

Mr. CLAUSEN. But this is your recommendation.

General NOBLE. Yes, sir.

Mr. JONES. Mr. Snyder?

Mr. SNYDER. Colonel, I was just wondering. You indicated that if another 1938 flood came along and did \$15 million worth of damage, does that jibe with the Bureau of the Budget's statement that 78 percent of the flood control benefits are in the future, depend on future development of the flood plain?

Colonel PICK. Yes, sir; the 1938 flood was the flood of record and probably equivalent to a 100-year flood so this would not occur but once in a hundred years.

Mr. SNYDER. Determine cost-benefit ratio, you divide it by 100?

Colonel PICK. No, sir; you add up all the floods that occur in 100 years and the damages that would accrue to each of these floods and then determine the annual damages to compare with annual costs of the project.

For your information, sir, the 1938 flood was by far the greatest flood of record; almost 10 times the next flood of record in damages sustained.

Mr. CLAUSEN. Mr. Chairman, I do have a statement from Mr. Pettis here with me. May I insert it in the record?

Mr. JONES. Without objection, it will be received and printed in the record.

(The statement of Hon. Jerry L. Pettis follows:)

STATEMENT OF HON. JERRY L. PETTIS, A REPRESENTATIVE FROM THE STATE OF CALIFORNIA

Mr. Chairman, and members of the Committee, I appreciate the opportunity of presenting this statement to your Committee in support of the request for authorization of the Cucamonga Creek Flood Control project located in my Congressional District.

It is vitally important that this flood control project be authorized, not only for the economy of the creek basin area but also for the surrounding areas.

The Ontario International Airport airstrips pass over the storm drains which at present are inadequate to accommodate the tremendous flood of water when Cucamonga Creek overflows. In November 1965 and December 1966, the President of the United States declared the area affected by the Cucamonga Creek as a disaster area and allocated disaster funds to repair the flood damage. In 1967, we were most fortunate that there was not sufficient flooding to do more than insignificant damage to the area. However, since no action has been taken to provide for this urgently needed project, it is entirely possible we might be faced with a similar tragedy this year and in years to come.

Cucamonga Creek is a major uncontrolled and hazardous stream traversing highly developed and expanding vicinities of the cities of Upland and Ontario, and vicinities of Cucamonga and Chino. It poses serious threat to life and property in one of the most rapidly developing areas of the San Bernardino Valley as it courses through extensive residential, business and commercial areas.

The flood waters come down from elevations over 9,000 feet to elevations as low as 1,000 feet for a distance of over seven miles and from elevations over 1,000 feet to elevations as low as 400 feet for a distance of another seven miles—in other words, from over 9,000 feet to 400 feet in a distance of only fourteen miles. The surge and power of these flood waters are obvious.

Every major transcontinental railroad, highway and utility entering Southern California is subject to severance by virtue of its uncontrolled flood flows.

Of great importance is the insipient danger of this stream to the important Ontario International Airport, which has recently been purchased by the City of Los Angeles, California, for the sum of \$40 million. Los Angeles has plans