

Mr. WRIGHT. Mr. Chairman, may I say that I am very familiar with this project, because it has been explained to me in great detail by our colleague.

There is no question that the modifications recommended by the corps will enhance the economic feasibility. It is an economically feasible project already, but, by its very criteria, I would be very hopeful, as the gentleman has requested, that we authorize it.

Mr. YOUNG. I thank the gentleman. I might add, Mr. Chairman, that I have been authorized to say to the committee by responsible local authorities that they will assume whatever the Corps of Engineers feels is a just local cost sharing in this matter.

Mr. BLATNIK. Thank you, very much.

(The full, prepared statement of Mr. Young follows:)

STATEMENT OF JOHN YOUNG, MEMBER OF CONGRESS, BEFORE PUBLIC WORKS
COMMITTEE, RIVERS AND HARBORS SUBCOMMITTEE

Above reference is covered in an Interim Report from Galveston District Engineer to the Chief of the Corps, dated December 29, 1967. The report finds the project to be economically justified for immediate construction, and places b/c ratio at 1.3. The Board of Engineers for Rivers and Harbors has recommended return of the report to the District for certain modifications, *each of which will, as a matter of mathematical certainty, either drastically reduce the cost or substantially increase the benefits* (See Exhibit #1). The Chief is holding the report to effectuate the modification by addendum, but this cannot be done prior to marking up the Omnibus Bill. It is certain the final b/c ratio will exceed the report's original 1.3 to 1.

As this Committee well knows from on the ground surveys made by its members after Hurricane Beulah and Carla, the only place on the mid-Texas Coast where the Intra-Coastal Canal is fitted with locks is where it crosses the mouth of the Colorado River and thus is urgently needed for the navigational safety of hundreds of small craft of all descriptions operating in this area. Within the last few days Hurricane Candy struck this area of the coast emphasizing again the great need for the safe harbor which this project will provide.

The economic and emergency safety need for this project creates an urgency in which the Federal Government has a substantial interest. Last month the Federal Government leased 750,000 acres of off-shore oil leases immediately off-shore from Matagorda County as the first of an offering of 8 million acres. The Federal Bureau of Land Management expected to receive \$200 million for the initial offering (Exhibit #2), but the actual money received by the Government was \$600 million! American Petroleum Institute President Frank Ikard advises that the major oil companies expect to drill 6,500 wells in the Gulf in the next five years, and says that it is envisioned that possibly 350 wells may be drilled in the Matagorda-Galveston area (Exhibit #3).

The full report discloses many additional needs for the immediate realization of this project, and it has received the endorsement of Governor John Connally of Texas, the Texas Water Development Board, the Texas Water Rights Commission, the Texas Parks and Wildlife Department, the National Rivers and Harbors Congress (Exhibits #4 and #5), and many other local and state authorities.

The Committee is respectfully and urgently requested to include the Colorado River Channel and Jetty Project in the Omnibus Rivers and Harbors Authorization Bill with the proviso that there be *no construction funding until the project has been finally approved by the Secretary of the Army and all other interested Departments and Agencies of the government.*

It is anticipated that the Board of Rivers and Harbors Engineers will be moving this project upward, and that there will be comments by the Bureau of the Budget by the time the Omnibus Bill is marked up by the Committee.