

should have, and it is the biggest expenditure we have, and there just seems to be no justification for these big increases.

They can't justify them on the grounds of inflation. The inflation is a very, very small proportion of this.

Mr. ZWICK. I think it is design change, overly optimistic expectations about technological advances, and so forth, that leads into them.

Senator PROXMIRE. If you gentlemen could get into it, I think it would be so helpful for us in Congress in making up our minds in these areas. We have votes on the floors of the House and Senate on these programs and if we can get some notion of whether or not we should agree with—I am on the Senate Appropriations Committee, too, where we have votes on this.

Mr. ZWICK. Let me assure you I am not sanguine with the current situation. It is a very difficult area. It is an area where you are pressing the technology. People are making assumptions that if you invest x dollars you will be able to push the state of the art to y . And therefore it will cost that much.

Senator PROXMIRE. Have you gentlemen ever said no on any of this? You have said no on some of the other projects, civilian programs. Do you feel you are in a position to recommend to the President that we not go ahead?

Mr. ZWICK. Yes. I participate in these decisions.

Senator PROXMIRE. Have you done that?

Mr. ZWICK. Yes, sir.

Senator PROXMIRE. You have said no.

Mr. ZWICK. Yes. I sometimes win, and usually [laughter] we don't know quite how we come out on those, but I have as much to say about these issues as I do any other.

Senator PROXMIRE. Let me finally ask you about the Trinity River project.

The Trinity River project, as you know, is a project that would provide for, as I understand it, developing a waterway between Fort Worth and the Gulf of Mexico.

Mr. ZWICK. That is right.

Senator PROXMIRE. Dredge a channel. And there are those critics who say, and I think with considerable conviction and reason, that it would be cheaper to move Fort Worth to the gulf. On that, I am not saying that this proposal which is going to cost three-quarters of a billion dollars before it is through and which has a very small—\$150,000—advance engineering project, is in the budget because Texas has extraordinary influence in this administration. But certainly it is something to think about.

Here is a project which has a benefit-to-cost ratio of 1.5 on the $3\frac{1}{4}$ -percent discount basis. It has a benefit-to-cost ratio of 1.09 on the $4\frac{5}{8}$, which is now, as I understand it the discount basis that is being used.

Now, if we recognize, as we should, it seems to me, and I know it is very difficult because of the way Congress in working on this, if we recognize that the only reason it has a positive benefit-to-cost ratio at all is because we show in here the savings which shippers experience in using the waterway rather than the appropriate concept of savings in the national resources, if we showed it on a national resources basis, it would have a negative benefit-to-cost ratio and heaven