 11988, which requires Federal agencies to do everything they can to prevent development of flood plans.

Last year, Papio Natural Resources District testified that Union R616 would protect Offutt Air Force Base and the Omaha sewage treatment plant. In fact, as my photos show, Offutt is protected by existing levees. The sewage treatment plant is high enough that it was not flooded in 1978; it could easily be protected by a ring dike. It was constructed on the 100 year flood plan.

You may ask why the Natural Resource District is still supporting the project. There is one reason only—the money to acquire the property has already been spent. If it were not for that, I can assure you that the board would back out of the project. They do have money spent. They do not feel like backing off for that reason alone.

I am not a politician. I have never been to Washington before. It is an honor.

Mr. BEVILL. You are doing mighty well.

Mr. CAMDEN. Thank you. I have run for the Papio NCD Board in November. I am the only person elected to replace an incumbent. That was a total of over 55,000 votes. I feel very strongly that those votes were attributed to the knowledge the public has seen, read, and heard of me in my connection with the Watershed Associates Rescue or better known as WAR.

On behalf of the people who elected me to my position, my neighbors, and my board members on the WAR, we ask you do not spend any money on the R616. Our ultimate goal is for deauthorization of that project.

Mr. BEVILL. Thank you.

[The statement of Ms. Camden has been retained in Committee files.]

Mr. MYERS. If you received more than 55,000 votes, you cannot say you are not a politician.

Mrs. SMITH. I want to welcome a fellow Nebraskan. You did very, very well.

Ms. CAMDEN. Thank you, Mrs. Smith, I appreciate that.

TVA NOLICHUCKY WATERFOWL SANCTUARY AND ENVIRONMENTAL EDUCATION CENTER

WITNESS

DANIEL E. BURGNER

STATEMENT OF DANIEL BURGNER

Mr. BURGNER. I am Daniel Burgner, a dairy farmer from Green County, Tennessee. I also have an engineering background as an industrial engineer. I feel I am qualfied to speak on this project. The Nolichucky project was a 10,640 kilowatt hydroelectric facility.

In 1970, TVA decided to retire this 60-year old facility due to lake siltation, deterioration of the civil works, and equipment disrepair. The total costs for continued power generation over 20 years was $5 million while the power benefit was $2 million.

TVA took this power facility, valued at $1.5 million, spent $2.8 million of power funds on the dam, spent $.6 million for additional land to grow grain for ducks and by 1977 had the project on line as the Nolichucky Waterfowl Sanctuary and Environmental Study Area. TVA further reported that in 1978 it allowed $160,000 for "environmental education and waterfowl mangement." This annual rate over a 20 year period would add $3.2 million for operations and maintenance. The total cost for the present use therefore could amount to $8.1 million keeping in mind that as a power facility it would have cost $5 million. The present use of this project has turned out to be a failure.

As to restoring the electric power plant, TVA contends that it is so uneconomical that a new feasibility study costing about $30,000 is a waste of money despite that it spent $4.3 million worth of

power assets for this non-power use. It has been suggested that TVA consider selling or leasing it to someone who would re-develop the power facility. While TVA remains skeptical as to who would make an attempt, it has allowed me in company with turbine and generator manufacturers and civil works contracts, to inspect the plan to get an estimate of the direct costs necessary for redevelopment.

With these estimates, the rate TVA proposes to pay for dispersed power production, and the guidelines of the U.S. Army Corps of Engineers Guide Manual, I have calculated cost-benefit ratios of 1.2 to 2.5 depending upon which scheme of development I would attempt. The net revenues from power production would return the direct costs for material and labor in two years.

TVA's primary concern relative to re-starting Nolichucky Dam is its potential impact on the present use. Obviously, without funds to operate and maintain it, there would be no present use for re-starting to impact.

As to the problem of discontinuing a completed project, VA's environmental impact statement clearly stated "there are no irreversible or irretrievable commitments of resources related to this project * * *."

As to the problem involving the autonomous relationship of the power program to the non-power program, Nolichucky Dam is no longer listed as a power asset. The remaining value of the dam was "wrote-off" and the properties transferred to the non-power program.

I should further point out that the Greene Co. [Tennessee) Legislative body and the Tennessee State Legislature have both passed resolutions expressing their desires that Nolichucky Dam be restored as a power facility.

I request this committee not to appropriate any more taxpayer money to the Nolichucky project.

Mr. BEVILL. Very good statement. Thank you very much.

[The statement of Mr. Burgner follows:]

PREPARED STATEMENT OF DANIEL E. BURGNER

SUMMARY

Congress should discontinue the funding of the Tennessee Valley Authority Nolichucky Waterfowl Sanctuary and Environmental Study Area operations and maintenance for two reasons:

(1) The project has not lived up to the expectations made by TVA in 1970 when the present use was proposed.

(2) The former hydroelectric power plant which now composes part of the present use would provide a much higher benefit in the form of electrical energy now than it would have in 1970 when TVA decided to retire it.

Discontinuance of funds for operating and maintaining the present use of the project would force TVA to re-consider restoring it to power production or allowing someone outside TVA to restore it and market the energy under the Public Utility Regulatory Policies Act of 1978.

STATEMENT

The Nolichucky Project, located in Greene County, Tennessee, was a 10640 kilowatt hydroelectric facility.

In 1970, TVA decided to retire the facility due to lake siltation, deterioration of the civil works, and equipment disrepair. The total costs for continued power generation over 20 years was $5 million while the power benefit was $2 million.

TVA took this power facility, valued at $1.5 million, spent $2.8 million of power funds on the dam, spent $.6 millions for additional land to grow grain for ducks and

by 1977 had the project on line as the Nolichucky Waterfowl Sanctuary and Environmental Study Area. TVA further reported that in 1978 it allocated $160,000.00 for "environmental education and waterfowl management." This annual rate over a 20 year period would add $3.2 million for operations and maintenance. The total cost for the present use therefore could amount to $8.1 million keeping in mind that as a power facility it would have cost $5 million.

In addition to the futility of continued power generation in justifying the present use, TVA stated that the silted lake offered "a unique opportunity to develop and maintain a waterfowl sanctuary combined with a program of environmental education and nature study." In 1970, the lake offered little more than a resting place for waterfowl. Occasional small flights of ducks were seen, and up to a few hundred waterfowl were present in isolated sloughs. Development of the land and water area behind the dam and for about 3 miles upstream was to enhance migrating and resident waterfowl.

A goal set by TVA was the equivalent of 39000 day-use visits annually within five years of completion. This visitation would have an economic impact of $156,000.00. The project is now in its 4th year and the highest number TVA has reported thus far is 10500 or just over one fourth its original goal.

Another goal was the establishment of a resident Canada goose population and a resident wood duck population of 300 birds and 1000 birds respectively. This past Christmas a local bird watcher's club counted 33 geese and no wood ducks.

TVA further predicted that "with a proper combination of exposed green browse and fall-flooded grains, perhaps as many as 10000 ducks could be attracted to the lake. . . ." While TVA's counts approached 2000 birds, the bird-watchers, who have nothing to gain or lose over the result, counted 73 total waterfowl in their Christmas 1980 bird count.

Despite the orignial predictions and the relative performance to date, TVA claims that its Nolichucky Project is "highly successful."

As to restoring the electric power plant, TVA contends that it is so uneconomical that a new feasibility study costing about $30000.00 is a waste of money despite that it spent $4.3 million worth of power assets for this non-power use. It has been suggested that TVA consider selling or leasing it to someone who would re-develop the power facility. While TVA remains skeptical as to who would make an attempt, it has allowed me in company with turbine and generator manufacturers and civil works contractors, to inspect the plant to get an estimate of the direct costs necessary for redevelopment.

With these estimates, the rate TVA proposes to pay for dispersed power production, and the guidelines of the U.S. Army Corps of Engineers Guide Manual, I have calculated cost-benefit ratios of 1.2 to 2.5 depending upon which scheme of development I would attempt. The net revenues from power production would return the direct costs for material and labor in two years.

TVA's primary concern relative to re-starting Nolichucky Dam is its potential impact on the present use. Obviously, without funds to operate and maintain it, there would be no present use for re-starting to impact.

As to the problem of discontinuing a completed project, TVA's environmental impact statement clearly stated "there are no irreversible or irretrievable commitments of resources related to this project * * *."

As to the problem involving the antonomous relationship of the power program to the non-power program, Nolichucky Dam is no longer listed as a power asset. The remaining value of the dam was "wrote-off" and the properties transferred to the non-power program.

I should further point out that the Greene Co. (Tennessee) Legislative Body and the Tennessee State Legislature have both passed resolutions expressing their desires that Nolichucky Dam be restored as a power facility.

I request this committee not to appropriate any more taxpayer money to the Nolichucky Project.

REFERENCES

(1) TVA-OHES-EIS-72-2, "Rehabilitation of the Nolichucky Project."
(2) Letter to Daniel Burgner from James Swanson, TVA, Norris, Tenn. dated October 16, 1978.
(3) Schedules A&C, TVA Financial Statements, 1971 thru 1977.
(4) The Knoxville News-Sentinel, March 7, 1976, page C-1.
(5) Letter to Daniel Burgner from Louis M. Gwin, TVA Information Office, Knoxville, Tenn. dated November 14, 1977.
(6) Letter to Sen. Howard Baker from TVA Chairman S. David Freeman dated December 23, 1980.
(7) The Greeneville (Tenn.) Sun, January 8, 1981, page 5.

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(8) "Feasibility Studies for Small Hydropower Additions," U.S. Army Corps of Engineers.
(9) Resolution of the Board of Commissioners for Greene County, Tennessee, dated June 7, 1979.
(10) HJR No. 483, State of Tennessee House of Representatives, dated February 21, 1980.
(11) Letter to Daniel Burgner from TVA Chairman David Freeman, dated January 5, 1979.
(12) Letter to Daniel Burgner from TVA General Manager William Willis, dated September 21, 1979.

Mr. BEVILL. I see our good friend and collegue Congressman Robin Beard has come in.

Mr. BEARD. I have some gentlemen with me.

Mr. BEVILL. Very well.

I have received a statement here from our good friend, Al Gore, who is not going to be able to appear here himself. He has a statement prepared. It will go in the record at this point.

PREPARED STATEMENT OF CONGRESSMAN GORE OF TENNESSEE

Mr. Chairman, I would like to take this opportunity to express my support for appropriations for the Columbia Dam project in Tennessee.

Extensive review of the project has been made from several perspectives, including the issues of water quality and adequacy of water supply. In both of these areas, recent events have reinforced the position that completion of this project would be worthwhile.

Recently, the Tennessee State Water Quality Control Board voted to support certification of the project. The Board determined that impoundment of the reservoir would not significantly affect water quality in the area. This judgment, which was based upon an exhaustive review of evidence on both sides of the issue, is a sound one. TVA has fully demonstrated its ability to manage the reservoir in a manner that will protect the quality of the available water. The Subcommittee should give heavy weight to this decision.

In addition, the severe drought that has plagued many parts of the country for the past year, including Tennessee, is forceful testimony to the need for a guaranteed supply of potable water. Upon completion, the Columbia Dam, in combination with the already operating Normandy Dam, will provide drinking water for a substantial portion of Southern Middle Tennessee. Without this guarantee, the area faces the long-term prospect of water shortages. With the dam, the people of Middle Tennessee will have a plentiful supply of good drinking water.

This project is strongly supported by residents of the Upper Duck River area. It will enhance the quality of their lives and it is part of a longstanding commitment of the federal government.

In the past, Congress has honored this commitment and appropriated funds for completion of the project. It is desirable that Congress provide continued funding. I urge the Subcommittee to take these considerations fully into account in its deliberations.

COLUMBIA DAM

WITNESSES

HON. ROBIN BEARD, A REPRESENTATIVE IN THE CONGRESS FROM THE STATE OF TENNESSEE

CLAYBOURNE ROSS, EXECUTIVE SECRETARY, UPPER DUCK RIVER DEVELOPMENT AGENCY AND ASSOCIATION, SHELBYVILLE, TENN.

JUDGE TAYLOR RAYBURN, COURT HOUSE, COLUMBIA, TENN.

EDWIN ALLEN, CHAIRMAN, UPPER DUCK RIVER AGENCY, LEWISBURG, TENN.

J. A. "BUDDY" MORGAN, MAYOR, COLUMBIA, TENN.

STATEMENT OF CONGRESSMAN BEARD OF TENNESSEE

Mr. BEARD. Mr. Chairman, I have a very brief statement. Knowing of the attitude of this committee, I will just read it and take just very little of your time.

I would like to take this opportunity to, first of all, welcome a delegation from the middle Tennessee area, who have been strong supporters and actively involved, civic leaders in that particular area, that have come up on behalf of the Columbia Dam.

This project, as you know, is 40 percent complete. It is becoming a symbol of a bureaucratic process that at times is difficult to describe. We appear to appropriate taxpayers dollars for in this case a worthwhile project, begin construction and then abandon it.

It is difficult to conceive of a more wasteful manner in which to expend public money. Despite the fact that the Columbia Dam has repeatedly cleared a maze of bureaucratic hurdles that at times seem interminable, we must still ask that you and your fellow committee members continue to make funds available.

The only remaining impediment is the 404 Permit from the Army Corps of Engineers, and I would hope that just as soon as the Tennessee Water Quality Control Board files the paperwork for its water quality certificate—and by the way they have approved the project on the merits—the Army then will go ahead and issue this permit.

Barring any binding legal actions, we should then have clear sailing.

These gentlemen with me deserve your full attention, as I know you have given them in the past. For their patience, I must say, has been tried. They are somewhat frustrated and confused as I am, as I know this committee has been, with the failure to get this project back on the road.

As these individuals will state to you, Mr. Chairman, the water supply situation for which the dam was built is reaching a point of just critical nature.

So at this time, I would like to ask each of these gentlemen, if they would, to introduce themselves in their official capacity, and then say a very brief few words.

[The statement of Congressman Beard follows:]

PREPARED STATEMENT BY CONGRESSMAN ROBIN BEARD

Mr. Chairman, I would like to take this opportunity to introduce a delegation of my constituents who have once again made the long journey from Middle Tennessee to Washington on behalf of the Columbia Dam, a project that—incredibly—still needs your help.

Mr. Chairman, please let me take a few moments of your time. This project—now 40 percent complete—is becoming a symbol of a bureaucratic process that at times is difficult to describe. We appear to appropriate taxpayers' dollars for—in this case—a worthwhile project, begin construction, and then abandon it. It is difficult to conceive of a more wasteful manner with which to expend public money. Despite the fact that the Columbia Dam has repeatedly cleared a maze of bureaucratic hurdles that at times seemed interminable, we must still ask that you and your fellow committee members continue to make funds available.

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These gentlemen deserve your full attention, for their patience has been tried to the point that I find it remarkable they can still maintain any faith whatsoever in their government.

Thank you very much for allowing us to take your valuable time.

Mr. BEVILL. Very good.

STATEMENT OF CLAYBOURNE ROSS

Mr. ROSS. I am Claybourne Ross, Executive Secretary of the Upper Duck River Development Agency and Association.

Mr. ALLEN. I am Edwin Allen, Chairman of the Upper Duck River Agency.

Mr. RAYBURN. I am Judge Rayburn, County Judge of Maury County.

I did want to make a statement to begin.

Mr. BEVILL. We are always glad to hear from you.

Mr. RAYBURN. I do believe they pick this committee with the most beautiful ladies on it in the Congress, and the handsomest men.

Mr. BEARD. Don't get too carried away.

Mr. RAYBURN. I want to make another statement; that is, who is the national football champion this last year? Could you give me that name? Who was the national basketball champion?

Mr. MYERS. I can help you with that one.

Mr. RAYBURN. We have the greatest people in the world.

Mr. RUDD. Mr. Chairman, I think this committee is ready to render a judgment right now.

Mr. RAYBURN. That is about all I am going to say.

Mr. BEARD. We also have Mayor Buddy Morgan of Columbia, Tennessee, who has been very actively involved.

Mr. ROSS. Mr. Chairman, and members of the committee, my name is Claybourne Ross. I bring you greetings from the many people in the Upper Duck River Valley.

We know that you are familiar with our program and with the Duck River Project. The Duck River Project as originally conceived, and as gone forward, was to build two dams to give us a water control system on Duck River. Duck River is the lifeline of this area serving some 130,000 people in the middle Tennessee area.

We know that, as Congressman Beard has indicated, we have been through several hearings of one kind or another. But we will persist, and we are going to complete this dam, with your help, and with your help and assistance.

I want to emphasize the importance of water. The water supply in this valley this past year has become critical. It is critical. It is critical now. One of the major benefits from the Duck River Project and the Columbia Dam is adequate and stable water supply.

The Normandy Dam was completed in 1976. It has since last June performed the function of providing these people with water, a water supply, for residential use, and for industrial use.

However, at this particular time, the Normandy Dam and the Normandy Reservoir is under particular strain because of the drought situation. Normally they start filling the reservoir in January, mid-January.

Since that time, there has been no accumulation of water, but a further drawdown on the lake because of that. I want to bring to your attention that in May of 1980 the elevation of Normandy Reservoir was at 876 feet. As of yesterday, that elevation is at 858 feet. There is a drawdown there of substantial, over 18 feet.

Now, then, the normal acre feet of water in this reservoir as of this time of year should be 85 million acre feet. However, the actual amount is only 64,000. There is a reduction there right now we are short 21,000 acre feet of water in the Normandy Reservoir. So, this naturally concerns the water systems that depend upon Duck River.

To further substantiate that, the low rainfall in the past several months, since June of 1980, the normal rainfall would have been or should have been 44.7 inches. The actual rainfall that we have received was 24.2. We have a deficit of 20.5 inches of rainfall since last June.

So, it is critical. We say that this emphasizes the need for the completion of the Columbia Dam to provide us with a complete water control system of the stream.

We recognize and understand the present budget constraints. However, we request the continued funding of this project because it is so vital to this segment of the country.

The Duck River project should be funded in an amount which in your opinion is reasonable. We understand that TVA, in appearing before your committee, has indicated that they could have a capacity to utilize in excess of $20 million.

The Columbia Dam is a worthwhile project and it is in the public interest. We would be happy to try to answer any questions, if you have them.

Thank you very much.

[The information follows:]

STATEMENT OF CLAYBOURNE ROSS 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 Claybourne Ross. I am the Executive Secretary of the Upper Duck River Development Agency and Association. I have served in this capacity since 1964. I speak for the Agency and Association. The Agency is an official 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 of Tennessee through which counties the Duck River flows on its way to the Tennessee River.

You will recall that two years ago 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 and flood gates on the dam finished.

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, Congressman Beard and Gore, and we feel all 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, $2,700,000.00 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 No. 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 harrassment 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 harrassment.

The drought situation which prevails throughout most of the country emphasizes the need for water projects such as the Duck River Project (Columbia Dam). The Duck River area is no exception. In 1980 we had a deficiency of 12 inches of rainfall. In the first three months of 1981 we are experiencing a shortage of 6.69 inches of rainfall. In order to meet the water needs of the 130,000 people in the Upper Duck River Watershed, it is imperative that the Columbia Dam be completed at the earliest possible date.

The 401 Certification as issued in December 1979 by the Tennessee Commissioner of Public Health was challenged by the EDF. The EDF petitioned the Tennessee Water Quality Control Board to hear their appeal of the 401 Certification. This action brought about a series of hearings and a delay of approximately 15 months. These hearings were completed on March 13, 1981 and the Tennessee Water Quality Control Board approved the 401 Certification on the Columbia Dam. The 401 Certification is a prerequisite of the issuance of a 404 Permit by the Army Corps of Engineers. The 404 Permit is expected to be issued in the next few days.

REQUESTS

Because of the above mentioned delays, more than $18,000,000 of the appropriation previously approved by Congress has been deferred. We are advised that TVA's construction capacity could use these funds in 1981, and TVA's 1982 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 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. We further request that the Columbia Dam and Reservoir be made a special item as was done last year. It may be that if harrassment 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,

Claybourne Ross

March 31, 1981

Mr. BEVILL. Thank you.

Mr. BEARD. I believe that states our case, Mr. Chairman.

Mr. BEVILL. All right.

Any questions?

Mr. MYERS. It is good to see all of you again.

Mr. RAYBURN. Mr. Chairman, the Honorable Joe Evans asked me to bear tidings to you that he is about to become a grandfather again about the 18th of April. He said get the fish all fried—although you are not supposed to have it here, I don't think—but he said to tell you to fry the fish and get everything ready to congratulate him.

Mr. MYERS. Tell him hello for us.

Mr. BEVILL. Good to see you all.

Congressman Don Young from Alaska has sent me a copy of his written statement, and I would like to place it in the record at this point.

[The statement referred to follows:]

CONGRESSMAN DON YOUNG (ALASKA)

STATEMENT TO THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT

FY 82 APPROPRIATIONS

MARCH 31, 1981

Mr. Chairman: I appreciate the opportunity to submit testimony to you and the members of this distinguished Subcommittee in regard to the public works needs of the State of Alaska.

I understand the responsibility incumbent upon this Subcommittee to exercise fiscal responsibility by complying with the economic goals set by the Administration. Therefore, I will point out those projects in Alaska that are of critical importance to the economic viability of the State. The Subcommittee will notice from these projects that benefits will impact not only the residents of Alaska, they will impact the Pacific Northwest Region.

The projects which I will address fall basically into two catagories: River and Harbor Development and Energy. Development of these projects will serve to strengthen the economic base while allowing Alaska and her neighbors in the Pacific Northwest to contribute to the overall economic stability of the country.

RIVERS AND HARBORS

Support for activities related to rivers and harbors is critical. I commend the Corps of Engineers for their work during this past year on harbor development in such places as Cordova and Port Lions, Alaska and I urge timely completion of these projects. In order for the United States to enhance its fisheries industry, adequate harbors must be built in order for American fishermen to moor their vessels in safe areas close to high yielding fishing grounds. I have always been dismayed at the lack of attention given to our fisheries resource. Consequently, by default

the U.S. loses millions of dollars each year to foreign fishermen simply because the U.S. cannot compete properly. The construction of adequate harbor facilities would help ease the balance of payments deficit for this resource could be harvested by American fishermen and sold to domestic markets. This activity would create more jobs, stabilize the economic base of many small communities along the coast of Alaska, and encourage the harvest of a reliable and nutritious source of food.

Accordingly, I request that the full funding of $916,000 for Rivers and Harbors be approved so that the project at Angoon, Alaska may be completed on schedule. In addition, this funding will ensure the timely completion of the bottomfish study as a part of the overall assessment of rivers and harbors development in Alaska.

SMALL BOAT HARBORS

The development of Small Boat Harbors in Alaska is critical to the overall economic development of a healthy fisheries industry. Harbors costing less than two million dollars are eligible to be funded under the Section 107 program. I request that funds under this program be used for the construction of the following boat harbors in Alaska: Homer ($1,891,000), Bethel ($1,428,000), and Seward ($1,840,000). In addition, funds for this program should be directed for activites related to the construction of the following harbor locations: Dillingham ($115,000), Juneau ($183,000), Mekoryuk ($76,000), Ninilchick ($191,000), Kenai ($107,000), and Saxman ($170,000).

Any step the Subcommittee takes toward encouraging the development of small boat harbors in Alaska is a step toward economic independence. The benefits derived from these small boat harbors far outweigh the initial investments made.

KODIAK HARBOR

The situation at Kodiak Harbor is dangerous. The fire potential is high and the probability of major damage resulting from the present unsafe conditions is significant. One of the wisest investments the federal government could possibly make is the development of Kodiak Harbor. This harbor has berthing space for approximately 225 vessels, however there are times when 500-800 vessels seek mooring space at Kodiak Harbor. The reason there are so many boats in the harbor is because the fishing grounds near Kodiak Island are the richest fishing gounds in the world. It is a shame that the U.S. is not realizing the maximum utility from these Alaskan waters.

Kodiak Harbor has been ready for some positive action for quite some time, however due to politics not logic, this project has been delayed. Authorization for this project passed the House of Representatives and the Senate albeit in different vehicles during the 96th Congress. The Corps of Engineers is ready to begin construction as soon as funds are appropriated. In FY 82, the Corps has the capability to use $400,000 for Advanced Engineering and Design activity on Kodiak Harbor. I urge the Subcommittee to support funding for this important project.

The long delay of initiating activity on Kodiak Harbor due to the politics involved has caused the residents of Kodiak much consternation. I am certain there are numerous other projects throughout the country that have experienced a similar fate. As delays are injected into the process, the costs of worthwhile projects goes up. Therefore, I would like to submit the following language for consideration by the Subcommittee. This language is intended to allow the Corps of Engineers to continue working on economically justifiable water resource projects such as Kodiak Harbor:

"Whenever the Secretary of the Army transmits to the Congress a report recommending implementation of a water resource development project, the Secretary, acting through the Chief of Engineers, is authorized to undertake further engineering and design of such project. There is authorized to carry out this Act not to exceed $5,000,000 per fiscal year."

KAKE HARBOR

The FY 82 budget did not contain funds for construction of Kake Harbor in Alaska. This project will creat safe accomodations for 150 commercial craft. The development of this harbor will enhance the bottomfish industry in Alaska which at the present time seems to be held in abeyance until adequate harbor facilities are constructed. In addition, due to the lack of harbor facilities, the U.S. cannot compete with foreign fishermen and in the end the American consumer pays more for food.

The construction of Kake Harbor is a two year project with a total cost of$9,959,000 for full funding. The first year costs would be approximately $5,000,000. In light of the budget constraints however, instead of funding all of the first year costs in FY 82, I suggest that a funding level of $1,500,000 be approved for the purpose of preparing the harbor area for construction as well as construction of a portion of the breakwater. The long term benefits fo constructing this harbor far outweigh the costs.

SOUTHCENTRAL REGION

Alaska has the ability and desire to assist this nation in overcoming its financial difficulties. In addition to strengthening the fisheries industry, Alaska is prepared to export low sulfur coal to the Pacific Rim countries. This will ease our energy payment deficit. Proper harbor facilities are required for the maximum benefit to be derived from this endeavor. The FY 82 funding level for the Southcentral Region Study is $105,000 however

the Corps of Engineers has the capability to use $225,000. $65,000 of this total will be used for a review of the deep draft navigation needs of Anchorage, Whittier, Seward and Valdez, Alaska. The object of this interim report will be to address the capability of handling and shipping resources such as coal. Last December, Alaska completed an experimental export with South Korea to test the viability of exporting coal. In order to pursue this further, proper deep draft facilities need to be identified.

BRADLEY LAKE

The construction of Bradley Lake Hydroelectric Project will be a welcomed addition to the power supply base of South-central Alaska. This project will tap a renewable resource and provide the power needed to expand the economic base of this area in Alaska. Currently, due to additional foundation exploration requirements for the intake works and the access road, supplemental funding for FY 81 in the amount of $440,000 is needed. Unless these funds are approved, the completion cate of the project will slip. Mr. Chairman, the Congress has the ability to move this project toward completion if the supplemental funds are approved. The Corps of Engineers would then have the ability to utilize $3,300,000 in FY 82 to prepare for the start of construction in the summer of 1982. This would result in a power-on-line date of September 1987.

CRATER LAKE

This project will fully complement the hydroelectric project at Snettisham near Juneau, Alaska. Currently, the Alaska Power Administration operates the Snettisham Hydroelectric facility and in testimony before this Subcommittee indicated the need to have the Crater Lake portion of this project so that the power demands of the Juneau area may be met. The Corps of Engineers has a capability in FY 82 to utilize $4,400,000 for the engineering and construction

of the Crater Lake project. Construction of this hydroelectric facility will displace millions of gallons of oil each year will providing a reliable source of energy for years to come. When this project is completed in 4-5 years, it is entirely possible that the power from Snettisham may be part of an intertie with other hydroelectric proejects in Southeast Alaska.

SMALL HYDROELECTRIC PROJECTS

I urge this Subcommittee to continue funding for the small hydroelectric projects study in Alaska. There are numerous sites that could eventually be tapped and displace millions of gallons of oil each year. As an example, I support the Southcentral Railbelt Study which designates $280,000 for the analysis of hydroelectric sites near communities such as Cordova.

In sum, I urge the Subcommittee to think about what Alaska has to offer. There is a wealth of food from the sea which could be made available to Americans at a price set by Americans instead of foreign countries. There is the possibility of a future power intertie with the Pacific Northwest whereby hydroelectric power produced in Alaska could be utilized in the grid system of the lower 48 States as well as Alaska. These are the benefits that Alaska can provide if proper decisions with respect to harbor development and power development are given today. In considering the FY 82 Appropriations I urge you to think about how our federal expenditures can get the "biggest bang for the buck" and think about how investments can be made which will reduce our balance of trade deficit. You will find that the projects which I have described in Alaska are worthwhile, justified, and in the national interest.

C-139 HENDRY COUNTY, FLORIDA PLAN

WITNESSES

S. C. "BUBBA" MILLS, LANDOWNER
KEN HOFFMAN, ATTORNEY-AT-LAW

Mr. BEVILL. Next we have Bubba Mills.

Mr. Mills, have a seat.

Mr. MILLS. This is our attorney, Mr. Chairman. He wants to give you some briefs.

Mr. BEVILL. Very well.

STATEMENT OF BUBBA MILLS

Mr. MILLS. My name is Bubba Mills. I am a fifth generation rancher. I am here today to appeal to you people in opposition of the C-139 canal, which is known as the East Hendry County water project.

Here is a diagram of it. Here is Lake Okeechobee. Here is Lake Hitmachee. Our ranch is right in here. We are of substantial size. We have six-and-a-half miles on this particular canal here. We own around and about and control 24½ square miles of land. I am not a great big rancher, but not a small one, either. I am just an average American rancher.

We are in strong opposition to this canal. This canal and all this network of canals down in our area is one of the most sophisticated systems that has ever been developed I guess in the United States. I think it is only second to that of Holland. I think they have some more sophisticated systems than we do.

Our land lays on six-and-a-half miles of this canal. We have been fighting and tormented by the construction of this L-1, 2 and 3 levies, that separates our land and the Central Florida lands from the lands to the west, known as the agriculture area. Agriculture area is a fine area. It has water in, water out.

We are in dire need of a project. But this project is of no value to us and will be of no value to the land. There is one simple question. All you have to answer is, if it is good for the land, do it. If it is not good for the land, don't do it.

We are of the opinion now that any canals that are dug with any large magnitude, any great significance, great lengths, should have spillways in them, should retain your water and should only be built when there is a guarantee of water in as well as water out.

Now, there you are speaking in terms of millions. I know that doesn't seem like a lot of money to you people, but it is a big bunch of money to us. I understand you might deal in billions, like $4.5 billion, which is a lot of money.

Mr. BEVILL. We deal in little pocket change, too.

Mr. MILLS. We are in need of a good project. This project was in its conception sometime in 1950-51. It has been batted around. I guess they call it C-139 because it must be the cat that has had nine lives. You cannot kill it. Every time you put it down, here she comes back.

We don't need our lands down in there destroyed anymore. If this money is appropriated and they go in there and do a bad project, no one in this room is young enough that they will ever see

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this project improved because you know as well as I do, once these things are done, they have a life expectancy of 30, 40 or 50 years, maybe. Some of these things are just of no value to us.

On some of your land, right down in this area, they are going to take a strip of land 505 feet wide, just for the canal. The other day I was down in our beef pasture, which is on two miles of it, which is midway. I know you say someone is going to get hurt no matter what happens.

In our particular situation, our land doesn't lay six-and-a-half miles at one point. It is three miles, and it is two miles, and two miles, and one mile. We are scattered all the way down the length of this canal. Therefore, I can speak on the higher end as well as I can speak in the middle and the tail end of the canal. So, I know what I am talking about on the canal.

I was born and raised in that country. I was down there digging alongside this canal, which is already now in existence. That is the development that was dug to build the L–1, 2 and 3, the levies. It is so dry down there today, and it was the other day when I left, that you can take a post-hole digger and as you dug down, that sand would pour down the digger faster than you could get it out of the ground.

We have a person, Mr. Jones, who farmed on our land from Alabama. I said, "Mr. Jones, come back to our ranch and farm some more." He said, "I would like to, but I am farming over there where we have water in and water out."

If you want to make your crops, you have to make that water. That is all we are asking for. We are asking for water in and water out. There is a good way to do things. I think it is time we do things in good order.

I think we have a great country down there. We do raise a lot of cattle and timber and a lot of things in there. They are valuable. There are some big companies that like this thing. Maybe they can stand it. Some of us smaller boys I don't think can stand it.

If there is any way you know that you could help us to kill this project, I would like to see it killed, dead, killed, now and forevermore, and come up with a good project.

We are not against a project. I would just like to see one good project, where we have water in as well as water out. We would like to be treated on the west side of the levies, outside the agriculture areas, as well as they are over inside the agriculture area.

Mr. HOFFMAN. Gentleman, could I just take 30 seconds?

I am helping Mr. Mills out. Also Broward County, which is the city folks, you might say, where this water is to be dumped. I just want you to know that the county commission, elected people of Broward County, voted unanimously to oppose this project because it will damage Broward County while helping certain people up in Hendry County.

They wanted you to know that, that they are opposed to the project. We have litigation going in Florida. We are up here to ask you not to appropriate this money. We understand we have to do that also with our Congressman. We are doing that. We want you to know publicly.

I filed with you some papers that indicate some of that background.

Thank you.

STATEMENT OF S. C. MILLS

Mr. MILLS. If I may say one word, sir.

You know, what is happening here is not the canal. Digging this canal isn't going to solve the problem. If it did, I would be too naive to stand up here.

The problem is water impounded against the levies. You can take $100,000 and a bantam drag line, cut the levies, and that water will fly through. That is the problem. It is a canal that starts nowhere and goes nowhere.

Conservation Area 3-A is full, and that canal will back up.

Thank you, sir.

Mr. BEVILL. Very good.

[The information follows:]

A PRESENTATION BEFORE THE ENERGY AND WATER DEVELOPMENT SUBCOMMITTEE, COMMITTEE ON APPROPRIATIONS

STATEMENT OF S.C. MILLS
P.O.BOX 835
LaBelle, Florida 33935

Mr. chairman, I am S.C. Mills, a fifth-generation landowner in the area affected by the so-called "Hendry County Plan." My purpose in being here today is to tell you in the strongest and most forceful manner possible that I oppose this project.

This project is only for a small number (perhaps only six) of land owners and companies. The public interest would not be served. It is time to allow this project, conceived as best I can determine in 1949, to die an unmourned death.

This project is designed to drain. I am more concerned about bringing water to my land, as well as drainage, due to the severe droughts which we have experienced in the past.

It is beyond my comprehension that federal and state authorities would consider spending large sums of federal and state tax money for a canal in the L-1, L-2, L-3 area, when existing canals (with minor alternations), would be adequate when supplemented with the construction of the C-1 Extension that has been suggested by Col. Gee to the Corp. of Engineers, Dist. Jacksonville, Florida.

The cost-benefit ratio obviously is beneficial due to the fact that most of the suggested conveyance canal (C-1 or North Extension) is already in existence.

I fail to see where using federal and state tax money to construct a canal some 36 miles long, or even enlarging by several times the existing canals for that distance, will continue toward solving the problem for these reasons:

1. Under existing conditions, we have excessive water impact on Conservation Area 3;

2. During the rainy season, the lower end of L-3 experiences extensive flooding

conditions;

3. When construction of C-139 is completed, it is my understanding that the "Skip Batalis culverts" leading into L-28 will be removed, thus eliminating the L-1, L-2, and L-3 water from being pumped by the S-140 pumping station; and

4. Also after construction, the culverts leading into C-4 will be removed, thus eliminating any L-1, L-2, L-3 water from reaching the S-8 pumping station located on the Miami Canal;

5. At the completion of construction of C-139, the west and south sides of C-139 will be a continuous dyke. All water that goes into C-139 form adjacent lands will need to be pumped. This will make it impossible to operate our ranch, farming and timber operation due to the extreme expense of installing, maintaining and running the necessary pumping stations to remove the blocked water from the canal.

6. If the construction of C-139 involves the removal of rock in the Hudgman borrow pit (bar pit), this will cause an over-drainage on our Flaghole Ranch because there will not be sufficient water pumped back into the C-139 system to offset seepage from our land into the canal;

7. Construction of the C-139 right-ofway will result in the destruction of oak, pine and cypress trees on Set 8, North End; and

8. The construction of C-139 will make it necessary to dyke the entire west boundary of our Flaghole Ranch to connect to the new dyke on the south side of C-139 to prevent our ranch property from becoming a reservoir.

In conclusion, I am completely opposed to the construction of C-139.

We believe that construction should begin on the South End so there will be some place for excess water to go.

We believe that more structures should be put in the canal to control flows in and out.

We believe water should be put into the system before extensive drainage is accomplished.

I cannot understand why an appropriation should be considered when the project is not even permitted by the State and there is little likehood that it will.

The water that is backed up on the West Side against the L-1 levee could have a practical value in recharging the drainage districts with good, pure, and clean irrigation water--much of which has been filtered naturally through ponds and sloughs. This water is needed in Lake Okeechobee, in my opinion, to upgrade the agricultural waters and to help maintain a desirable lake level.

Thank you for the opportunity of appearing here today.

Mr. BEVILL. At this point in the record I would like to submit written testimony from Congressman Ike Andrews of North Carolina.

[The information follows:]

Testimony by Rep. Ike Andrews of North Carolina before the Energy and Water Development Subcommittee, House Appropriations Committee, Washington, D. C., March 31, 1981

Mr. Chairman and members of the Subcommittee on Energy and Water Development Appropriations:

Thank you for affording me this opportunity to submit testimony to you on the funding needs of three public works projects in the Fourth Congressional District of North Carolina in Fiscal Year 1982.

Two of these projects are under construction -- Falls Lake Project, which is principally in Wake County, and B. Everett Jordan Dam and Lake Project, which is principally in Chatham County.

The third project -- Randleman Lake, which is principally in Randolph County -- is awaiting start-up funds for land acquisition and construction to begin.

The Falls Lake Project will, as I have stated to you many times in the past, provide a more than adequate supply of water for the Greater Raleigh metropolitan area until well into the 21st Century. Raleigh and Wake County are experiencing tremendous population growth. A few days ago I received the final Census figures for North Carolina for 1980, and those figures showed that Wake County grew by 31.4 percent during the Seventies. The county's population now exceeds 300,000, and Raleigh has become the state's third largest city. Similar rapid growth is continuing in this decade.

Dry weather in the Greater Raleigh area has been such that the City of Raleigh is negotiating with the Wilmington District Office of the U. S. Army Corps of Engineers for a partial impoundment of Falls Lake to begin as early as next month. City officials are anxious to have this partial impoundment in the

event rainfall continues to be below normal this spring and summer. Also, officials of several municipalities near Raleigh have been negotiating for the construction of a pipeline and acquisition of water supply from an adjoining county to avert potentially critical shortages later this year.

In short, the Greater Raleigh area needs much more water supply, and we need it as soon as we can obtain it.

We are most anxious that full -- as well as partial -- impoundment of Falls Lake begin at the earliest possible date. I have been assured that, even with President Reagan's proposed budget cut of $3.1 million for Falls Lake in Fiscal Year 1982, impoundment should begin in September of 1982. That, I understand, is the earliest possible date for full impoundment to begin.

In previous years, I have come before you to ask for the full capability for Falls Lake, and your response, over the years, has been most satisfactory. The people of the Greater Raleigh area greatly appreciate the very vital help you have given toward completion of this project.

This year I am not going to ask for the full capability for Falls Lake. The capability amount is $18.6 million, but I realize full well that cuts are being made for many projects and many programs throughout the federal government, and it would be expecting too much to ask that Falls Lake -- as much as its benefits are needed -- be accorded special treatment.

However, I would like to urge in the strongest possible terms that this Subcommittee adopt the figure of $14.6 million for Falls Lake that was included in the budget proposed by President Carter rather than the $11.5 million figure that was called for in President Reagan's revised budget for FY 1982.

At a minimum, $12,766,000 will be essential for Falls Lake in the next fiscal year -- $11.5 million to make sure that full impoundment begins at the earliest possible date, and $1,266,000 to provide for the construction of under-

water recreational facilities before full impoundment begins, rather than afterwards.

The Administration's proposal to cut $3.1 million from the amount President Carter recommended for Falls Lake is, in my opinion, penny-wise and pound-foolish.

The plans for this multi-purpose project naturally call for construction of recreational facilities, such as beaches, launching ramps, parks, etc. Parts of these recreational facilities will be under water, and the work on them can take place either before or after impoundment. It is no problem figuring out which is the better course of action to take.

There are six recreational areas in the project area where underwater facilities are slated for excavation and construction during Fiscal Year 1982 and before full impoundment begins. The cost of this work has been estimated at about $1,266,000, which represents about 41 percent of the money that the Administration has proposed to be cut from President Carter's recommendation for Falls Lake.

If that $1,266,000 is not kept in the budget, then these underwater recreational facilities will have to be built "in the wet," so to speak, rather than "in the dry." While $1,266,000 will supposedly have been "saved," in the short run, the government will, in the long run, end up having to spend two-to-three times that amount of money on this work.

In my opinion, it is penny-wise and pound-foolish to try to save $1,266,000 one year when the result is that between $2.5 and $3.8 million will have to be spent in subsequent years. Where is the savings? Clearly, there is no savings; rather, there are sharply higher costs.

Let me emphasize -- it will be much cheaper, and it will be much better, and it will be much easier, and it will be much more sensible to build these underwater recreational facilities before, rather than after, full impoundment of Falls Lake.

The community nearest to the Falls Lake Project is Wake Forest, and the newspaper there is The Wake Weekly. Let me call your attention to this news story from that newspaper's March 19 issue. It is headlined: "Falls Lake without recreation funding: 'The biggest mess you've ever seen.'" I would like to ask that this article be made a part of your Subcommittee's printed record of these hearings.

In addition to the underwater recreational facilities, loss of the $3.1 million from the amount recommended by President Carter will result in at least a year's delay in plans to construct buildings and roads in recreation areas and to build electrical power lines to the recreation sites. The Falls Lake Project's completion date would be set back from October of 1985 until at least October of 1987.

For these reasons, it is my best judgment that the $14.6 million figure for Falls Lake is much more appropriate than the $11.5 million figure proposed by the Reagan Administration.

The Administration's revised budget proposed that funding for the B. Everett Jordan Dam and Lake Project be cut from the $6,244,000 recommended by President Carter to $2,944,000, a reduction of more than 50 percent.

Again, let me call your attention to a weekly newspaper article. The Chatham County Herald on March 18 had this story: "Regan's budget cuts will knock out Jordan recreation."

Mr. Chairman and members of this Subcommittee, the residents of Chatham County have been waiting and waiting and waiting for the Jordan Project to be completed. Their patience is wearing thin.

Because of a lawsuit, a need to modify the toe of the dam, a freeze on funding about this time last year, etc., this project has experienced considerable delay. Now, adoption of the Administration's recommended figure of $2,944,000 for FY 1982 will mean that completion of the Jordan Project will be delayed even further — until at least May of 1987. That, my friends, is asking too much of

the good people of my native Chatham County.

The capability for Jordan is $9,244,000 for FY 1982, but I would not presume to ask that that much be appropriated. The $6,244,000 recommended by the Carter Administration seems more appropriate. Even then, the Jordan Project will not be completed until May of 1985.

The Randleman Lake Project has an FY 1982 capability of $5.5 million. This is one of the projects where advanced planning and design work has been completed and where the next step is start-up funds for land acquisition and construction. In other words, Randleman is in the category of projects ready to become what is called "new construction starts."

I recognize that projects in this category have about a zero chance for funding in FY 1982. At the same time, I recognize that, not too many years from now, the residents of Randolph and Guilford counties will likely be confronted, as the residents of Wake County are at this time, with a tremendous need for additional water supplies.

Randolph and Guilford counties have a combined population of 409,015, according to final 1980 Census figures. During the Seventies, Randolph grew by 20.3 percent, and Guilford grew by almost 10 percent. In all likelihood, similar rapid growth will continue throughout the Eighties and beyond and will accelerate the pressing needs for water supply and for water-oriented recreation.

I understand that a statement in support of the Randleman Lake Project has been sent to you by the Piedmont Triad Council of Governments, and it is my hope that the members of the Subcommittee will give every possible consideration to the views expressed in that statement.

The Randleman Lake Project was authorized in the Flood Control Act of 1968, and it has, I understand, a very favorable cost-benefit ratio.

This reservoir will, as I have indicated, provide much-needed water supply for a great many residents of Randolph and Guilford counties in 1990 or 1995 or 2000. The year they begin receiving this water supply depends, of course, on when land acquisition and construction begin and on continuing appropriations from then until completion. It is my hope that it will be possible, perhaps as early as FY 1983, for start-up funds to be appropriated so that construction can get under way.

I urge you to accord top priority to the Randleman Lake Project whenever funds become available to be appropriated for projects in the "new construction starts" category.

For your information, I am attaching with this testimony capability statements on these three projects for FY 1982 and also statements comparing capability, Carter budget and Reagan budget amounts for Falls and Jordan.

Thank you for your consideration of my views on these projects.

County parks director predicts

Falls Lake without recreation funding: 'The biggest mess you've ever seen'

Falls Lake could turn into "the biggest mess you've ever seen in your life" if President Reagan carries through his proposed budget cuts and if the state or county cannot come to the rescue.

Doug Longhini, Wake County parks and recreation director, admitted he painted a "very bleak picture" to the advisory board last week. But, he said, the proposed federal budget cut of $3.1 million from the Falls project means there will be no facility construction money for the lake for the next two years.

"There'll be water (in 1982) and I guarantee you there'll be people on it," Longhini said. At easy access points like the deadend of old NC 98, he predicted people would tear down the barriers. "There'll be the biggest mess you've ever seen in your life parked around old 98."

Without construction money for recreation, Longhini said, there will be no trash barrels, toilets, boat-launching ramps, beaches or picnic areas. He said people will want to use the lake and may very well get to it across private land.

Wake Forest and Wake County have considered managing a park the U.S. Army Corps of Engineers planned where old NC 98 meets the lake. "For all intents and purposes, it's dead," Max Isley, northern Wake member on the recreation board, told the Wake Forest Town Board last week. "It would not have mattered if anyone had taken over the management."

Wake County commissioners have rejected the idea of county management three times, but last week some commissioners were reported as interested in the park.

"I want to see us do something at Falls Lake," Commissioner Larry Zieverink said. "Of couse, hopefully, the state will do somethig."

The commissioners hae been asked by reporters, Zieverink said, but have not as a group discussd budgeting money for Falls Lake. In his spending priorities, Zieverink said, park on the lake "wouldn't be on the tp."

"We honestly don't know what's coming down from the federal government or the state. My grandson could do as much as I can about the budget right now."

If the federal budget cuts are enacted, the only access to the lake will be a private marina in Durham County. Longhini said the state is asking the Corps to require the marina developer to install more amenities.

There are only working drawings, Longhini said, for the marina and the NC 50 recreation site the state has planned on Falls Lake.

At Falls, Joseph Tanner, resource manager, said he has had no word about the proposed budget cuts as well as Raleigh's request the lake be partly filled this spring.

The federal budget cutbacks will affect other recreation money. Longhini said money from off-shore oil leases have funded the Land and Water Conservation Fund, but the fund is frozen now and will be eliminated in the 1982 budget.

LWCF grants paid for half the development of the Wake Forest Elementary ballfield site and helped the county purchase Camp Durant, Longhini said. "Every town in the county has had recreation help from LWCF except Rolesville and Morrisville."

Isley thanked the Wake Forest board for applying for the funds when they did. "As a citizen, I thank you for all you have done before now."

Longhini said the county's master recreation plan is funded with local tax money. This means, unless the county budget has to be trimmed because of federal budget impacts, purchase of land adjacent to Rolesville Elementary and development of a school park there can go forward.

Even though the picture is bleak, Longhini said, "I believe after all this blows over, there are going to be funds available." In the meantime, though, the federal budget cutting will have an impact on county recreation, particularly in the purchase of land and construction of facilities. □

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Chatham County Herald
March 18, 1981

Reagan's budget cuts will knock out Jordan recreation

Nearly $3 million in recreational facilities scheduled for construction next year in the B. Everette Jordan Reservoir will be delayed at least a year if President Ronald Reagan's proposed cuts in the Army Corps of Engineers water resource budget is passed by Congress.

Reagan proposed last week the slashing of $176.8 million from the corps' water resource construction program as earlier proposed by former President Jimmy Carter.

Corps public relations officer Jim Boyle said Monday Reagan's cuts would reduce the funding for the Jordan Reservoir for the next fiscal year (which begins in October) from $6.2 to $2.9 million. Boyle said the cuts would delay construction of six recreation facilities, access roads to those facilities and to the lake and would eliminate a mosquito control program.

Included in those facilities that were to have been funded next fiscal year was the Chatham County Recreation Area (Parkers Creek Lake and the area around it) that will include 250 camping sites with picnic tables, fireplaces and electrical outlets, a large group camping site, rest rooms with flush toilets and showers and several rental cabins.

The other recreation facilities whose construction will be delayed by Reagan's proposed cuts include: Ebenezer Church Recreation and other outdoor sports facilities and a boat rental concession; River Junction Recreation Area with a few camping sites, and rest rooms; Vista Point Marina with a launching ramp, a fishing dock, 10 campsites and rest rooms; Farrington Boat Launch with 6 launching areas; and Bells Landing Recreation Area with riding trails, stables, picnic areas for day camping and a bathing area.

Boyle said that the proposed cuts don't mean plans for these and other recreational areas will be abondoned, only that it will take longer to get the facilities in place.

The corps had planned to complete construction of all the recreation areas for the park, totalling $31.5 million (some of which has already been spent), in four more years. Boyle said indications now are that an amount less than the $3 million requested for recreation construction next year will be available in fiscal year 1983 and in future years.

The $2.9 million remaining in this year's budget if Reagan's cut are approved will be used for more road relocations and other road work and construction of the buildings and the grounds for the operation of the dam. After this year, the only facilities left to be constructed will be for recreation and access roads to them, according to Boyle. He estimated that the yearly operations and maintenance costs for the reservoir will be about $200,000.

Boyle said the proposed budget cuts will affect neither the impoundment of the lake scheduled for September, nor the request by Chatham residents and officials for relocation of two addtitional roads, State Roads 1900 and 1903.

The money for relocating these roads will come from a source of funds that is not affected by the President's proposed cuts, Boyle explained. The corps has contracted with a private consulting firm for a study to determine the benefit- cost ratios of relocating the two roads. The study will be completed in April. If the Corps agrees to relocate these roads, they have estimated, it will delay filling of the lake by another two years.

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: $14,600,000

Fiscal Year 1982 Capability: The FY 1982 capability amount is $18,600,000 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 1982 Capability: Advance completion of spillway bridge, recreation facilities and O&M facilities and advance completion of project by 7 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 $2,435,000 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 $11,400,000 under 1971 conditions of development and October 1980 price levels, of which $4,488,000 would be prevented by the project. Construction of the Falls project is the initial water-resource improvement planned for the Neuse River Basin.

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 September 1982. 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. The Falls project would: (1) reduce average 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.

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Falls Lake Project -- Comparison of Capability, Carter Budget and Reagan Budget amounts

FY 1982 Capability -- $18,600,000

The FY 1982 capability is $18.6 million, considering the Falls Lake 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.

Based upon total capability funding, the Falls Lake Project could be completed by March of 1985, provided that adequate funds are allocated during FY 1983, 1984 and 1985. Based upon this funding, reservoir filling will be completed in the fall of 1982.

In addition, both Corps and state operations and maintenance facilities, along with some recreation areas, will be completed for use during the summer of 1983. These areas will be operated and maintained by the State of North Carolina in accordance with an existing agreement.

Carter FY 1982 Budget -- $14,600,000

Based upon an FY 1982 funding of $14.6 million, the Falls Lake Project cannot be completed until October of 1985. Reservoir filling can still be completed in the fall of 1982.

Primary impact will be on the completion of operations and maintenance facilities and recreation sites for use during the summer of 1983. Only one site and those recreation facilities which are below the conservation pool will be completed prior to the summer of 1983. Although the State of North Carolina has agreed to operate and maintain the project after completion, the state may be reluctant to undetake operations and maintenance responsibilities with such limited recreational facilities available. Further, the lack of adequate

recreational facilities to meet the certain public demand could lead to a detrimental impact on the project lands and environment. Deferred construction can be expected to increase construction costs for the project.

Reagan FY 1982 Budget — $11,500,000

Based upon FY 1982 funding of $11.5 million, filling of the reservoir in the fall of 1982 is still possible. However, project completion will slip to October of 1987.

Primary impacts will be inability to complete underwater facilities prior to impoundment and further delay in completion of operations and maintenance facilities and recreational sites. Consequently, no facilities will be available for control or accommodation of public use demand until adequate funding in subsequent years is budgeted.

Further degradation of project lands and the environment and increased reluctance of the State of North Carolina to undertake operations and maintenance responsbilities could result. Increased construction costs can also be anticipated due to deferred construction and difficulties that will be encountered in building those facilities below the conservation pool.

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. An earth dam 1,330 feet long, with a 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: $6,244,000

2282

PROJECT INFORMATION, B. EVERETT JORDAN DAM AND LAKE, NORTH CAROLINA--Continued

Fiscal Year 1982 Capability: The FY 1982 capability amount is $9,244,000 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 1982 Capability: Advance completion of Public Service Gasline, remaining O&M roads, recreation facilities, O&M facilities, fish and wildlife facilities and advance completion of project by 9 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 $5,321,000 at October 1980 price levels over the next 100 years if 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.

B. Everett Jordan Dam and Lake Project -- Comparison of Capability, Carter Budget and Reagan Budget amounts

FY 1982 Capability -- $9,244,000

The FY 1982 capability is $9,244,000, considering the Jordan 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 slated capabilities for other individual projects on the Corps' overall capability.

Based on total capability funding level of $9,244,000, the Jordan Project could be completed by August of 1984, provided that adequate funding is allocated in FY 1983 and Fy 1984. Reservoir funding would be completed in November of 1981.

Carter FY 1982 Budget -- $6,244,000

Under the level of funding, the project can be completed in May of 1985. Completion of reservoir filling can still be achieved in November of 1981. At this funding level, no completed recreation facility will be available for use until the summer of 1984.

Other delays include completion of gas line re-location, remaining operations and maintenance roads throughout the project, wildlife subimpoundment and several recreationl facilities.

Because the lake will be impounded prior to the summer of 1982, vast undeveloped land areas will be used by unsupervised visitors, which could have a deterimental impact on project lands and the environment. Total project cost can be expected to increase as the work is delayed.

Reagan FY 1982 Budget -- $2,944,000

Based on this level of funding, filling of the Jordan reservoir will still be completed in November of 1981. Total project completion will be delayed until May of 1987. No recreation facilities will be available for approximately four years after reservoir filling. This situation may result in use by the public which further degrades project lands and the environment.

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-quality control, and sedimentation.

Amount Included in President's Budget: $0

Fiscal Year 1982 Capability: The FY 1982 capability amount is $5,500,000 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 1982 Capability: Initiate land acquisition; relocations; main access road; buildings and utilities; and continue Engineering and Design and Supervision 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 $1,098,000 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.

O'NEILL UNIT

WITNESS

EARL ROWLAND, FORMER MEMBER, NATURE CONSERVANCY

Mr. BEVILL. Next, Earl Rowland.

Mrs. SMITH. Mr. Chairman, may I have the pleasure of introducing Mr. Rowland.

Mr. Rowland is one of the outstanding farmers of Nebraska. He is a member of the Nature Conservancy. He is here in the interest of water resources in our state.

Mr. BEVILL. All right.

We are pleased to have you, Mr. Rowland. We are always pleased to hear from Mrs. Smiths' constituents.

STATEMENT OF EARL ROWLAND

Mr. ROWLAND. I am Earl Rowland, from Newcastle, Nebraska. I am a farmer deeply interested and committed to water planning projects in my state and region. I also have been a member of the Nature Conservancy for several years. It is this membership that brings me to this witness table.

I want this subcommittee to know that I deeply resent the fact that officials of the Nature Conservancy have—without consulting with or obtaining agreement of the rank and file membership—come before you to oppose the O'Neill Unit. As far as I know, the organization has never taken a public position on any water planning project before.

I joined the Conservancy because of the organization's policy of saving some of the beautiful natural areas of the United States.

As a farmer and irrigator, I fully understand the need for water now and in the future, having experienced three drought years in the last seven.

I have been in the area proposed for the O'Neill Unit from time to time. I greatly appreciate the beauty of the area. I am sure that any area has unique characteristics not exactly duplicated anywhere else.

The fact is that the O'Neill Unit will only flood a portion of the area and will not stop the preservation of much of the beautiful area owned by the Nature Conservancy and others.

I have actively participated in the Conservancy's efforts to acquire and preserve certain areas, including a tract of virgin prairie near Vermillion, South Dakota. This is the kind of activity that all Americans can enthusiastically support and for which the Conservancy is justly famous.

But in regard to the Conservancy's acquisition of land in and near the O'Neill project, I believe another objective—an objective foreign to all previous Conservancy policy and practice—was targeted—to stop the O'Neill Unit.

The first time that I as a member of the Nature Conservancy knew that the organization's officials intended to take a position against any public or private water planning project was in a letter I received in recent days from the Conservancy. The letter said the Conservancy had decided to oppose the O'Neill Unit.

Unfortunately, I do not have a copy of this letter with me because I did not know that Conservancy officials were going to present formal testimony against the O'Neill Unit before this distinguished subcommittee. This testimony is something else the membership was not consulted about.

As a member of this organization, I feel that the Conservancy's officials have played the membership false or acted ineptly. I am now wondering whether somehow someone suckered the Conservancy's well-meaning officials into buying all that land in the project area primarily to stop the O'Neill Unit, and contrary to all past practice and policy of the organization.

I want this subcommittee to know that those serious about the future of Nebraska and its water supplies are very much in favor of continued funding and eventual construction of the O'Neill Unit.

I want this subcommittee to know that I am such a serious person and I am serious also about the need to preserve natural areas, through such organizations such as the Conservancy.

But such concerns have to be weighed sensibly. The O'Neill Unit will not result in much loss of natural areas, and will in fact create a great deal of beauty itself in terms of the reservoir and wildlife habitat being designed into the unit.

With the demand for water now and a much greater demand sure to develop in years to come, we must have the O'Neill Unit and other water projects if we are going to produce food for the people of our nation and earn foreign exchange, so crucial now for buying foreign oil supplies.

I believe water in our state and region may well be priceless in years to come and that we will be glad to build water projects at any price, regardless of what any cost-benefit ratio may show. Fortunately, the O'Neill Unit's cost-benefit ratio is quite good—better than for many other similar projects.

Therefore, I wish to go on record as favoring the O'Neill Unit. As soon as I return home, I plan to write directly to the Nature Conservancy to express my dismay over their departure from past goals and to demand an explanation.

Thank you very much.

Mr. BEVILL. Very good statement.

Mrs. Smith, Do you have any questions?

Mrs. SMITH. I would like, if I may, Mr. Chairman, to add another statement in support of Mr. Rowland's position.

When the Nature Conservancy came into the area, they assured me that they did not take any part in testimony of this kind or take any positions on various projects.

Mr. ROWLAND. That is what they stated in the letter that I got, that they were leaving past practice, and that they felt they had to protect their interest. But I think somebody really suckered them because they had $10.8 million left to them from this widow's estate.

I think the people saw a chance to sell the land to them and prevent the O'Neill from being built. I honestly do. I don't like it. I am going to go after the Nature Conservancy for that.

Mr. MYERS. There is a similar group in Indiana who had been taking credit for buying a place that should be conserved, except they closed it up, and nobody can see it now. It is a natural stone

arch. The other day I had been going through some files and found the Federal Government bought it. Yet they have been talking all the credit that they bought it.

Mr. ROWLAND. The Nature Conservancy is a wonderful outfit.

Mr. MYERS. But they didn't buy it. Somebody else bought it. They take all the credit. The newspaper articles back home said this group bought it for posterity's sake. But try to get in there now.

Mr. ROWLAND. We need to save a lot of these areas.

Mr. MYERS. Sure we do.

Mr. BEVILL. A very good statement.

Mr. ROWLAND. Thank you very much.

Mr. BEVILL. Congressman Gunderson has asked me to submit a statement of Mr. H. L. Goodell for the record at this point. Also the enclosures. But we won't put the enclosures in the record. It will just be the statement.

[The statement referred to follows:]

STEVE GUNDERSON
3D DISTRICT, WISCONSIN

Congress of the United States
House of Representatives
Washington, D.C. 20515

March 30, 1981

The Honorable Tom Bevill
Chairman, Energy and Water Development Subcommittee
2362 Rayburn H.O.B.
Washington, D.C. 20515

Dear Congressman Bevill:

Enclosed are three (3) copies of a Statement of Mr. H. L. Goodell, P.E. relative to your hearings on March 30 and 31, 1981 on the subject of the Great River Study under the auspices of the Upper Mississippi River Basin Commission.

I am requesting that the enclosed statement be entered as a part of the record of your hearings on this subject.

Mr. Goodell has had a long career in river engineering and has been an active public participant in this matter and I hope that you will give significant consideration to his information and recommendations.

Thank you for your consideration in this matter.

Best regards,

Steve Gunderson

Steve Gunderson
Member of Congress

SG:jf

PREPARED STATEMENT BY H. L. GOODELL, P.E. (RET.), SPARTA, WIS.

1. IDENTIFICATION

I retired in 1972 after a 50 year career, primarily on river engineering. (See Exhibit A. for brief resume). Since then I have been intensely involved as a public participant on studies of the Upper Mississippi river, and have attended over 100 meetings in the past 5 years. I was a member of 2 volunteer public Boards of Directors during the Great River Study (GRS) conducted by GREAT I and GREAT II; also a member of the Citizens Review Council (CRC) on development of the Master Plan (MP) for the Upper Mississippi River System (UMRS). The GREAT effort, and development of the MP are under the auspices of the Upper Mississippi River Basin Commission (UMRBC).

GREAT is the acronym for the Great River Environmental Action Team.

2. UMRBC MEMBERSHIP

(a) Federal agencies.—Agriculture, Army, Commerce, EPA, Energy, FEMA, Health & Human Services, HUD, Interior, and Transportation.

(b) States.—Illinois, Iowa, Minnesota, Missouri, North Dakota, and Wisconsin.

3. GREAT MEMBERSHIP

(a) See page 4 of "Executive Summary of GREAT I," herewith.

(b) See page 4 of "GREAT II, Executive Summary," herewith.

4. PERSONNEL

There were 10 Work Groups in GREAT I and 12 in GREAT II each with a contractor coordinator for Public Participation. The Work Groups were heavily loaded with environmentalists, conservationists, biologists, sociologists, political scientists, geographers, planners, hydrologists and geologists. Members from the Corps of Engineers were outnumbered about 10 to 1.

5. POLICY OF AGENCIES DURING STUDIES

(a) GREAT.—The policy (attitude relative to public input) is best paraphrased to be/have been the same as the motto of a bus company, i.e., "Leave the driving to us." A petition signed by 253 citizens praying that a GREAT designed study procedure, (requiring construction) not be initiated, was denied on the allegation that it was in the "public interest". The project is adverse to the environment which includes the public interest. For the study to be productive, it would be necessary for gravity to be non-existant.

(b) UMRBC—Discrimination.—There was/is indiscriminate discrimination in the management of the Public Participation program. On Oct. 2, 1979, the Public Participation Work Team of UMRBC recommended a contract (grant) be entered into with a coalition consisting of the Environmental Center, D.C., the Issac Walton League, D.C., and Madison, WI, Regional office of the Sierra Club to obtain input from those and similar organizations. On the same day a proposal from the Upper Mississippi Flood Control Association (UMFCA) was considered and tabled, and remains so today. IMFCA members are special municipalities organized and operating under the laws of the States in which located. Their officers are elected in accordance with the laws, have power of taxation and eminent domain. There are 85 such special districts located within the flood plains of the UMRS and their facilities protect a wide spectrum of our cultures, and have a total value of about 2 billion dollars. They are appropriately concerned about development and character of the Master Plan, and have exerted inordinate effort to participate, to no avail. UNRBC's recent response to inquiry as to the status of the proposal was "NO FUNDS."

(c) *UMRBC—Secrecy.*—In June 1980 the PPIWT appointed a 100 member Citizens Review Council to function in a "delphi" process, i.e. to answer 4 rounds of questions formulated by PPIWT, and characterized it as being "anonymous." However, actually the names were kept "secret" by PPIWT during the 8 month question and answers period. The "secrecy" of the process inhibits debate and recognition of leadership within the citizenry. The concept of "one man, one vote" is applicable to elections of representatives, but not for weighing complex environmental phenomena. Sophistication, required to make wise decisions on river management, is available only to a small degree from the butcher, the baker and the candlestick maker, as usually found "on the street."

6. RECOMMENDATIONS BY GREAT

(a) The final report of GREAT I has 112 principal recommendations. (See Exhibit B 1/3 to 3/3). Attention is invited to B 3/3, particularly the total annual cost of about 62 million. Item 1 of B 2/3 is blank, but based on other agency information there is reason to believe this will be 8 million, making the total 70 million for maintenance of the system in GREAT I (exclusive of O M & R for the locks and dams). This is at least 10 times the channel maintenance cost in 1974, the year the GREAT effort started. 1000 percent in 7 years equals an average of 140 percent per year—triple digit inflation and 10 times the rate for the economy. Some items have 4 digit inflation. The recommendation, if adopted would increase the annual cost about 63 million in GREAT I. Other information from GREAT I indicates that over a 40 year period, 400 acres will be environmentally protected, or 10 acres per year. That results in $6,300,000 per acre. Wet lands and terrestrial habitat can be designed and constructed for 1/10 of 1 percent of that unit cost. If the Master Plan adopts the GREAT recommendations for the UMRS; by extrapolation, the increased-cost of maintaining the UMRS would be 3/4 billion dollars, exclusive of CM&R for locks and dams. That would be equivalent to destroying a 100,000 ton cargo of an oil tanker every month.

(b) A draft report on implementation of GREAT II recommendations, by the Rock Island district, would increase the cost of channel maintenance nearly 10 million and nearly 10 times the 1974 costs. (See Exhibit C 1/2 and 2/2). There are 75 recommendations.

(c) UMRBC will no doubt adopt the GREAT recommendations in the Master Plan scheduled for delivery to Congress 1/1/82.

7. OTHER NATIONAL PROGRAMS

See Exhibit B 2/2 for: Demonstration projects for streambank protection, also lake rehabilitation. Both are national programs and budget requests should be scrutinized thoroughly with the intent only to fund critical needs to protect property and navigation channels.

8. CONCLUSION

The above cases make up only a small sample of agency operations. It is recommended that the Committee adopt the following:

(a) Postpone the funding of GREAT recommendations; and

(b) Do not recognize the Master Plan or provide funds for implementation of the Master Plan. (scheduled for presentation to Congress 1/1/82; and

(c) Limit funding of PROJECTS FOR STREAMBANK PROTECTION to those that are critically needed; and

(d) Suspend funding of lake rehabilitation projects; and for (a), (b) & (c) above until all 4 categories can be evaluated by an Eminent Board and a report made to Congress.

9. EMINENT BOARD CONCEPT

It is recommended that Congress authorize an appropriate independent Commission, existing or otherwise to appoint Eminent Boards of 5 to 7 members, including 2 engineers (one having marine construction experience) all primarily from the private sector, from prioritized lists of nominees furnished by long established professional societies, to be available to agencies in the development and execution of plans for the management of water and land related resources, to do the following:

1. To review Plans Of Study (POS) and offer advice in the development of plans; also monitor such operations.
2. Review drafts of final plans and suggest revisions.
3. Prepare evaluation reports (not excluding minority reports) of final plans to accompany agency reports to the decision making authority.
4. Review annual programs and budget requests in the same manner.

See Exhibit D for 17 items of additional explanation.

10. FINAL

All of the above is recommended/necessary to improve the decision making process in the management of our affairs, particularly those of water and land related resources. A continuing search for talent within the citizenry is necessary in the process of developing and managing resources. Otherwise public participation is merely an exercise resulting in Madison Ave. type brochures, unnecessarily large volumes of paper and inflationary appropriations.

H. L. GOODELL
634 E. DIVISION
SPARTA, WISCONSIN
PHONE 608 269-2516

7-1-1980

RESUME OF CAREER

CITIZENSHIP:- Native born - Illinois

BORN:- 1902

EDUCATION:- B.S. in Civil Engineering, University of Illinois, 1925

* SOCIETIES:- American Society of Civil Engineers - Life member.
National Society of Professional Engineers - Life member.

REGISTRATION:- Professional engineer and Surveyor in Wisconsin.
Registrations in Alabama, Georgia, Illinois, Ohio.
New York allowed to expire. Certificate from
National Bureau of Engineering Registration.

EXPERIENCE

CONSULTING ENGINEERING FIELD:- 12 years of municipal, flood control, and local protection. (3 years as principal)

CONSTRUCTION INDUSTRY:- 19 years, 5 as construction engineer, and 14 as chief engineer for two companies of national reputation, primarily on river and harbor work but including power plants, heavy industry and large commercial buildings.

U.S. CORPS OF ENGINEERS:- 16.5 years on engineering and construction of navigation projects, flood control reservoirs, local protection and other river and harbor work.

DEPT. OF ARMY:- 2.5 years as Chief of Buildings and Grounds, Fort McCoy, Wis.

SEMI-RETIREMENT:- 5.0 years. (Active in public works projects, involving engineering.)

SUMMARY:-

Consulting field	12.0 years
Construction industry	19.0 "
U. S. Corps of Engineers	16.5 "
Dept. of Army	2.5 "
Semi-retirement	5.0 "
Total	58.0 years

*.Oct. 1, 1979 addition:-
Member of Social and Environmental Objectives Committee of the Water Resources Planning and Management Division of ASCE.

Exh. A.

GREAT I - FINAL REPORT RECOMMENDATIONS (SEPT '80)

	ACTION ITEMS	FIXED COST	STUDY COST	ANNUAL COST	REMARKS	n	COE	FWS	OTHER AGCY	AMOUNT
1.	Site specific material placement plan			4,810,900		1	4810 000			
2.	Interim channel maintenance guidelines			above		2				
3.	Main stem shoreline protection			3,765,000		3	3765 000			
4.	Reduced- depth dredging			in #1		4				
5.	Purchase of efficient dredging equipment			"		5				
6.	Quantitative floodplain analysis			0		6				
7.	Placement for beneficial use			in #1		7				
8.	Temporary placement sites	20 000			@1000 x 20	8	20 000			
9.	Criteria for sediment and water quality	1,500 000		330 100	1/2 x 1500 x (61 SI)	9	750 000		EPA	750 000
10.	Placement site development plans	1 000 000		16 000	@ 1000 x 16 sites	10	1 000 000			
11.	Chippewa River sediment reduction	6 000 000	100 000		@ 100,000 to 3 yrs	11	1 000 000			
12.	Increased soil erosion control practices	148 000 000		44,000,000		12			SCS	10 000 000
13.	Regulations on hazardous materials	50 000				13			EPA	50 000
14.	Sanitary pump-outs and trash pickup	150,000		60 000	For 10 L+D.	14	75 000	75 000		
15.	Increased staff and budget allocations			80 000		15	40 000	40 000		
16.	Culverts at L/D 4	500 000				16	500 000			
17.	Culverts at L/D 10	150 000				17	150 000			
18.	Continue bicentennial land heritage program	30 000 000				18		1 000 000		
19.	Primitive recreation use sites	73 000	35 000		@ 500 x 30	19	100 000			
20.	Lockage waiting areas	600 000		150 000	For 10 L+D	20	100 000			
21.	Recreational facility guides		50 000			21		50000		
22.	Uniform recreation signing	72 000				22	36 000	36 000		
23.	Marking control structures	In #41			Adj ≤ 0	23				
24.	Uniform boat noise levels					24				
25.	Bikeways	10 000 000	10 000		@ 40 000 x 250 mi	25	1 000 000	1 000 000		
26.	Canoe trails	30 000	20 000		@ 3000 x 10	26	10 000	10 000		
27.	Fort Snelling back channel	130 000				27	130 000			
28.	Educate rec.boaters - State and Fed. agencies		20 000	80 000		28	40 000	40 000	DOT	20 000
29.	Educate recreational boaters - boating clubs		20 000			29			"	20 000
30.	Educate recreational boaters - rental agencies					30				
31.	Additional water patrol			300 000		31		150 000	DOT	150 000
32.	Packing out trash	20 000		100 000		32	60 000	60 000		
33.	Detailed topographic and hydrographic maps	2 500 000				33			USGS	1 250 000
34.	Address proj. induced flood flow and sed. trans. impacts	10 000				34	5 000		SCS	5 000
35.	Information and education program	~~80 000~~	20 000	185 000		35			UMRBC	205 000
36.	Coordination of implementation of GREAT I recommendations			36 000		36			TEAM	36 000
37.	Coordination mechanism			75 000		37			"	75 000
38.	MRBAC monitor implementation of GREAT I recommendations			5 000		38	5 000		MNRRC	CONTRACTUR
39.	Ongoing plan coordination - river resource mgmt. plan			200 000		39			UMRRC	200 000
		295 813 000	295 000	54 201 000			13 096 000	2461 000		12 764 000

N/A

Exh. 8/3

2293

PROBABLE AGENCY BUDGETS FOR POTENTIAL CUTS.

PROGRAMS:-

Implementation of GREAT I recommendations.

Development of MP to 1/1/82.

Other national programs:-

Demonstration projects on stream bank protection.

Lake rehabilitation.

ABBREVIATIONS:-

COE	Corps of Engineers.
DOT	Dept. of Transportation
EPA	Environmental Protection Agency.
FWS	Fish & Wildlife Service.
HCRS	Heritage Conservation&Recreation Services. *
MWBAC	Minn.-Wis. Boundary Area Commission.
SCS	Soil Conservation Service.
TEAM	COE,DOT,EPA,SCS (Federal members).
UMRBC	Upper Mississippi River Basin Commission.
USGS	U.S.Geological Survey.
*	Formerly the Bureau Of Outdoor Recreation.

NOTES:-1. The amounts for each agency were determined judgmentally by H.L.Goodell 3/4/81.

2. An amount for any item might appear in any budget request, particularly for F.Y. 1981,1982,1983 or for future years.

GREAT I - FINAL REPORT RECOMMENDATIONS (Sept '80)

	POLICY/FUNDING ITEMS	FIXED COST	STUDY COST	ANNUAL COST	REMARKS	#	COE	FWS	OTHER AGCY	AMOUNT
(1)	Continued maintenance of navigation channel.*				See CM Appendix	1	8 000 000			
2.	Funding to implement GREAT I CMP			6 900 000		2	6 900 000			
3.	Emergency dredging definition					3				
4.	Emergency dredging capability					4	12 500			
5.	Sale of dredged material	10 000		2500	@ 250 x 10 sites/Yr.	5	1 000			
6.	Acquisition of private land for material placement	1 000				6				
7.	Allow rec & F & WL enhant in the F.P.& implt CMP					7				
(8)	Depth of navigation channel definition					8				
9.	Comprehensive plan for management of UMRWLF Refuge	500 000				9		500 000		
10.	Manage river as an ecological unit	100 000		105 000		10	105 000	100 000		
(11)	Authority for Corps to assist with F & WL rec proj					11				
12.	Separate line items on budgets					12				
13.	User data for cost allocations	180 000			@ 20000 x 9 agencies	13	180 000			
14.	Unified management objectives					14				
15.	Introduction of nonnative species			100 000	@ 10000 x 10	15		50 000		
16.	Scenic easements/acquisitions (Scenic)	100 000 000	100 000	?		16			DOT	10 000 000
17.	Amendments to bridge acts					17				
18.	Rebuilding obstructive bridges					18				
19.	Enforcing boathouse permits					19				
20.	Monitor application of lockage regulations			10 000		20	10 000			
21.	Discourage high impact rec. developments					21	50 000	45 000		
22.	Cooperative recreation data collection		95 000			22				
23.	Diversity of recreation opportunity					23	40 000	10 000		
24.	Maintaining boat launching accesses			50 000		24				
25.	Uniform floodplain management standards					25				
26.	UMRBC guidelines for monitoring GREAT					26				
	* It has been routine for Congres to appropriate funds for 15yrs	100 791 000	195 000	6 667 500			14 798 500	705 000	DOT	10 000 000
	FURTHER STUDY ITEMS					4	See P. 12			
1.	Demonstration dredging projects		180 000			1	180 000			
2.	Use river sediment transport capability		150 000			2	150 000			
3.	Sediment transport models		300 000			3	300 000			
4.	Monitor tributary deltas		40 000	30 000		4	70 000			
5.	Repair or modification of wing dams	20 000 000	100 000			5	2 100 000			
6.	Low-head tributary dams		600 000		@ 60000 x 10 proj.	6	600 000			
7.	Dredging by sand and gravel companies		70 000			7	70 000			
8.	Monitor dredge placement impacts on WQ		2 000 000			8	100 000		EPA	900 000
9.	Tributary stream bank erosion control		2 500 000			9	625 000		SCS	625 000
10.	Sed. cont. on streams entering pool 3 from Wis.		130 000			10	130 000			

Legend:-

○ the only items proposed for Congressional action. Not much for Congress to do except appropriate funds.

Exh. B 2/3

FURTHER STUDY ITEMS CON'T.	FIXED COST	STUDY COST	ANNUAL COST	REMARKS	'0	COE	FWS	OTHER AGCY	AMOUNT
11. Riverine placement	200 000	30 000			11	230 000			
12. Removing material from floodway		30 000			12	50 000			
13. Transporting material to areas of high demand		23 000			13	25 000			
14. Private enterprise transporting sand		5 000			14	5 000			
15. Making rip-rap with dredged material		10 000			15	10 000			
16. Beneficial use of organic sediment		15 000			16	15 000			
17. Conservation tillage program		2 500 000			17			SCS	2 500 000
18. Monitoring sediment flow		300 000			18	300 000			
19. Protecting backwaters from sedimentation		500 000			19	250 000	250 000		
20. Island creation in backwaters		438 000			20	338 000	100 000		
21. Weaver Bottoms rehabilitation		1 010 000			21	900 000	110 000		
22. Finger Lakes as physical model		60 000			22	30 000	30 000		
23. Reducing fine sediment flow into Big Slough	150 000	35 000			23		185 000		
24. Lake Onalaska rehabilitation	300 000	53 000			24	35000	35 000		
25. Spring Lake rehabilitation		35 000			25	35000			
26. Monitoring at Kruger Slough and Island 42		3 000			26		3 000		
27. Mapping aquatic vegetation		1230 000			27	230 000	1000 000		
28. Controlling pool levels for F & WL and rec		5 000			28	4 000	1 000		
29. Designating primitive or natural areas		150 000			29	25 000	125000		
30. Forest land management					30				
31 Bottomland hardwood management		20 000			31		20 000		
32. Life history of fishes		260 000			32		260 000		
33. Opening side channels at Blackhawk County Park		85 000			33	85 000			
34. Aesthetics in management plans		100 000			34	50 000	50 000		
35. Regulatory activities applicable to river trans		30 000			35			DOT	30 000
36. Identify acceptable fleeting areas		20 000			36			"	20 000
37. Marked channel in Lake Pepin		10 000			37			"	10 000
38. Capacity limitations at L/D's 2 and 3	6910 000	400 000			38	400 000			
39. Coast Guard capability to maintain nav. aid system	6750 000		1200 000		39			"	2000 000
40. Coordinated recreation master planning	2370 000				40				
41. Feasibility of identified recreation sites					41				
42. Zoning water surface use	60 000	10 000			42	60 000		"	10 000
43. Impacts of private leases on Federal land					43				
44. Mathematical floodplain management models		100 000	30 000		44	130 000			
45. Comprehensive cultural resources inventory		100 000			45			NCRS	100 000
46. Geographical information system		190 000			46			UNRBC	190 000
47. Document land ownership		75 000			47			"	75 000
	31 000 000	13 906 000	1260 000			1532 000	2169 000	—	6760 000 N/A

SUMMARY

Action Items	275 825 000	295 000	54 201 000	GREAT I
Policy/Funding Items	100 791 000	195 000	6 667 500	" "
Further Study Items	31 000 000	13906 000	1 260 000	" "
	427 616 000	14 396 000	62 128 500	" "

Ex. B 3/3

2296

PROBABLE AGENCY BUDGETS FOR POTENTIAL CUTS.

OTHER NATIONAL PROGRAMS:-

DEMONSTRATION PROJECTS FOR STREAMBANK PROTECTION.
By PL 93-251,Section 32,Congress authorized and funded such projects. It is known that the Corps of Engineers (COE) and the Soil Conservation Service (SCS) administer projects. Other agencies, such as the Bureau Of Reclamation might also have authority. There has been much talk about the use of such projects for future management of the Upper Mississippi River System. Predictions of the value of such projects to prevent streambank erosion per se is highly unreliable. Of course streambank erosion should be controled to protect property where the B/C ratio is at least 1.0; also to maintain navigation channels. Projects alleged to merely reduce sediment entering the stream should have a 5 year moratorium and the program reviewed by an eminently qualified board of practical professionals, primarily from the private sector. Streambank erosion is a geological process and general conditions change very slowly. Conditions are not critical nor much different from 50 years ago. All budgets for streambank protection should be scrutinized thoroughly.

LAKE REHABILITATION.
Five or six years ago Congress authorized EPA to grant funds to States for Inland Lake Rehabilitation. Several projects funded in Wisconsin are believed to have very low B/C ratios, and this program should have a five year suspension to allow review by an eminently qualified independent board of professionals. Rehabilitation of lakes (for recreation only) is costing $10,000/acre. The condition of a very high percentage of lakes is not critical. Budgets for this program should also be scrutinized thoroughly.

FURTHER:-

CHANNEL MAINTENANCE IN THE ST. PAUL DISTRICT.⊙
It is understood the Carter 1982 budget for the operation was $1,000,000 greater than that for 1981. Since 1981 operations were no doubt increased by the influence of GREAT. A reduction greater than $1,000,000 seems appropriate.

⊙ Also budgets for Rock Island and St Louis districts should be scrutinized.

SUMMARY:-

CATEGORY	COE	DOT	EPA	FWS	SCS
Action items	13 096 000	190 000	800 000	0	10 005 000
Policy/ Funding	14 798 500	10 000 000	0	705 000	0
Further study	7 532 000	2 070 000	900 000	2 169 000	3 125 000
Totals	35 426 500	12 260 000	1 700 000	2 874 000	13 130 000

	TEAM	UMRBC	USGS	HCRS	ALL AGCIES
Action items	111 000	405 000	1 250 000	0	25 857 000
Policy/ Funding	0	0	0	0	25 503 500
Further study	0	265 000	0	100 000	16 161 000
Totals	111 000	670 000	1 250 000	100 000	67 521 500

GREAT II RECOMMENDATIONS-PROPOSED IMPLEMENTATION

Mar. 19, 1981
H. L. Goodell

BY ROCK ISLAND DISTRICT, U.S. CORPS OF ENGINEERS (FROM FEB. 1981 DRAFT REPORT).

NO.	RECOMMENDATION	PRIORITY	COST	PROBABLE ANNUAL BUDGET *	FUNDS	SEE FOOTNOTE
1	Advance planning navig. in UMR	High	$3 000 000	600 000	GI	
2	Post crew locking times	Low	1 000	0		
6	New boat launching areas	L	250 000	250 000	O&M	
7	Mooring cell U3 at L.22	L	750 000	750 000	"	(a)
8	Extend guide walls L.20,21 & 22	Medium	800 000	100 000	O&M	
10	Inventory navig. hazards & plan	L	10 000	5 000		
11	Fix time limits for permit comment	H	0	0	?	(b)
12	RID COE, with States rel-envir. analysis	L	3 000	1 000		
13	Require documentation support of objections	H	0	0	?	(b)
14	Study need for permits - minor activities	H	0	0	?	(b)
15	RID coord & coop/States - fleeting areas	M	2000	2 000	O&M	
16	RID will use primary disposal sites	H	700 000/Yr	700 000	"	
17	In '81 RID to prepare prel. disp. site plan	H	2 000	2 000	"	
18	RID complete all actions for using disposal sites	H	3 000	3 000	"	
21	Assess WQ impact of dredging	H	5000/Yr	5 000	"	
22	Protect polluted disposal sites	H	25 000 "	25 000	"	
23	Conduct advance site preparation	H	30 000 "	30 000	"	
24	Minimize WQ impact on return flows	H	5 000 "	5 000	"	
25	Monitor impacts on fish and wildlife	H	30 000 "	30 000	"	
26	Emergency dredging	H	N/A	0	?	(b)
28	Study CMP and request funds for to perform	H	In 16	0	O&M	
29	Dispose of some material for beneficial use	H	N/A	0	?	(b)
30	RID evaluate SPD mech. equip demonstration	H	8 000	8 000	"	
31	RID experimental/dredged disposal tracing	H	100 000	100 000	"	
32	Experimental behind levee disposal	H	25 000	25 000	"	
33	Study impacts of double pumping	H	30 000	30 000	"	
34	Plan to minimize impact on endangered species	H	2500 "	2 500	"	
35	After demonstration project-request funds to impl. CMP	H	In 16	0	"	
37	Furnish data for sediment transport models studies	M	100 000/Mi	50 000	"	
39	In '81 - restore closure at Huff-Hunt Island	H	500 000	500 000	"	
40	Restore/repair regulatory structure in Pools 11,18 & 22	H	2 000 000	500 000	"	
41	Open channel to backwater area - Pool 19	L	150 000	0	"	
42	Maintain channel 2 ft under keel	H	N/A	0	"	(b)
43	Improve rock channels at Lock 15 & in Pool 18	H	30 000 000	5 000 000	O&M	(c)
44	Study potential for hydro elec power in RID	H	N/A			(b)
46	Study effect of sedimentation & disposal on flood heights	L	100 000	15 000	G.I.	(d)
47	Phase out residential camp site leases	N/A	N/A	0	O&M	(e)
48	Update recreation and resource MP	H	550 000	110 000	"	
				* For 1982		

ABBREVIATIONS

CG - Const. General
CMP - Channel Maint Plan (as recommended by GREAT II)
COE - Corps Of Engs
FWIC - Fish & Wild life Interagy Committee.
GI - Gen Investigation
GREAT - Great River Environmental Action Team
L - Lock
NCD - North Central U.S. Corps Of Eng. (Chicago)
O&M - Operation & Maintenance
ORRMT - Ongoing River Resource Management Team
RID - Rock Island District, U.S Corps of Engs Rock Island, Il
SPD - St Paul Dis. S. Corps of En (St. Paul, MN
UMR - Upper Miss. River
UMRBC - Upper Miss. River Basin Comm. (Minneapolis, MN)
U.S - Upstream
WQ - Water Quality

Exh. C14

8298

GREAT II RECOMMENDATIONS-PROPOSED IMPLEMENTATION

NO. RECOMMENDATION	PRIORITY	COST	PROBABLE ANNUAL BUDGET *	FUNDS	SEE FOOT NOTES
49. Extend rock dike at access ramp - Pool 11	L	150 000	150 000	O&M	
50. Trash collection facilities	L	300 000	30 000	"	
51. Management of recreation in UMR - starting in FY '82	M	100 000/Yr	100 000	"	(f)
52. Enforce residential use of boat houses	L	5 000 "	5000	"	
53. Assess needs for pump out facilities	L	2000	2000	"	
54. Study main stem bank erosion	N/A	0	0		(g)
55. Cross-section surveys of pools-sediment	M	30 000/Yr	30 000	"	
56. Correct Warsaw boat harbor	L	0	0	"	
57. Participate in PWIC	H	7500/Yr	7500	CI	(h)
58. Investigate EB/C of dredging backwater areas	M	75 000	15 000	O&M	
59. Evaluate Burnt Pocket data for use in models	M	10 000	10 000	"	
60. Feasibility of using mud for agriculture	M	0	0	"	
61. Complete stage III C - Fulton prpject & plan habitat ('82)	H	15 000	15 000	CG	(i)
62. Studies for backwater alterations	M	1 700 000	200 000	O&M	(j)
63. Evaluate industrial encroachment on habitat	L	100 000	20 000	CI	(h)
64. Study UMR fall & winter environment for 5 yrs	M	1 000 000	200 000	"	(k)
65. Cooperate with States on natural history survey	L	5000	5 000	"	(l)
66. Identify cultural resources	L	100 000	20 000	"	(h)
67. MCD workshops with States - preservation	M	N/A	0	?	
68. Fund greater educational information program	H	0	0	?	(c)
69. Implement GREAT II recommendations-public involvement	H	0	0	?	(c)
70. Plan and implement archives file in RID	M	0	0	?	
71. UMRBC should incorporate recommendations in MP	H	0	0	?	
72. Co-chair GRRTF	H	30 000/Yr	30 000	O&M	
73. Cooperate in planning computerized, resource info	L	5000	5 000	"	
74. Fund COE to give equal consideration to F&WL	—	?	0	?	(m)
75. Amend PL-72 to * RID to plan & op recreational areas * authorize	—	?	0	?	(m)
		$6 492 500	971 3000		

FOOTNOTES:-

(a) LMVD- Lower Mississippi Valley Division.
(b) Underway
(c) $5,000,000 for L.15
$25,000,000 " P.18
(d) $15,000 for PCI
(e) Complete in '88
(f) $100,000 requested for FY '82
(g) No authority
(h) Funding Req'd
(i) $5000/yr for future monitoring
(j) $200,000 for studies; $1,500,000 for alterations
(k) 5 yr study
(l) Historic & archaeological data.
(m) Congressional authority required.

(*) EB/C is abbreviation for Environmental Benefit/ Cost.

Exh C 4/2

EXHIBIT D.—EXPLANATION OF EMINENT BOARD CONCEPT

1. Legislation authorizing "Eminent Boards" would be necessary.
2. Guidelines would be necessary for the functioning of the Boards.
3. The advisability for the use of an "Eminent Board" for the preparation of any plan for resource development would be included in the authorized study, or could be authorized after preparation starts.
4. Each Eminent Board service would start with an authorization for a study/development and end upon submission of evaluation report of the agency final report.
5. Each Board would be a source of expert knowledge for an agency.
6. Each Board would be advisory as to the need, if any, for research, employment of consultants, or the need for any particular survey, investigation or study.
7. The Board would meet periodically, perhaps monthly or quarterly.
8. Each Board would ask the agency for documents, progress reports, etc.
9. Each Board would not be paid by the agency but by the appointed commission, indirectly by Congress.
10. Each Board would be a public participant (and a source of expertise) sanctioned/recognized by Congress.
11. Both an agency and each Board would be independent of each other.
12. The agency would have the opportunity to use the appointed Board.
13. Each Board would serve Congress (the public) but would have no authority over an agency. It would have the recognized right to provide input to an agency mission.
14. A Board would not be a substitute for consultants. However, its' input would probably and should result in more consultants, and an agency product that would be more cost effective.
15. The Board concept is not intended to replace "on the street" public participation but to supplement it by synthesizing and offering knowledge/experience/judgment available from the public.
16. Functioning of various Boards would probably greatly reduce the load and stress on Congressional committees and staffs, which may or may not be capable of evaluating voluminous reports and budgets, particularly on highly complex environmental phenomena. (In like manner this could also apply to the usual so called special interest groups.)

EXHIBIT E.—THE GREAT RIVER ENVIRONMENTAL ACTION TEAM

In 1974, under the leadership of the two principal management agencies on the river, the U.S. Army Corps of Engineers and the U.S. Fish and Wildlife Service, an interagency team was organized to identify and assess the problems associated with multipurpose use of the river and develop recommendations for improved management of the river. The Upper Mississippi River was divided into three study reaches (see Figure 1), each covered by its own study team called a Great River Environmental Action Team or GREAT. The first of these studies completed was the GREAT I study for the reach from head of navigation in Minneapolis-St. Paul, Minnesota, to Guttenberg, Iowa. The Team was organized in 1974 through add-on funds to the Corps of Engineers operation and maintenance budget and was formally authorized by Congress through Section 117 of the Water Resources Act of 1976.

From 1974 through 1980, this Team carried out an extensive program of research and pilot action projects, addressing total river resource requirements.

The GREAT I Team was made up of the following representatives:
U.S. Department of the Interior—Fish and Wildlife Service
U.S. Department of Defense—Army Corps of Engineers
U.S. Department of Agriculture—Soil Conservation Service
U.S. Department of Transportation—Coast Guard
U.S. Environmental Protection Agency
State of Iowa—Iowa Conservation Commission
State of Minnesota—Department of Natural Resources
State of Wisconsin—Department of Natural Resources
Minnesota-Wisconsin Boundary Area Commission—Nonvoting Member
Upper Mississippi River Conservation Committee—Nonvoting Member
General Public.

EXHIBIT F.—THE GREAT TEAMS

For purpose of study the Upper Mississippi River (that portion from head of navigation in Minneapolis, Minnesota south to Cairo, Illinois) was divided into three areas:

Great I: Head of navigation south to Guttenberg, Iowa

Great II: Guttenberg, Iowa south to Saverton, Missouri
Great III: Saverton, Missouri south to Cairo, Illinois

This report is about the efforts of the GREAT II Team and work groups which studied the GREAT II area.

The GREAT II Team was organized in 1977 and completed its efforts in 1980. The GREAT II Team is made up of representatives from the following state and federal agencies:

State of Illinois
State of Iowa
State of Missouri
State of Wisconsin
U.S. Department of Agriculture—Soil Conservation Service
U.S. Department of Defense—Department of the Army—Corps of Engineers
U.S. Department of Interior—U.S. Fish and Wildlife Service
U.S. Department of Transportation—U.S. Coast Guard
U.S. Environmental Protection Agency
Upper Mississippi River Conservation Committee (ex officio member)
General Public.

Mr. BEVILL. We will include additional statements that were submitted for the record at this point. The committee will now adjourn until 10:00 tomorrow.

[The information follows:]

pacific northwest
river basins commission

1 columbia river • p. o. box 908
vancouver, washington • 98666

Statement Submitted to Energy and Water Development
Subcommittee, House Appropriations Committee
April 1, 1981
by George Proctor, Vice-Chairman,
Pacific Northwest River Basins Commission

I am requesting your support of Fiscal Year 1982 federal funding for the Pacific Northwest River Basins Commission on behalf of the member states of Oregon, Idaho, Montana, Washington, and Wyoming. Our Commission has provided and will continue to provide important, often critical, contributions to water resources management and development in the Pacific Northwest and especially in the Columbia River Basin.

The Commission was formed at the request of the basin state governors in 1967, under the authority of the Federal Water Resources Planning Act of 1965, Public Law 89-80. We are the principal agency for coordinating and planning for water and related land resources in the Pacific Northwest. Our members include representatives of the five states in the region and each of the federal water resources departments with an interest in the region's natural resources. We have observers from the Indian tribes in the region and the Canadian government.

Most major water resources management and development actions taken in the Columbia River Basin affect in one way or another the entire basin. The basin's

waters are highly regulated and controlled by a series of dams and operational criteria which are oriented toward serving hydroelectric power, navigation, fisheries, and water supply uses. Most of the control is exercised by federal agencies.

In addition to the federal control over the region's surface waters, the federal government owns or controls about 60 percent of the region's lands. In short, federal interests and responsibilities in the Pacific Northwest are enormous.

Within this setting, the Commission has provided important services to both its federal and state members. We have developed and maintain a high level of coordination among our member agencies, prepared a framework plan for water resources management and development, completed several river basin plans for small drainages, established priorities for federal water resources programs and projects in our region, conducted studies on water use in energy development, compiled data on water use, and initiated a very important research program on the Columbia River Estuary.

The Estuary Program, begun in 1979 and scheduled for completion in 1984, will provide a great deal of information concerning the physical and biological processes of the lower 46 miles of the Columbia River. This information is badly needed to effectively manage the estuary's resources. There is probably less known about this estuary than any other of its size in the United States, which presents a serious problem in managing a river so highly regulated as is the Columbia.

The closer we study the Commission the more apparent are its achievments. Yet the Commission faces several new challenges. We must improve the coordination of increasingly complex activities among federal and state natural resource interests. We need to define in as certain terms as possible the implications of alternative management and development policies, keeping in mind that the Columbia River Basin is, and must continue to be, managed as a system. We must study very

carefully the potential for major diversion from the Columbia system, both within the basin and outside. We must complete our research and data collection efforts in the Columbia River Estuary to ensure that future management and development decisions take into account their potential impacts on this critical body of water.

A final challenge which the Commission must address is the need to ensure full consideration of all natural resources uses--navigation, irrigation, recreation, land conservation, and the Columbia River Estuary--in addition to power and anadromous fisheries as we move ahead to implement the Pacific Northwest Electric Power Planning and Conservation Act, which was signed into law December 5, 1980. We anticipate that the Commission will play an important role in addressing the full range of natural resource concerns as progress is made in the implementation of that legislation.

We are requesting that the Congress provide the full level of funding for the Pacific Northwest River Basins Commission recommended in the budget submitted to you in January of this year. This includes $428,600 for the Commission's operating budget and $1.5 million for continuation of our Estuary Program.

We feel that the continued federal support for the Commission is both needed and entirely justified on the basis of the high level of federal interest in management and development of waters throughout the Pacific Northwest region, the extensive federal ownership of lands, and the pressing need to maintain a regionalized approach to natural resource management. We further believe that continued or expanded federal support for the Commission is entirely consistent with this administration's policy of decentralizing natural resources development and management functions and returning these responsibilities to the states and regions of this country.

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
House Committee on Appropriations
Washington, D.C.20515

705 Penn Drive
Friendswood, Texas 77546
March 22, 1981

Dear Sir:

On July 24th through July 27th of 1979 the devastation by Tropical Storm Claudette in Friendswood alone reached the sum of $39,906,000.00.In September of 1979 once again major flooding devasted this area and in January of 1980 many homes were threatened by only 7 1/2" of rain.Previously in June of 1973 flooding was experienced and to date residents are still hoping for some relief that will diminish these continaous threats and allow this area to remain prosperous and growing.

Clear Creek, the major waterway through this area must be studied and possibly channelized so, tributaries can then be dealt with.Without work on Clear Creek not only is Friendswood in constant jeopardy but, so are numerous other areas throughout the Watershed.

We hope on March 31, 1981 when Congressman Brooks asks for funding to do Advanced Engineering and Design of Clear Creek you will each realize your decision affects the lives of over 13,000 Friendswood residents and many others.

Thank you,

The Representatives Coalition
(A citizens' group devoted to Flood Control Efforts)

G.Buchner

March 21, 1981

STATEMENT OF

Harry G. Plomarity, Port Director
Port of Corpus Christi, Corpus Christi, Texas

BEFORE SUB-COMMITTEE OF HOUSE APPROPRIATIONS COMMITTEE

April, 1981

Mr. Chairman and Gentlemen of the Sub-Committee:

My name is Harry Plomarity and I am Port Director for the PORT OF CORPUS CHRISTI, Texas (Official name - Nueces County Navigation District No. 1), in whose District the federally authorized CORPUS CHRISTI SHIP CHANNEL, TEXAS PROJECT is located.

REQUEST FOR FUNDS

I appear before you today requesting that the 97th Congress, 1st Session, appropriate the following funds for FY82:

A. CONSTRUCTION OF AUTHORIZED IMPROVEMENTS

$3,600,000 to continue work on the CORPUS CHRISTI SHIP CHANNEL in accordance with the authorized 45-foot Project (Senate Document No. 99 - Public Law 90 - 483 dated August 13, 1968).

B. OPERATION AND MAINTENANCE OF THE WATERWAY

$6,656,000 for the continued operation and maintenance of the CORPUS CHRISTI CHANNEL PROJECT during FY82.

UNCOMPLETED IMPROVEMENTS TO THE CORPUS CHRISTI SHIP CHANNEL

The following authorized improvements are yet to be completed:

1. Deepening the Corpus Christi Inner Harbor from Beacon 82 (Mile 21.90) outside the Corpus Christi Harbor Bridge to and including the Viola Turning Basin (Mile 31.60) from the existing 40 foot depth to the authorized 45 foot depth.

2. Widening the Tule Lake and Viola Channels from the present 200 foot bottom width to the authorized 300 foot bottom width.

3. Enlarging the Chemical, Tule Lake and Viola Turning Basins to provide a minimum turning diameter of 1,200 feet.

4. Completing the construction of three lay berths near Port Ingleside, and adding three (3) additional berths.

STATUS OF AUTHORIZED IMPROVEMENTS TO THE CORPUS CHRISTI SHIP CHANNEL

All authorized improvements to the Corpus Christi Ship Channel prior to the 90th Congress, 2nd Session, are essentially complete. Table No. 1 below shows the existing and authorized project dimensions.

TABLE NO 1
CORPUS CHRISTI SHIP CHANNEL
Existing and Authorized Waterway Dimensions
(As of April 1, 1980)

Section of Waterway	Existing Dimensions (in feet)		Authorized Dimensions (in feet)	
	Depth M.L.T.	Bottom Width	Depth M.L.T.	Bottom Width
Outer Bar Channel	x	x	47	700
Jetty Channel:				
Outer end	x	x	47	700
			to	to
			45	600
Between Jetties	x	x	45	600
Inner Basin at Harbor Island	x	x	45	730
				to
				1720
Inner Basin to Ferry Landing at Port Aransas	x	x	45	600
Port Aransas to La Quinta Channel Junction	x	x	45	500
Mooring Area-Port Ingleside	x	x	45	150
La Quinta Channel Junction To Corpus Christi	x	x		
La Quinta Channel	x	x	45	400
La Quinta Turning Basin	x	x	45	300
Corpus Christi Turning Basin	40	1000	45	800x1200
Industrial Canal	40	400	45	800
Avery Point Turning Basin	40	1000	45	400
Tule Lake Channel (Avery Point to Chemical Turning Basin)	40	350	45	975x1050
Chemical Turning Basin	40	920 dia.	45	400 min.
Tule Lake Channel (Chemical Basin to Tule Lake Basin)	40	200	45	1200 dia.
Tule Lake Turning Basin	40	900	45	300
Viola Channel (Tule Lake Basin to Viola Basin)	40	200	45	1000x1200
Viola Turning Basin	40	700to900	45	300
				1200 dia.

x Waterway completed to authorized dimensions

DESCRIPTION OF ACTIVITIES AND PLANNING IN PROGRESS

1. Dredging of the Inner Harbor - 45 foot Project

Completion of the authorized 45 foot Corpus Christi Ship Channel Project is awaiting the Corps' development of an acceptable disposal plan for the dredged material and appropriate mitigation measures to satisfy the environmental agencies. The Corps, after having its July 1975 plan termed unacceptable by the environmental agencies, began developing a plan to use upland farmland as disposal sites for the shoaling that would be removed from the Inner Harbor during the next 50 years. From a Corps' scoping meeting held early in 1980, the landowners learned of the plan to use farmland

on the north shore of Nueces Bay as disposal sites for containing the virgin material excavated from the channels and basins while increasing the depth of the Inner Harbor from 40 to 45 feet and afterwards for maintaining the Inner Harbor for a period of 50 years.

The farming interests immediately contacted the Secretary of Agriculture, Senators Tower and Bentsen and Representative Wyatt expressing strong opposition to the use of prime farmlands as sites for disposing of the dredged material from the Project.

As a result of these concerns, the two Senators and Congressman from this area called a meeting in Austin, Texas, on July 29, 1980, and all Federal agencies involved in the decision making on this Project were invited to attend. At this meeting it was agreed that the agencies would cooperate in developing an acceptable disposal plan by July, 1981, to accommodate all of the dredged material that is expected to be generated during the next 50 years. It was also agreed that the Corps of Engineers would be the lead agency.

If this schedule is to be met, the Corps must have a plan ready to present at a public hearing planned shortly after July, 1981. In general, the plan being developed is to use part of Nueces Bay as the primary disposal site in conjunction with a limited number of smaller upland sites for containing the estimated 86 million cubic yards of dredged material that is projected for the next 50 years. In addition, the Corps is planning to undertake mitigation measures in the Nueces River delta area to compensate for the water bottoms in Nueces Bay that are filled with dredge material. With an approved disposal plan, the time of completion of the 45 foot Project to serve the many industries located in the Inner Harbor is a direct function of the funding provided by Congress.

Under the 45 foot Project authorization, six breasting structures have been constructed to accommodate 3 ships, but 10 mooring structures are needed before vessels can be safely moored at these lay berths. A contract for construction of the needed mooring structures is scheduled to be awarded during FY82.

For continuing work on the authorized project, we support the President's recommended appropriation of $3,600,000 for FY82.

2. Operation and Maintenance of the Ship Channel

Environmental objections to the Corps' plan for disposal of the dredged material from the Inner Harbor prevented any maintenance dredging from being accomplished between 1971 and

January, 1980. As a result of the shoaling, it was necessary to reduce the maximum allowable draft for ships entering and leaving the Harbor. It was not until March 2, 1980, that the most seriously shoaled section of the Inner Harbor (Corpus Christi Turning Basin) between mile 21.90 and mile 23.80 was restored to a 40 foot depth. However, shoaling in other reaches of the Inner Harbor beyond the limits of the initial dredging contract has precluded any increase in the loaded draft. The present restoration dredging contract to a depth of 40 feet in the undredged reach of the Inner Harbor began in mid-1980 and is projected to be completed in May, 1981. Until the present maintenance dredging contract is finally completed, the current draft restrictions cannot be lifted.

These draft restrictions are the result of the delays experienced by the Corps in maintaining the Inner Harbor since 1973 when maintenance dredging was originally scheduled. At that time, the Corps' plan was to undertake both maintenance dredging and the authorized deepening simultaneously. Because of objections by environmentalists and certain governmental agencies to the Corps of Engineers' disposal plan for maintaining and deepening the Inner Harbor, the Corps was unable to proceed with its originally scheduled program. Neither the lands nor the funds were available to satisfy the environmentalists' demands that upland sites be acquired to contain the dredged material.

For FY82 the Corps has indicated an engineering capability of $6,656,000, which is $3,000,000 in excess of the President's recommended appropriation of $3,656,000. These additional funds are needed to restore the channel across Corpus Christi Bay from the LaQuinta junction to Beacon 82 outside the Inner Harbor to Project depth. Presently, the controlling depth of this reach of the channel is 40 feet, but before FY83 the depth is likely to be 38 feet or less and will be controlling the draft that ships can enter and leave the Port of Corpus Christi Inner Harbor. It is the Port's view that most of the shoaling in this open reach of Corpus Christi Bay is attributable to Hurricane Allen, which washed over Mustang Island and north Padre Island carrying the sand from these islands into the deepest part of Corpus Christi Bay which was the ship channel.

For this reason, we request that Congress consider this unusual shoaling to have been caused by Hurricane Allen and that the required appropriation of $3,000,000 to restore the channel to Project depth be considered as part of the hurricane damage to South Texas Waterways.

We urgently request that $6,656,000, which is the Corps' capability for FY82, be appropriated to expedite removal of the shoaling in the Corpus Christi Bay reach of the channel which was caused by Hurricane Allen and for other routine operations and maintenance of the Corpus Christi Ship Channel.

3. Review Report on Requested Modifications to the Corpus Christi Ship Channel

Preparation of the review report by the Corps of Engineers on requested modifications to the Corpus Christi Ship Channel Project pursuant to the House Public Works Committee resolution adopted September 19, 1972, continues with a draft report expected to be completed in the near future. Additional study funds are not being requested by the Corps.

COMPARISON OF FEDERAL AND NON-FEDERAL EXPENDITURES IN DEVELOPING AND MAINTAINING THE CORPUS CHRISTI SHIP CHANNEL

Federal expenditures and appropriations authorized by Congress for the Corpus Christi Ship Channel project for new work dredging and rehabilitation between FY61 and FY81 totals $31,307,772. Operation and maintenance expenditures for the same period totals $46,037,241 which includes $11,464,500 that the Corps of Engineers recently spent in removing part of the shoaling in the waterways as a result of Hurricane Allen.

By comparison non-Federal expenditures for dredging, dock construction and ancillary facilities along the Corpus Christi Ship Channel during the 20 year period 1962 to 1980, inclusive, totaled $18,982,549 for dredging and $83,364,388 for docks and ancillary facilities, for a total expenditure of $102,346,937. During this period non-Federal waterway related expenditures exceeded Federal expenditures by thirty-five (35%) percent.

JUSTIFICATION FOR CONGRESS APPROPRIATING FUNDS

The PORT OF CORPUS CHRISTI, the second largest port in Texas, and ranked among the top ten ports in the Nation in waterborne commerce is recognized as a major port, both in Texas and in the Nation. The Federal Energy Administration (now DOE) in a letter to the Chief of Engineers also recognized Corpus Christi as a potential National energy facility because of the major energy facilities which the Port serves. Waterborne commerce in 1980 totaled 53,506,420 tons, which, because of general economic conditions, failed to exceed the 60,846,785 tons which the Port handled during the previous year.

Table No. III on the following page shows annual waterborne commerce and traffic that the Port of Corpus Christi has accommodated during the past ten (10) years.

TABLE NO. III

ANNUAL WATERBORNE COMMERCE AND TRAFFIC ON THE CORPUS CHRISTI SHIP CHANNEL

	Total Waterborne Commerce & Traffic			Corpus Christi Waterborne Commerce & Traffic		
	Commerce (S. Tons) U.S. Corps of Engineers (3)	Commerce (S. Tons) Port of Corpus Christi (1)(2)	(2) Total Vessel Traffic (one-way only)	Commerce (S. Tons) U.S. Corps of Engineers	Commerce (S. Tons) Port of Corpus Christi (1)(2)	(2) Corpus Christi Traffic (one-way only)
1971	26,745,888	26,860,235	4847	21,776,171	23,137,014	4669
1972	25,496,084	26,167,081	5772	22,300,918	22,678,577	5100
1973	(a) 27,171,559	30,031,968	5696	(a) 24,794,711	27,015,499	5227
1974	(a) 35,645,004	40,896,346	8014	(a) 30,708,518	39,451,188	6443
1975	(a) 41,290,771	44,606,135	7606	(a) 35,487,454	37,945,584	5500
1976	43,492,959	48,293,793	7033	38,558,753	43,432,049	4782
1977	56,041,113	60,669,825	(b) 5446	46,732,810	53,705,517	(b) 4761
1978	54,678,296	61,246,725	(b) 6500	46,554,601	54,611,337	(b) 5529
1979	*	60,846,745	(b) 6991	*	54,121,877	(b) 6168
1980	*	53,506,420	(b) 7408	*	48,802,788	(b) 5297

*Not Available

(1) Statistics of Port of Corpus Christi (Nueces County Navigation District No. 1 - NCND). NCND records are maintained slightly differently from those by the Corps of Engineers.

(2) Corpus Christi commerce and traffic includes the Corpus Christi Inner Harbor, Port Ingleside and LaQuinta Channel. Harbor Island commerce and traffic are not shown separately, but are included in the total waterborne commerce.

(3) Certain military cargoes and bunkers are excluded from the Corps statistics. However, the Port includes all cargo and bunkers moving across the docks as ships cargo, but bunkers loaded inboard a ship from barges are counted as barge cargo. The Port of Corpus Christi statistics are based upon actual records of shippers and receivers of cargo.

(a) From 1973 to 1975 the Bureau of the Census failed to report most of the imported bauxite ore.

(b) For 1977, 1978, 1979 and 1980 each barge is counted separately, but the tug handling the tow is not counted.

SUMMARY: Waterborne commerce and traffic statistics above indicates ample justification for all past project expenditures. However, future growth of the Port is dependent upon continued Congressional funding.

During the past 20 years (FY61 to FY81) non-Federal port related expenditures totaled $102,346,937 as compared to Federal expenditures of $77,345,013. These Federal expenditures include recent extraordinary expenditures in FY81 of $11.5 Million for removing shoaling caused by Hurricane Allen. The significant point is that non-Federal expenditures have exceeded Federal expenditures by 35 percent.

Because of the importance of the PORT OF CORPUS CHRISTI to the Nation's international trade, we cannot concur with any cost sharing waterway funding program that requires large contributions by non-Federal interests.

Respectfully submitted,

NUECES COUNTY NAVIGATION DISTRICT NO. 1

Harry G. Plomarity

By: Harry G. Plomarity, Port Director

March 23, 1981

STATEMENT ON COOPER DAM TO APPROPRIATIONS COMMITTEE, 1981

By: Edward C. Fritz
4144 Cochran Chapel Road-Dallas, TX 75201

ON BEHALF OF SULPHUR RIVER HERITAGE SOCIETY

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 Army Corps attempts to justify the hundred-million dollar Cooper project economically on the basis of flood control, which is primarily attempted prevention of 30-year floods in the expectation that landowners would then clear more land for floodprone crops. This approach courts greater disaster when a flood of greater dimensions occurs. As to water supply, the project will not be needed for decades, if then. The Cooper reservoir is being touted to induce growth, which we believe is not a necessary federal function in times of inflation. In any event, other reservoirs are adequate, including Ray Roberts, under construction. The water promoters of Irving and Plano want the federal taxpayers to fund Cooper so that Irving and Cooper will have their own lake, and won't have to buy Dallas' surplus water.

The Society considers that the budget request of $650,000 for Fiscal Year 1982 is an unnecessary expense in a year when the administration is seeking to cut the federal budget. Following are some reasons:

1. The Army Corps on 3/18 issued its revision of its inadequate environmental impact statement, required by court orders. Until judged 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 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 aggravate the damage.

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
DALLAS, TEXAS 75209
(214) 352-8370

March 23, 1981

STATEMENT HANDED TO APPROPRIATIONS COMMITTEE
By Edward C. Fritz, Chairman
on
BIG SANDY RESERVOIR

Please cut from the Army Corps of Engineers 1982 budget the $175,000 allocated for advance engineering and design for the Big Sandy project.

The last 1976 estimated cost of this project was $66 million.

The Army Corps attempts to justify this project economically on the basis of prevention of damages to agricultural crops which are not now being raised there. We submit that if any local landowner desires to convert to more profitable flood-prone crops, it should not be done at the expense of the federal taxpayers.

At least one major landowner is adamantly opposed to the project.

By acting rapidly, you could also cut the uncommitted balance of FY 1981 appropriations.

Big Sandy is not needed.

Within ten to eighty miles of the Big Sandy proposed damsite are these existing reservoirs: Winnsboro, Hawkins, Quitman, Gladewater, Tawakoni, Cherokee, Murvaul, Toledo Bend, and the new Lake York, in addition to many smaller lakes.

The population in the area of this eighy-mile radius is small. In an even greater radius, the City of Dallas uses Tawakoni, but has no anticipated need for Big Sandy.

Even if Big Sandy would be needed after the year 2020, there is no necessity this year for any further activity or planning on the project.

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
DALLAS, TEXAS 75209
(214) 352-8370

STATEMENT BEFORE THE APPROPRIATIONS COMMITTEE, 1981

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.

In this year of budget-cutting and inflation-fighting, Congress should discontinue all funding of the Trinity River Project.

Thereby, Congress would save:

1. An immediate $978,000 and an ultimate billion dollars on Trinity River Navigation, which voters in Chambers County and the entire Trinity River basin have rejected.
2. An immediate $570,000 and an ultimate $101 million in the Trinity River Levee-Channel (Dallas Floodway Extension) Project which voters have twice rejected.
3. Any further destruction to natural lands, including Rochester Park, in Dallas, by, wastefully bulldozing roads and drilling core-holes, as the Army Corps did in late 1980.
4. Thousands of dollars in salaries and equipment for City of Dallas personnel to continue planning and promoting the Levee-Channel project which the voters have rejected.

We are opposed to any appropriations, whatsoever, for the Trinity River Project, Trinity River Channel, or Dallas Floodway Extension.

Last year, we asked Congress to instruct the Army Corps of Engineers to prepare an operative non-structural floodplain management plan for the Trinity River Project. In spite of a supporting letter from Cong. Martin Frost to the committee, the Congress declined to do so. The Army Corps prepared for the Dallas City Council a document which was not a plan. It was more of an argument against a non-structural plan for the Dallas Floodway Extension.

Having thus failed to obtain any cooperation from Congress and the Army Corps, we withdraw to our position, thrice supported by the voters, of strict opposition to each and every portion of the project.

The Army Corps utilized for core-drilling a part of the funds which Congress appropriated last year, including the bulldozing of two roads through the natural portion of Rochester Park, destroying $160,000 worth of trees.

For further details on the Rochester Park destruction, we attach copies of:

1. Dallas Morning News Article, January 3, 1981
2. Statement of Texas Committee on Natural Resources to Dallas City Council, January 7, 1981.
3. Background of the Trinity River Channel-Levee Project (Dallas Floodway Extension)

TEXAS COMMITTEE ON NATURAL RESOURCES
4144 COCHRAN CHAPEL ROAD
DALLAS, TEXAS 75209
(214) 352-8370

BACKGROUND OF TRINITY LEVEE-CHANNEL PROJECT

1. On March 13, 1973, by a vote of 54%, Dallas citizens rejected a bond program which would have authorized funding of the Trinity River Project, including the Dallas Floodway Extension, with a channel large enough for navigation, flanked by levees.

2. On August 31, 1977, the City Council passed a resolution (772512) urging the Trinity River Authority to seek funds for the Dallas Floodway Extension, based on a greenway concept which the City Department of Urban Planning had drafted. That concept was to widen the levees and to provide over-flow channels (not large enough for navigation). They referred to the land between the widened levees as a "Greenway." This concept was publicized, along with the stated purpose of removing acreage from the floodplain as a subsidy for private development.

3. On June 10, 1978, by a vote of 58%, Dallas citizens rejected a $7.5 million item on the city bond election which would have authorized funding of the city share of the levee-channel system. The Army Corps estimated total cost was to be $82 million.

4. Nevertheless, on June 18, 1980, by a vote of 7 to 4, the City Council resolved in favor of further funding by Congress of advanced engineering and design of virtually the identical levee-channel system which the Dallas citizens had rejected on June 10, 1978. The only changes from what the Department of Urban Planning had espoused prior to the 1978 election were a slight additional spreading apart of the levees, and deletion of a short stretch of levee.

5. Congress appropriated $900,000 for another year's engineering and designing of the Trinity River Project, including the Dallas Floodway Extension. The Army Corps has asked for $570,000 for Fiscal Year 1982, entirely for the Dallas Floodway Extension.

6. Killing the levee-channel plan would save federal taxpayers more than $100 million, and Dallas taxpayers more than $48 million, as well as saving Rochester Park and other beautiful natural areas from permanent impairment. Elsewhere in the floodplain private development could continue without subsidy, subject to existing regulations.

City Public Service
of
San Antonio, Texas

March 31, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U.S. House of Representatives
2362 Rayburn House Office Building
Washington, D.C. 20515

The Honorable Mark O. Hatfield, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
United States Senate
Room 1322, Dirksen Senate Office Building
Washington, D.C. 20510

Dear Congressmen:

Re: Letter in Support of Appropriations for
Lake Millican, Brazos River Basin, Texas

City Public Service (CPS) is the municipally owned electric and gas utility which serves approximately one million people in the Bexar County, Texas area. CPS, like most utilities in the southwest, was until very recently almost one hundred percent dependent upon natural gas as a source of boiler fuel for the production of electrical energy. Until 1977 CPS did not have a single electrical generating unit which was capable of using coal as a boiler fuel. Today, CPS has an installed capability of 2,198,000 kilowatts from natural gas or fuel oil and 836,000 kilowatts from coal. CPS was the first utility in South Texas to build a coal fired unit.

I offer the above background information as an example of CPS' efforts to diversify its energy supply in order to reduce the financial burdens on its customers, to reduce this nation's dependence upon foreign oil supplies and to comply with provisions of the Fuel Use Act. The Fuel Use Act mandates the elimination of natural gas as a boiler fuel by 1990 and prohibits the construction of new generating facilities designed to burn only natural gas or fuel oil. For reasons of law and of economy, CPS' future expansion plans call for a heavy investment in lignite fired power plants. Lignite is a low gradecoal which is relatively plentiful throughout central Texas, especially in that region of Texas drained by the Brazos River.

Congressman Bevill
Congressman Hatfield

March 31, 1981

The operation of a large lignite fired power plant requires the consumption of tremendous quantities of water. A 1,000,000 kilowatt lignite plant operating at an 80 percent capacity factor would require approximately 18,000-20,000 acre feet of water per year for cooling and environmental controls. CPS' ultimate plans call for the construction of up to 2,000,000 kilowatts of lignite generation by the end of this century. Also, CPS is not the only utility which is planning on the construction of large lignite units in the central Texas region. The several utilities throughout the state which comprise the Electric Reliability Council of Texas (ERCOT) have joint plans amounting to an additional 4,545,000 kilowatts of lignite fired electrical generation in the Brazos River Basin by the year 1987. Some of this new generation will obtain water from existing sources such as the new Lake Limestone but no project planned after 1987 will be able to obtain firm water supplies from the Brazos River Basin because there does not currently exist enough reservoir storage in the basin to produce the required water yields.

It has come to our attention that hearings will be held through your subcommittee which have the potential for affecting water development plans in the Brazos River Basin. Specifically, your committee will be reviewing a request by the Corps of Engineers for an appropriation of $290,000 for the continuation of advance engineering and design studies for the Millican Reservoir Project to be located on the Navasota River in the Brazos River Basin. The Millican project is the only viable reservoir project in the Brazos River Basin which can yield the quantities of water required to support the development of the lignite energy resource in the needed time frame.

City Public Service strongly supports the continuation of engineering studies for the Millican project and supports the principle of further water development in the Brazos River Basin for the purpose of developing the considerable lignite energy resources located therein. Should the engineering and environmental studies to be performed by the Corps of Engineers show the feasibility of the Millican project, then CPS would certainly support the construction of this invaluable project. CPS respectfully requests your assistance in assuring the continued funding for engineering studies associated with the proposed Millican Reservoir Project.

Sincerely,

Arthur von Rosenberg
Manager
Planning and Development Department

AvR:pas

xc: Senator John G. Tower
Senator Lloyd M. Bentsen, Jr.
Representative Henry B. Gonzalez
Representative Abraham Kazen, Jr.
Representative Tom Loeffler

Files Valley Water Supply Corporation

P. O. BOX 389
ITASCA, TEXAS 76055
March 24, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U. S. House of Representatives
2362 Rayburn House Office Building
Washington, D. C. 20515

Attention: Mr. George Urian

Dear Mr. Chairman:

We respectfully request that this statement be included in the record of your Subcommittee in support of an appropriation for Lake Aquilla in the FY 1982 budget.

The Files Valley Water Supply Corporation is in the process of contracting for water from the Lake Aquilla reservoir. This water is urgently needed by our organization in order to adequately supply our customers, who now depend totally upon wells and ground water. The water tables in our area are rapidly decreasing, and surface water is the only solution in the near future. The only surface water available in this area will be Lake Aquilla.

Because Lake Aquilla is the only solution we urge that the full amount of $16,200,000 that has been included in the President's proposed budget be appropriated by Congress. It is important that the present Corps of Engineers' time schedule (early in 1983) be met so as to avoid water shortages in our area. Therefore, it is imperative that Aquilla Lake water be available for use in this area at the earliest possible time.

For these reasons we urge that the amount of $16,200,000 for Lake Aquilla be included in the FY 1982 budget.

Very truly yours,

FILES VALLEY WATER SUPPLY CORPORATION

BY: W. T. Crouch

W. T. Crouch, President

WTC:cm

APR 1 1981

A VOLUNTARY ASSOCIATION OF LOCAL GOVERNMENTS
HEART OF TEXAS COUNCIL OF GOVERNMENTS
320 FRANKLIN AVENUE • WACO, TEXAS 76701 • 817 756-6631

H. W. DAVIS
EXECUTIVE DIRECTOR

CATHERINE F. TERRELL
DEPUTY EXECUTIVE DIRECTOR

6/mm
101/700/710
March 25, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
U.S. House of Representatives
2362 Rayburn House Office Building
Washington, D.C. 20515

Subj: FY82 Water Resource Development in
the Brazos River Basin of Texas

Attachment: (1) Statement of Brazos River Authority,
Waco, Texas

Dear Representative Bevill:

The Elected Officials of this Council urge your support of the projects listed in the attachment. They are essential to the future well-being of the people living in the Brazos River Basin.

We feel confident that your Committee will continue to support long range water developement in this River Basin as you have in the past.

Sincerely,

The Heart of Texas Council of Governments

H. W. Davis
Executive Director

STATEMENT OF BRAZOS RIVER AUTHORITY
to the
SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
COMMITTEE ON APPROPRIATIONS
UNITED STATES SENATE
March 31, 1981

Supporting Requests for Fiscal Year 1982 Appropriations for

Lake Millican

Lake Aquilla

San Gabriel River Project

Brazos Natural Salt Pollution Control Project

Brazos River and Tributaries Study

The Brazos River Authority is the agency of the State of Texas responsible for conserving and developing the water resources of the Brazos River Basin in Texas, an area of about 42,000 square miles.

The Authority considers expenditures for water resource development to be necessary investments for the future prosperity and welfare of the nation and its citizens. At the same time, the Authority recognizes the urgent importance of limiting federal expenditures to balance with federal income and fully supports efforts to achieve this objective. Accordingly, the Authority appears before the Subcommittee in support of the appropriations requested in the President's budget for Corps of Engineers water resource development in the Brazos River Basin of Texas in Fiscal Year 1982, even though the requested amounts are in some instances less than the amounts the Corps of Engineers has stated as its capability to make use of funds for projects development in the Basin during Fiscal Year 1982. The requested appropriations supported by the Authority for specific projects are as follows:

Project	Appropriation Requested
Lake Millican	$290,000 for continuation of advance engineering and design
Lake Aquilla	$16,200,000 for continuation of construction
San Gabriel River Project (Lakes Granger and Georgetown)	$1,780,000 for completion of construction
Brazos Natural Salt Pollution Control Project	$250,000 for continuation of advance engineering and design
Brazos River and Tributaries Study	$300,000 for continuation of study

The following information is submitted in support of the requested appropriations:

LAKE MILLICAN

Lake Millican is urgently needed at the earliest practicable date as a source of water supply to meet present as well as future water supply needs. It was projected that water supplies from Lake Millican would be needed by the beginning of this decade. This projection has proven to be accurate: water supplies from Lake Millican are needed now.

Essentially all of the long-term water supply yields of the lakes in the Authority's basin-wide water supply system are committed. Lake Millican is the only feasible in-basin source of additional water supplies in the amounts necessary to meet present and future water supply requirements, not only in the immediate vicinity of Lake Millican and areas downstream, but also, through incorporation

of Lake Millican into the Authority's basin-wide system, in other areas throughout the Brazos River Basin.

One of the most urgent needs for water from Lake Millican is to permit the development and use of extensive lignite deposits as sources of fuel to help meet the country's energy needs. The Brazos River Authority has already received requests for substantial amounts of water for this purpose which cannot be met for any source other than Lake Millican.

In addition to meeting present and future water needs in the vicinity of Lake Millican and in the lower Brazos Basin and adjacent coastal areas downstream, water supplies from Lake Millican are needed to help meet present and future water needs in other areas of the Brazos Basin by freeing up water which is now committed to meeting system needs in the basin-wide water supply system, so that such water may be used to satisfy growing needs in the vicinities of these other lakes.

Lake Millican is also needed for flood control. It is the last major element in the Corps of Engineers' basin-wide plan for flood control in the lower Brazos River Basin. Until Millican goes into operation, areas of the lower Brazos Basin and adjoining coastal areas will continue to be subject to severe damage from uncontrolled floods from the 2200 square-mile Navasota River watershed.

It is critically important that the money needed by the Corps of Engineers for continued planning and design of Millican in FY 1982 be furnished so that this urgently-needed project can proceed

to completion without unnecessary delay, and we respectfully urge the appropriation of the full $290,000 requested in the President's budget.

LAKE AQUILLA

The President has requested $16,200,000 for continued construction of Lake Aquilla during FY 1982. We respectfully urge appropriation of the full amount of the President's request.

Lake Aquilla is urgently needed as a dependable source of water supply for the City of Hillsboro and other nearby communities in Hill, Johnson and McLennan Counties. These communities are facing potentially serious water shortages due to inadequacy of their well water supplies, and Lake Aquilla is the only feasible source of dependable water supply to meet their pressing needs.

Lake Aquilla is also needed as an element of the Corps of Engineers' basin-wide flood control system. It will provide control of floods from Aquilla Creek, the only major tributary of the Brazos River upstream of the Waco metropolitan area which still remains uncontrolled.

The Corps of Engineers has indicated a capability to utilize funds for the Aquilla Lake project in FY 1982 in excess of the $16,200,000 requested by the President, and it is our understanding that these additional funds would be used to construct basic facilities in support of public recreational use of the lake. While we recognize the important public benefits derived from public use of the Corps' lakes for water-based recreation, we believe that in a situation requiring the establishment of priorities, first attention should be given to the water supply and flood control aspects

of the project, and the Corps' full capability for development of these aspects of the project can be met with the $16,200,000, which the President has requested and which we urge be approved for appropriation for the Lake Aquilla project in FY 1982.

SAN GABRIEL RIVER PROJECT (LAKES GRANGER AND GEORGETOWN)

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $1,780,000 in FY 1982 for continuing the construction of Lakes Granger and Georgetown.

Deliberate impoundment of water in Lakes Granger and Georgetown was initiated early in 1980, and already almost all of the water supply to be provided by these lakes is committed under contract to meet municipal and industrial water needs in the vicinity of the lakes and in areas downstream. Construction should be completed without delay.

The Corps of Engineers has indicated a capability to utilize funds in FY 1982 on the San Gabriel River Project in excess of the $1,780,000 requested by the President. We understand that this additional capability would be utilized for construction of free public recreational facilities at Lakes Granger and Georgetown. As emphasized above, the Authority recognizes the need to limit federal expenditures, but these lakes are located in a highly urbanized and rapidly-growing part of Central Texas and will undoubtedly experience heavy public recreational use. It is therefore important that appropriate facilities be provided for the public's enjoyment of the recreational benefits they will provide.

Accordingly, although we are limiting our request for appropriations for the San Gabriel River Project to the $1,780,000

requested by the President for FY 1982, we urge that, to the extent funds may be available for this purpose when higher priority needs have been met, they be used to provide additional public recreational facilities at Lakes Granger and Georgetown.

BRAZOS NATURAL SALT POLLUTION CONTROL PROJECT

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $250,000 for continued planning and design of the Brazos Natural Salt Pollution Control Project in Fiscal Year 1982.

Salt water seeps and springs concentrated in a relatively small area of the upper Brazos River Basin discharge an average of 600 tons of salt per day into the main stem of the Brazos River. As a result, main stem Brazos River water is too salty for use with conventional treatment as a municipal water supply in the upper 75 percent of the Brazos Basin, where the needs for additional municipal water supplies are becoming increasingly urgent, and the effects of the natural salt pollution are felt in varying degree all the way to the mouth of the river, despite the diluting effect of good quality water brought into the main stem by downstream tributaries of the Brazos. The Natural Salt Pollution Control Project will significantly improve the quality of water in the main stem of the river for a distance of more than 900 river miles and will allow it to be put to most effective use to help meet the present and future water needs of the people of Texas.

BRAZOS RIVER AND TRIBUTARIES STUDY

The Brazos River Authority respectfully urges approval of the President's request for appropriation of $300,000 for continuation

of the Brazos River and Tributaries Study in FY 1982.

An important aspect of this study is an investigation which the Corps has been requested to initiate to explore the feasibility of converting a portion of the flood control storage space in Lake Waco to conservation storage space in order to increase the dependable water supply yield of the lake. This is to be done in coordination with studies being undertaken by the City of Waco to determine the feasibility of providing treated water supplies from Lake Waco to meet the municipal water needs of other cities in the Waco metropolitan area which are seeking a dependable surface water supply to replace their inadequate groundwater supplies. The Brazos River Authority has been joined by the City of Waco in requesting that the Corps of Engineers undertake studies to determine the feasibility and cost of increasing the conservation storage space in the Lake Waco. It is important that these studies be accomplished without delay so that a response to the needs expressed by the cities in the Waco metropolitan area may be made as soon as possible.

March 26, 1981

Energy and Water Development Subcommittee
Appropriations Committee
U.S. House of Representatives
Rayburn House Office Bldg.
Washington, D.C. 20515

Dear Committee Members:

As agricultural economists working primarily in the area of resource economics, we have followed with considerable interest the recent history of the O'Neill Unit. On the basis of our analysis, we firmly believe this project is not economically feasible. Given assumptions which we consider far more realistic than those used by WPRS, the potential returns to such a project would be less than $.30 on the dollar. The basis of our position is explained in the following pages. In these times, which dictate fiscal responsibility, we urge you to deny funding for the O'Neill Unit.

Sincerely,

Bruce B. Johnson
Agricultural Economist

Loyd K. Fischer
Agricultural Economist

The benefit/cost analysis performed by the Water Power and Resources Service for the proposed O'Neill Unit fails to meet professional standards for an economic feasibility study. A number of invalid assumptions and unacceptable procedures result in a substantial overstatement of the projected irrigation benefits. This brief paper will examine procedures used by WPRS analysts in the economic feasibility study and demonstrate the impact on the resulting B/C ratio of adjusting to more reasonable assumptions and to analytical methods which are more consistent with accepted economic analysis.

In their benefit/cost analysis for the O'Neill Unit, WPRS analysts devised budgets for three hypothetical farms for the year 2010. Two of the budgets are of farms, which are intended to be representative of those to which project water is to be delivered. One of these "with project" farm budgets assumes on-farm distribution of water by gravity and represents 76% of the acreage irrigated with project water. For the remainder of the irrigated acreage, the other "with project" farm budget reflects on-farm distribution of water by center pivot.

The third farm budget purports to be representative of farms in the project area in the absence of the O'Neill Unit. The difference in projected income between the "with project" and the "without project" farms is divided by the acres irrigated on the "with project" farms. This figure is then multiplied by the number of acres to which project water is supposed to be delivered to derive the estimated annual irrigation benefits over the life of the project. A point requiring emphasis is that the income from all enterprises on the "with project" farms, including cattle feeding, is claimed as an irrigation benefit.

All three of the representative farms are 1040 acres in size with 400 acres of cropland in corn and alfalfa. On the "with project" farms, 200 acres of the cropland is irrigated. The "without project" farm has no irrigation. The net income derived from the various farm budgets is, as follows:

"With project" farm (200 acres irrigated)

Gravity irrigation - $47,737

Center-pivot irrigation - $44,055

"Without project" farm (dryland) - $3,468

The irrigation benefits, which are calculated from the above data, are added to modest non-irrigation benefits to derive the total annual project benefits. The most recent WPRS estimate of total benefits is $17,406,000 per year. The annual cost of the project is estimated by WPRS to be $12,002,852, yielding a benefit/cost ratio of 1.5 to 1.

As indicated above the assumptions and methodology by which WPRS analysts calculated benefits are seriously flawed. Among the most

blatant errors is that of claiming as an irrigation benefit the profits from cattle feeding. In their most recent estimate, 31 percent of irrigation benefits are from this source. Historically, over two bushels of feed grains are produced in the project area for each bushel fed to livestock. Quite obviously, dryland farmers, or those who produce no crops at all, could purchase grain to feed cattle if they chose to do so. Clearly, in that area lack of feed grains is not a factor which limits cattle feeding. In any case, the corn produced on land irrigated by project water is worth no more than the price at which corn can be sold, or purchased. The purpose for which the corn is used, and the location of such use, does not affect project benefits. Deletion of the cattle-feeding profits from the benefits claimed reduces the B/C ratio to 1.0 to 1.

A second serious flaw in the estimation of benefits is the projected level of yields. Table 1 presents two budgets for center-pivot irrigated corn for 1980. One budget is from the WPRS farm budgets for the O'Neill Unit; the other was prepared by the University of Nebraska farm management specialists for the same area. Above average management is assumed for the UNL budget; since average yields of irrigated corn in the project area are well below the assumed 130 bu./ac.

Table 1. Comparison of Budgets for Center-Pivot Irrigated Corn Prepared by the WPRS and by Farm Management Specialists, University of Nebraska.

Cost Item	WPRS Budget[a/]	UNL Budget[b/]
Purchased Inputs	$187.14	$151.73
Labor	14.40	11.47
Machinery & Equipment (fixed)	54.22	98.40
Land Cost	39.89	24.50
Overhead and Management	4.82	20.59
Total	$300.48	$306.57
Estimated Yield Per Acre (Bu.)	191	130
Cost per Bushel	$1.57	$2.36

a/ Based upon unpublished farm enterprise budget for a 170 acre corn enterprise under center-pivot irrigation.

b/ 1980 corn enterprise budget for typical Northern Nebraska farms with 390 acres of irrigated land. Source: Estimated Crop and Livestock Production Costs, Nebraska, 1981, Department of Agricultural Economics, University of Nebraska-Lincoln.

Despite a lower cost of production in the WPRS budget, the assumed yield is nearly 50 percent higher than the yield in the UNL budget. As a consequence, the cost of producing a bushel of corn is a full 50 percent lower. This yield becomes even more suspect when other factors are taken into account, as follows:

1) The land to which project water is to be delivered is, on the average, inferior in quality to that which is now being irrigated. Only 12% is Class I by WPRS standards;

2) The project, as designed, will be incapable of providing water service adequate to prevent moisture stress in years of average, or below, precipitation; and

3) The assumption that 76% of the project will be irrigated by gravity fails to recognize that the soils of the area, and particularly those not now irrigated, are extremely sandy and are far from level. The rapid irrigation development in the area in the last decade has been exclusively by center-pivot.

All logic suggests that either a) the projected yields be substantially reduced or b) the costs of production be adjusted to reflect the level of inputs required to achieve such a spectacular average yield.

Adjustment of the projected yields of irrigated crops to a more reasonable 139 bu./ac. for corn and 4.3 tons/ac. for alfalfa (from 6.6 tons/ac.) would reduce the B/C ratio to 0.8 to 1. Combining this adjustment with deletion of cattle feeding enterprise reduced the B/C ratio to 0.33 to 1.

A third obvious discrepancy in the WPRS economic feasibility study is the number of acres for which full irrigation benefits are claimed. The WPRS is claiming benefits from 77,000 acres. Yet according to a survey conducted by the Center for Rural Affairs of Walthill, Nebraska, 42% of the land petitioned to receive project water is already being irrigated from groundwater. Of the remaining land, within the boundaries of the irrigation district, 56% are currently irrigated. Furthermore, according to the Final Environmental Impact Statement, Supplement 2, 80% of the acreage now irrigated could continue to be irrigated into the forseeable future from natural recharge.

The assumption of no irrigation on the "without project" farm implies that irrigation will continue into the future only if the project is built. Reality is quite different. An alternative projection that only a modest 25% of the currently irrigated land would continue to be irrigated without the project would reduce the B/C ratio to 1.1 to 1. Combining this adjustment with the previous adjustments yields a B/C ratio of 0.27 to 1.

The above are only illustrative of discrepancies in the WPRS economic feasibility study for the O'Neill Unit. Other weaknesses, some of which have been alluded to, would include, the following:

1) Estimates of water availability for the project are based on flows of the Niobrara River from a period ending in 1956. Because of irrigation upstream, and perhaps other factors, the annual flow of the river has been declining ever since. All indications are that the decline will continue.

2) The proportion of the water turned out at the reservoir, which WPRS analysts assume will be delivered to the irrigators (i.e., 73 percent), is totally unrealistic. The actual loss of water from the distribution system, if the project is built, would more likely be double that estimated by the WPRS.

3) Even with the projected high delivery efficiency, the system does not have the capacity to provide adequate water services to 77,000 acres. Simple arithmetic demonstrates that corn, growing on the sandy soils, will often be subject to moisture stress, particularly during the critical part of the growing season. Moisture stress, if it occurs at a vulnerable stage of plant growth, will reduce yields, sometimes drastically.

4) The estimated costs of construction of the project over the years have been adjusted for inflation at a rate much lower than the rate of increase of construction costs. Actual costs of construction, not counting inflation, will almost surely be much higher than current estimates.

5) The estimated costs of Operation, Maintenance and Repairs of the project is unrealistically low and inconsistent with that experienced in other WPRS irrigation projects.

6) The WPRS calculation of the irrigator's capacity to pay for irrigation water is less than 10 percent of WPRS estimates of the benefits to be derived from irrigation. How can irrigation be worth 10 times as much as irrigators can afford to pay for it? With the proposed repayment schedule, irrigatiors will pay less than three percent of the currently estimated cost of the project.

The above list is far from exhaustive but should demonstrate why WPRS claims of benefits from the O'Neill Unit are not persuasive. The project is uneconomic as an investment. It fails by a wide margin to meet the standards which would be required by any proposed investment of private resources. On what basis, can a proposal for a public investment be subjected to a less rigorous analysis than would be required by any prudent private investor? Some idea of the magnitude of the overstatement of benefits by the WPRS is likely reflected in the difference between their estimate of the irrigators ability to pay for water (i.e., $20.00 per acre) and the benefits claimed (i.e., over $200 per acre). If the full cost of the project, including the true cost of money, were taken into account, the benefits would be less than 10 cents for each dollar of cost. Diversion of resources from the private to the public sector for such an ill-advised project cannot be supported or condoned.

HOUSE OF REPRESENTATIVES
STATE OF UTAH

REP. W. ROBERT PHELPS, 41ST DISTRICT
RFD #1, BOX 622, PAYSON, UTAH 84651
COMMITTEES: APPROPRIATIONS (TRANSPORTATION AND PUBLIC SAFETY)
ENERGY AND NATURAL RESOURCES, LABOR, MANPOWER AND
INDUSTRIAL DEVELOPMENT (VICE CHAIRMAN)



March 19, 1981

Representative Tom Bevill
Chairman Subcommittee,
Enviornment and Water Development
Washington, D.C. 20515

Dear Representative Bevill,

I am currently serving in the Utah House of Representatives, having served therein twice previously. I also have been active, for the past thirty five years in wildlife and natural resources conservation in the state of Utah.

While I am very much in favor of water conservation in the west and for what the Central Utah Project is trying to accomplish, I have some real concerns about the "trans-basin" water transfer of the Bonneville Unit. This is the part of the project that carries water from the Uintah Basin in Eastern Utah to the Great Basin in the western part of the state. I feel that the cost of this segment of the project is much too high for the amount of water involved. This water can be used more economically and to a better advantage within the rapidly developing Uintah Basin.

Very Sincerely,
W R Phelps
W. Robert Phelps, State Rep.

NATIONAL WILDLIFE FEDERATION

1412 Sixteenth Street, N.W., Washington, D.C. 20036 202—797-6800

STATEMENT OF PATRICK A. PARENTEAU,
DIRECTOR, RESOURCES DEFENSE DIVISION,
NATIONAL WILDLIFE FEDERATION
BEFORE THE SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT
HOUSE APPROPRIATIONS COMMITTEE

March 30, 1981

On behalf of the National Wildlife Federation, representing more than 4.6 million members and supporters, I submit this statement for the record of the Subcommittee on Energy and Water Development.

ENERGY, TITLE I

NWF takes strong objection to the lack of balance in funding of energy programs in the President's budget. A much greater emphasis is placed on environmentally risky energy technologies, while those which would potentially lead the way to solving the energy/environment dilemma are placed on the back-burner. For example, the Administration's energy budget abandons constructive federal efforts in solar and conservation in order to accelerate the enormous ongoing subsidy for nuclear power and continue substantial subsidies for the synfuels industry.

We would like to make several recommendations for the energy budget which we believe would restore some of the balance of the Federal program and reshape it into an effort which is environmentally sound.

First, we urge the committee to restore essential DOE conservation and solar programs, including the solar and conservation bank, to full operational levels. The Administration's proposed budget recommendations for DOE's energy conservation programs represent a 77% reduction from levels appropriated for FY 81. Such reductions would effectively cancel major portions of the national energy strategy enacted by Congress over the last four years.

The proposed cuts in programs which are vital to the nation's energy security future are not cost-effective. These programs, unlike many of DOE's long-term R & D efforts, offer an immediate return in terms of energy saved, and of millions of barrels of oil freed for other uses in the economy. Promoting such efficiencies need not, and does not, involve curtailing the end uses to which energy is put, but it does require a constructive federal role in increasing the efficiency of energy use throughout American society.

100% reclaimed paper

We support a conservation budget of $700 million, allowing for a 20% reduction from the Carter Administration's request for FY 82. This would allow for the continuation of essential and highly successful federal energy conservation efforts, such as the low income weatherization program, schools and hospitals program, state conservation planning grants, appliance efficiency standards, and industrial, building and community systems, and transportation research and development.

The DOE solar program is comprised of photovoltaics, biomass, and active and passive solar systems. These programs have suffered a cumulative reduction of some 77 percent, to $193 million for FY 82. Again we recommend substantial restoration of this program.

The Administration now plans to rescind FY 81 funds for all of the DOE line-item synfuels demonstration projects except SRC II which will continue to be funded for FY 81 because of existing "international agreements." The Administration has also proposed that no money be appropriated for any of the projects in FY 82. We support the Administration's requests for these cuts. Additionally, we encourage the recission of unobligated FY 81 funds for the SRC II project. If accepted, the SRC II cut could yield savings of $162 million in FY 81 outlays.

The DOE Nuclear Budget contains funds for a variety of programs, ranging from cost-sharing research with the nuclear industry to the development of third generation technology of only speculative impact on national energy security. Many of these programs should be cut in line with the Administration's stated desire to end unnecessary federal involvement in the energy marketplace. Despite the overriding need to restrain federal spending, DOE's civilian nuclear programs (fission and fusion budgets) have received substantial increases in the latest budget revisions.

Based on a program-by-program analysis of the nuclear budget, we recommend significant cuts which include zero-budgeting the Advanced Nuclear Systems program and elimination of the Clinch River Breeder and Water Cooled Breeder programs, neither of which will have any siginificant impact on the development of world breeder technology, even if they were successfully completed.

Additionally, an equitable program of budget cuts within the DOE budget requires additional cuts in Magnetic Fusion R & D. Even with full funding of magnetic fusion, no assessment of the technology's potential impact on commercial electric generation is expected to be available prior to 1995.

WATER RESOURCES, TITLES II & III

In light of the severe budget cuts in conservation and habitat protection programs this year, we are very anxious to see this subcommittee make a commitment to cuts in the water resources development program that will encourage the conservation of valuable natural resources and wildlife habitat. This subcommittee has a great opportunity to save money and natural resources by acting in a fiscally responsible manner this year.

The National Wildlife Federation supports the following policy objectives:

- Reduced funding for flood control projects that induce the clearing of valuable habitat;
- Reduced funding for drainage and irrigation projects intended for the production of surplus or price supported crops; and
- Reduced funding for projects which do not have fish and wildlife mitigation recommendations completed by the U.S. Fish and Wildlife Service.

More specifically, the National Wildlife Federation would not support funds budgeted for the following water projects proposed by the Corps of Engineers or the Water and Power Resources Service. These projects have a direct negative impact on the environment, and have various other problems of economic feasibility and/or lack of local political support.

Tennessee-Tombigbee/Warrior-Tombigbee Waterway, Alabama and Mississippi

The Tennessee-Tombigbee Waterway has increased in cost astronomically since funding was first appropriated for construction in 1970. The scope of the project has significantly changed since the original authorization, and serious economic and environmental questions have been raised since the project's inception. The National Wildlife Federation urges that mitigation be conducted concurrent and proportionate with project construction. Also, the full costs of construction, bridge relocation, damaged water supplies, and all other costs associated with the Tennessee-Tombigbee and related projects should be fully disclosed to decisionmakers and the public in a manner appropriate to their consideration along with the irreversible commitments of natural and economic resources.

Hendry County, Central and Southern Florida Flood Control Project, Florida

The flood control project for Hendry County, Florida is the last of the old-line Everglades drainage schemes. It would drain 261 square miles of Hendry County to benefit 21 landowners, for the purpose of expanding sugar cane production and cattle feedlot operations at the headwaters of South Florida's drinking water supply. Stormwater runoff would drain into the Everglades of western Broward County carrying pesticides, herbicides, and other contaminants and encouraging algae growth. It would also encourage the drainage of wetlands and induce conversion of the naturally productive ecosystem to more intensive agricultural development. The project is opposed by the Florida Wildlife Federation and should be terminated, saving $5,152,000 in FY 82.

Richard B. Russell Dam, Georgia and South Carolina

Russell Dam, located on the Savannah River in Georgia and South Carolina, would provide hydropower during periods of peak demand only, serving no flood control or water conservation needs. It would be built on a geological fault between two large Corps lakes (Hartwell and Clarks Hill), require 59,260 acres, inundate 26,650 acres of forest and wildlife habitat, pollute downstream waters, and eliminate 29 miles of river and 50 miles of tributaries on the last undeveloped reach of the Savannah River in the Piedmont plateau. Power customers in the region will be heavily subsidized by federal taxpayers.

This project has major unknowns, including (a) its safety, (b) its downstream impacts, (c) whether it will become a pumped storage facility, (d) its mitigation plan. We recommend funding suspension until these unknowns are (a) resolved, (b) costed, (c) appropriate measures authorized, and (d) equitable repayment provisions adopted.

Barbers Point Harbor, Hawaii

Barbers Point Harbor is an $85,200,000 proposal to dig a second deep draft commercial port for Oahu. The harbor project is to be located at a private industrial park, whose owners are expected to receive a multimillion dollar windfall from coral to be dredged by the Corps in constructing the project. In the face of a reported long-term water level decline on Oahu, construction of the harbor is predicted to result in more than 3 million gallons per day of uncontrolled fresh water drainage into the ocean. Major shippers now operating through Honolulu Harbor have no interest in moving operations to Barbers Point. In light of the President's proposal to recover harbor construction and maintenance costs from user fees, the viability of the project is doubtful at best. The FY 82

request of $10 million for this project--upon which construction has not yet begun--should be rejected.

Red River Waterway, Louisiana

The Red River Waterway is a $1.7 billion navigation project on one of the most silt-laden and unstable watercourses in the country. Its principal purpose is to facilitate barge traffic between the Mississippi River and Shreveport, Louisiana, a corridor already served by rail. However, only 59% of the benefits of this costly undertaking are attributable to navigation. The General Accounting Office has found fault with other key benefits -- bank stabilization and area redevelopment -- using the Red River Waterway as an illustration of the shortcomings of the Corps' benefit-cost calculation practices. To our knowledge, no fish and wildlife mitigation plan has been approved by Congress. We strongly support the President's proposed termination of the project.

Libby Additional Units and Re-Regulation Dam, Montana

The National Wildlife Federation opposes the appropriation of any funds for the construction of a re-regulating dam on the Kootenai River in northwestern Montana, with or without the proposed additional units for the main Libby Dam. The project would destroy 10 miles of blue-ribbon trout fishing and more than 1,300 acres of winter range for elk, moose, bighorn sheep and deer, as well as habitat for bald eagles, osprey and many other wildlife species. Northwestern Montana would also lose recreation on 10 miles of free-flowing Kootenai River on top of the 90 river miles already lost due to the main Libby Dam.

The existing Libby Dam on the Kootenai River in northwest Montana was completed in 1973, after which the Corps of Engineers began to modify the dam to increase its generating capacity. This increased capacity at the main dam would produce virtually no more electricity than the existing facility, but would help meet higher daytime demand. Since peak period energy production releases water in surges, a reregulating dam was proposed 10 miles downstream to reduce water fluctuations. Total cost of the additional units and reregulating dam is $559 million, including the $14.6 million budgeted for FY 82.

The Ninth Circuit Court has denied a motion to reconsider a lower court injunction of the reregulating dam on the grounds that this portion of the project was never authorized by Congress. Yearly appropriations are being spent for the Libby Additional Units which are useless without a reregulating facility. The Corps is gambling that the sunk costs involved in the additional units will force ultimate Congressional authorization of the Reregulating Dam.

The Libby reregulating dam would allow the conversion of the main Libby Dam from a base-load facility to a peak power facility. In May, 1977, GAO released a report stating that there is no clear need for additional peak power in the Pacific Northwest. Furthermore, current plans call for marketing this power at a subsidized interest rate for computing repayment obligations. It is inappropriate and inequitable for the federal government to continue to subsidize hydroelectric energy for a region which already has an abundance of relatively inexpensive generating capacity. The project is opposed by the Montana Wildlife Federation.

Pine Ford Lake, Missouri

Half the benefits currently assigned to this economically marginal project are attributed to recreation, although abandoned lead mine sites upstream may pose toxic water quality problems in the reservoir. By letter of Dec. 17, 1979, the Missouri Department of Natural Resources has withdrawn state assurances for participation in recreation development at the project. No further funding for such a dubious project can be justified in a tight budget year.

Arkansas-Red River Basin Chloride Control Project, Oklahoma

One of the most questionable projects in the entire Corps program, the Chloride Control project would take nearly 98,000 acres in three states for the collection of three fresh water lakes, five lowhead brine collection dams, and six brine lakes. One brine lake would modify the existing Great Salt Plains Reservoir, a national wildlife refuge designated as critical habitat for the whooping crane. The project is beset by active opposition by rural landowners and is opposed by the Oklahoma Wildlife Federation. FY 82 funding of $595,000 should be eliminated.

Stonewall Jackson Dam, West Virginia

The costs of the Stonewall Jackson Dam project of the Corps of Engineers have increased dramatically over their initially authorized level, and the amount of land needed for acquisition has more than doubled. The Corps currently estimates that more than 350 families will be removed from their homes to complete the project. Forty-seven percent of the benefits accredited to this project are in water quality improvement. Legislation since authorization has discouraged this approach ("pollution dilution") to solving water quality problems. There have been significant changes in the project scope that have not been reviewed by the appropriate authorizing committees, including a change in the water supply and recreation components of the project (a decrease in water supply benefits and a concurrent increase in recreation benefits). The value of some $15 million in coal reserves to be flooded by the project has not

been properly considered by the Corps in its economic analysis. Stonewall Jackson Dam is opposed by the West Virginia Wildlife Federation.

Central Arizona Project

The Central Arizona Project is a massive project planned by the Bureau of Reclamation, consisting of aquaducts, four dams, and pumping plants. It is designed primarily to get water from the Colorado River to the Tucson and Phoenix areas for municipal and industrial water supply. CAP will destroy a unique wildlife habitat along desert streamsides which support hawks, bald eagles and other wildlife species. The economic justification for the CAP, and the Orme Dam in particular, is highly in question. To get the Colorado River water all the way to the Tucson area requires pumping uphill 2,000 vertical feet. The CAP will thus consume enough electricity to support the population of a city the size of Phoenix. It is time to carefully examine both the economic and the energy costs of the CAP proposal and re-evalutate its value in light of today's energy needs and fiscal circumstances. We object to any funding for a dam at the Orme damsite, and support the orderly completion of the alternatives analysis now being done under the Central Arizona Water Control Study.

O'Neill Unit and North Loup Division, Nebraska

The O'Neill Unit and North Loup Division of the Water and Power Resources Service -- together costing $578 million -- would provide heavily subsidized irrigation in north central and central Nebraska. Both projects involve large dams and a series of canals. The projects are designed to increase agricultural production, primarily corn, at a time when the federal government is paying set-asides and price supports because the country as a whole is growing too much corn. Norden Dam, a feature of the O'Neill Unit would inundate a significant stretch of the Niobrara River valley, a unique environment where eastern western, northern and southern species can all be found.

The purpose of the two projects is to irrigate 130,000 acres of land. The federal cost for the two projects averages more than $4,285 per acre, among the very highest in the reclamation program. Both the Norden and Calamus Dams have undergone recent design changes that have resulted in major cost increases.

Taken together, the projects will add over one-half billion dollars to the repayment obligation of the Pick-Sloan Missouri Basin water and power users. The Pick-Sloan account is already in financial shambles, as revealed by the Departmental audit of July, 1978.

No further construction funds should be spent on these projects. The Niobrara River, including the portion to be otherwise inundated by O'Neill, should be recommended for inclusion in the National Wild and Scenic Rivers System. This committee should examine the implications -- possibly beneficial -- for the Pick-Sloan repayment obligation resulting from the termination and/or deauthorization of these two projects.

Garrison Diversion Unit, North Dakota

Garrison Diversion is a massive, $1 billion federal irrigation project in North Dakota. The project would violate an international treaty with Canada, cause an unprecedented destruction of national wildlife refuges and some of America's most significant wetlands, and cause damages to more farmers than it would benefit. The Garrison project is designed not to bring new land into production, but to irrigate 250,000 acres of already productive land. The canals, reservoirs, and other project features would consume almost as much productive farmland as would be irrigated. About 200,000 acres of farmland and significant wetland would be taken by the project as authorized. Construction is less than 15% complete.

Canada has firmly opposed, since the commencement of construction in the late 1960's, those aspects of the project with a potential for injurious transboundary impacts. Under the terms of the 1909 Boundary Waters Treaty, Canada and the United States agreed that ". . . waters flowing across the boundary shall not be polluted on either side to the injury of health or property on the other." In 1975, the governments of the two countries asked the International Joint Commission (IJC) to undertake an impartial investigation of the transboundary implications of the project. In 1977, the IJC reported that the project as planned would cause pollution to Canada in violation of the Boundary Waters Treaty.

The project would cause the greatest single loss of wetlands in North Dakota history and would damage or destroy 13 national wildlife refuges. The Garrison project out not be funded for FY 82.

* * * * *

There are a number of active projects which are NOT funded in the President's 1982 budget proposal which we would like to address as environmentally damaging and economically wasteful. We urge that no funds be added for these projects.

Appalachicola River below Jim Woodruff Dam, Florida

Despite the opposition of the Governor and the Florida Cabinet to a dam and channelization project on the Appalacnicola River, the study proposal is still alive. This project is located on Florida's largest river, and would affect water quality in Florida's most productive and commercially valuable estarine system. This project proposal would increase these water quality problems and should not be pursued.

Obion Creek, West Kentucky Tributaries, Kentucky

This Corps flood control project would directly destroy approximately 1,800 acres of bottomland hardwoods and associated wildlife habitat. The reduction of waterfowl habitat would be devastating and irreplaceable. The project induces the clearing of additional bottomland hardwoods for conversion to agriculture and further development on the floodplain, contrary to Executive Order 11988. Less destructive clearing and snagging of Obion Creek can provide relief for much of the seasonal drainage problems now experienced by farmers in the area. The channelization project is opposed by the League of Kentucky Sportsmen.

Dickey-Lincoln School Lakes, Maine

The Dickey-Lincoln School Lakes project would entail severe environmental losses. It would flood 88,000 acres of timberland. It would add another still-water reservoir to an area saturated with lakes, and deprive the region of one of its last free-flowing stretches of white water for fishermen and recreationists. It has been shown that the electricity to be gained by the mammoth Dickey-Lincoln School Lakes project could be generated by smaller, less destructive hydro projects and pumped storage facilities and reduced through load management and conservation. We support the adoption of alternative measures to meet New England's energy needs and deauthorization for Dickey-Lincoln. We urge that remaining FY 81 planning funds be directed toward a review of the viability of Lincoln School Dam on its own, individual merits.

INDEPENDENT AGENCIES, TITLE IV

Appalachian Development Highway System

Under the Administration's proposal, the highway program of the Appalachian Regional Commission is recommended for transfer to DOT, fully funded, while the social development programs of the commission will be scrapped. The highway program is redundant with the federal-aid primary system. We recommend that funding for the Development Highway program be eliminated. Any essential gaps in the system can be funded out

the existing primary system apportionments of this irteen-state region.

elaware River Basin Commission

The commission recently approved a controversial withdrawal of up to 95 million gallons per day from the Delaware River at Point Pleasant, Pennsylvania, involving a radical change in the flow regimes of Neshaminy and Perkiomen Creeks. We urge that at least $250,000 be provided for FY 82 for the purpose of developing an Environment Impact Statement on this proposal, and that committee report language provide guidance to DRBC in the expenditure of such funds.

Columbia Dam, Tennessee

The Columbia Dam is a TVA project for regional development, recreation and water supply on the Duck River which has never had a benefit-cost ratio greater than 1 to 1. A recent exhaustive analysis of the project by the House Government Operations Committee concluded that the project is not essential and that it does not provide "a single benefit than cannot be met by an alternative (cheaper) proposal fashioned by the TVA." The dam would inundate forest and farmland along a stream of unusual beauty and biological diversity and constitute a waste of money in a state which already has 60 major impoundments. We urge that all unobligated FY 81 funds for Columbai Dam be rescinded.

MAR 24 1981

BOARD OF SUPERVISORS

COUNTY OF SAN DIEGO

Telephone:
(714) 236-2271

ROGER HEDGECOCK
SUPERVISOR, THIRD DISTRICT

March 18, 1981

The Honorable Tom Bevill
Chairman, Appropriations Subcommittee on
Energy and Water Development
U. S. House of Representatives
2302 Rayburn House Office Building
Washington, D. C.

Dear Mr. Bevill:

I am writing concerning proposed reductions in the FY '81 and FY '82 Budget Authorizations for demonstration geothermal projects in the Department of Energy. OMB Director David Stockman has proposed reductions for geothermal projects of $65 million in FY '81 and $49 million in FY '82. It is my understanding that, should these reductions be implemented, it would require the phasing out of the Heber Geothermal Binary Demonstration Project.

I believe two extremely important points have not been given adequate consideration in making the proposal for these reductions. First, I do not believe OMB has been made aware of the fact that the cooperative agreement between the Department of Energy and San Diego Gas & Electric for development of the Heber Binary Demonstration Project provides for repayment of the Federal investment. Second, I do not believe the importance of this demonstration project for the commercial development of geothermal energy in the southwest has been adequately taken into account.

The California Energy Commission has estimated that, in the Imperial Valley alone, there is a potential for generation of 2,000 megawatts of electricity from the geothermal resources there. The Heber Binary Project was selected by the Electric Power Research Institute as being representative of the abundant moderate temperature geothermal resources in the states of Idaho, Utah, New Mexico and California. The development of this demonstration project is recognized by both the utility industries and the scientific and academic communities as being necessary for the large scale commercialization of low to moderate temperature geothermal resources.

Further, unlike non-commercial pilot experiments, the Heber project would not only prove the Binary Process on a commercial scale, but would also advance commercial scale hardware technology, resulting in the design of a first-of-its-kind 50 megawatt geothermal turbine.

1600 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA 92101

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For those of us who are concerned about the development of reliable and affordable energy resources in the southwest, the Heber Binary Project is of critical importance. I strongly recommend that any decision to reduce Department of Energy funding for geothermal demonstration projects be carefully reviewed in light of the above facts.

Thank you for your consideration.

Very truly yours,

ROGER HEDGECOCK
Supervisor, Third District

RH:jg

cc: L. Clark Siebrand, Manager
Regional Governmental Affairs
SDG&E, P. O. Box 1831, SD

Russell L. Schweikert, Chairman
California Energy Commission

SACRAMENTO ADDRESS
STATE CAPITOL
SACRAMENTO 95814
(916) 445-2390

DISTRICT OFFICE
SUITE 14
2725 JEFFERSON STREET
CARLSBAD, CA 92008
(714) 434-1749

MAR 24 1981

COMMITTEES
LOCAL GOVERNMENT, CHAIRMAN
ENERGY AND NATURAL RESOURCES
UTILITIES AND ENERGY

Assembly
California Legislature

ROBERT C. FRAZEE
ASSEMBLYMAN, SEVENTY-SIXTH DISTRICT

March 19, 1981

RECEIVED

The Honorable Jamie L. Whitten
Chairman, Committee on Appropriations
U.S. House of Representatives
2314 Rayburn House Office Building
Washington, DC 20515

Dear Congressman Whitten:

As a member of the State Assembly's Utilities and Energy Committee, I favor the construction of the Heber Binary Geothermal Project. It appears that previously approved federal funding for the project is in jeopardy, and I urge you to see that this project survives the necessary budget reductions now in progress.

There are provisions in the signed Department of Energy agreement with San Diego Gas & Electric Company for the return of all the federal investment, less depreciation and the cost of purely federal work elements, out of a share of the project net revenues. This insures minimum risk that the federal government will not recover its investment. The private sector has agreed to fund 50 percent of the project cost providing DOE would fund 50 percent.

The population of California is increasing rapidly at a time when 58 percent of the State's electric production is tied to ever-rising oil prices. Our citizens face electric costs which are 30 percent higher than the national average. Alternate energy production is badly needed in our state.

Again, I urge you to support the funding of the Heber Binary Geothermal Project.

Sincerely,

Robert C. Frazee

Robert C. Frazee
Assemblyman, 76th District

Energy

MAR 23 1981

BOARD OF SUPERVISORS

COUNTY OF SAN DIEGO

Telephone:
(714) 236-2271

ROGER HEDGECOCK
SUPERVISOR, THIRD DISTRICT

March 18, 1981

RECEIVED

MAR 24 1981

APPNS. CMTE.

The Honorable Jamie L. Whitten
Chairman, Committee on Appropriations
U. S. House of Representatives
2314 Rayburn House Office Building
Washington, D. C 20515

Dear Mr. Whitten:

I am writing concerning proposed reductions in the FY '81 and FY '82 Budget Authorizations for demonstration geothermal projects in the Department of Energy. OMB Director David Stockman has proposed reductions for geothermal projects of $65 million in FY '81 and $49 million in FY '82. It is my understanding that, should these reductions be implemented, it would require the phasing out of the Heber Geothermal Binary Demonstration Project.

I believe two extremely important points have not been given adequate consideration in making the proposal for these reductions. First, I do not believe OMB has been made aware of the fact that the cooperative agreement between the Department of Energy and San Diego Gas & Electric for development of the Heber Binary Demonstration Project provides for repayment of the Federal investment. Second, I do not believe the importance of this demonstration project for the commercial development of geothermal energy in the southwest has been adequately taken into account.

The California Energy Commission has estimated that, in the Imperial Valley alone, there is a potential for generation of 2,000 megawatts of electricity from the geothermal resources there. The Heber Binary Project was selected by the Electric Power Research Institute as being representative of the abundant moderate temperature geothermal resources in the states of Idaho, Utah, New Mexico and California. The development of this demonstration project is recognized by both the utility industries and the scientific and academic communities as being necessary for the large scale commercialization of low to moderate temperature geothermal resources.

Further, unlike non-commercial pilot experiments, the Heber project would not only prove the Binary Process on a commercial scale, but would also advance commercial scale hardware technology, resulting in the design of a first-of-its-kind 50 megawatt geothermal turbine.

For those of us who are concerned about the development of reliable and affordable energy resources in the southwest, the Heber Binary Project is of critical importance. I strongly recommend that any decision to reduce Department of Energy funding for geothermal demonstration projects be carefully reviewed in light of the above facts.

Thank you for your consideration.

Very truly yours,

ROGER HEDGECOCK
Supervisor, Third District

RH:jg

cc: L. Clark Siebrand, Manager
Regional Governmental Affairs
SDG&E, P. O. Box 1831, SD

Russell L. Schweikert, Chairman
California Energy Commission

STATEMENT OF LAURENCE D. McMERTY

EXECUTIVE VICE PRESIDENT, NORTH DAKOTA WATER USERS ASSOCIATION

MINOT, NORTH DAKOTA

GARRISON DIVERSION UNIT

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 sacrifices 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 four 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, with the exception of one, 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 agriculatural economic base, which Garrison Diversion will stabilize, continues to be without a solid base. We have already made the sacrifices; 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 3, 1980:

GARRISON DIVERSION UNIT

We respectfully request that the Water and Power Resources Service issue contracts and begin work on major facilities of the project as listed in the Public Works Bill of 1980. We urge them to proceed as expeditiously as possible with

the development of the LaMoure Unit of the James River Irrigation District and the 5,000-acre research facility in the West Oakes Unit to allow field testing and research as recommended by the International Joint Commission. We urge the United States Government immediately begin consultations on the transboundary impacts of the project with Canada and that priority be given to allow construction of Lonetree Dam and related facilities since the IJC concluded that this could be constructed without unacceptable risk to Canada, thereby preventing further costly delays. We urge Congress to appropriate at least $35 million for FY82 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 construction of the project. We support the legal action taken by the Conservancy District to determine the authorized mitigation plan and settle the acceptance of West Bay lands of Devils Lake for mitigation purposes. We 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 of mitigation and enhancement, using the various approaches developed by the special mitigation study group, which will be acceptable to the people of North Dakota. We oppose the taking of prime agricultural land for mitigation purposes and emphasize the willing-seller

concept for acquisition of mitigation and enhancement lands. We realize it is impossible to identify every parcel of land which may be needed for project purposes since the construction of the project will be over a period of 15-20 years. We urge the Department of Interior to accept the staged development program as proposed by the Conservancy District and the State of North Dakota.

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

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 1980, 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 3, 1980:

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 amendments to the authorization of the Burlington Dam Project. It is time we made this much-needed project a reality.

2356

MAR 31 1981

JOHN SPELLMAN
Governor

DONALD W. MOOS
Director

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Mail Stop PV-11 • Olympia, Washington 98504 • (206) 753-2800

March 27, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development
Subcommittee of the Committee
on Appropriations
House of Representatives
Washington, D.C. 20515

Dear Representative Bevill:

Enclosed is the State of Washington's testimony on the President's proposed rescission of $5 million of FY 81 state grant program funds which is administered by the Water Resources Council (WRC) under Title III of the Water Resources Planning Act (P.L. 89-80 (as amended)) and the elimination of WRC in FY 82.

As indicated in the testimony, the State of Washington feels strongly that both Congress and the Washington State Legislature have expressed the intent that the states assume a leadership role in water resource planning, management, and development. This proposal, if approved, will make the state's role much more difficult.

We appreciate this opportunity to testify and ask that these comments be entered into the record at the hearings on this proposal.

Sincerely,

Donald W. Moos
Director

DWM:lh

Enclosure

TESTIMONY OF THE STATE OF WASHINGTON

BEFORE THE HOUSE COMMITTEE ON APPROPRIATIONS

The Reagan administration has proposed a rescission of $5 million in FY 81 state grant program funds under Title III of the Water Resources Planning Act (P.L. 89-80) which is administered by the U.S. Water Resources Council. The administration has also proposed to eliminate the Water Resources Council in FY 82.

The State of Washington appreciates this opportunity to provide testimony and to express a concern over these proposals.

In recent years, the Federal Government has emphasized the need for state leadership in water resources activities. The Washington State Department of Ecology has found it increasingly difficult to adequately represent the citizens of the State of Washington before the numerous Federal agencies with much larger budgets. For example, FY 81 expenditures for water resources planning in Washington State by the Army Corps of Engineers, Department of the Interior, Department of Agriculture, and the Department of Energy are estimated to total $6,868,000. For the same period, Federal water resources planning assistance to the state was expected to total only $165,000. If the proposed rescission of funds is approved, this figure will be reduced to $83,000. With such differences in expenditures, the state has a very difficult task in adequately representing its interests and functioning in a leadership role.

If the President's proposal to eliminate the Water Resources Council in FY 82 is approved, and if no other funding for the state grants program is provided, the State of Washington will be forced to further reduce its water resource planning and management activities.

We urge Congress to continue funding for the state grant program so the states can maintain a partnership role that has been the stated intent of the Federal Government.

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MAR 30 1981

▶ HONORABLE TOM BEVILL RPT DLY MGM, DLR
U.S. HOUSE OF REPRESENTATIVES
WASHINGTON DC 20515

DEAR CONGRESSMAN BEVILL

PLEASE ENTER THE FOLLOWING LETTER AS TESTIMONY IN THE HEARING OF YOUR APPROPRIATION SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT. THIS IS THE TEXT OF A LETTER WHICH WAS MAILED TO YOU ON FEBRUARY 26 1981, FOR WHICH WE HAVE NEVER RECEIVED A RESPONSE: WE WISH TO BRING TO YOUR ATTENTION SEVERAL FACTS IN AN EFFORT TO DESUADE YOUR SUBCOMMITTEE ON ENERGY AND WATER DEVELOPMENT FROM EXPRESSING SUPPORT FOR THE ILL-CONCEIVED ORME DAM IN CENTRAL ARIZONA. FIRST, WE WOULD LIKE TO POINT OUT THAT BUILDING ORME DAM WOULD BE FISCALLY IRRESPONSIBLE. THE COST OF ORME DAM PLUS A COST MAKING UPSTREAM DAMS SAFE WOULD TOTAL MORE THAN 835 MILLION IN 1980 DOLLARS ($545 MILLION FOR ORME PLUS $290 MILLION FOR ALTERING UPSTREAM DAMS TO MAKE THEM SAFE). FOR LESS THAN HALF THIS AMOUNT, $415 MILLION, BOTH FLOOD CONTROL AND DAM SAFETY CAN BE ACHIEVED BY REPLACING ROOSEVELT DAM AND BUILDING CLIFF DAM. THIS HAS BEEN VERIFIED BY THE ARMY CORP OF ENGINEERS IN THE U.S. POWER AND WATER REOSOURCE SERVICE AS PART OF THE ON-GOING CENTRAL ARIZONA WATER CONTROL STUDY. SECOND, WE WOULD LIKE TO REMIND YOU THAT OUR COMMUNITY IS ABSOLUTELY OPPOSED TO ORME DAM AND THAT WE WILL DO EVERYTHING THAT IS LEGALLY POSSIBLE TO DELAY OR PREVENT ITS CONSTRUCTION. IF IT IS COSTLY NOW, YOU CAN IMAGINE HOW COSTLY IT WOULD BE AFTER YEARS OF LAW SUITS AND LEGAL DELAYS. WE ARE FIGHTING FOR OUR PHYSICAL, SOCIAL AND ECONOMIC SURVIVAL AND WE HAVE ATTRACTED THE SUPPORT OF MANY FRIENDS. OUR PEOPLE HAVE BEEN TRAGICALLY RELOCATED AND DEPRIVED OF THEIR LAND TOO MANY TIMES ALREADY. WE DO NOT INTEND TO PERMIT THIS TO HAPPEN AGAIN. THIS IS NOT MERELY AN ARIZONA ISSUE, IN THE EYES OF AMERICAN TAX PAYERS, IT WILL BE A NATIONAL ISSUE AND IN THE EYES OF THE WORLD, IT WILL BE A HUMAN RIGHTS ISSUE. WE WOULD LIKE TO HAVE THE OPPORTUNITY TO TESTIFY BEFORE YOUR SUBCOMMITTEE AND WE WOULD LIKE TO MEET WITH YOU DURING THE LATTER PART OF MARCH AT YOUR OFFICE IN WASHINGTON.

THANK YOU VERY MUCH.

SINCERELY YOURS

CC LARRY ASCHENBRENNER

NORMAN AUSTIN TRIBAL PRESIDENT (PO BOX 1779 FOUNTAIN HILLS AZ 85268)

WYOMING
EXECUTIVE DEPARTMENT
CHEYENNE

ED HERSCHLER
GOVERNOR

March 25, 1981

The Honorable Tom Bevill
Chairman
Subcommittee on Energy and Water Development
Committee on Appropriations
House of Representatives
2362 Rayburn House Office Building
Washington, D.C. 20515

Dear Chairman Bevill:

I am forwarding 15 copies of a statement relative to appropriations for Fiscal Year 1982 for the Water and Power Resources Service. This statement is in support of the testimony presented by representatives of the Upper Colorado River Commission on March 25, 1981.

I appreciate the opportunity to submit this written statement for the consideration of the Subcommittee.

Sincerely,

Ed Herschler

ED HERSCHLER
Governor

EH/llw

77-001 O - 81 (Pt. 10) - 71

STATEMENT
OF
ED HERSCHLER

Governor of the State of Wyoming
Before the Energy and Water Development Subcommittee of the
Committee on Appropriations
CONGRESS OF THE UNITED STATES
House of Representatives
Washington, D.C.
March 25, 1981

Mr. Chairman and Members of the Committee:

Development of water resources in the West by the Water and Power Resources Service has been very important to the economic and social well-being of the State of Wyoming in the past and it will continue to be important in the future due to our arid climate. Water development projects are necessary to provide adequate supplies for agricultural, municipal, and industrial uses within the State. The State of Wyoming strongly supports the programs of the Water and Power Resources Service as outlined in the proposed budget for Fiscal Year 1982. Funding should be continued for the rehabilitation and improvement of several existing projects in Wyoming. Timely rehabilitation is necessary to halt deterioration of existing facilities and to avoid greater repair costs in the future and the improved energy efficiency, reduced O & M costs, increased safety, and water conservation which will result from the improvements will increase the productivity of the projects and benefit the entire region. These projects are a necessity for a major portion of the agriculture industry in the State, as well as making a significant contribution to the agricultural economy of the nation and they should be maintained in peak operating condition.

Some water development projects in the State may have to be re-evaluated in light of the extensive energy development which is taking place. One of these is the Savery-Pothook project in South-Central Wyoming and Northwestern Colorado which is not included in the proposed budget. Industrial growth and the associated population influx will create demand for more industrial and municipal water than is presently available in the area. Industrial development is expected in several other energy rich areas of Wyoming and water development will be necessary to meet these demands, also.

The reclamation program administered by the Water and Power Resources Service has, over the years, proven to be beneficial, necessary, and to a large extent, self-supporting. The State of Wyoming, the surrounding region, and the entire nation have benefited from projects initiated under this program.

Thank you, Mr. Chairman, for the opportunity to present this statement for the record.

SOUTHERN NEVADA HOME BUILDERS ASS'N, INC.
AFFILIATED WITH
NATIONAL ASSOCIATION OF HOME BUILDERS
OF THE UNITED STATES

P.O. BOX 5397
PHONE: 870-7234
LAS VEGAS, NEVADA
89102

MAR 30 1981

March 24, 1981

Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
Room 2305
Rayburn House Office Building
Washington, D.C. 20515

Dear Congressman Bevill:

The Southern Nevada Home Builders Association has and continues to be alert to the needs for an adequate municipal and industrial water supply to the Las Vegas Valley and Boulder City areas in Southern Nevada. We have been advised that the Fiscal Year 1982 Federal Budget proposes $8,140,000 reimbursable appropriation be provided under Public Law 89-292 for continued construction for the Second Stage of the Southern Nevada Water Project. We urge your support of this Fiscal Year 1982 appropriation.

The Southern Nevada Home Builders Association considers this water supply project to be vital to the economic, social and environmental well being of the current and future residents of Southern Nevada.

We requrest that this letter be made a part of the public hearing record.

Your consideration in this matter will be sincerely appreciated.

Sincerely,

Barry W. Becker
President

BWB/esp

cc: Congressman Santini

MAR 27 1981

PIEDMONT TRIAD COUNCIL OF GOVERNMENTS

Four Seasons Offices
2120 Pinecroft Road
Greensboro, North Carolina 27407
Telephone: 919/294-4950

Office Of Chairman

March 24, 1981

The Honorable Tom Bevill, Chairman
Energy and Water Development Subcommittee
Room 2305
Rayburn Office Building
Washington, DC 20515

Dear Representative Bevill:

Last year, I and a number of local elected officials and business leaders from our region appeared before your committee expressing our need for an additional water supply that would be made available through construction of the proposed Randleman Lake project. We still need this project. We would ask that the enclosed testimony now be placed in the public records of your committee and that copies be made available to each member of your committee and the committee staff for their consideration.

The testimony which is enclosed demonstrates the crucial need for and worth of the project so I will not repeat the testimony in this letter. Please be assured that we will be glad to appear before your committee on this if it is considered helpful to you or to supplying our citizens with an adequate water supply.

If you need additional information on the Randleman Lake project for your committee's consideration, please let me know.

Sincerely,

Joseph B. Griffith Jr.

Joseph B. Griffith, Chairman
Board of Delegates, Piedmont Triad Council of Governments

JBG/jst

cc: PTCOG Executive Committee

TESTIMONY ON RANDLEMAN LAKE PROJECT
APRIL, 1981

The Piedmont Triad Council of Governments and its member local units of government seek a $500,000 appropriation for a new construction start on the Randleman Lake project during Fiscal Year 1982.

The Randleman Lake project is located in the heart of the Piedmont section of North Carolina and will be in the northern portion of Randolph County and the southern portion of Guilford County. The Randleman Lake project is multi-purpose and would benefit hundreds of thousands of citizens in flood control, water supply, and area redevelopment. However, water supply is the most demanding need for the heavily populated Upper Cape Fear River Basin.

Last year, resolutions of support were obtained from the affected local units of government in this highly industrial region (pages 4-15). In addition, we sent a delegation representing local units of government and the business community to Washington in March of 1980 (page 3). While in Washington, a spokesman for the delegation, Commissioner Richard Petty, of Randolph County, testified before the appropriate House and Senate subcommittees on the urgent need for the Randleman Lake project (page 2).

This year, local units of government have reaffirmed their support of the Randleman Lake project and have worked earnestly to proportion the 48 million gallons per day projected yield from initial request by the local units of government for 61 million gallons per day.

In addition, the local units of government have agreed that if environmental protection of the water supply can be obtained, that a decrease in recreational acreage around the lake will be acceptable. This reduction would insure that the project would recognize current economic conditions.

In considering appropriations for the Randleman Lake project, it is important to point out that it was the only new construction start project recommended by the Secretary of the Army for FY 1982, that 3.4 million dollars has already been spent on the planning and design of the facility and that this project has one of the highest cost benefit ratios of any water supply project undertaken by the Corps of Engineers in recent years.

In conclusion, this project is absolutely essential to the economic development of our region, delays will be costly not only in dollars but in the availability of water when needed, the availability of the land for the project itself. The magnitude of the project requires the partnership and commitment of over 50% of all project funds will come from local units of government and the State of North Carolina.

We ask that this project continue to receive high priority for funding at the earliest possible time to insure adequate water supply for the citizens of our Region.

Joseph B. Griffith, Chairman
Board of Delegates
Piedmont Triad Council of Governments

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 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 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.

Delegation on Randleman Lake

Richard Petty, Commissioner (Spokesman)
Randolph County Board of Commissioners

Joseph B. Griffith, Jr., Mayor
Town of Liberty

Bob 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.

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
11. Town Council of Liberty, dated March 24, 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

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 33
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



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

City of Reidsville
North Carolina
27320

MUNICIPAL BUILDING
220 WEST MOREHEAD STREET
[redacted] 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'Neal
President

John D. Carmon, Jr.
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: Deloras 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.

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

Upper West Fork River Watershed Assoc.

CO-SPONSORS
Lewis County Court
West Fork Soil Conservation District
Tygarts Valley Soil Conservation District
Lewis County Watershed Assoc., Inc.

KENNETH PARKER, PRESIDENT
Rt. 3, Box 273
Weston, W. Va. 26452

Testimony of Kenneth Parker
Route 3 Box 273 Weston, West Virginia
for the Committee on Appropriations
House of Representatives
Washington D.C. March 31, 1981
Relative to the Stonewall Jackson Lake Project

My name is Kenneth Parker. I am president of the Upper West Fork River Watershed Association, a 1600 member citizen group made up of citizens across the state of West Virginia who oppose construction of the Stonewall Jackson Lake Project proposed for Lewis County.

This dam project goes back to the 1930's; was authorized in 1966 at an estimated cost of $34 million; and has a current price tag of $215,900,000.

We believe that the Stonewall Jackson dam project is a poor investment, as well as a waste of our precious resources- agricultural land, timber, coal and gas. And we urge you to halt this project now.

In 1977 Governor John D. Rockefeller IV signed a cost-sharing agreement with the Corps of Engineers which made the state's share for recreation development contingent on appropriations from the State Legislature. Current estimates from the Corps of Engineers of the state's liability are:

$11,035,000 at interest for initial development
$13,450,000 for future development
$ 389,000 for annual maintenance
plus 100% cost of additional facilities

In light of this tremendous cost, and the fact that West Virginia does not need another state park, the West Virginia Senate passed a resolution on March 2nd of this year declaring its unwillingness to appropriate funding for the park development. The state Senate further recommended that the cost-sharing agreement signed in 1977 be rescinded, and that the Corps of Engineers drop plans for a state park at the project. A copy of this resolution is attached. (Action in the House of Delegates is pending.) This statement clearly calls into question West Virginia's

ENDORSING AGENCIES: Braxton County Court, Braxton County Farm Bureau, Brooks Bird Club, Kentucky Rivers Coalition, Lewis County Farm Bureau, Lewis County Livestock Assoc., Lewis County Mountaineers for Rural Progress, Mountaineer Chapter of Nat. Audubon Soc., National Wildlife Federation, Potomac Branch of Sierra Club, Save Our Mountains, State Assoc. of Soil Cons. Districts, State Soil Conservation Committee, S.P.I.R.G. - W. Va. Wesleyan College, Tri-District Soil & Water Supervisor's Assoc., Tri-District Soil & Water Sup. Assoc. Aux., Upshur County Mountaineers for Rural Progress, Upshur County Livestock Assoc., Upshur Sportsmen Conservation Club, W. Va. Assoc. of Agriculture Industries, W. Va. Citizens Action Group, W. Va. Highlands Conservancy, W. Va. Wildlife Federation, United Mine Workers of America, American Farm Bureau Federation, United Methodist Church Board of Church and Soc., Ohio County Farm Bureau, Pennsylvania Farmer Assoc., Roane County Comm., Environmental Policy Center of Wash., D.C.

commitment to the Stonewall Jackson dam project.

The Stonewall Jackson dam project is currently facing three seperate legal challenges. In April of 1980 a lawsuit was filed by the National Wildlife Federation, the National Taxpayers Union, the Upper West Fork River Watershed Association, the Sierra Club and the West Virginia Highlands Conservancy charging that the Corps of Engineers is violating the interest rate provisions of the Water Resources Development Act of 1974; the Federal Water Pollution Control Act Amendments of 1972, by including water quality benefits without certification from the Environmental Protection Agency; and the Rivers and Harbors Appropriation Act of 1899, by changing the scope of the project without Congressional approval. The suit is in the U.S. Federal Court for Northern West Virginia and is in the discovery stage.

A second suit is before the West Virginia Supreme Court and alleges that the State 401 dredge and fill permit, granted to the Corps by the West Virginia Department of Natural Resources after having been granted and withdrawn previously, was granted illegally because of the DNR's failure to hold public hearings as mandated by law. The work involves the first segment of road relocation of U.S. Route 19 which has not been initiated. The suit was filed by two landowners in the area and the Upper West Fork River Watershed Association. A decision is pending.

A third suit, which is in the Federal Court also, was brought by the J.F. Allen Company, a local contracting firm. It seeks to enjoin the award of a construction contract to a minority contracting firm in Pittsburgh, based on the contention that the Small Business Administration's minority contractor requirement should not apply to this project. Initiation of this road construction is halted pending a decision of the court on this case.

The Stonewall Jackson dam project is controversial and unpopular, and for good reason. This is what the taxpayers would be getting for their money:

1) A 215 million dollar high-rise dam which can only control 12% (twelve percent) of the drainage in the West Fork Basin, leaving even the town of Weston three miles below it still vulnerable to flooding from uncontrolled tributaries below the dam. The larger city of Clarksburg,

twenty miles downstream, would have to experience a 500-year flood before the dam could reduce the water level by less than two feet.

2) A 215 million dollar high-rise dam which cannot provide significant flow augmentation downstream. The Corps states in its EIS "The reservoir storage capacity of the Stonewall Jackson Lake is not sufficient to maintain a high minimum flow schedule for the main stem of the Monongahela River." And since West Virginia does not have a water use law, the Corps cannot guarantee this flow at any point in the river.

3) A 215 million dollar high-rise dam which would destroy ten percent of Lewis County's prime agricultural land while creating no new sites for industry to replace the lost agricultural industry. State Agriculture Commissioner Gus Douglass estimates a loss of $2-3 million in agriculturally generated income annually to Lewis County.

4) A 215 million dollar dam project, 15% of the benefits from which would be for a recreation development that the state does not need, cannot afford and would not be funded by the West Virginia Legislature. The "lake" would have an average depth of only sixteen feet, with no swimming allowed (by a ruling of the West Virginia Health Department), while low flow augmentation water would be released during the height of the recreation season. Nearly 75% of the projected park uses can be achieved in a non-reservoir setting. At least 15 flatwater recreation areas already exist in the population districts to be served by Stonewall, and in order to achieve the Corps' projected visitation figures, according to their own Draft Recreation Master Plan, every man, woman and child in Lewis County would have to visit the park 15.066 days a year by the year 2020!

5) A 215 million dollar high-rise dam to provide water storage for a town of 8,000 population, at a cost to Weston of $4,300,000 at interest for construction plus $11,500 for annual maintenance.

At a time of severe cost-cutting by the federal government, it is incredible that the Stonewall Jackson dam project continues to be funded.

The Upper West Fork River Watershed Association was formed in 1974 to promote a Soil Conservation Service small watershed dam project as a less expensive, less land intensive alternative to Stonewall, which while inundating 3470 acres, would take 20,289 acres in all. Some of the sites

for watershed lakes are already owned by the government and can be transferred to SCS. Data collected by the Corps, studies and records would already exist. Dam construction for Stonewall is not scheduled to begin until 1984, and only a three-mile stretch of road built over strip mined land has been initiated and completed. Only 30 million of the estimated $215 million has been spent. We submit that now is the time to abandon the boondoggle Stonewall Jackson dam project and allow the local people to solve a local problem with a much more modest investment of state and federal money.

Political support for our point of view is growing. In the past election Lewis County elected a state Senator and House of Delegate member who oppose the big dam. A majority of the West Virginia Legislature opposes state involvement in the project. With the retirement of our incumbent Congressman, we are looking to our new fiscally conservative, agriculturally oriented new Congressman, Cleve Benedict. The West Virginia Agriculture Commissioner Gus Douglass, Secretary of State A. James Manchin, and 4th District Congressman Mick Staton all share our view.

The Stonewall Jackson dam project is a poor investment, indeed. We urge you to study the project and cease funding it now.

Ms. Chace, Mr. Galperin and Mr. Wise offered the following resolution:

Senate Concurrent Resolution No. 6—"Recommending that plans for the Stonewall Jackson Dam and State Park be discontinued by the Army Corps of Engineers."

WHEREAS, The United States Army Corps of Engineers and the West Virginia Department of Natural Resources have entered into an agreement to build and construct the Stonewall Jackson Dam and State Park on the West Fork River in Lewis County, West Virginia; and

WHEREAS, The agreement dated March 1977, states, "The performance of any obligation by the State under this contract is contingent upon the Legislature making the necessary appropriations and funds being allocated for same"; and

WHEREAS, Section 221 of the Water Resources Development Act of 1970 (PL 91-611), requiring a binding contract with each nonfederal interest in a water resource project, defines "nonfederal interest" as "a legally constituted public body with full authority and capability to perform the terms of its agreement and to pay damages, if necessary, in the event of failure to perform"; and

WHEREAS, The appropriate nonfederal interest in the case of Stonewall Jackson State Park is the West Virginia Legislature; and

WHEREAS, The West Virginia Legislature in 1977 passed legislation which states:

"After the effective date of this section (July 1, 1977) neither the director, nor any other officer, or employee, or agent of the department of natural resources may, without the express authorization of the Legislature:

(1) Acquire, or authorize the acquisition of, land for any new state park, forest, public fishing and hunting area, or other recreational facility; or

(2) Construct, or authorize the construction of, any new facility or building in any state park, forest, public hunting and fishing area, or other recreational facility." (§20-1-20); and

WHEREAS, The Corps of Engineers has not finalized and the West Virginia Department of Natural Resources has not approved, a final master plan for recreation and fish and wildlife development and management for Stonewall Jackson State Park; thus no construction or site preparation work on the development has been approved or initiated; and

WHEREAS, The estimated cost to the State of West Virginia for its share of the park development at the project has continued to rise since the 1977 agreement was entered into. Specifically:

State's share of initial recreation development:

1977 - $ 5,196,950 at 3.649% interest over 50 years

1980 - $11,400,000 at 5.683% interest over 50 years

State's share of future recreation development:

1977 - $ 4,120,000

1980 - $13,450,000

State's annual maintenance cost:

1977 - $ 129,000

1980 - $ 347,000; and

WHEREAS, There is an ultimate limit to the number of recreational facilities this State, with its size, population and financial resources can or should support; therefore, be it

Resolved By The Legislature of West Virginia:

That the Legislature hereby declares its unwillingness to appropriate funding for a state park development at Stonewall Jackson Reservoir; and be it

Resolved further, That it is hereby recommended that the recreation agreement between the Army Corps of Engineers and the State of West Virginia be rescinded; and, be it

Resolved further, That it is hereby recommended that the Army Corps of Engineers omit plans for a State Park development at its multipurpose Stonewall Jackson Dam project.

MAR 23 1981

Las Vegas Valley Water District

March 17, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House Committee on Appropriations
2305 Rayburn Office Guilding
Washington, D.C. 20515

Dear Congressman Bevill:

The Las Vegas Valley Water District is the major participating contractual water user being supplied Colorado River water from Lake Mead through the Southern Nevada Water System, authorized by Public Law 89-292, the first stage of which was completed in 1971. Over the past ten years, the phenomenal growth in population in the Las Vegas Valley, Boulder City and adjacent communities has clearly reduced the planned duration of the first stage of the Southern Nevada Water Project to satisfy the continuing growing requirements for municipal and industrial water supply. Current projections clearly indicate the need for the completion of the Second Stage of the Project at the earliest possible date. We have no economically feasible alternative water supply source to meet the demands of the communities served by the Las Vegas Valley Water District. We have been, and are currently, financing the construction of additional improvements; an expansion of our pumping facilities, reservoirs, major transmission systems, and distribution systems in anticipation of the delivery of water from the Second Stage of the Project. The separately funded State of Nevada central water treatment facility, which is also under construction, is interdependent with the successful and timely completion of the Second Stage of the Project.

Failure to provide our communities with municipal and industrial water would create negative economic, social and environmental impacts in the area being served by the Las Vegas Valley Water District. Also, the development of the MX Missile System in Nevada, would materially accelerate water demands beyond the level which is currently projected.

3700 WEST CHARLESTON BOULEVARD
LAS VEGAS, NEVADA 89153 • (702) 870-2011

The Honorable Tom Bevill

March 16, 1981

Your support of the proposed $8,140,000 in reimbursable appropriation for the federal fiscal year of 1982 for the continued construction of the Second Stage of the Southern Nevada Water Project will be sincerely appreciated by all of us who are now, and will in the future be dependent upon this vital, natural resource to be supplied by the Project.

I request that this letter be included in the Subcommittee's public hearing record.

Sincerely,

Richard J. Ronzone, President
Board of Directors

cc: Congressman James Santini

STATEMENT OF

CHESTER REITEN, MAYOR

THE CITY OF MINOT, NORTH DAKOTA

SOURIS VALLEY FLOOD CONTROL

SOURIS RIVER, NORTH DAKOTA

Mr. Chairman and Members of the Committee:

My name is Chester Reiten, Mayor of the City of Minot.

I have appeared in front of sub-committees 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 personnally in their behalf.

You have also been generous in providing emergency funds in seven of the last 12 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.

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 the 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 3½ 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 33,000, 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 the amendments to the authorization of the Burlington Dam project, so that construction can begin as soon as possible.

Thank you for the opportunity to file this statement with the committee.

Chester Reiten

Chester Reiten

MISSOURI PACIFIC RAILROAD CO.
210 N. 13TH STREET
ST. LOUIS, MISSOURI 63103
TEL. AREA CODE 314 622-2424
622-2425

M. L. SMITH
DIRECTOR—MARKETING
PETROCHEMICALS AND HAZARDOUS MATERIALS
T. L. MARTIN
MANAGER—MARKETING
PETROCHEMICALS AND HAZARDOUS MATERIALS
R. A. HINES
MARKET ANALYST

RECEIVED
FEB 11 1981
APPNS. CMTE.

February 9, 1981

File: LB-White River

Representative Jamie Whitten
Chairman, House Appropriations Committee
Washington, DC 20515

Dear Congressman Whitten:

The Corps of Engineers has submitted, to various federal agencies and the Governor of Arkansas, an EIS and Feasibility Report on a 9-foot navigation project on the White River. Based on January 1980 costs and a 7-1/8% discount interest rate, the Corps estimates the benefit/cost ratio to be 1.1.

In recent years, and while the Corps was actively gathering data for the Feasibility Report, substantial increases in annual operations and maintenance cost have occurred, without any meaningful increase in tonnage.

The Corps of Engineers Fiscal Year 1982 Civil Works Budget Request includes $1,843,000 for operation and maintenance of the White River. This represents a 70% increase over the previous year's appropriation.

This is an obvious subterfuge to increase the annual O&M expenditure on the "existing project" to obtain a favorable benefit/cost ratio on the 9-foot navigation project currently under consideration. It is interesting to note in the Corps' "Supplement to the White River Navigation to Batesville, AR Feasibility Report - Revised December 1980" the added annual O&M cost of the recommended plan is $778,700, which is almost exactly the increase recommended in the FY 1982 budget request.

The attached statement shows historical O&M cost and barge tonnage on the White River. Since the high traffic year of 1965, tonnage has decreased 31% while O&M expenditures increased 940%.

Would you please make this part of the record and give it consideration when the Corps Civil Works budget request is before your committee.

Sincerely,

M. L. Smith

STATEMENT I

WHITE RIVER NAVIGATION

OPERATIONS AND MAINTENANCE COST

FISCAL YEAR	ACTUAL COST	CUMULATIVE COST	TONS/YEAR	COST/TON
1962	$ 186,660	$ 186,660	539,099	$ .35
1963	176,976	363,636	401,909	.44
1964	181,696	545,332	521,510	.35
1965	177,207	722,539	879,251	.20
1966	148,755	871,294	689,815	.22
1967	160,313	1,031,607	457,816	.35
1968	137,030	1,168,637	534,029	.26
1969	150,986	1,319,623	544,238	.28
1970	183,385	1,503,008	642,819	.29
1971	266,766	1,769,774	577,477	.46
1972	272,935	2,042,709	646,004	.42
1973	311,911	2,354,620	574,077	.54
1974	273,756	2,628,376	697,978	.39
1975	656,598	3,284,974	624,292	1.05
1976	588,657	3,873,631	830,027	.71
1977	534,258	4,407,889	660,000	.81
1978	527,664	4,935,553	610,028 2/	.87
1979	1,260,000 1/	6,195,553		2.07 4/
1980	925,000 1/	7,120,553		1.52 4/
1981	1,084,000 1/	8,204,553		1.78 4/
1982	1,843,000 3/	10,047,553		3.02 4/

1/ Budget appropriation.

2/ Source - Waterborne Commerce Statistics Center.

3/ Budget request.

4/ Based on year 1978 tonnage.

economic development council of northeastern pennsylvania
proximity to market . . . a competitive edge.



April 1, 1981

Honorable Tom Bevill
House Appropriations Committee
Room H218-Capitol
Washington, D. C. 20515

Dear Representative Bevill:

The Administration's budgetary provisions for the Appalachian Regional Commission (ARC) and the Economic Development Administration (EDA) have caused considerable concern to all of us who have devoted time to the economic revitalization of Northeastern Pennsylvania. The Executive Committee of the Economic Development Council of Northeastern Pennsylvania, immediately upon learning of the proposed budgetary cutbacks as they affect these two programs, authorized a study of the effect, past, present, and future, of these programs on our economic revitalization efforts. Enclosed herewith is a copy of the completed study. Unhappily, the data contained herein confirms our fears as to the impact of the elimination of these vital programs.

Also enclosed is a copy of a resolution adopted by the Council's Executive Committee on February 26, 1981, which establishes our policy with respect to these two essential economic development programs. The study and the resolution are the basis for our position in support of extending these two programs until at least the end of fiscal year 1982. Please note that the resolution calls for fair share cutbacks as opposed to the total elimination of measures which have proved vital to the realization of our economic strategy for the Pocono Northeast. We firmly believe that these programs have been the catalyst for substantial private investments which have contributed to the creation and retention of jobs in our area.

Let me take this opportunity to outline briefly some of the highlights contained in the enclosed report to ARC and EDA as they impact Northeastern Pennsylvania.

1. Over the past 15 years, ARC and EDA investments have significantly altered the economies of this once economically distressed region. The investments have created and/or allowed the retention of 16,055 jobs throughout the seven counties of Northeastern Pennsylvania. These jobs have been created at a one-time average of $8,300 per job in relation to the ARC and EDA investment programs.

VIVIAN P. EDWARDS, PRESIDENT
HOWARD J. GROSSMAN, EXECUTIVE DIRECTOR

P.O. BOX 777 / AVOCA, PA. 18641 / TEL. 717-655-5581

2. Without targeted EDA and ARC investments in Northeastern Pennsylvania in the mid-1970's, the region stood the likelihood of losing at least 41 percent of the railroad trackage in the region.

3. A cutback in fiscal 1981 funding for ARC and EDA could jeopardize 22 projects in Northeastern Pennsylvania with a total of 8,481 jobs. ARC and EDA funds totaling $12,475,060, and $91,075,000 in other State and federal dollars are at stake with respect to continuation of these programs.

4. Termination of these programs in fiscal year 1982 would, at a minimum, jeopardize 12 projects and $3,621,251 of ARC and EDA funds, and total project costs amounting to $55,071,518. These figures are minimal and do not reflect many other projects which are placed in great jeopardy as a result of other federal aid cutbacks.

5. The entire fabric of our economic society in Northeastern Pennsylvania is woven tightly with the partnership which has been built up among local, State, and federal governmental agencies, and most importantly, the private sector, as a result of the ARC and EDA programs. It should be noted that substantial private sector commitments have already been made on fiscal 1981 projects, and if the two programs are terminated, the private sector funding would be wasted.

It is our firm belief that the fragile fabric of our economic environment cannot withstand the traumatic effect of the termination of these programs out of hand as envisioned by the Administration's proposals. Our unemployment rate would skyrocket beyond the current rates of approximately 10 percent which is much too high at the present time in relation to the national and State averages. The ARC and EDA programs contributed significantly to reducing our unemployment rates from a high of about 18 percent to our current rate, and we need to continue this effort, not reduce it, if Northeastern Pennsylvania is to withstand the economic stresses of the 1980's.

We hope the enclosed information will be useful to you, and we would be happy to expand on any of these items at any time.

We hope the enclosed information will be useful to you, and we would be happy to expand on any of these items at any time.

Sincerely hours,

Vivian P. Edwards

Vivian P. Edwards
President

VPE:tak

Enclosures

economic development council of northeastern pennsylvania
proximity to market . . . a competitive edge.



RESOLUTION

OF THE ECONOMIC DEVELOPMENT COUNCIL OF NORTHEASTERN PENNSYLVANIA
EXECUTIVE COMMITTEE IN SUPPORT OF FEDERAL AID PROGRAMS
DESIGNED TO STIMULATE ECONOMIC DEVELOPMENT
AND TO ENCOURAGE THE ECONOMIC REVITALIZATION OF NORTHEASTERN PENNSYLVANIA
IN LIGHT OF THE PROPOSED CUTBACKS
ANNOUNCED BY PRESIDENT REAGAN ON FEBRUARY 18, 1981

WHEREAS, proposed federal cutbacks of a substantial nature have been announced by President Reagan in a speech of February 18, 1981 and published in a document issued subsequent to that speech, and

WHEREAS, these federal aid cutbacks would have serious and adverse effects on economic development in Northeastern Pennsylvania, and

WHEREAS, federal cutbacks of a substantive nature in those programs affecting economic development and economic revitalization could have serious consequences for Northeastern Pennsylvania's future, and

WHEREAS, on February 24, 1981 the thirteen Appalachian Governors, forming the Appalachian Regional Commission, adopted a resolution concerning the proposed federal cutbacks as they affect the Appalachian Regional Development Program, and

WHEREAS, many Northeastern Pennsylvania projects proposed for fiscal 1981 and fiscal 1982 as well as others designed for implementation in subsequent years would be placed in serious jeopardy by the cutbacks of the Appalachian Regional Commission and Economic Development Administration, and

WHEREAS, substantial private sector funds have been spent on several of these projects in reliance on the expectation of federal aid support;

NOW, THEREFORE, BE IT RESOLVED, by the Executive Committee of EDCNP that:

1. In light of a need for reduction of the federal budget for Fiscal 82, a "fair share" principle should be adopted for budget reduction in lieu of termination of the ARC and EDA programs. These reductions, if enacted, should be in those parts of the programs which are not directly linked to the creation and/or retention of permanent productive jobs designed to maximize economic development and economic revitalization and the public-private sector partnership which has been built up over the last 15 years.

Continued . . .

VIVIAN P. EDWARDS, PRESIDENT
HOWARD J. GROSSMAN, EXECUTIVE DIRECTOR
P.O. BOX 777 / AVOCA, PA. 18641 / TEL. 717-655-5581

2. Congress should not rescind fiscal 1981 funding for the ARC and EDA Programs.

3. Federal aid programs pertaining to economic development and economic revitalization should be given a high priority and include but not necessarily be limited to ARC, EDA and Farmer's Home Administration.

4. Those programs which encourage private sector investment and have proven to be effective in creation of permanent job opportunities in past years such as ARC and EDA should be encouraged and supported wherever appropriate.

5. Copies of this resolution should be forwarded to all appropriate public and private sector officials and individuals including but not limited to the President and Vice President of the United States, the Northeastern Pennsylvania Congressional Delegation, Pennsylvania Governor Dick Thornburgh, Pennsylvania Lieutenant Governor William Scranton III, the Regional State Legislative Delegation and other appropriate federal, state, and local officials.

This resolution does not preclude any other action by the Council's Executive Committee to support the extension and continuation of other federal aid programs as deemed necessary for the economic improvement of Northeastern Pennsylvania.

ADOPTED THIS 26th DAY

OF February, 1981

Vivian P. Edwards

Vivian P. Edwards, President

March 29, 1981

WHY CONTINUE THE INVESTMENT IN THE TENNESSEE-TOMBIGBEE WATERWAY?

-- The remaining benefit to remaining cost ratio of the Tennessee-Tombigbee Waterway is 3.0 to 1.

-- If the significant economic benefits from this project are to be realized, the Congress must support President Reagan's budget request of $201 million for FY 82.

-- If the Congress does not continue the commitment of five Presidents and the previous Congresses to this project, an investment of more than $1.4 billion will be virtually wasted.

-- The economic facts of this choice are:

(Data obtained from Army Corps of Engineers)

Cost to Complete Construction		Cost to Terminate	
Investment thru FY 81	$1,099 M	Investment thru FY 81	$1,099 M
FY 82 request	$ 201 M	Contract Termination and Land Restoration	$ 283 M
Needed after FY 82	$ 480 M	Completion of Navigable portion below Columbus	$ 45 M
TOTAL	$1,780 M	TOTAL	$1,427 M

-- Difference between cost to complete and cost to terminate $ 353 M

Benefits Of Completed Waterway		Benefits if Terminated North of Columbus, Mississippi	
Average Annual Benefits	$ 137 M	Average Annual Benefits	$ 17 M

-- The waterway will payback the remaining construction costs in 5 years following completion.

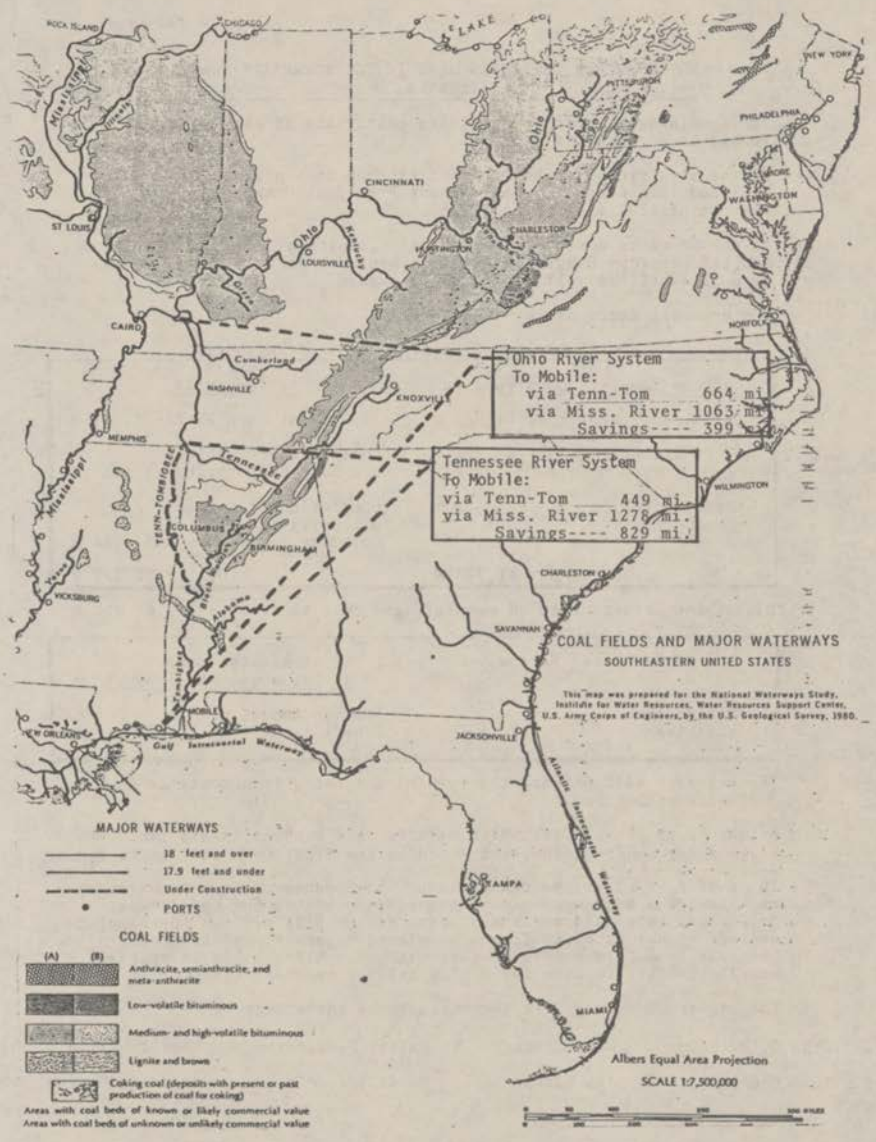
-- Of the 10 Locks and Dams which make up this project, 4 are finished, 5 are under construction, and award of the final Lock and Dam is imminent.

-- The choice is clear: We can continue the investment in this waterway and provide a more economic transportation system for our nation; or, we can terminate our commitment, forego $137 million potential average annual benefits from a completed waterway, and have only a waterway from Columbus to Mobile, with only $17 million in average annual benefits to show for a $1.4 billion expenditure.

-- The answer, obviously, is to continue the investment.

John C. Stennis Howard Baker Walter Huddleston Howell Heflin

Thad Cochran Jim Sasser Wendell Ford Jeremiah Denton


Ohio River System
To Mobile:
via Tenn-Tom 664 mi.
via Miss. River 1063 mi.
Savings---- 399 mi.
Tennessee River System
To Mobile:
via Tenn-Tom 449 mi.
via Miss. River 1278 mi.
Savings---- 829 mi.
COAL FIELDS AND MAJOR WATERWAYS
SOUTHEASTERN UNITED STATES
This map was prepared for the National Waterways Study, Institute for Water Resources, Water Resources Support Center, U.S. Army Corps of Engineers, by the U.S. Geological Survey, 1980.
MAJOR WATERWAYS
18 feet and over
17.9 feet and under
Under Construction
PORTS
COAL FIELDS
(A) (B)
Anthracite, semianthracite, and meta-anthracite
Low-volatile bituminous
Medium- and high-volatile bituminous
Lignite and brown
Coking coal (deposits with present or past production of coal for coking)
Areas with coal beds of known or likely commercial value
Areas with coal beds of unknown or unlikely commercial value
Albers Equal Area Projection
SCALE 1:7,500,000
ROCK ISLAND
CHICAGO
ST LOUIS
CINCINNATI
LOUISVILLE
CHARLESTON
HUNTINGTON
PITTSBURGH
PHILADELPHIA
NEW YORK
WASHINGTON
BALTIMORE
NORFOLK
CAIRO
NASHVILLE
KNOXVILLE
MEMPHIS
COLUMBUS
BIRMINGHAM
VICKSBURG
WILMINGTON
CHARLESTON
SAVANNAH
JACKSONVILLE
MOBILE
NEW ORLEANS
TAMPA
MIAMI
Ohio
Cumberland
Tennessee
Mississippi
Tenn-Tombigbee
Alabama
Gulf Intracoastal Waterway
Atlantic Intracoastal Waterway

STATEMENT BY U.S. SENATOR JEREMIAH DENTON, BEFORE THE SENATE AND HOUSE SUBCOMMITTEE ON ENERGY AND WATER

MR. CHAIRMAN: I AM PLEASED TO APPEAR BEFORE YOUR SUBCOMMITTEE TO SUPPORT FISCAL 1982 APPROPRIATIONS FOR THE COOSA-ALABAMA WATERWAY SYSTEM AND THE MOBILE HARBOR.

IN RESEARCHING OUR NATION'S WATERWAY PROJECTS, I WAS MOST IMPRESSED BY THIS SUBCOMMITTEE'S RECORD OF SUPPORT OF ALABAMA AND SOUTHEASTERN WATERWAYS.

THE EFFICIENCY OF MOVING BULK CARGO ON OUR INLAND WATERWAY'S IS A VITAL PART OF OUR NATION'S STRENGTH. NOT ONLY IS ENERGY SAVED BY MOVING ON THOSE WATERWAYS BUT ENERGY IS PRODUCED IN THE FORM OF HYDROPOWER.

EVEN IN TIMES OF ECONOMIC STRESS WE MUST LOOK FOR NEW OPPORTUNITIES FOR BENEFICIAL ECONOMIC RETURN AND WE MUST MAINTAIN THOSE FACILITIES WHICH ARE NOW PRODUCING. THIS IS THE ESSENCE OF A SOUND ECONOMIC INVESTMENT PROGRAM.

THE COOSA RIVER PROJECT IS SUCH AN INVESTMENT. EXTENSION OF THIS WATERWAY WILL SUPPORT AND ASSIST IN EXPANDING THE INDUSTRIAL PAYROLLS AND JOB OPPORTUNITIES IN NORTHEAST ALABAMA AND THE APPALACHIAN REGION OF NORTHWEST GEORGIA. I SUPPORT THE PROVISION FOR $3.0 MILLION REQUESTED BY THE CORPS OF ENGINEERS TO CONTINUE PRE-CONSTRUCTION PLANNING ON THE COOSA. I ALSO SUPPORT THE SURVEY FUNDS TO STUDY THE FEASIBILITY OF DEEPENING MOBILE HARBOR AND THE PROMISING MULTI-PURPOSE DALTON LAKE PROJECT IN GEORGIA.

THE REQUEST FOR OPERATION AND MAINTENANCE FUNDS HAS BEEN SUBSTANTIATED AND I SUPPORT PROVISIONS FOR $24.9 MILLION REQUESTED FOR SIX IMPORTANT ELEMENTS OF THE COOSA-ALABAMA SYSTEM. FOUR OF THESE FACILITIES BROUGHT A DIRECT RETURN OF $9.3 MILLION TO THE FEDERAL TREASURY IN 1980. THE ALABAMA RIVER AND MOBILE HARBOR FUNDS SUPPORT NAVIGATION FOR BOTH DOMESTIC AND FOREIGN TRADE.

I APPLAUD THE CITIZENS OF ALABAMA FOR SUPPORTING THE EFFORTS OF PRESIDENT REAGAN TO REDUCE FEDERAL SPENDING. THE SUGGESTION BY REPRESENTATIVES OF THE COOSA-ALABAMA RIVER IMPROVEMENT ASSOCIATION TO DEFER CONSTRUCTION OF TWO PROJECTS AND GIVE PRIORITY FOR FUNDING TO THE NAVIGATION PROJECTS IS A FINE EXAMPLE OF RESPONSIBLE CITIZENS SUPPORTING THE PRESIDENT'S LEADERSHIP.

OFFICE OF
THE COMMISSIONER

GOVERNMENT OF THE VIRGIN ISLANDS OF THE UNITED STATES

Department of Conservation and Cultural Affairs

P. O. BOX 4340
CHARLOTTE AMALIE, ST. THOMAS, V.I. 00801

April 13, 1981

The Honorable Tom Bevill, Chairman
Subcommittee on Energy and Water Development
House of Representatives
U.S. Congress
Washington, D.C. 20515

Dear Chairman Bevill:

As the attached testimony describes, the Virgin Islands has a severe water problem which includes insufficient supply, an outdated distribution and storage system, and obsolete equipment. With the assistance of both the Water Resources Council and the Environmental Protection Agency, the Territory has been trying to develop short- and long-term strategies for dealing with these deficiencies which affect every Virgin Islander.

The Territory has committed itself to providing an adequate clean water supply to the Virgin Islands through, for example, the development of a Comprehensive Water Quality Management Plan and construction of several desalination plants; however, without continued Federal assistance -- both technical and financial -- our efforts will be eviscerated.

The proposed Reagan economics affect the Territory on both the revenue and programatic sides. The Virgin Islands has a "mirror" tax system which means that a 30% tax cut would result in a 30% loss in revenues. In addition, we are forbidden by law to run a deficit budget. This combination of cuts in revenues and program grants will hit the Territory hard everywhere, but particularly in areas such as water resources where we need large capital expenditures.

I urge you and your colleagues to support continued funding for both the U.S. Water Resources Council and the Environmental Protection Agency in their water-related activities. Each provides invaluable help to the Virgin Islands in supplementing what the Territory can do for itself.

Yours very truly,

Darlan Brin
Commissioner

attachment

STATEMENT SUBMITTED BY

DARLAN BRIN, COMMISSIONER

DEPARTMENT OF CONSERVATION AND CULTURAL AFFAIRS
OF THE

GOVERNMENT OF THE UNITED STATES
VIRGIN ISLANDS

The Virgin Islands are in a precarious position at present with respect to water. The daily demand is not being met by the present supply and distribution system. Frequent power outages interrupt the flow of water from the islands main water producers, the Virgin Islands Water and Power Authority's desalination plants. Water storage capabilities of more than a few days supply are virtually impossible because of leaking storage tanks. The many non-registering meters, unmetered connections, and leaks in the distribution system contribute to a significant portion of water that cannot be accounted for. Water quality problems are attributed to the age and condition of the pipes and other equipment within the distribution system. The lack of constant water pressure in the pipes caused by an inadequate supply of water, leads to further contamination from intrusion by salt water through cracks in the pipes.

The problems stated above cause the Virgin Islands Government to spend millions of dollars each year to provide water from other sources. Water is barged in from nearby Puerto Rico at great expense. Water is purchased from local water suppliers with private wells, also at a high cost. All this money that is going into purchasing water could be used to up-grade the present system. However, repairs on the system is not an instant solution. It takes time and it takes planning. In

the meantime the immediate water needs of the residents have to be met somehow.

The Virgin Islands Government has been coping with the immediate problem of water supply, as well as the long rage solutions of planning for an efficient supply/distribution system for the future. Local funds are not sufficient to undertake all of these activities. The Virgin Islands depend on federal funds to augment their budget, enabling them to undertake the activities necessary to solve their critical water problems.

The Department of Conservation and Cultural Affairs receives funding from both the USEPA and the USWRC for water planning activities. The mandates of these two agencies are distinct and as such, are reflected in the different approaches taken by each of these agencies in assisting the states.

Environmental Protection Agency funds planning and projects that will enable states to attain compliance with Federal Environmental laws.

The WRC's aid to states deals with more comprehensive types of activities. WRC has been involved in groundwater research and water conservation planning strategies prior to EPA and has developed information which has been invaluable to states involved in these areas. WRC leadership in water conservation efforts, not only in R&D, but assisting states to draft and

Implement Water Conservation programs, far exceeds that of EPA.

Because of our scarce natural supply of water, conservation has had and will continue to play an important role in the Virgin Islands. Whereas before it was just done out of necessity as water availability fluctuated, the Virgin Islands are in the process of developing a water conservation policy that will guide all future water planning activities.

WRC allows states more latitude in designing and implementing programs that suit their particular needs, as well as structuring the program so that it meets WRC requirements.

WRC funding is very important to the Virgin Islands, since without it, completion of the Comprehensive Water Resource Management Program will be impossible. This project is dependent on both sources of funding, EPA and WRC.

Mr. Antonine Lafata Sottile
Ph. Doctor of Engineering
P.O. Box 28292
Washington, DC
20005

Washington, DC
March 24. 1981

Hon. Congress
of the U.S.A.
****

HOUSE Appropriations Committee
Energy and Water Sub-Committee
Development 20515

Ref :
MY PETITION of September 18. 1980 :
" TO APPROPRIATE during next Fiscal Year the millions of Dollars ($. 25. Millions) required (but denied during current F.Y.) by my A.L.S. (Air Land Sea) Zero-fuel Transportation Immortal plan. "

GENTLEPERSONS
****

By presenting to you the joint documentation, in order to stress the enormous benefits, my projects will assure to this NATION, next years, next decade, next century, and the urgency to APPROPRIATE the required Dollars 25. Millions,
I pray You to permit I testify at this week scheduled HEARINGS on the issues.

Thank You
****

Copy of Sept. 18. 1980 petition
I mailed to all Honorable
SENATORS and CONGRESSMEN of Committees:
Senate :Appropriations.
" :Commerce, Science, & Transport.
House :Appropriations.
" :Science, & Technology.

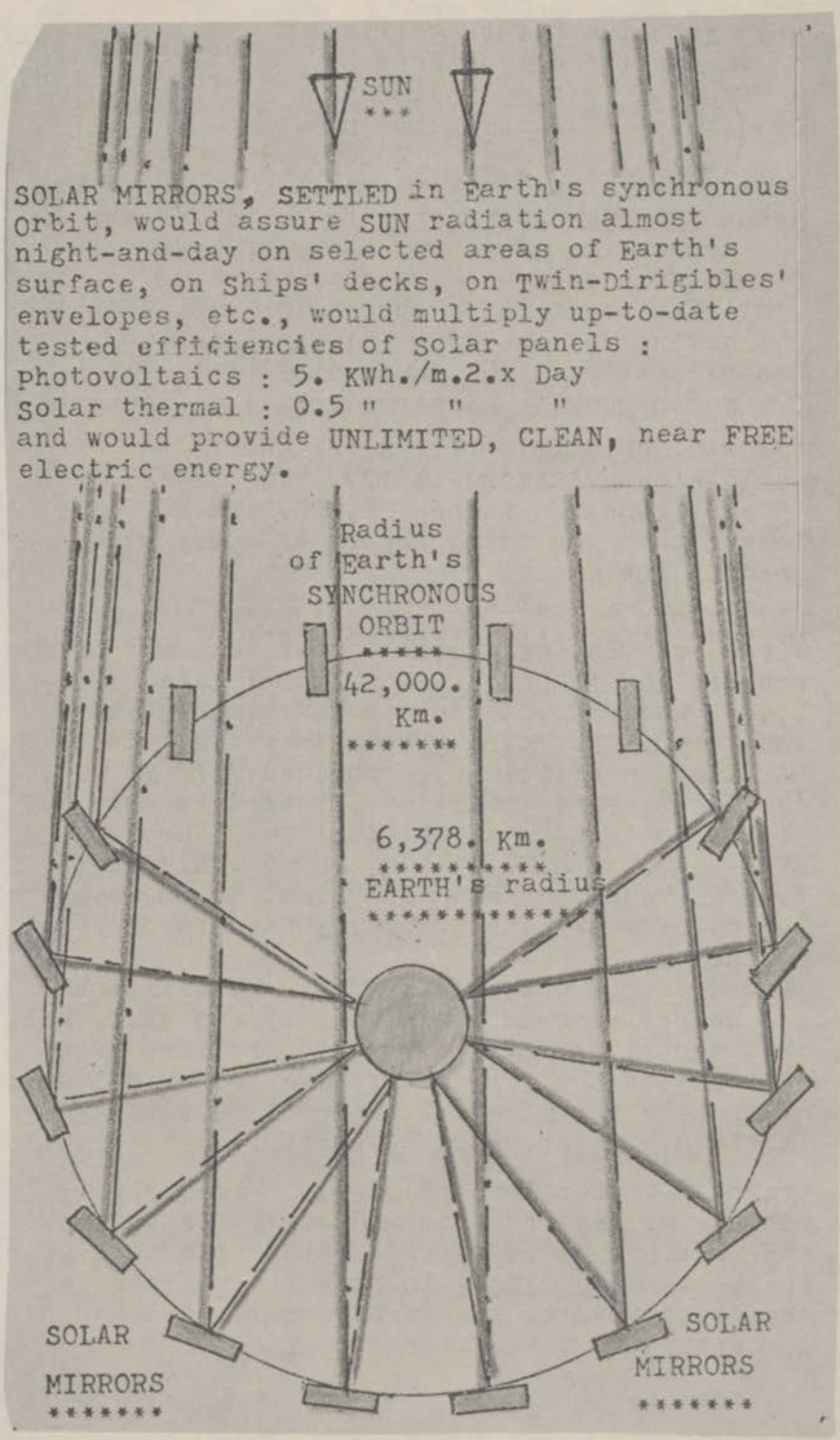
Mr. Antonine Lafata Sottile
ph. Doctor of Engineering
P.O. Box 28292
Washington, DC
20005

Washington, DC
March 24. 1981

Seven IMMORTAL PRINCIPLES to solve forever problems of Energy and Economy, :
(1) Solar energy - (2) Electrification - (3) Electro=magnetic suspension=propulsion - (4) Savings of energy - (5) Tunneling generalization - (6) Gradients' utilization - (7) Wagon EUREKA, electric vehicle, expansion.

Immortal principle (1): Solar energy -
World-wide Sun INCOME = 177. P.Watts (P.=Peta= =Quadrillion), a number 20,000. and up, times larger than the total power, of every kind, used in the World.
Solar INCOME usable in the U.S.A.
A rate of 928. KWh./m.2. x Year, assumed in my project ARCHIMEDES, (vs. official Data of: 1,400. KWh./m.2. x Year in N.Eastern States, and 2,100. KWh./m.2. x Year in Texas), at 10 % utilization efficiency, provided 7.14 T. KWh./ /Year, (T.=Tera =Trillion), beamed to only 1.% of the contiguous 48. States' Territory = (1.% = 77. G. m.2. with G. =Giga =Billion). 7.14 T. KWh./Year are equivalent to the average energy of every kind, totally used in one year by the U.S.A.
Around year 2000., electric energy estimated demand per year in the U.S.A.: 5. to 7. T. KWh. This amount of energy could be provided also entirely by the WIND power, available in low atmosphere for Wind driven turbines estimated in the U.S.A. above 2. G. KWatts.

Immortal principles: (2), (3), (7), capital intensive, require time and study for their application. So it is urgent to begin next year the phase of PROJECT, in order to achieve in the early 1990's, practical results and assure leadership to this Nation.


SUN
SOLAR MIRRORS, SETTLED in Earth's synchronous Orbit, would assure SUN radiation almost night-and-day on selected areas of Earth's surface, on Ships' decks, on Twin-Dirigibles' envelopes, etc., would multiply up-to-date tested efficiencies of Solar panels :
photovoltaics : 5. KWh./m.2.x Day
Solar thermal : 0.5 " " "
and would provide UNLIMITED, CLEAN, near FREE electric energy.
Radius of Earth's SYNCHRONOUS ORBIT
42,000. Km.
6,378. Km.
EARTH's radius
SOLAR MIRRORS
SOLAR MIRRORS

WAGON EUREKA Electric Vehicle
********** **********

Wagon Eureka is claimed as my INVENTION, because of 4. means I proposed to assure a PERMANENT LEVELNESS to its body, rotating by a spherical bearing over the underframe, which runs in a succession of downgrades & upgrades, these ones to provide FREE positive and negative accelerations :
a) Gyroscopic effect of FLYWHEELS, utilized also as recuperators-accumulators of BRAKES' energy, these ones consisting of coupled motor-generators. - b) LASER beam Gyroscope, electronic, light, low cost, detects in Nano--seconds (billionths of second) changes of level in the order of Nano-meters and by fluids and servo-mechanisms, stsbilizes the body's levelness. - c) RAM. effect, at high speed, the body exploiting for its suspension at level, the resistance of AIR, alike flying aircraft.-d) Electro-magnetic suspension= =propulsion at highest speed, with underframe following the changing grade, 15. to 20. cm. above road or track surface, and with body at permanent levelness, by rotation over the underframe. -

Reclamo el Wagon Eureka ser mi INVENCIÓN, por los 4. medios yo propuse para asegurar una horizontalidad permanente a su carroceria, rotante mediante suporte esférico sobre el chasis, el que corre a través una sucesión de pendientes abajo y de pendientes arriba, estas proveyendo aceleraciones positivas y negativas, gratis.

Je reclame le Wagon Eureka "etre mon INVENTION, a' cause des 4. moyens que j'ai propose' afin d'assurer une horizontalite' permanente a' sa carrosserie, tournant par le moyen de support sphèrique sur le chassis, qui court a' travers une succession de pentes descendantes et de pentes ascendantes, les quelles pourvoient accelerations positives et negatives, gratuites

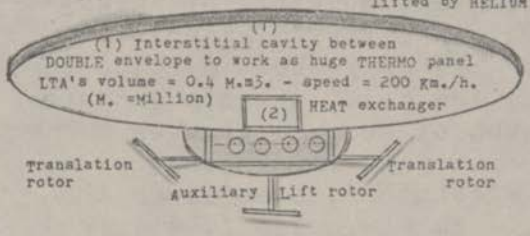
Air Land Sea

(A.L.S.) Zero-fuel Transportation Immortal Plan

(year 1979 Project)

AIR ZERO-FUEL TRANSPORTATION IMMORTAL PLAN

Photovoltaic panels settled on the upper surface of the LTA. (Lighter-Than-Air) Dirigible lifted by HELIUM



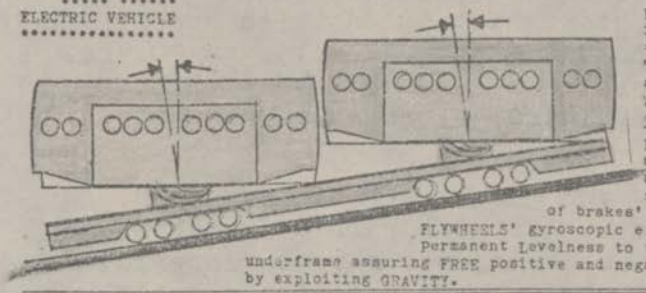
LTA.DIRIGIBLE propelled by ELECTRICITY generated by Photovoltaic panels and by projected huge Solar THERMO panel

Light composite materia FLYWHEELS as accumulators of energy and stabilizers

400 passengers capacity

LAND ZERO-FUEL TRANSPORTATION IMMORTAL PLAN

WAGON EUREKA
ELECTRIC VEHICLE

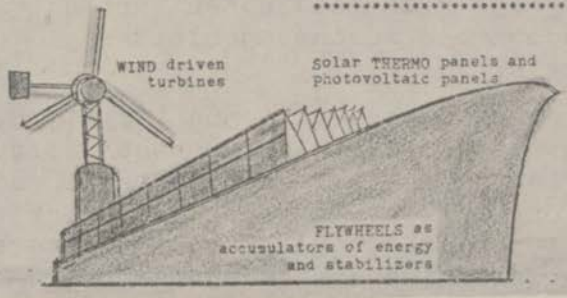


Economy of energy in transportation = 4/5
The required 1/5 supplied by Sun, Wind, Hydro, Tide. etc.

Light composite material FLYWHEELS as accumulators and recuperators of brakes' energy

FLYWHEELS' gyroscopic effect to assure Permanent Levelness to the body, with underframe assuring FREE positive and negative acceleration by exploiting GRAVITY.

SEA ZERO-FUEL TRANSPORTATION IMMORTAL PLAN



SHIP propelled by ELECTRICITY supplied by:
Solar THERMO panels
photovoltaic panels
Wind driven turbine and complement of Flywheels.

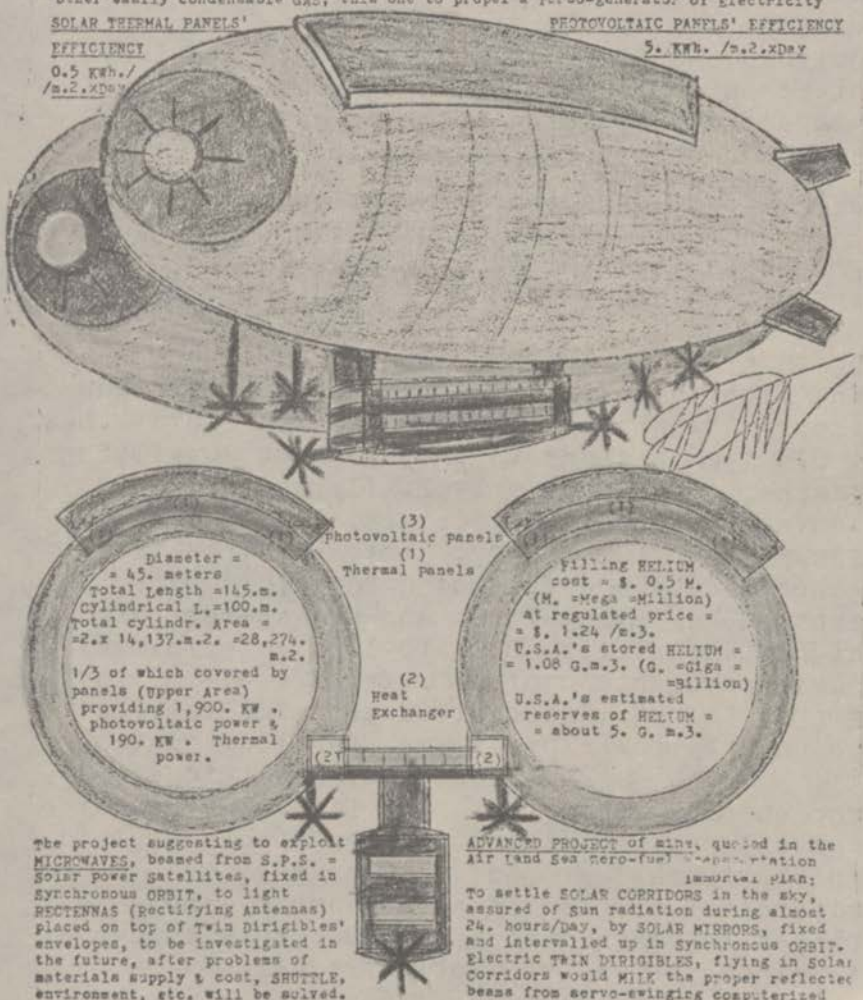
TWIN DIRIGIBLES (LTA.=Lighter-Than-Air craft) ********** complementing Air Land Sea (A.L.S.) Zero-fuel Transportation Immortal Plan

TWIN DIRIGIBLE s Volume = 414,000. m.3.- HELIUM lifting power = 377. metric Tons - Unlimited Range - Speed = 200 Km./hour - Capacity : over 400 passengers - Lifting power increased by Electric ROTORS powered by: 1,900. KW. photovoltaic panels (3) - 190. KW. Solar THERMAL panels (1) - FLYWHEELS of light composite material, as accumulators of energy and STABILIZERS -

Advanced project, claimed as INVENTION of mine : TWIN DIRIGIBLE s top to be changed into huge THERMO panels (1), by close double envelopes, under photovoltaic panels(3) HELIUM, enclosed in the interetitial cavity (1), severed from bulk of other Helium and heated by Sun radiation filtering through panel (3), as well as by heat emitted from these photovoltaics (3), to provide so called Thermal Electricity. THERMO-COUPLE principle, as applied in certain Space-craft, would provide the easier way to extract Electricity from Thermo panels (1) Otherwise, hot Helium (1) to be RECYCLED to heat exchanger (2) and here to heat other easily condensable GAS, this one to propel a Turbo-generator of Electricity

SOLAR THERMAL PANELS' EFFICIENCY 0.5 KWh./ /m.2.xDay

PHOTOVOLTAIC PANELS' EFFICIENCY 5. KWh. /m.2.xDay



The project suggesting to exploit MICROWAVES, beamed from S.P.S. = Solar power Satellites, fixed in Synchronous ORBIT, to light RECTENNAS (Rectifying Antennas) placed on top of Twin Dirigibles' envelopes, to be investigated in the future, after problems of materials supply & cost, SHUTTLE, environment, etc. will be solved.

ADVANCED PROJECT of mine, quoted in the Air Land Sea Zero-fuel Transportation Immortal PLAN:

To settle SOLAR CORRIDORS in the sky, assured of Sun radiation during almost 24. hours/day, by SOLAR MIRRORS, fixed and intervalled up in Synchronous ORBIT. Electric TWIN DIRIGIBLES, flying in Solar Corridors would MILK the proper reflected beams from servo-swinging computerized MIRRORS

Plan 3-phase of Transports' ELECTRIFICATION
********** ** ********** **********
(year 1975 project)

FIRST phase: Trolley expansion in Railroads, Metros, Highways.

SECOND phase: Wagon EUREKA's expansion, and gradients' utilization.

Summarizing: About 10 % of each run made up of a steep downgrade, to accelerate and reach TOP speed; 80 % of a light downgrade, to COAST at the reached top speed; 10 % of a steep upgrade, to decelerate or to stop.
Only in the final 10 % upgrade, to provide, either side pick-up of energy, or electro=
=magnetic propulsion from the ground: LINEAR synchronous motor, for example.

THIRD phase: Electro=magnetic suspension=
=propulsion of TRAINS, flying near ground surface, at 500. to 800. Km./hr.

ADVANTAGES of my projects' solutions, vs. conventional ones:

PROPULSION: 90 % FREE, through steep downgrade and light downgrade, with final 10 % upgrade assured by ground electro=magnetic field: thus a 0.5 G.Watt plant to propel about 20. flying Trains, instead of only 2. flying Trains in conventional, almost horizontal tracks.

SUSPENSION: 100 % FREE, above the free field, generated by a couple of CRYOGENIC cables, each one carrying 7000. and up Amperes, at highest densities: 200. to 300. Amps./m.m.2.

These cryogenic cables, refrigerated by liquid HELIUM (4. K^{o} = absolute degrees Kelvin), will be used by power UTILITIES, for long distance transmission of electric energy.

The enormous amount of materials required by conventional solutions (COPPER windings, laid on the tracks' ground, all the way, or alternate solution of a continuous double-L-shaped ALUMINUM guideway = 200. metric tons of Aluminum per Km. of double track), limited by my solutions to only 10 % upgrade.

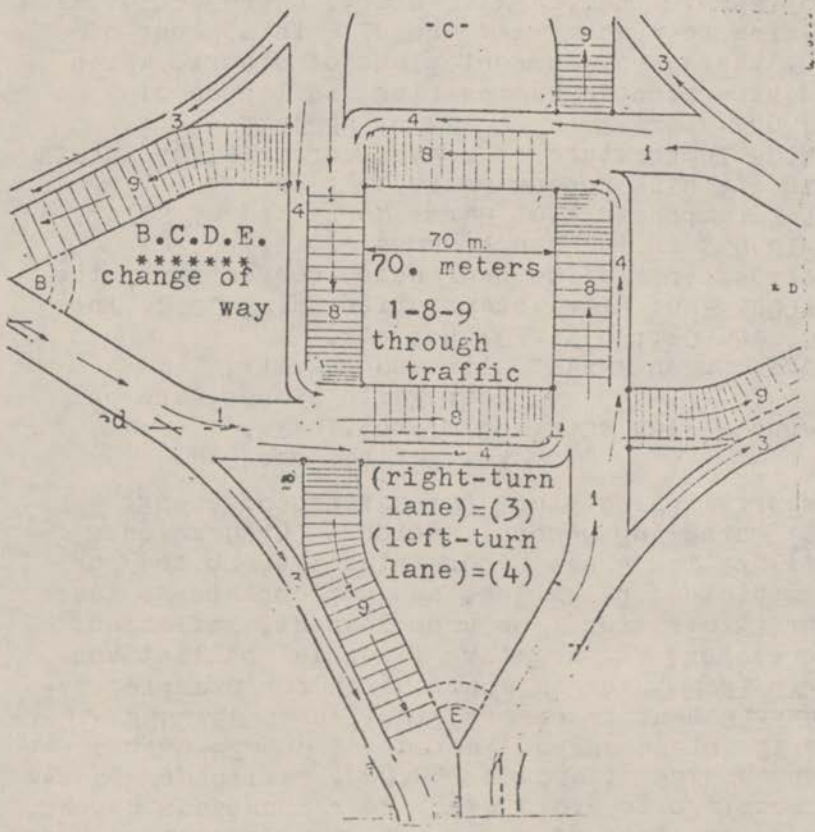
plan 3-phase of Transports' Electrification's GOALS: ZERO-engine Vehicles - ZERO-locomotive Trains.- Gradients' utilization and Wagon EUREKA to transfer to tracks and roads the historical automotive function, until this time privilege of vehicles. Year 1992, to VETO manufacture and marketing of HEAT-engine vehicles.
Before year 1999, to CURB in the AIR lanes the traffic of JETS and other HTA. =Heavier-Than-Air craft, by flying TRAINS, over the near-ground electro=magnetic field, complemented, as in transoceanic air-traffic by TWIN-DIRIGIBLES : LTA. =Lighter-Than-Air craft.

To begin also the project required to condition planet VENUS and planet MARS, and to launch multiple PROBES, in order to complete our knowledge about their adverse environments.
To improve them, Next Century, a project of mine claims to reach great results in a lapse of 50. years, vs. current plans of others, which require Genetic Engineering and lapses of 1,000. years. By my PROJECT :
-HIGH Temperature of Venus, corrected by SHADES in its synchronous orbit.
-LOW Temperature of Mars, corrected by Solar MIRRORS in its synchronous Orbit.
-Atmospheres of both planets, corrected by the ALCHEMY of LASER beams, fissioning CO.2. into C. and O2.; O.3. =Ozone; etc.
To focus on VENUS' size and gravity, near Earth's ones, and on Venus's slow rotation of 243. Days, vs. Earth's one Day.

Immortal principles: (4) Savings of energy - (5) Tunneling generalization - (6) Gradients' utilization - are Labor intensive, suited for immediate application, and appropriate to face CRISES deriving from unemployment, inflation, recession, vs. negative financial palliatives.
NEXT YEAR to begin application for example, by: TUNNELS beneath rivers, in lieu of BRIDGES - ATLAS interchanges, instead of CLOVER-LEAF ones UNDERPASSES at around 250,000. railroads grade-=crossings to avoid every year thousands deaths, injuries, loss of goods etc. UNDERGROUND TRAFFIC

At.La.S. = Alternance Lanes System : yr. 1968 project of urbanization, without stopping lights, (uninterrupted traffic), and outline of a SEMI-UNDERGROUND City, proposed for consideration in the planning of Alaska's new Capital City: The experience achieved by this initiative could result useful to other areas of the Earth, as well as, next century, useful for planetary settlements.

ATLAS INTERCHANGE compact, with at-level short right-turn and left-turn lanes, to replace in highways crossings costly, extended, landscape obstructing clover-leaf interchange, and to avoid in urban traffic, 4. stopping lights at the crossings of 2. couples of uni-directional contrary-way streets.



Mr. Antonine Lafata Sottile
ph. Doctor of Engineering

****

projects, studies, articles and booklets :
Air Land Sea Zero-fuel Transportation
Immortal plan (year 1979 English)
Project ARCHIMEDES (year 1977 English)
plan 3-phase of Transports' Electrification
(year 1975 English)

Project of Leanway (a leaning subway) (English) 1974.
Project of "Automatic Spiral Lifter" (escalator) (English) 1970.
44 articles published on "Laser Beam" (Spanish) 1970.
Booklet on "Laredo City-planning and Economical Resources" (English) 1970.
Booklet on "The Laser and its Utilization" (Spanish) 1969.
Project of "Urban Traffic without Signal Controls" (Spanish and English) 1968.
Project of "Alternal Leaning Subway" (Spanish and English) 1966-68.
Technical books translated from English and French into Spanish (Spanish) 1967.
Compendium of "Public Works in the Paris Region" (French) 1964.
Booklet on "Electrical Installations in a Nitrogen Factory" (Italian) 1943.

RESUME'

****

February 21, 1971 to present in Washington, D.C. area—Researching on Subway and other fields.

1970 in Laredo, Tex.—Divising a new system of mechanical spiral escalator.

1968–1970 in Mexico City U.N.A.M. University.—Researching and lecturing on Laser beam.

1967 in Mexico City Secretary of Public Works.—Devising a new system of urban traffic, without signal controls.

1965–1966 in Santiago, Chile Ministry of Public Works.—Devising a new system of subway.

1958–1965 in Paris, France Ministry of Public Works.—Statistics and planning of public works in the Paris region.

1954–1957 in North Africa Public Works.—Construction of roads in Algeria and Morocco.

7 years in a company synthesizing ammonic by-products in Italy.—Chief of Electrical and Electrolysis Departments, Manager of factories. Vice-director in the Rome general direction.

INVENTIONS

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Twin-Dirigibles (LTA.=Lighter-Than-Air craft)
- year 1980 -

New kind of Subway car: Wagon "Eureka", 1974.
New system of automatic spiral lifter, 1970.
Laser beam devices to detect fire, gases, earthquakes, etc., 1969.
New system of urban traffic without signal controls, 1968.
New system of metropolitan subway, 1965.

Foreign languages

French, Spanish, Italian (Excellent) Speak, read, write, understand.
German (Fair) Speak, read, write, understand.

High level knowledge

Mathematics, Physics, Laser, Electrotechnics, Subway, Roads, etc.

[Whereupon, at 4:25 p.m. the subcommittee adjourned, to reconvene at 10:00 a.m., Wednesday, April 1, 1981.]

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