

Mr. HARSHA. Do you have those?

Colonel SEIDEL. Yes, sir.

Mr. HARSHA. Can you advise the committee what the comments are?

Colonel SEIDEL. They were all favorable, sir.

Mr. HARSHA. Has that been received from all of the agencies?

Colonel SEIDEL. Yes, sir, from the Departments of the Interior, Health, Education and Welfare, and Transportation, and we previously had the State of Florida. They are all favorable, sir.

Mr. HARSHA. How about BOB?

Colonel SEIDEL. It is on its way to the Bureau of the Budget from the Secretary of the Army.

Mr. BLATNIK. I have information here on testimony from the Florida Board of Conservation, and their testimony is in the booklet which they submitted. It says that Metropolitan Dade County has underway a \$23 million improvement program for the Miami Corps. They are providing modern passenger channels, and so on.

Apparently this is well underway, as they conclude with this statement: "The last contract of this \$23 million program will be completed this year," so apparently the \$23 million program will be completed.

So, with that initiative on local participation, this is a very encouraging project if the processing can be made.

Next will be the Gulf Intracoastal Waterway, St. Marks to Tampa Bay, Fla.

GULF INTRACOASTAL WATERWAY, ST. MARKS TO TAMPA BAY, FLA.

Colonel SEIDEL. Mr. Chairman and members of the committee—

Mr. HARSHA. May I interrupt you a minute? I notice we have the same problem with the agencies here. Are there reports in on this, too?

Colonel SEIDEL. No, sir. The only thing I have here is from the State of Florida.

Mr. HARSHA. Were they requested about the same time as the Miami Harbor?

Colonel SEIDEL. Yes, sir. They would be due in, if they took the full 90 days, on September 15, sir.

Mr. HARSHA. I wonder, Mr. Chairman, if it is possible if we could enter executive session on these bills, to call the agencies in for their comments?

Mr. BLATNIK. We do not normally call them in. In many cases it is just a phone call. For example, Education and Welfare, they might be concerned with some pollution aspects of it, rather a routine matter.

It depends how important their interest is for a project. If it is necessary, we will certainly call in, for instance, the Department of Transportation.

Mr. HARSHA. I notice all the members of Florida yesterday were trying to expedite these. They apparently succeeded with the Miami Harbor.

Mr. BLATNIK. The benefit-cost ratio appears good, 1.7 to 1. The estimated non-Federal cost seems considerable, it is \$14,450,000. That is local participation.

Can you give us some idea what form or what will be the local contribution? It is along the waterway, along the canal.