Colonel HALL. It is the land, easements, and rights-of-way, normal provisions of local cooperation.

Operation and maintenance of this feature would be a Federal responsibility.

Mr. HARSHA. You have no particular formula or proportion of the project that local interests must participate in?

Colonel HALL. There is no fixed or arbitrary percentage. It is determined by the estimated cost of these items.

It is not an arbitrary 30 percent, for example.

Mr. HARSHA. Now, the total ball of wax costs around $523 million?

Colonel HALL. Yes, sir.

Mr. HARSHA. That is on the price level of 1964?

Colonel HALL. Yes, sir.

Mr. HARSHA. Does that include interest?

Colonel HALL. That is initial estimated cost, sir. The annual cost——

Mr. HARSHA. No, no. I want the project cost.

Colonel HALL. Approximately $523 million.

Mr. HARSHA. Does that include interest?

Colonel HALL. No, sir.

Mr. HARSHA. And we have that for how long a period?

Colonel HALL. Well, the navigation features were estimated on a 50-year life, and the remaining features on a 100-year life.

Mr. HARSHA. Hundred-year life?

Colonel HALL. Yes, sir.

Mr. HARSHA. And do you have there available the total interest that it would cost the Government on that total package?

Colonel HALL. I do not have it in total figures, sir. We can supply that for the record.

Mr. HARSHA. Could you do that?

Colonel HALL. It is borne out in the interest and amortization on an annual basis.

Mr. HARSHA. That is 3⅛ percent?

Colonel HALL. Yes, sir.

Mr. HARSHA. I would like to have total interest cost, so I can get some costs to the Federal Government on the entire project.

(Information requested follows:)

The interest during the construction period for this project amounts to $22,253,000 of which $21,163,000 would be on the Federal first costs and $1,090,000 on the non-Federal first costs. This interest is included in the economic analysis used to arrive at the benefit-to-cost ratios presented for this project.

Mr. HARSHA. You have a price level of 1964. How much has that increased in the last 4 years?

Colonel HALL. About 5 percent per year, sir.

Mr. HARSHA. Per year?

Colonel HALL. Yes, sir.

Mr. HARSHA. Now, as I have it, the navigation feature from Shreveport to Daingerfield has a cost-benefit ratio of 1.05 to 1, is that right?

Colonel HALL. That is correct, sir.

Mr. HARSHA. That is all I have, Mr. Chairman.

Mr. BLATNIK. No further questions. We have our colleague, Mr. Dorn, here, who is interested in the Cooper River.