of the Truman-Hobbs Act as applied to the alteration or replacement of highway bridges at this project, where the need for bridge replacement arises from the construction of additional navigation improvements rather than increased waterway traffic over existing navigation facilities.

The fourth aspect concerns the operation and maintenance expense of project altered or constructed railroad bridges. The recommended local cooperation requires local interests to assume such costs. As indicated in the above first aspect, "local interests" collectively designates non-Federal interests without assigning responsibilities to a specific non-Federal entity. Owners of project altered facilities customarily accept resultant increased operation and maintenance expenses of their respective facilities, because the additional cost is minor and because they will share in the general benefits of the project. However, the construction or alteration of railroad bridges incorporating a new movable span feature expressly for navigation, introduces a substantial new operating cost for the railroad bridge owner. Additionally, railroad owners usually do not consider themselves benefited by improvement of a competitive mode of transportation. Accordingly, railroad owners normally insist upon full compensation for this added expense whenever they may legally do so. For altered or replacement bridges previously subject to navigation servitude, these costs will remain with the bridge owner pursuant to the principles of Section 6 of the Truman-Hobbs Act. However, for bridges to be newly constructed over proposed land cut reaches of the navigation channel, the railroad owner may properly insist upon full compensation for this appreciable additional operation and maintenance expense, prior to his execution of a contract with the Government for construction of the bridge itself. Prior experience has shown that states and political subdivisions are usually prohibited or not empowered in law to share in this expense of privately owned utilities. In the absence of specific legislative requirements assigning operation and maintenance costs, it has been the practice for the Government to pay such capitalized additional O&M costs to the railroad as part of any Government relocation contract providing for bridge construction over land cuts. Accordingly, the requirement that local interests assume the operating and maintenance expense of project altered bridges is not intended for application to the additional operation and maintenance expense of the movable span feature in railroad bridges to be constructed by the Government across proposed land cut reaches of the navigation channel; the capitalized cost of this additional operation and maintenance expense will be assumed as part of the Government cost in the relocation of railroad facilities only when a new bridge is to be constructed over a proposed land cut reach of the navigation channel.

The fifth aspect concerns proposed local cooperation at Harvard Reservoir, which is to be constructed on Cypress Bayou, well upstream of the head of navigation, in order to assure an adequate supply of water for navigation project operation in the channel reach upstream of Shreveport. The entire cost of Harvard Reservoir construction and operation, including all necessary interests in lands, is to be a Government expense as indicated in the text of the report under the item "Reservoir" in Table 4 and the detailed cost estimate of Table 19. The recommended requirements of local cooperation are not applicable to the Harvard Reservoir feature as now planned.

Colonel HALL. To briefly summarize my statement, the Red River below Denison Dam covers 29,500 square miles of gently rolling terrain in Louisiana, Arkansas, Oklahoma, and Texas, exclusive of the Ouachita-Black subbasin.

The Chief of Engineers recommends the construction of bank stabilization works on the Red River from the mouth to Denison Dam, a distance of 530 miles.

Also, construction of a 9-foot by 200-foot slack water navigation channel, about 294 miles long, in the main channel of the Red River, in lieu of the authorized Overton-Red route, from the mouth to Shreveport, thence via 12-Mile and Cypress Bayous to the vicinity of Daingerfield, Tex., nine locks and dams, including locks at two existing dams, will furnish the necessary lift.

There are four segments of this project.