

The project as recommended by the Chief of Engineers consists of a navigation feature from the Mississippi River via Old and Red River to Daingerfield, Tex.; bank stabilization within this navigation reach to Shreveport, La.; bank stabilization from Shreveport to Index, Ark.; and bank stabilization from Index to Denison Dam.

Mr. BLATNIK. Stop 1 minute. Use the small portion of the map. From the juncture of the Red River and the Mississippi up to Shreveport—that is Daingerfield, and that is primarily the navigation aspect of the project?

Colonel HALL. That is correct.

Right about there is Index [indicating].

Mr. BLATNIK. That is primarily bank stabilization?

Colonel HALL. From Index to Denison is primarily bank stabilization. Shreveport to Index is bank stabilization.

Mr. BLATNIK. Index to Denison is bank stabilization?

Colonel HALL. Yes, sir.

Your revised handout breaks down the cost of these features by reach and purpose.

The comments of the States and concerned Federal agencies all are generally favorable. However, the States of Louisiana and Oklahoma and the Governor of Texas have suggested changes in the requirements of local cooperation applicable to the bank stabilization works between Shreveport and Denison Dam.

However, the requirements of local cooperation as recommended by the Chief of Engineers are in accordance with current policy applicable to the appropriate reaches and similar to those authorized by the Congress for similar types of improvements.

The Bureau of the Budget notes that the recommended waterway segment between Shreveport and Daingerfield is economically justified by only a narrow margin and concurs with the recommendation of the Chief of Engineers for an economic restudy of this reach prior to construction. The Bureau also believes the study should reflect the extent of Federal interest in operation and maintenance of the existing Caddo Dam. Also the Bureau expresses concern over the precedent which would be established by the recommended project for bank stabilization between Index, Ark., and Denison Dam, and expresses the belief the bank stabilization should not be a Federal responsibility unless directly related to navigation or flood control; and in a subsequent clarifying letter recommends against authorization of that portion between Index and Denison Dam. Subject to consideration of the above, the Bureau of the Budget advises that there would be no objection to the submission of the proposed report to the Congress.

The Secretary of the Army concurs with the views of the Bureau of the Budget. However, with respect to bank stabilization, the Secretary has requested the Chief of Engineers to develop a proposal for a general policy for consideration by all concerned.

When I presented testimony on this proposal earlier I was asked if there was any precedent for the installation of bank stabilization measures by the Federal Government. Insufficient data were at hand at that time to provide a clear-cut answer to the question, and this resulted in some confusion.

I have a statement prepared for insertion in the record and, with your concurrence, I am submitting the statement at this time. It is rather