

mental to the Mississippi River to Shreveport unit. The assumption of the incremental method is questioned on the basis that a separation of data on tonnage of commodities expected to be carried on the two reaches on the total project, as shown in Tables 4 and 6, Appendix III, indicates the reach from Shreveport to Daingerfield will be responsible for more than 50 percent of the up-bound and down-bound traffic of the total project.

The Board of Engineers for Rivers and Harbors analysis also assigns the cost for Lock and Dam No. 6, to be located on Red River below Shreveport, to the reach from Shreveport to the vicinity of Daingerfield. We find this analysis of cost assignment to be incorrect. Lock and Dam No. 6 will be needed by both the navigation to Shreveport, and the navigation to Daingerfield. The cost of Lock and Dam No. 6 is a total project cost and should be assigned equally to both units as detailed design and construction are initiated.

We believe that the logical conclusion to be reached is that the navigation project should be considered as a single total project from the Mississippi River to the vicinity of Daingerfield, Texas. Such conclusion is reached from the facts that a very high percentage of total tonnage relates to the Daingerfield-Shreveport reach; that benefits to be derived accrue to the entire length of the project; and, that construction costs are compatible throughout the length of the project.

The Board of Engineers for Rivers and Harbors recommendation pertaining to the navigation authorization includes the proviso that "prior to the construction of navigation features on the reach from Shreveport to Daingerfield, the transportation economics be reanalyzed, taking into account all data pertinent to the movement of bulk commerce in the project tributary area."

As concluded earlier in this statement, the navigation project should be considered as a single total project from the Mississippi River to the vicinity of Daingerfield. The total project is shown by the Board of Engineers for Rivers and Harbors to have a favorable benefit to cost ratio of 1.3. Under normal procedures the Corps of Engineers evaluations of this type are made after authorization and before construction of a project. The Board of Engineers for Rivers and Harbors proviso language is over-restrictive if the phrase "project tributary area" refers only to the portion of area from Shreveport to Daingerfield. If it pertains to the entire project area from the Mississippi River to the vicinity of Daingerfield the proviso is not necessary as their analyses demonstrate a benefit to cost ratio of 1.3. It is concluded that the proviso recommended by the Board of Engineers for Rivers and Harbors is not necessary.

"Texas requests that such a proviso not be included in the authorizing legislation, and that the navigation project be authorized as a single total project."

Analyses which have been made indicate that navigation upstream from Shreveport along Red River through southwestern Arkansas, and along the common boundary between Oklahoma and Texas to the vicinity of Denison Dam is not feasible at this time. Texas recognizes that additional evaluations of this potential should be made in the future as changed conditions warrant such investigations.

BANK STABILIZATION

The report recommends bank stabilization projects in the reach from Denison Dam, Texas to Index, Arkansas; from Index to Shreveport, from Shreveport to the Mississippi River, and a short segment of Cypress Creek in conjunction with the navigation unit.

The reach of navigation channel from Shreveport to Daingerfield includes provisions for a two-mile section of bank protection along the left bank of the new channel above the Red River and a one-half mile section southeast of Jefferson. This work will cost \$877,000 and is included in the total cost of the navigation project.

The District Engineer report demonstrates the need for the bank stabilization project from Denison Dam, Texas, to Index, Arkansas. The Texas Water Development Board concurs in this need. The Texas Water Development Board takes exception to the cost allocation method used by the Corps of Engineers in determining the contribution to be made by non-Federal interests.

Certain segments of General Cassidy's letter of transmittal to the Secretary of the Army concerning bank stabilization are as follows:

Para. 2. a. "That the existing flood control project, Red River below Denison Dam, be modified to provide for realigning and stabilizing the banks of Red River from the vicinity of Shreveport, Louisiana, to Denison Dam, Texas, at an estimated total Federal first cost of \$110,800,000, and \$9,002,000