



US Army Corps
of Engineers®
Walla Walla District



United States
Environmental Protection Agency
Region 10

DREDGED MATERIAL MANAGEMENT PLAN AND ENVIRONMENTAL IMPACT STATEMENT

McNary Reservoir and Lower Snake River Reservoirs

APPENDIX C Economic Analysis

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13. ABSTRACT (Maximum 200 words) This final Dredged Material Management Plan/Environmental Impact Statement (DMMP/EIS) presents the Corps of Engineers' programmatic plan for maintenance of the authorized navigation channel and certain publicly owned facilities in the lower Snake River reservoirs between Lewiston, Idaho and the Columbia River, and McNary reservoir on the Columbia River for 20 years; for management of dredged material from these reservoirs; and for maintenance of flow conveyance capacity at the most upstream extent of the Lower Granite reservoir for the remaining economic life of the dam and reservoir project (to year 2074). The Corps, along with the U.S. Environmental Protection Agency, analyzed four alternatives for this Final DMMP/EIS: Alternative 1 - No Action (No Change) - Maintenance Dredging With In-Water Disposal; Alternative 2 - Maintenance Dredging With In-Water Disposal to Create Fish Habitat and a 3-Foot Levee Raise; Alternative 3 - Maintenance Dredging With Upland Disposal and a 3-Foot Levee Raise; and Alternative 4 - Maintenance Dredging With Beneficial Use of Dredged Material and a 3-Foot Levee Raise (Recommended Plan/Preferred Alternative).				
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**FINAL DREDGED MATERIAL MANAGEMENT PLAN AND
ENVIRONMENTAL IMPACT STATEMENT
McNary Reservoir and Lower Snake River Reservoirs**

JULY 2002

**ERRATA SHEET
FOR
APPENDIX C - ECONOMICS**

This appendix has not been substantially changed from the draft and will not be reprinted. Please make the following changes to the draft appendix and consider the draft appendix with corrections as the final appendix.

Front cover:

Apply the attached label (FINAL, July 2002) on the front cover to the right of the draft date.

Footnotes throughout the appendix:

Change all footnote references from "Draft DMMP/EIS, October 2001" to "Final DMMP/EIS, July 2002."

Page C-3, Plate 2, Page C-52 and C-53, Tables 16, 17, 18

References to damage reaches of "SNRIVRD" (Snake River Road), referring to the road running near the Snake River in Lewiston, should be changed to Snake River Avenue.

Page C-E-4, E6.0 Water Quality

The following sentence is added to the last paragraph:

For water quality plans, issues and costs associated with these projects, see the Feasibility Study for further information.

Page C-G-2

2nd paragraph, last sentence should read:

Depending on the contamination level of the sediment disposed, this will likely affect water quality in the area of disposal. The actual act of dredging may also affect water quality through increased turbidity.

Page C-G-2

Last paragraph should read:

The states also review permit applications for discharges in fresh water, estuaries, and the territorial sea (along with Federal resource agencies). Under Section 401 of CWA, these disposal operations must be certified by the affected state.

*** * * END OF CHANGES * * ***

**DREDGED MATERIAL MANAGEMENT PLAN
AND ENVIRONMENTAL IMPACT STATEMENT
McNARY AND LOWER SNAKE RIVER RESERVOIRS**

**APPENDIX C
ECONOMIC ANALYSIS**

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- Attachment C: Program Costs
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EXECUTIVE SUMMARY

Located at the confluence of the Snake and Clearwater Rivers, the town of Lewiston, Idaho, is protected from flooding by a system of levee embankments that were built as part of the Lower Granite Lock and Dam (Lower Granite) project. Also, several roads and railroads in the Lewiston, Idaho, and Clarkston and Asotin, Washington, areas were relocated as part of the project. Sediment deposition in the Lower Granite pool is reducing channel capacity, which limits the discharge the levee system can contain during flood events. Measures were evaluated to reduce the likelihood of flooding and to reduce the extent of damage. These measures range from dredging additional material to provide adequate channel capacity for flood events to increasing levee heights sufficiently to contain flooding.

The benefit from reduced flood damages may vary depending on the quantity of dredging, the height of modified levees, and the method of dredged material disposal. The purpose of this study is to evaluate the benefits and costs associated with each of the proposed alternatives. Each alternative is a combination of a dredging program (DP), levee modification (L), and disposal method (D). The dredging programs, levee modifications, and disposal methods of the various alternatives are described below.

Dredging Programs:

- Dredging for maintenance of the navigation (Nav) channel only. This dredging program is the basis for the existing conditions.
- Dredging 300,000 (300k) cubic yards (229 366.5 cubic meters) annually.
- Dredging 1,000,000 (1M) cubic yards (764 555 cubic meters) annually during project years 1-10, and subsequently dredging 325,000 cubic yards (248 480.3 cubic meters) annually for years 11-74.
- Dredging 2,000,000 (2M) cubic yards (1 529 110 cubic meters) annually during project years 1-20, and 725,000 cubic yards (554 302.3 cubic meters) annually thereafter for project years 21-74.

Levee Height Modifications:

- No change in the levee height (xst.).
- A nominal 3-foot (ft) (0.9-meter) raise in the existing levee.
- A nominal 4-ft (1.2-meter) raise in the existing levee.
- A nominal 8-ft (2.4-meter) raise in the existing levee.
- A nominal 12-ft (3.7-meter) raise in the existing levee.

Disposal Methods:

- In-water disposal (IW).
- Upland disposal (UL).

The economic feasibility of the various alternatives is evaluated using benefit-cost analysis (BCA). The baseline scenario for the BCA ("without project") is navigation dredging only with

the existing levee height and in-water disposal (denoted Nav/xst./IW). The benefits and costs of each alternative are calculated by comparing them to the baseline scenario. Alternative scenario costs or project costs represent the total cost of an alternative minus the cost of the without-project scenario. Project benefits represent the expected flood damages that are eliminated or reduced by the alternative. These are calculated by subtracting the expected flood damages under the alternative scenario from the expected damages in the baseline scenario.¹

Two project time frames are examined, the 21-year period from 2001 to 2021, and the 74-year period from 2001 to 2074. The results are analyzed in present values, using two different discount rates 6.875 percent and 3.5 percent for comparative purposes. In general, the U.S. Army Corps of Engineers (Corps) uses the discount rate established by section 80 of the Water Resources Development Act of 1974, which at the time of the analysis was set to 6.875 percent [1998 Federal Register (FR) Volume 63]. The other rate used in this report is 3.5 percent, representing an estimate of the real rate of return without inflation.

Flood damage reduction estimates were obtained using the Corps Hydrologic Engineering Center Flood Damage Assessment model (HEC-FDA). This model is consistent with Corps Engineering Manual 1110-2-1619. The estimation procedure involves hydrologic simulation, estimation of physical damage, determination of economic costs, and analysis.

Results suggest that estimated flood damage from 2001 until 2074 is not as severe as anticipated and may be mitigated without engaging in extensive dredging programs beyond the existing navigation-only dredging program. The proposed large dredging programs are expensive with project costs ranging from a net present value of \$17.8 million for the 300,000 cubic yards (299 366.5 cubic meters) dredging program with in-water disposal (300/xst./IW), to \$256.7 million for the 2 million cubic yards dredging program with upland disposal (2M/xst./UL). Similarly, the values for raising the levee 4, 8, and 12 feet (1.2, 2.4, and 3.7 meters) are very costly; ranging from \$15 million for the 4-foot (1.2-meter) raise (Nav/4 ft/IW) to \$76.8 million for the 12-foot (3.7-meter) raise (Nav/12 ft/IW). In contrast, the 3-foot (0.9-meter) levee raise option costs much less with the discounted net present value of the costs equal to \$2.1 million. These values are all expressed using a 6.875 percent discount rate and discounting over the 74-year time horizon.

The total discounted present value of estimated flood damage in the without-project scenario is \$13.58 million using the 74-year time horizon and 6.875 percent discount rate. This figure represents the maximum flood damage that could be reduced by any of the proposed alternatives. Of this value, \$8.29 million are from damage to building structures and contents (including cleanup costs) and \$5.3 million from other types of flood damage not included in the Corps Hydrologic Engineering Center Flood Damage Assessment model (HEC-FDA) model. These additional damages may include business interruption, emergency expenditures, and public infrastructure damage to roads, underground public utilities, and streetlights.

In studies that quantified additional costs of flooding, such costs range from 30 percent to more than three times the value of structure and content damages. As a conservative approach in this

¹ See section 4.0, Benefit-Cost Analysis, for a more detailed discussion of the calculation of benefits and costs.

study, the additional costs of flood damage were assumed to be 39 percent of the value of the estimated total flood damages.²

The estimated maximum potential damage of \$13.58 million sets an upper limit on potential benefits of any proposed alternative. The principles of BCA state that for a property to be economically feasible it has to have a benefit-cost ratio greater than or equal to one. It therefore follows that any economically feasible alternative must have costs with a net present value of less than \$13.58 million.

Given the maximum potential damages to be reduced, and using a 6.875 percent discount rate, the navigation-only dredging alternatives (both upland and in-water disposal) with a 3-foot (0.9-meter) levee raise are the alternatives most likely to have a benefit-cost ratio greater than one. The 4-foot (1.2-meter) levee raise with in-water disposal and navigation only dredging (Nav/4 ft/IW), also is potentially economically feasible, but only if almost all of the expected damages were reduced by the alternative. The costs of all other alternatives exceed the maximum potential damages to be reduced (see attachment C).

Because the quantity of dredged material in the navigation-only dredging scenario is small, the method of disposal has no bearing on the projected water surface elevations in the future, and the benefits of upland and in-water disposal are identical. The discounted present value of benefits and costs of each potentially economically feasible alternative, over the 74-year project time horizon using a discount rate of 6.875 percent, are displayed in table ES-1. The benefit-cost ratio is the quotient of benefits divided by costs.

Table ES-1
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2074, Discounted at 6.875 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/IW	\$9,951,518	\$2,103,416	4.73
Nav/3 ft/UL	\$9,951,518	\$4,942,145	2.01
Nav/4 ft/IW	\$11,456,584	\$15,026,860	0.76

The results show that the Nav/3 ft/IW option and the Nav/3 ft/UL alternative are both economically feasible at a 6.875 percent discount rate over the 74-year time horizon. The Nav/4 ft/IW option is not economically feasible, with a benefit-cost ratio of 0.85. For these two options, the benefit-cost ratio of the in-water disposal alternative is more than twice the value of the upland alternative.

The economic feasibility of each alternative depends in part on the period of analysis and the discount rate. The BCA results for the three potentially economically feasible alternatives are presented below using the 6.875 percent discount rate under the 21-year time horizon

² See "Other Costs of Flood Damage" in section 3.0, Data and Methods, for details of the review.

(table ES-2); a 3.5 percent discount rate under the 74-year time horizon (table ES-3); and a 3.5 percent discount rate under the 21-year time horizon (table ES-4). For all of the alternatives, the benefit-cost ratios are lower using the 21-year time horizon than with the 74-year time horizon. Also, benefit-cost ratios are much higher with the 3.5 percent discount rate than the 6.875 percent rate. Both results are attributed to the larger values of flood damage reduction benefits many years in the future, and the project costs for construction of levee embankment modifications early in the time horizon.

Table ES-2
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2021, Discounted at 6.875 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/TW	\$3,703,338	\$2,103,416	1.76
Nav/3 ft/UL	\$3,703,338	\$4,765,797	0.78
Nav/4 ft/TW	\$3,703,428	\$14,263,277	0.26

Table ES-3
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2074, Discounted at 3.5 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/TW	\$30,106,483	\$2,136,571	14.09
Nav/3 ft/UL	\$30,106,483	\$5,986,885	5.03
Nav/4 ft/TW	\$36,849,002	\$15,263,721	2.41

Table ES-4
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2021, Discounted at 3.5 Percent

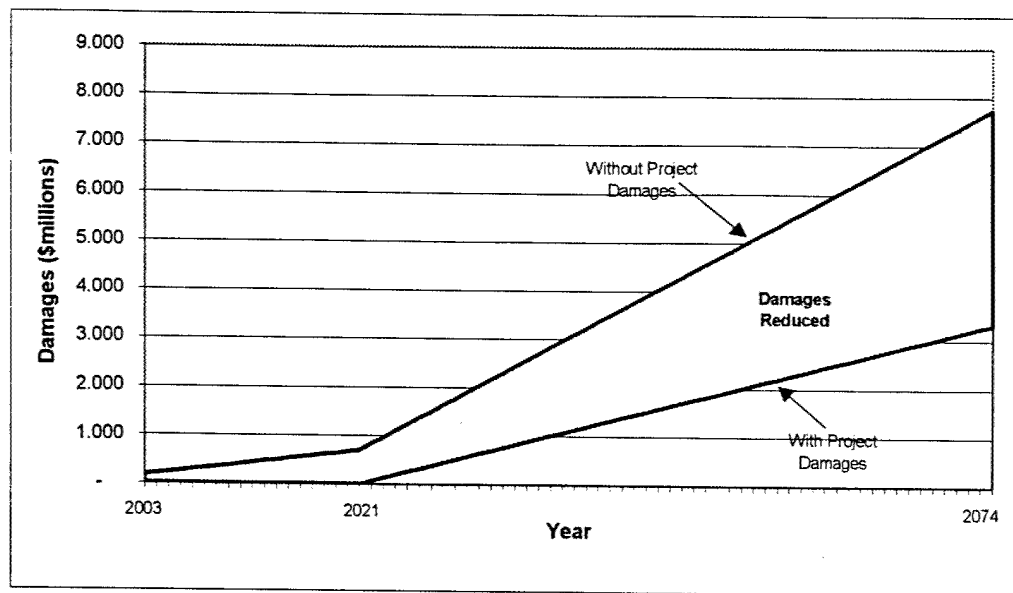
Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/TW	\$5,376,909	\$2,136,571	2.52
Nav/3 ft/UL	\$5,376,909	\$5,351,448	1.00
Nav/4 ft/TW	\$5,377,039	\$14,500,138	0.37

These results favor undertaking the project (Nav/3 ft/TW). In both the 74-year time horizon and the 21-year time horizon, using either discount rate, the benefit-cost ratios are all greater than one and are therefore considered economically feasible. In all of the cases where more than one alternative is found to be economically feasible, the Nav/3 ft/TW option offers the highest benefit-cost ratio.

The expected damages to be reduced through time by the adoption of this alternative are portrayed in figure ES-1. The vertical axis in the figure represents the expected annual damages (EAD's), and the horizontal axis shows time in years. It is clear that EAD's will increase through time in both the with- and without-project scenarios. The shaded area in the graph corresponds to the net benefits of the project. The net present value of the shaded area is equal to the \$9,951,518 shown as benefits in table ES-1.

In addition to direct effects, secondary economic, institutional, and environmental impacts of the various alternatives were studied and reviewed. None of these secondary impacts significantly alters the outcome of the BCA presented above. The without-project navigation-only dredging program already maintains access to the important recreational services provided in the project areas, and this is not expected to change with the recommended plan. Other considerations such as impacts on habitats, regional economies, or institutions do not vary widely among economically feasible alternatives and therefore do not alter the recommendation of the study.

Figure ES-1
Damages With and Without 3-Foot (0.9-Meter) Levee Raise



1.0 INTRODUCTION

Located at the confluence of the Snake and Clearwater Rivers, the town of Lewiston, Idaho, is protected from flooding by a system of levee embankments that were built as part of the Lower Granite Lock and Dam (Lower Granite) project. Also, several roads and railroads in the Lewiston, Idaho, and Clarkston and Asotin, Washington, areas were relocated as part of the project. Sediment deposition in the Lower Granite pool is reducing channel capacity, which limits the discharge the levee system can contain during flood events. Measures were evaluated to reduce the likelihood of flooding and to reduce the extent of damage. These measures range from dredging additional material to provide adequate channel capacity for flood events to increasing levee heights sufficiently to contain flooding.

The benefit from reduced flood damages may vary depending on the quantity of dredging, the height of modified levees, and the method of dredged material disposal. The purpose of this study is to evaluate the benefits and costs associated with each of the proposed alternatives. Each alternative is a combination of a dredging program (DP), levee modification (L), and disposal method (D).

1.1 Background

The area is within the boundaries of the U.S. Army Corps of Engineers (Corps), Walla Walla District. The Walla Walla District is responsible for generating a Dredged Material Management Plan (DMMP) that will identify and prioritize disposal sites for material projected to be dredged over a 20-year period from the navigable waterways within the Walla Walla District boundaries. The area covered includes Lake Wallula behind McNary Lock and Dam (McNary) on the Columbia River and the reservoirs behind the four lock and dam projects on the lower Snake River: Ice Harbor, Lower Monumental, Little Goose, and Lower Granite. The area extends from McNary, approximately 2.5 miles (4 kilometers) upstream from the community of Umatilla, Oregon, to the upstream end of Lower Granite Lake near the communities of Lewiston, Idaho, and Clarkston, Washington.

The planning study, Dredged Material Management Study (DMMS), is a feasibility-level effort that will include projections of the volume of sediment that will deposit in critical areas in each reservoir over the next 20 years. The DMMS will also include an evaluation of means to reduce required dredging quantities, a comparison of disposal methods and disposal site locations, and a development of a programmatic environmental impact statement (EIS) that evaluates the environmental impacts of those alternatives. The study was started in October 1997 and is scheduled for completion in 2002.

One of the key elements of the study is an economic analysis of alternative methods of managing sedimentation within Walla Walla District. The economic analysis is complicated by conditions in the most upstream reservoir in the system, Lower Granite Lake. It has a large sediment-contributing drainage area that includes the entire Salmon River drainage, and the mainstems of the Clearwater, Grand Ronde, and Imnaha Rivers. Since it is the most upstream of the four lower Snake River dams, the upper reach of Lower Granite Lake serves as a sediment trap for most of the material carried in suspension in the free-flowing reaches of the tributary rivers.

The quantity of sediment that collects in Lower Granite Lake far exceeds the quantities observed in each of the other lower Snake River reservoirs and in the McNary reservoir.

The situation at the upstream end of Lower Granite Lake is further complicated by the location of the cities of Lewiston and Clarkston. The Lower Granite Lake project includes backwater levee embankments that were installed to avoid relocating the business district of Lewiston and other industrial areas in Lewiston and Clarkston. The embankments function as an extension of Lower Granite, and were designed to allow the lake to be maintained at the normal operating pool elevation while protecting Lewiston from inundation during a standard project flood (SPF) event.

The levee embankment was designed to provide a minimum freeboard of 5 feet (1.5 meters) during the SPF event of 420,000 cubic feet per second (11 893.08 cubic meters per second) on the Snake River below the confluence of the Clearwater River. Since the reservoir was filled in 1975, deposited sediment has reduced the channel capacity and has caused the computed water surface elevations associated with a particular discharge to rise. The sedimentation problem has restricted the channel so that a SPF event may seriously encroach upon the levee freeboard and possibly overtop the levees. The Walla Walla District has outlined several alternatives to increase channel capacity. The measures include dredging and raising levee heights, as well as different methods to dispose of sediment. The alternatives have different levels of costs. They also have different levels of benefits, measured primarily as reduced flood damages. Each alternative includes a dredging activity, levee height adjustment, and sediment disposal method.

1.2 Project Area Characteristics

The project area includes the developed areas of Lewiston, Idaho, and Clarkston, Asotin, and Port of Wilma, Washington (see plate 1). The area also includes the downstream region between Clarkston and Lower Granite.

The confluence of the Snake and Clearwater Rivers separates the waterways into three segments for the purposes of the study: Snake River above the confluence, Snake River below the confluence, and Clearwater River. The structures on both banks of each river segment are identified by segment and a specific river mile (RM).

Several significant economic features in the project area might experience flood damage. The Port of Lewiston is situated on the north shore of the Clearwater River. It provides an inland seaport that serves the agricultural community surrounding Lewiston with shipments of regionally grown wheat to export markets. The Port of Lewiston also serves the Potlatch Corporation, which produces paper products. The Potlatch Corporation is located on the south side of the Clearwater River at RM 3, just east of the downtown Lewiston region. The Ports of Wilma and Clarkston are also in the project area and are home to several industrial enterprises such as wood chipping.

The Lewiston levees provide flood protection to the North Lewiston area and the downtown Lewiston area, which has a large number of retail and government buildings. Much of this area is located at approximately the same elevation as Lower Granite Lake, which is maintained at the

confluence of the rivers at 733-738 feet (223.4-225 meters) above sea level [national geodetic vertical datum (NGVD) 1929 datum]. Besides flood protection, the levees are a popular recreation area.

1.2.1 Damage Reaches in the Project Area

The study team, made up of Northwest Economic Associates (NEA) consultants, Corps personnel, and HDR Engineering Inc. consultants, delineated the damage reaches essential to HEC-FDA modeling. The study area is divided into subcategories (damage reaches) based on river mile and riverbank to be used in the analysis. Damage reaches are defined based on the beginning and end points of waterways, flood control structures, economic distinctions, and jurisdictional boundaries.

The damage reaches for this study are shown in plate 2. Damage reaches are distinguished by whether or not they have levees, by river segment, and by whether they are in Idaho or Washington. Only three reaches have levees. These are the North Lewiston area, shown as (NLEWISTON on plate 2), the downtown Lewiston area (CONFLUENCE), and the portion of downtown Lewiston that follows the Snake River southward (SNRIVRD). The Clarkston area was divided into two reaches: the Snake River above the confluence (CLARKPARK) and the Snake River below the confluence (CLARKSTON). The portion of the Snake River between downtown Lewiston-Clarkston and Asotin was delineated separately for the Idaho and the Washington sides of the river (ROAD2ASOTIN and HELLSGATE, respectively). Asotin was separated for analytic purposes. Explanation of the indicator points that are also shown in plate 2 can be found in section 3.0, Data and Methods, of this report.

1.3 Study Objectives

This study analyzes the benefits and costs of alternatives with potential dredging, levee modification, and sediment disposal in the study area. Primary objectives of the study are:

- Estimate an expected annual dollar value of flood damages for the Lewiston-Clarkston region under with- and without-project conditions.
- Use the estimated expected flood damage values with estimated costs in an economic analysis of the proposed alternatives.
- Review information related to secondary impacts of the proposed alternatives, including environmental benefits and costs, socioeconomic conditions, and socio-institutional issues.
- Reevaluate the results of the economic analysis in the context of any critical secondary or social impact identified.

Benefits are measured primarily as the reduction of flood damages expected after completion of a proposed alternative plan. Benefits are estimated consistent with Corps Engineering Manual (EM) 1110-2-1619, and are estimated with the aid of the Corps HEC-FDA model. The model simulates flood damage through time based on geographic and economic data describing structures within a floodplain and hydrologic data relative to the probabilities of different flood events. A more detailed description of the procedures used in preparing data and operating the model is in section 3.0, Data and Methods, of this report.

Costs of the various alternatives considered include costs of dredging, raising levees, and disposal of dredged material. All costs for dredging and disposal were provided by the Walla Walla District. These were provided in constant 1999 dollars. Costs for raising levees were provided by HDR Engineering, Inc., in the 1999 report as presented in appendix E.

1.4 Report Organization

The remainder of this report is organized into five sections. First, section 2.0, Alternatives, describes the alternatives analyzed. Each alternative includes a dredging program, proposed levee height, and method of disposal of sediment. There are four dredging programs, five levee height modifications, and two disposal methods, or a total of 40 alternatives.

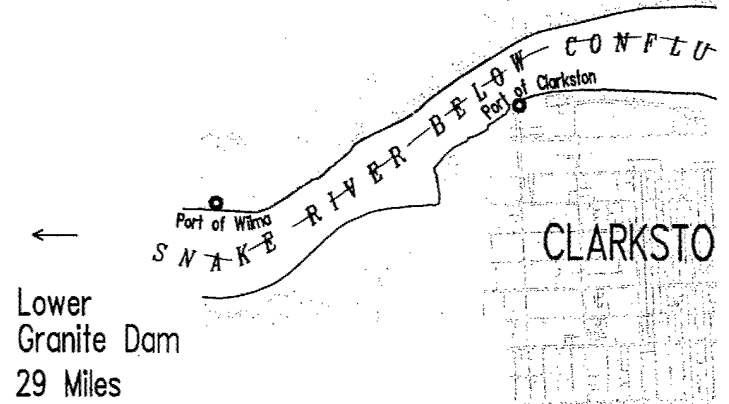
Section 3.0, Data and Methods, describes the data and methods used in the analysis. Data on all of the structures in the floodplain were collected for this study, and the development of the database is described. The HEC models and data requirements are discussed. It also includes a discussion of risk and uncertainty, damage analysis, and of the use of Geographic Information System (GIS) data.

Benefit-cost analysis (BCA) results are then discussed in section 4.0. The benefits and costs of the proposed projects are presented and analyzed. Without-project flood damages are reviewed and used as a basis for comparison of alternative flood damages. Benefit-cost ratios are presented for different time horizons and discount rates, and a specific plan is recommended. Elements of risk and uncertainty are incorporated into a sensitivity analysis.

Section 5.0, Conclusions and Recommendations, reviews the results of the BCA and integrates the secondary impacts and social issues. The alternatives are assessed, and a recommendation is made based on the results of the BCA and the secondary and social impacts.

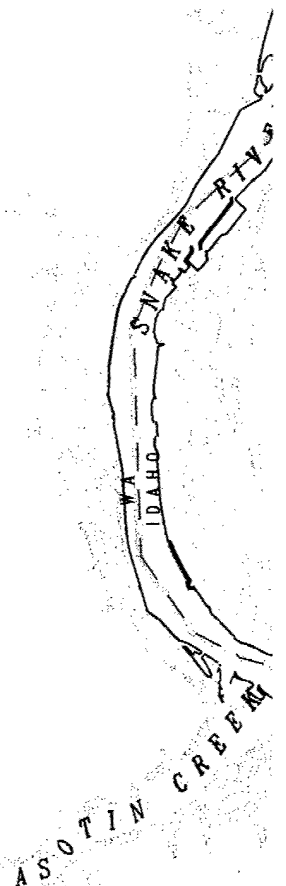
The final section, 6.0 References, contains references pertinent to this appendix. Attachments A-G present supplemental information supporting the analysis in the main body of the report. Attachments A and B show data that was used to develop the damage assessment relationships. Attachment C displays the program costs of the various alternatives under consideration and Attachment D the benefit-cost calculations. Attachments E, F, and G address three areas of secondary issues and social impacts that were taken into consideration prior to concluding the study: environmental costs and benefits, socioeconomic impacts on the Lewiston-Clarkston region, and socio-institutional impacts.

WHITMAN COUNTY, WA



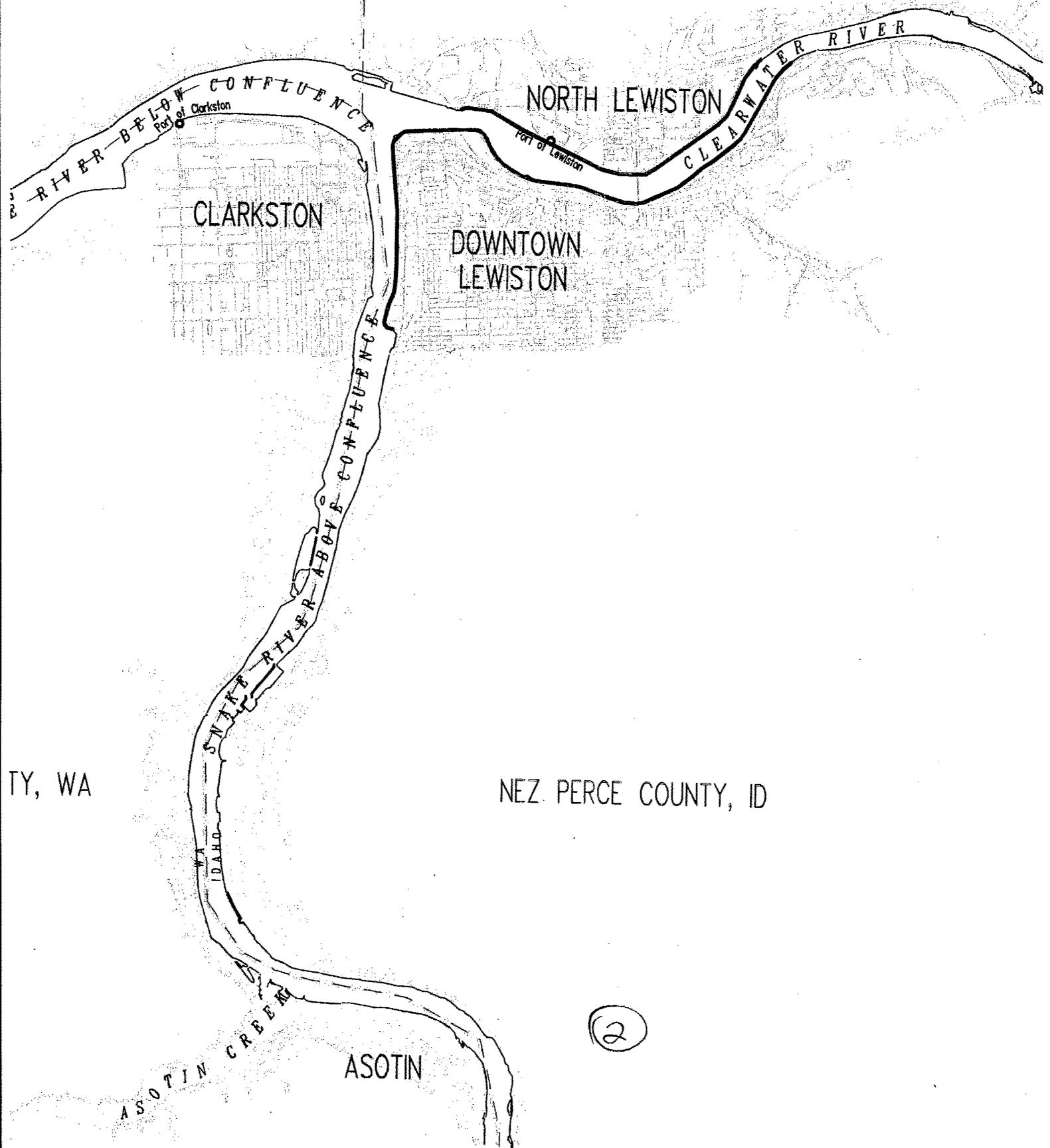
ASOTIN COUNTY, WA

1

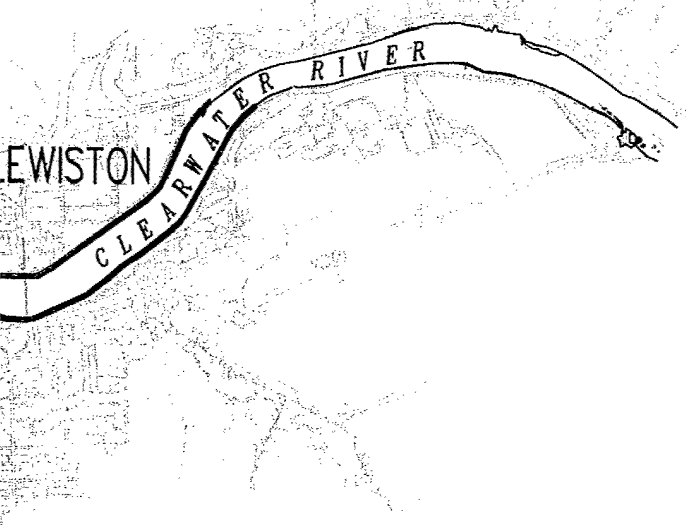


WHITMAN COUNTY, WA

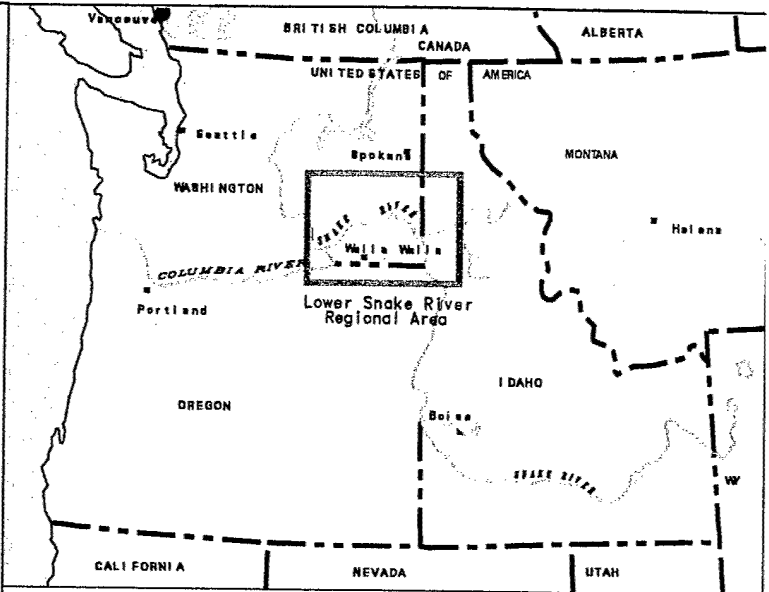
NEZ PERCE COUNTY, ID



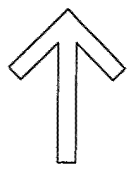
NTY, ID



E COUNTY, ID

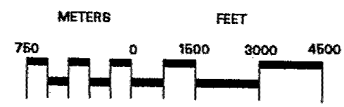


- Shoreline
- Contour Lines
- Roads
- County Lines
- State Boundaries
- Levees



DRAFT

3



**NORTHWEST
ECONOMIC
ASSOCIATES**

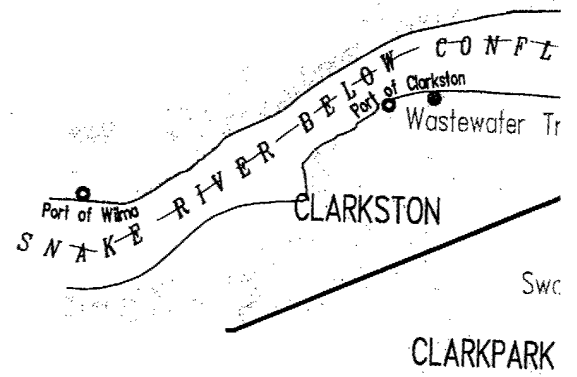


**US Army Corps
of Engineers**
Walla Walla District

Walla Walla District
Dredged Material Management Study
Risk-Based Analysis of the Lewiston Levee System

PROJECT AREA
2000
PLATE 1

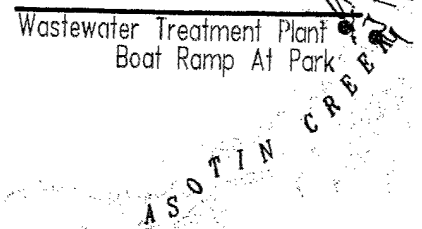
WHITMAN COUNTY, WA



ROAD2ASOTIN

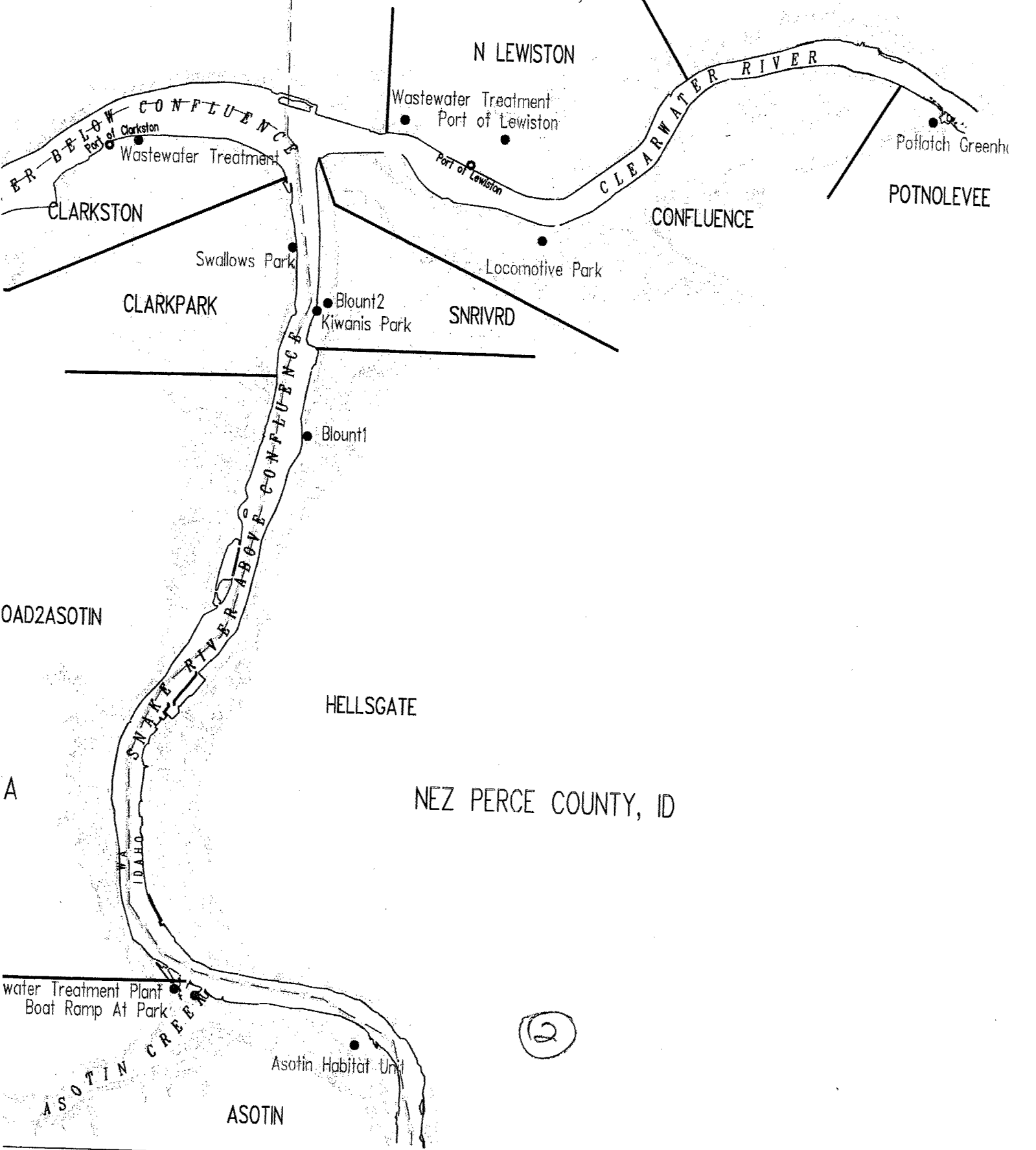
ASOTIN COUNTY, WA

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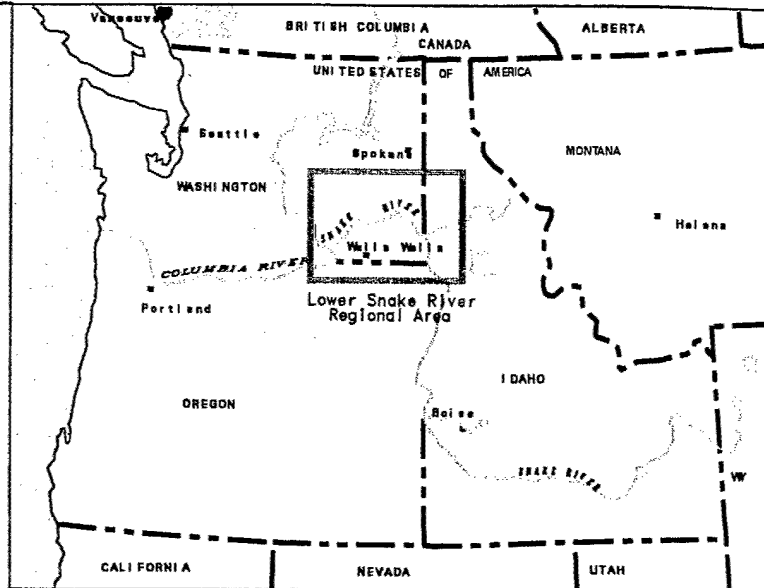
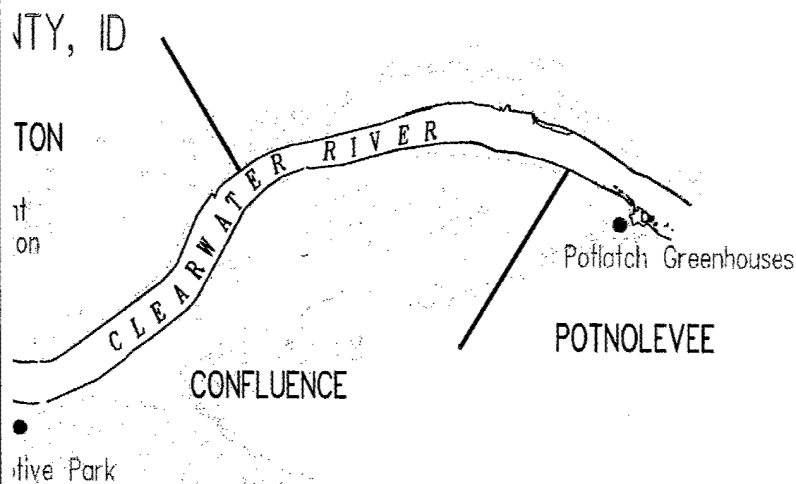


HITMAN COUNTY, WA

NEZ PERCE COUNTY, ID



2



Damage Reach Upstream & Downstream Limits

Indicators

Shoreline

Contour Lines

County Lines

Damage Reach Name

Left-Bank Snake River

CLARKSTON (Clarkston Area below the confluence)
CLARKPARK (Clarkston Area above the confluence)
ROAD2ASOTIN (area between CLARKPARK Reach and Asotin, Idaho)
ASOTIN

Right-Bank Snake River

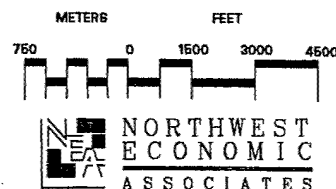
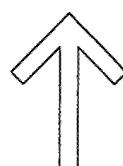
SNRIVRD (Downtown Lewiston Area along Snake River, with levee)
HELLSGATE (area South of downtown Lewiston)

Left-Bank Clearwater River

CONFLUENCE (Downtown Lewiston Area, with levee)
POTNOLEVEE (upstream of Potlatch)

Right-Bank Clearwater River

N LEWISTON (North Lewiston Area, with levee)



**US Army Corps
of Engineers**
Walla Walla District

DRAFT

Walla Walla District
Dredged Material Management Study
Risk-Based Analysis of the Lewiston Levee System

DAMAGE REACHES AND INDICATOR POINTS

2000

PLATE 2

(3)

2.0 ALTERNATIVES

The Walla Walla District has developed several potential alternative programs to mitigate the increasing sedimentation in the study area. Each alternative includes a quantity of dredging (dredging program, DP), a proposed levee height (L), and a method of disposal (D) in combination. The alternative components are listed below.

2.1 Dredging Programs

- Dredging for maintenance of the navigation channel only (Nav). This dredging program is the basis for the existing conditions.
- Dredging 300,000 (300k) cubic yards (229 366.5 cubic meters) annually.
- Dredging 1,000,000 (1M) cubic yards (764 555 cubic meters) annually during project years 1-10, and subsequently dredging 325,000 cubic yards (248 480.3 cubic meters) annually for years 11-74.
- Dredging 2,000,000 (2M) cubic yards (1 529 110 cubic meters) annually during project years 1-20, and 725,000 cubic yards (554 302.3 cubic meters) annually thereafter for project years 21-74.

2.2 Levee Height Modifications

- No change in the levee height (xst.).
- A nominal 3-foot (ft) (0.9-meter) raise in the existing levee.
- A nominal 4-ft (1.2-meter) raise in the existing levee.
- A nominal 8-ft (2.4-meter) raise in the existing levee.
- A nominal 12-ft (3.7-meter) raise in the existing levee.

2.3 Disposal Methods

- In-water disposal (IW).
- Upland disposal (UL).

Each of the dredging programs is described below. The disposal alternatives are described, as they differ depending on the dredging programs. The levee raise options are described and additional information can be found in appendix E.

The navigation-only dredging plan involves annual dredging of 16,000-300,000 cubic yards (453 to 8 495 cubic meters) of material according to what is needed to maintain a desired template. The template can be thought of as a maximum quantity of allowable sedimentation or a minimum channel size and shape. For the navigation only dredging program with in-water disposal, all material is assumed to be disposed downstream of Centennial Island, 20 miles (32 kilometers) downstream of Lewiston on the Snake River. The material dredged from the template will include some original bed material, likely composed of gravels and cobbles, in addition to accumulated silt material. This dredging program may be employed in conjunction with structure modifications providing either a nominal 3-, 4-, 8-, or 12-foot (0.9-, 1.2-, 2.4-, or 3.7-meter) levee raise.

For the annual 300,000 cubic yards (299 366.5 cubic meters) dredging option, all materials are assumed to be disposed downstream of Centennial Island with in-water disposal. Disposal could also be at the downstream end of this area, near Lower Granite. For the upland or upland disposal option, it was assumed that all dredged material would be permanently removed from the Snake and Clearwater Rivers; disposed of either at a site in the Lower Monumental reservoir or a transfer site on the Lower Granite reservoir. This dredging program could be used in conjunction with structure modifications, providing either a nominal 3-, 4-, 8-foot, or 12-foot (0.9-, 1.2-, 2.4-, or 3.7-meter) levee raise.

For the annual 1,000,000 cubic yards (764 555 cubic meters) dredging option, dredging will be at this rate for the initial 10 years, then decline to a maintenance level of 325,000 cubic yards (248 480.3 cubic meters) annually for the remainder of the study period through the year 2074. It is assumed that all material is disposed downstream of Centennial Island for the in-water disposal option. For the upland disposal option, it was assumed that the material would be disposed of at a transfer site on the Lower Granite reservoir. Each of the levee raise options may be constructed in conjunction with this dredging program.

For the annual 2,000,000 cubic yards (1 529 110 cubic meters) dredging option, dredging will be at this rate for the initial 20 years, then decline to a maintenance level of 725,000 cubic yards (554 302.3 cubic meters) annually for the remainder of the study period through the year 2074. It is assumed that all material is being disposed downstream of Centennial Island for the in-water disposal option. For the upland disposal option, it was assumed that the material would be disposed of at a transfer site on the Lower Granite reservoir. Details of the options for this DP under upland disposal are outlined in appendix D of this DMMP/EIS. Each of the levee raise options may be constructed in conjunction with this dredging program.

In total, there are 40 different DP/L/D combination alternatives. Further descriptions of dredging programs and disposal options can be found in the DMMP/EIS.

3.0 DATA AND METHODS

A team of hydrologists, engineers, economists, planners, geographers, and study managers collaborated in establishing the study data and methods. Both the HEC-FDA user manual and EM 1110-2-1619, stress the importance of cooperation within the multidisciplinary team when conducting this type of a study. The team must pay special attention to areas such as specification of spatial referencing and delineation of damage reaches. While this summary of methods primarily addresses the economic specifications used in the study, hydrologic and geographic data and methods are integral to the estimation procedures and are briefly described.

The following section covers the techniques used in data processing, management, and integration, as well as the methodology used for estimation and analytic purposes. The hydrologic subsection identifies data sources and briefly describes how the data is integrated into the HEC-FDA process. The next subsection covers the structure inventory data, detailing the process that was used to develop the database. A damage assessment subsection describes how damage estimation relationships were developed. The damage assessment parameters were developed based on previous studies and data sources, and so these are briefly reviewed within the subsection. The risk-based analysis approach is presented in a subsection, and the principles of the BCA are summarized in another. Subsection 3.6, GIS Environment, details the use of GIS data and process that was used in data management.

3.1 Hydrology

The Corps HEC has developed several models to facilitate estimation of hydrologic processes. For this study, the Walla Walla District hydrology unit provided NEA with data on the flood elevations in the project area projected to the year 2074 under both the existing conditions and the alternative scenarios. To do so, the research team first employed the HEC-6 model, which simulates the effects of river sediment transport and the resulting changes in river channel cross section geometry. The channel cross section geometry was then used as input into the HEC-2 model, which predicts water surface elevations along a channel. The Walla Walla District hydrology unit also provided historical discharge data, geotechnical failure data for the levees, and guidance on the uncertainty parameters associated with stage discharge functions.

3.1.1 Water Surface Profiles

The Walla Walla District provided water surface profiles (WSP's), consisting of eight different flood event elevations for each set of Snake and Clearwater River cross-sections. The eight flood events consisted of the following: 0.5 probability flood (2-year flood), 0.2 probability flood (5-year flood), 0.1 probability flood (10-year flood), 0.05 probability flood (20-year flood), 0.02 probability flood (50-year flood), 0.01 probability flood (100-year flood), 0.005 probability flood (200-year flood), and the 0.002 probability flood (500-year flood). One WSP was created for each of three different river segments, at two different points of time in the future. A WSP was first produced for the without-project scenario, which consists of navigation only dredging. This profile represents both the in-water and upland disposal methods as the quantity of in-water disposed material does not alter the projected flood elevations. Each of the alternative scenarios

was also modeled producing a WSP for each of four dredging programs for each of two disposal methods at each of two points in time in the future.

Because the WSP for the navigation-only dredging program did not change between in-water and upland disposal methods, only six WSP's were created for the baseline scenario (three river segments multiplied by two points in time). For each of the other 3 dredging programs, a total of 12 WSP's were developed (3 river segments multiplied by 2 points in time multiplied by 2 disposal methods). Three WSP's describing the initial conditions as of 1997 were also provided. The initial conditions served as the starting point for all of the future WSP's, both for the without project and the alternative scenarios. The total number of WSP's developed was 45: 3 dredging programs multiplied by 12 WSP's, plus 6 for the navigation only, plus 3 for the initial conditions.

3.1.2 Uncertainty Parameters and Historical Data

The Walla Walla District provided historical data regarding peak discharge frequency curves for the Clearwater River and the Snake River above the confluence. Data from the confluence of the two rivers were used to estimate conditions for the Snake River below the confluence. These data were summarized in statistical parameters including not only mean values, standard deviation, and skew for a Pearson's Log III distribution, but also the number of years that records had been kept.

The Walla Walla District also provided guidance on the selection of probability distributions and parameters to be used in conjunction with the WSP's for estimation purposes. A sensitivity analysis of the flood damage allows for alternative specification of uncertainty parameters and for the subsequent analysis of the results. The guidance from the Walla Walla District was therefore used as a starting point for the sensitivity analysis. It was decided that the triangular distribution would be used, with the minimum value set to just below the projected water surface elevation, and the maximum value set to 3 feet (0.9 meter) above the WSP elevation.

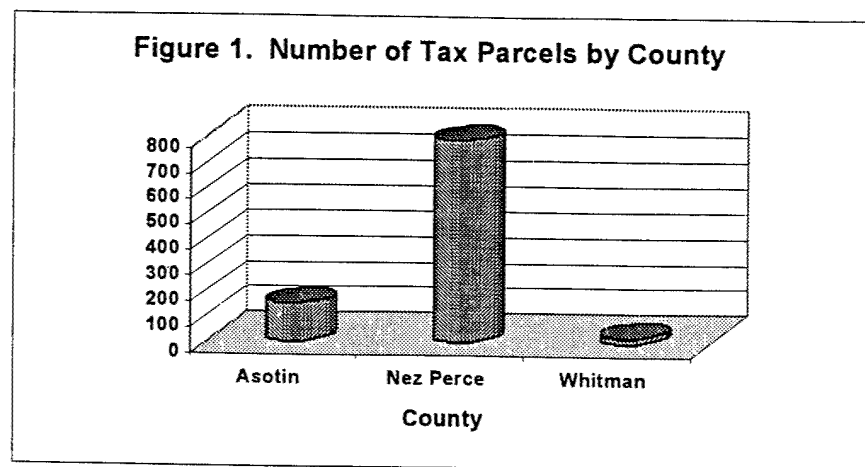
3.1.3 Geotechnical Failure Data

The data provided to the consultant regarding probability of geotechnical failure included identification of the elevation on the levee of the Probable Non-Failure Point (PNP), the Probable Failure Point (PFP), and the associated probabilities of each. The PNP was identified at 5 feet (1.5 meters) below the top of the levee, and the probability of failure below that point as 0.001. The PFP was identified at 1 foot (0.3 meter) below the top of the levee, with a failure probability of 0.15. These values were not accepted into the HEC-FDA model, because the PNP probability was negligible. This may be related to the fact that the Lewiston levee system was not designed for the purpose of providing flood control to the city, but rather the system can be thought of as an upstream extension of the dam. Hence, they were built to dam embankment standards and are less likely to fail than ordinary embankments. Moreover, use of geotechnical failure data is not required for levees that are maintained to Federal levee standards (EM 1110-2-1619, p. 7-3).

3.2 Structure Inventory

The Walla Walla District provided pictures of the main structure occupying each tax parcel located within the floodplain. Tax parcel numbers were used to obtain the assessed value of the structures from the respective county assessors' office and the data were put into a database containing descriptive information about each structure. As shown in figure 1, more than 85 percent of the observations were from Nez Perce County, Idaho.

Pictures of the inventory of structures in the floodplain area were provided on a CD-ROM for computer use. For this study, the pictures were matched with the data from the data input set using GIS Arcview software. The pictures were printed and labeled with picture identification numbers on letter-size paper and placed in two three-ring binders for easier access during the evaluation process.



Listed below are the variables available in the structure inventory and in the tax assessor database for Nez Perce County. The data were linked using the tax parcel number (highlighted in the following list). The data for Asotin County followed a similar format, although the assessor data provided additional useful information such as the number of stories in the building, the year built, and the square footage in the structure. Only ten parcels in the floodplain are located in Whitman County. The NEA faxed the tax parcel numbers to the county assessor and requested information on property owners' names and addresses, types of business, and the values. In all three counties, the tax assessors' office used depreciated replacement values (DRV's) in assessments. Consequently, it was not necessary for NEA to convert any assessment data into DRV.

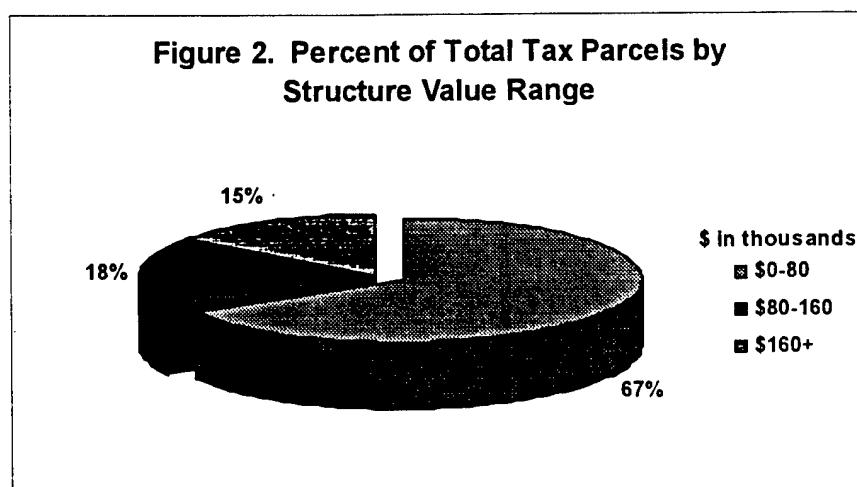
Nez Perce Structure Inventory Data

Northing
Easting
First Floor Elevation
Ground Floor Elevation
Street Address
Tax Parcel Number
Digital Photo Number

Nez Perce County Assessed Valuation Data

Tax Parcel Number
Owner Name
Owner Address 1
Owner Address 2
Owner City
Owner State
Zip
Property House Number
Street
Zip
Assessed Value

As shown in figure 2, the majority of structures in the floodplain are valued at less than \$80,000, while only 15 percent of the structures have assessed values greater than \$160,000. Combined, the total value of all structures in the database is nearly \$2 billion.



Two additional steps were required to complete the input data set. First was to combine data from the three counties into one database consisting of 945 tax parcels. Second was to identify each of the structures with a river mile point along the river center line. This was done using the GIS environment. Data obtained from the GIS database includes: stream name (Snake River above, Snake River below, or Clearwater River), river mile number, and riverbank (left or right). All of these variables are needed for operation of the HEC-FDA model.

3.2.1 Collection of Additional Data

Many of the tax parcels included in the information were owned by government and nonprofit organizations and consequently were listed as "Exempt." These structures were not assessed for tax purposes and therefore had no associated value at the county assessor offices. Values were sought by first identifying a person who could provide the required information through telephone calls to each entity. The individual was then mailed a letter explaining the project and

requesting DRV's for structures and contents. The letter also stated that a representative from NEA would call in a few days asking for the values (see example below). Examples of tax exempt structures include those located on land owned by the Port of Lewiston, Port of Whitman, railroad companies, as well as structures housing public offices and services (e.g., schools, prisons, fire stations, park structures, etc.). If the owner of the structure was unable to provide its value, a value was estimated based on values of similar structures included in the database.

(Date)

Dear _____:

As a representative of the consulting firm, Northwest Economic Associates (NEA), I am currently conducting research for a flood damage assessment project in conjunction with the U.S. Army Corps of Engineers. This project focuses on Lower Granite Lake, which is the uppermost reservoir of the four lower Snake River reservoirs, and the levee system built in Lewiston, Idaho.

NEA is currently evaluating the economic benefits of reduced potential flood damage provided by the lock and dam system region under a variety of alternative scenarios. In order to be as accurate as possible in our assessment, we need the following information for all public buildings in the Lewiston-Clarkston area:

1. What is the total depreciated replacement value of the structure?
2. What is the total depreciated replacement value of the contents of the structure?
3. What percentage of damage might occur to the structure and contents of the building during a flood?
4. Are there other items such as vehicles or storage facilities that would potentially be damaged during a flood?

Our records indicate that _____ owns the property located at _____.

I plan to contact you shortly after you receive this letter, so that I may obtain this information. If you know you will be unavailable in the next few days, could you please leave the information with a designated representative? The information provided by you will be strictly confidential.

Enclosed is my business card. If you wish to contact us for any reason before I call, please feel free to call Gretchen Greene or myself at NEA.

Thank you for your cooperation in this matter.

Sincerely,

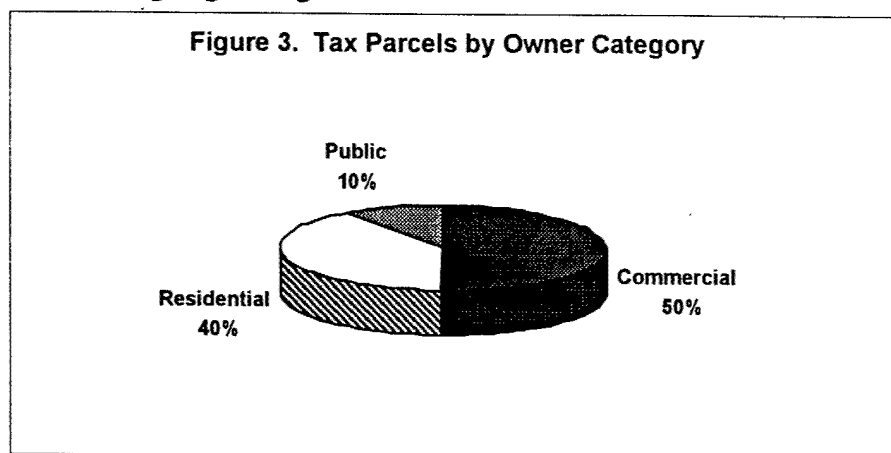
In some cases, it was necessary to modify the structure information provided by the Corps in order to assign the appropriate value to a building. In the original data set, several tax parcels contained more than one structure (multiple pictures associated with the same tax parcel). An onsite review of the assessor's database was conducted for these parcels in order to assign a value to each individual structure. Many of these were found to be exempt properties and handled as described above.

Based on a visit to the study area, NEA researchers identified several important structures that were not included in the original database. These structures were located primarily within the Ports of Lewiston and Whitman. Managers of the ports identified the owners of the buildings. The owners were then contacted by telephone and asked to provide information regarding the value of structures, inventory, and equipment. In addition, maps provided by the ports showing the location of each business were used to create additional points in the GIS database in order to develop the location and elevation information necessary for the HEC-FDA model.

The structures inventory database also included additional tax parcel numbers to account for structures that were located on more than one parcel. The assessor's office assigns the value of a structure to only one tax parcel regardless of the number of parcels a building occupies. Consequently, many of the structures were found to have either no associated assessed value or unreasonably low values when compared with the photos. In most cases, it was possible to identify the tax parcels that contained structure value information by viewing the values and comparing them to the photos and property maps showing the rooflines of the structures. In others, the information was sent to a county assessor's office in order to obtain the commercial parcel type codes and associated values for each tax parcel in question.

3.2.2 Categorizing the Data

Buildings within the structure inventory database were primarily categorized as commercial, residential, or public. The percentage of structures falling into each category is shown in figure 3. Within each of these primary categories, structures were further subdivided by considering the name of the owner and the digital photograph of the structure. The primary division and secondary division correspond to the categorization that is used in the HEC-FDA model as a basis for assigning damage functions.



Ultimately, residential buildings were classified into seven categories, by building material and the number of stories of the building. The classifications were based on the photographs. The categories are listed below, along with the number of tax parcels placed in each occupancy type.

•	1 Story Wood	285
•	1.5 Story Wood	2
•	2 Story Wood	64
•	1 Story Masonry	12
•	2 Story Masonry	3
•	Mobile Home	6
•	Shed	3

Commercial buildings were similarly classified into occupancy types based on the type of business occupying the structure. The name and type of some businesses were clearly visible on signs in the photographs. In other cases, the name in the picture identifies the business but not the type of business. Some buildings have no type of identification on them at all. Additional telephone calls established business identification. Several downtown buildings contain two or more businesses, and again, telephone calls established all businesses in each building. The following table lists the number of tax parcels from the structure inventory included in each damage function category for commercial buildings (table 1).

Public structures were also categorized. Many were placed in the “general” category because of their unusual characteristics (e.g., a picnic facility or a baseball park dugout). The number of observations associated with each public structure occupancy type is shown in table 2.

Table 1
Commercial Structure Categories

Damage Function Category	Number of Parcels	Damage Function Category (continued)	Number of Parcels	Damage Function Category (continued)	Number of Parcels
Appliance Sales	6	Food Processor	1	Pawn Shop	1
Appliance Service	4	Furniture	11	Pet Store	1
Auto Dealer	4	Garage	1	Photo Studio	1
Auto Parts	3	Gas-Butane Supply	2	Physical Fitness	1
Auto Parts-Mufflers	1	General Commercial	41	Plumbing	1
Auto Parts-Tires	3	Golf Course	1	Potlatch Corporation	1
Auto Repair	29	Grocery - Large	3	Printing	1
Auto Service	7	Grocery - Small	5	Private Club	3
Bakery	2	Hardware	6	Radio Station	1
Bank	3	Hardware - Lumber	2	Real Estate Office	3
Boat Sales and Serv.	7	Hobby Shop	1	Recycling - Metal	1
Boat Service	4	Hotel	1	Research Lab	1
Boat Storage	3	Jewelry	2	Restaurant - Café	6
Business	30	Leather Goods	1	Restaurant-Fast Food	3
Car Wash	1	Liquor Store	1	Restaurant-Regular	15
Carpet, Tile, Floor	4	Loading Dock	5	Service Station	7
Cleaners	1	Lock Shop	4	Shoe Store	1
Clothing	3	Lumber Mill	1	Skating Rink	1
Concrete Mfg	4	Lumber Yard	1	Sporting Goods	4
Department Store	11	Mach. Shop - Heavy	3	Tavern	4
Doctor's Office	5	Mach. Shop - Light	12	Theatre	1
Door Mfg	2	Medical Supplies	1	Transport Co.	7
Drug Store Chain	1	Motel Unit	12	Truck Sales	1
Elect. Equip. Mfg	2	Newspaper Print Plt.	1	Vacant Building	8
Electronic Sales	2	Newspaper Office	2	Vacuum Sales	3
Fabric Store	1	Nursery - Plant	2	Veterinary Clinic	1
Fabrication Shop	5	Office	76	Warehouse	37
Feed Store	7	Oil Storage Tanks	2		
Florist	2	Paint Store	2	Total	475

Table 2
Public Structure Damage Function Categories

Category	Number of Parcels
General Public	50
Hospital	1
Loading Dock – Public	1
Office – Public	18
Police Station	4
Post Office	3
School	1
Warehouse – Public	7
YMCA	2
Church	1
Fire Station	2
Garage – Public	2
Golf Course – Public	2
Hall – Public	1
Total	95

Greater detail regarding the selection of categories is documented in paragraph 3.3.1, Review of Existing Information Sources, of the next section.

Two other categories, automobiles and indicators, were added to the structure inventory database. Automobiles were included to be consistent with the Corps protocol for flood damage assessment. Indicator values were included to better understand a number of critical structures and/or landscape features that might be exposed to flooding. The collection of indicator values includes three wastewater treatment facilities, three parks, one boat ramp, a habitat preservation unit in Asotin, and two industrial sites. The locations of the indicator variables are shown in plate 2. These sites were assigned a low, insignificant value (\$100) and damage functions that counted the damage as complete (\$100) if there were any flooding in these areas. The purpose of these was to be able to quickly identify whether or not each of these areas was flooding. Each of the indicator observations implied the possibility of indirect social or environmental effects associated with the direct damage to the site.

3.3 Depth Damage Relationships

This subsection includes two topics. First is a review of information related to estimating flood damages to structures, contents, vehicles, and other categories (equipment, landscaping, and clean-up costs) provided by the Corps and the Federal Emergency Management Agency (FEMA). Second is a description of the methods used to calculate flood damages for this study.

There are several methods for estimating flood damages using depth-damage functions (Cannon, et al.). Such functions for physical structures measure the relationship between structure damage (as a percent of structure value) and floodwater levels. Content depth-damage functions measure the same relationship, where content damage is expressed as the percent value of total structure contents. There are similar depth-damage functions for vehicles. Equipment and landscape damages and clean-up costs are usually estimated in absolute terms through direct interviews or data collection.

3.3.1 Review of Existing Information Sources

This review is divided into four parts. The first discusses methods of assessing content values as a percentage of structure values. Structure values as received from the tax assessors' offices are assumed to be accurate, and hence these values are not reviewed here (see subsection 3.2, Structure Inventory, for more information). The second addresses damage functions for structures. The third describes damage function estimates for contents. The fourth subsection deals with a general "Other" damage category that includes vehicles, landscaping, clean-up costs, transportation and utilities, as well as nonphysical damage.

The review is based on reports and documents received from the Corps and other sources. These reports and documents include flood damage estimates for the Wyoming Valley of northeastern Pennsylvania (Kieffer and Willet, 1996); flood damage survey results from the Pearl River Basin, in Mississippi and Louisiana (Gulf South Research Institute, 1982); the Corps, Baltimore District, depth damage functions; Corps, Galveston District, post-flood survey depth-damage relationships; and a flood damage report for Frankfort, Kentucky (Corps, Louisville District, 1981). The FEMA data are also reviewed.

3.3.1.1 Content Value

The Pearl River study is the only one known in which data were collected on the actual value of structure contents. The data are for the value of contents for commercial enterprises classified by Standard Industrial Classification (SIC) code. Other available information on the value of structure contents is in the form of content value-to-structure value (C/S) ratios. The C/S ratio is defined as content value divided by the DRV of a structure. For each SIC code, a table provides information on the maximum, minimum, and average content value as a percentage of structure value. The Wyoming Valley study and the Pearl River data provide C/S ratios by SIC code for specific types of commercial enterprises. The Corps guidance stipulates the use of a standard C/S ratio of 50-55 percent for residential structures (Davis, 1999a).

Kieffer and Willet (1996) have provided a thorough discussion of the types of secondary information that could potentially be useful for estimating content values of commercial structures. Secondary sources include insurance companies, published government statistics, and private commercial data services. No published government statistics identify values for commercial business contents by business category.

Discussions by Kieffer and Willet with insurance company representatives indicated that the industry does not normally apply standard C/S ratios in determining commercial content value

because of varying activities among businesses that provide similar services. Furthermore, because several businesses lease or rent space, there is often no direct link between the value of business contents and business structure. Therefore, insurance companies usually estimate content values by a direct inventory. Due to resource constraints, a survey of project area business owners to estimate content value directly was not possible for this study.

Kiefer and Willet also investigated several private companies that provide estimates of business content values. Marshall and Swift (1991) provide the best source of content value estimates. Marshall and Swift, in combination with Oxford Information Technologies, have developed a software package known as Commercial Contents and Inventory (CCI), capable of estimating the value of commercial building contents. The CCI will generate estimates of equipment and inventory replacement costs by four-digit SIC. To generate content values, field data are required for geographic location, annual gross income, building size, year of business start-up, the number of daily production shifts, density of equipment in the building, equipment quality, and the number of employees. Except for geographic location, none of this information was available for this study.

Employing the survey data from Wyoming Valley business owners, Kiefer and Willet developed a log-log regression model to predict the content value of commercial structures.³ The initial predictive independent variables included: the square footage of structure, the number of employees, DRV of the structure, the number of years at the location, past flood experience, number of buildings at the location, the SIC code, the presence of a basement, number of stories for the structure, and whether or not the owner had flood insurance. The final variables retained for estimating content values included the square footage of the structure, number of employees, and DRV of the structure.

Table 3 shows C/S ratios for the seven primary two-digit SIC commercial enterprises. The seven two-digit commercial functions represent food and grocery stores (SIC 54), automotive dealers and service stations (SIC 55), furniture and home furnishing stores (SIC 57), eating and drinking establishments (SIC 58), miscellaneous retail (SIC 59), personal services (SIC 72), and auto repair, services, and garages (SIC 79).

Structure values reflect total DRV. Ratios are presented for two scenarios: with and without business records. In all but two of the seven enterprises (eating and drinking places and auto repair, services, and garages), the C/S ratios can take on a value of zero within one standard deviation of the mean signifying the wide degree of variation among businesses within the same two-digit SIC code. The C/S ratios were also calculated for 135 three-digit SIC commercial enterprises, but most had only one observation.

³ Four different forms of the regression model were tested. The log-log version was retained because it had the highest R^2 and F-Value. However, all models had significant F-values, indicating that each had significant explanatory power. No statistical test was conducted to determine if one model had more explanatory power than any other.

Table 3
Content-to-Structure Value Ratios by Two-Digit SIC Code

Two-Digit SIC	Description	Content-to- Structure Ratio (Mean)	Content-to- Structure Ratio (Std. Dev.)
54	Food store	1.90	1.93
55	Auto dealers and service stations	1.36	1.93
57	Furniture and home furnishing stores	2.03	3.92
58	Eating and drinking places	0.50	0.33
59	Miscellaneous retail	1.67	1.81
72	Personal service	1.70	2.44
75	Auto repair, services, and garages	1.23	1.06

The sample mean for the C/S ratio for the seven two-digit SIC enterprises was 1.48. The sample mean for the C/S ratio for all 135 commercial enterprises was reported to be 2.66. In both cases, there is a substantial variation in C/S ratios due to the large degree of heterogeneity between the different types of commercial enterprises. Because of the very small sample sizes at the three-digit SIC level, readers were cautioned about generalizing these disaggregated results to other parts of the country.

The average value of structure contents and C/S ratios for the 29 types of commercial enterprises are taken from the Wyoming Valley study. It is not indicated whether DRV represents structural value or if business records are included as part of content value. The average C/S ratio across all 29 enterprise-types is approximately 1.00.

3.3.1.2 Structure Damage

The Corps provided five sources of information for estimating depth-damage functions for physical structures. In each case, the structure damage function is expressed as a percentage of DRV that is lost due to flooding.

Estimates of structural damages in the Wyoming Valley study are based on the assumption that depth-damage functions are not simple linear relationships that show damages increasing at a constant rate in response to flood depth. Previous research had shown that significant damage occurs at low flood levels with a decreasing rate of damage over each additional foot of floodwater. Kiefer and Willet use a nonlinear model based on negative exponential growth to calculate the percent of structural damage relative to flood depth.⁴

⁴ The general depth-damage function for all commercial structures is represented as Percent structure damage = $0.72 * (1 - e^{-0.13 * \text{depth}} * e^{-0.09 * \text{basement}})$. Information with respect to flooding depth and the presence of a basement is required to calculate the percent of structural damage.

Structural depth-damage functions are provided for the same seven different types of commercial enterprises defined above in paragraph 3.3.1.1, Content Value, above (see table 3). One function is defined for public structures that house membership organizations. A general depth-damage function representing all commercial enterprises is also developed. Each of the seven two-digit commercial category functions represents several different types of businesses for that category. For example, the depth-damage function for automotive dealers and service stations (SIC 55) is applicable to new and used motor vehicle dealers, auto and home supply stores, gasoline service stations, and recreational vehicle dealers. Most of the SIC categories are represented by over 30 individual firms.

Another source of estimates of damage for commercial structures is available from the Pearl River study (1982). These functions are based on five categories of construction material: metal; brick, concrete or cinder block on slab; brick on piers; brick veneer on wood frame or piers; and brick veneer on wood frame on a slab. Tables for each category of construction material provide the percentage of structural damage according to flood depth ranging from (-2) feet (-0.6 meters) below the first-floor elevation to 15 feet (4.6 meters) above. There is no information to indicate whether these functions account for basements or the number of stories. Table 4 provides an example of depth-damage estimates (in percentage terms) for metal buildings.

Table 4
Depth-Damage Estimate for Metal, Non-Residential Structures

Depth to Flooding Feet (Meters)	Percent Damage to Structure
-2.0 (-0.6)	0
0.0 (0.0)	0
2.0 (.6)	2
4.0 (1.2)	6
6.0 (1.8)	6
8.0 (2.4)	8
10.0 (3.0)	9
12.0 (3.7)	9

The Institute for Water Resources (IWR) of the Corps (Davis, 1999b) provided percentage flood damage estimates for 241 commercial and public structures in Galveston, Texas. The commercial structures are organized by SIC code. The majority of the structures are commercial enterprises, but public structures are also included. Percentage damage estimates are provided for each structure for flood depths ranging between 1 and 25 feet (0.3 to 7.6 meters). It is not specified whether the estimates include basements or structures exceeding one story.

The Frankfort, Kentucky, information was also provided by the IWR. The data include damage estimates for residential structures for depths ranging from 0 to 20 feet (0 to 6.0 meters) (Corps, Louisville District, 1981). These estimates are provided for structures that are one story or from

1 1/2 to 2 stories. In both cases, damage estimates are given for structures with and without basements.

The Baltimore District damage guidance chart applies only to residential structures. The chart provides percentage damage estimates according to building type and flood depths ranging from 0 to 8 feet (0 to 2.4 meters). There are different combinations of houses, garage configurations (attached, unattached, and size), sheds, and barns. Houses are differentiated according to building material, the number of stories, and whether or not there is a basement.

The FEMA provided representative nationwide estimates of damage ratios (in percent) for structures that could be classified as residential or commercial (Hays, 1999). No distinction is made between the two categories. These estimates are complemented by actual flood claims representing the period from 1978 to 1997. Both the percentage damage estimates and the actual flood claims are referred to as the 1998 Flood Insurance Rate Review.

Estimates of percentage structural damage are given for four building types that are distinguished by the number of stories. These estimates apply equally to commercial, residential, or public structures. The building types include single-story, two-story, split-level, and mobile structures. Percentage damage estimates for split-level and two-story structures are further distinguished on the basis of whether there is a basement. Damage estimates are given for increments of 1 foot (0.3 meter), ranging between (-4) and 18 feet (-1.2 and 5.5 meters) of flood depth.

3.3.1.3 Content Damage

A primary objective of the Wyoming Valley study was to construct content depth-damage functions for selected commercial enterprises. The study demonstrates how to estimate flood damages to the contents of commercial structures using generalized mathematical models and local survey data. The study estimated content depth-damage functions for commercial enterprises flooded by Tropical Storm Agnes in 1972. These functions were estimated using 1992 survey data collected from business owners. The data included content and depreciated replacement structure values, building characteristics, previous flood damage, and expected damages from hypothetical floods. Content value was defined as the sum of the values of equipment, supplies, inventory, raw materials, and business records kept inside the structure.

There were four primary types of survey data. First was the structure characteristics that would have an impact on flood damages to contents (building size, number of stories, existence of a basement, damage mitigation measures used, amount of warning time, and length of time the business was closed). Second was hypothetical content damage estimates provided by owners at four discrete flood depths (1, 4, 8, and 12 feet) (0.3, 1.2, 2.4, and 3.7 meters), based on experience from Tropical Storm Agnes. Third was owner-estimated damage to building contents, including equipment, inventory, business records, and vehicles. Fourth was the DRV for commercial structures estimated using the Marshall and Swift Commercial Estimator Worksheet. The worksheet provides a format for assessing building structure value based on construction material, condition, type of heating and cooling system, and occupancy number.

Two content damage functions were calculated for each commercial enterprise on the basis of whether the structure was a single- or multi-story building. Kiefer and Willet state that "Although this research provides convenient tools for assessing important components of (commercial) flood damages, the results of this study may not be very transferable outside of the Wyoming Valley sample. Potential differences in damage and value estimates by geographic region, as well as the composition of the nonresidential business sector in other floodplains potentially restrict the use of these results for other regions of the nation. Readers are urged to verify the results of this study wherever possible through the use of local surveys and other available sources" (Kiefer and Willet, 1996)

The regression models developed in the Wyoming Valley study are based on business owners' estimates of damages. Normally, researchers should be cautious in using data where there is a possible motivation on the part of the respondent to answer in a strategic way. In the case of the Wyoming Valley study, this type of bias may have been minimized by comparing owners' estimates with real damages and because owners based their estimates on the real costs from Tropical Storm Agnes.

The Pearl River report contains percentage content damage estimates for both commercial and residential structures. Content depth-damage estimates are presented for 29 commercial enterprises by flood depth.⁵ One content damage estimate is reported for religious meeting places. Commercial enterprises are defined by SIC category, and content depth-damage functions are reported for individual firms that fall within each of these categories. For each firm, information on the dollar estimate of content value, the percentage of C/S ratios, and the percent damage to contents as a result of floodwater over the ground floor of the building is included. Flood depth ranges from 0.5 to 15 feet (0.1 to 4.6 meters) in increments of 0.5 foot (0.1 meter). However, the Pearl River data does not distinguish damage estimates according to building material or whether the structure has a basement or not.

The Galveston database includes content depth-damage functions for 241 commercial and public structures classified by type of commercial firm and SIC code. Content damages are expressed as a percentage of content value for depths ranging between 0 and 24 feet (0 and 7.3 meters), in increments of 1 foot (0.3 meter). Content damage estimates are not distinguished for the existence of a basement or for the number of stories for the structure. Even though there are separate estimates, structure contents include both inventory and equipment (Davis, 1999c), excluding such cases as automobile dealers where the inventory is located outside of any structures.

The FEMA provided representative nationwide estimates of content damage ratios (in percent) based on a 1973 study (Hays, 1999). These estimates are complemented by actual flood claims data from 1978 to 1997. Percentage content damage estimates are distinguished on the basis of two criteria. The first distinguishes between whether the structure is a commercial or residential building. The second distinguishes between structures with one floor or multiple floors, or

⁵ Commercial enterprises include general grocery and specialty food stores, eating and drinking establishments, banking, real estate and insurance, medical and drug facilities, contractors, machinery and equipment, automotive service and repair, several types of department and specialty stores, cleaning and maintenance, and transportation.

whether it is a mobile home/office. Content damage is not distinguished on the basis of whether there is a basement. Damage estimates are given in increments of 1 foot (0.3 meter), ranging between (-4) and 18 feet (-1.2 and 5.5 meters) of flood depth.

Residential content damages are estimated for depths ranging from 0 to 20 feet (0 to 6 meters) based on the Frankfort data (IWR 1981). Percentage damage estimates are provided for structures that are one story and 1 1/2 to 2 stories. In both cases, content damage estimates are provided for structures with and without basements.

The Baltimore depth-damage guidance chart is relevant only to the contents of residential structures. The chart provides the expected percentage of damage to contents according to building type and flood depths ranging from 0 to 8 feet (0 to 2.4 meters). There are different combinations of house and garage configurations (attached, unattached, and size), sheds, and barns. Houses are differentiated according to construction material, the number of stories, and whether or not there is a basement.

Content damage functions are provided in the Baltimore guidance chart in the same format as commercial structures and are categorized according to two criteria. The first criteria is based on five dwelling types that include mobile homes and homes that are either single-family single-story, single-family two-story, multi-family single-story, or multi-family two-story. The second criterion is based on the estimated *sales* value of a residence. Sales categories correspond to ranges of \$0 to \$19,000; \$20,000 to \$29,999; \$30,000 to \$44,999; \$45,000 to \$64,999; \$65,000 to \$89,999; and \$90,000 and up. There is no information to indicate whether sales value is equivalent to DRV.

3.3.1.4 Other Damages

The Corps provided guidance for estimating dollar damages to residential vehicles. Two assumptions form the basis of these estimates. First, it is assumed that most homeowners in the floodplain have more than one vehicle but that only one would be subject to flood damage. It is also assumed that the average value of a flooded vehicle is \$8,000. Auto damages are estimated at 10 percent for a flood depth of 1 foot (0.3 meter), 20 percent for 2 feet (0.6 meter), 30 percent at 3 feet (0.9 meter), and 80 percent at 4 feet (1.2 meters).

Although residential landscaping incurs economic damages from flooding, no direct survey data or estimated damage functions from secondary sources exist that would permit the calculation of these damages. Similarly, no direct survey data or damage functions exist that would permit the calculation of clean-up costs in residential areas.

The Pearl River tabular data for 29 types of commercial enterprises include estimated clean-up costs, which is the only available information. The study does not report the source of those data, but it is assumed for this study that they represent the owners' estimates based on previous flood experience.

The Frankfort study divides flood damages into three categories: emergency costs, physical damages, and nonphysical damages. The physical damages subsection contains the utility and transportation calculations required in this study for "Other Costs."

3.3.2 Approach Used in This Study

Following review of the existing sources of damage function estimation procedures for structure, contents, and "other" categories, NEA assessed the available data for the Lewiston study and matched it with damage functions and uncertainty parameters from the appropriate sources detailed above. The following paragraph details the methodology selected for use in the HEC-FDA model and in the BCA. Value specifications are developed for structure, contents, and "other" damages. In addition, damage function and uncertainty parameters are required for both structure and content damages.

3.3.2.1 Structure Value and Uncertainty

Geographic data for commercial, residential, and public structures in the project floodplain were obtained from the Walla Walla District. The DRV data for the structures were obtained from the tax assessor offices in Nez Perce, Asotin, and Whitman counties. See the "Structure Inventory" subsection for additional information.

The HEC-FDA model allows for the incorporation of uncertainty into the structure damage estimate. However, the data supplied by the tax assessor offices were assumed to be accurate, and no uncertainty bounds were applied.

3.3.2.2 Content Value and Uncertainty

For each commercial damage category, the value of contents in the structure (as a percent of structure value) was determined using survey data from the Pearl River flood study. The percent value of contents and depth-damage relationship were provided for each business surveyed by SIC code. The average content value for all businesses surveyed was used in the Lewiston/Clarkston study for businesses that did not match any of the categories used in the Pearl River study.

As specified in Corps EM 1110-2-1619, a measure of uncertainty should be applied to the content-to-structure value ratios to account for variation among businesses within each damage function category. To accomplish this, the data from the Pearl River flood survey were used to calculate the standard deviation of the percent value of contents within each category as a measure of uncertainty around the value in the model (see attachment A). The Pearl River data were entered into a spreadsheet for analysis purposes and are shown in attachment A. Electronic copies of this information are available from NEA.

Content value for residential structures was obtained, in part, from the Baltimore District Guidance Chart. This source recommends using a content value between 50 and 55 percent of the structure value. A value of 55 percent was applied following corroboration using the residential data contained in the Pearl River flood study. The standard deviation of the percent

value of contents within each residential category was calculated from the Pearl River flood survey data.

The content values and uncertainty for public structure damage categories were obtained using the same sources and methods as described for commercial contents.

3.3.2.3 Other Costs of Flood Damage

Estimated clean-up costs for selected commercial enterprises are taken from the Pearl River study. Clean-up costs are calculated by dividing the average of the total clean-up costs by the average of the total structure and contents values. The data suggests average clean-up costs represent 2 percent of the value of the building and contents. Based on this estimate, NEA calculated 2 percent of the value of contents and structure damage to account for clean-up costs.

The Frankfort, Kentucky, flood damage study includes detailed information on other flood costs. This study uses the Corps (Louisville District, 1981) report as the main information source and provides documentation for the assessment of "other costs" involved in a theoretical Lewiston flood.

Understandably, a Lewiston flood would not create an identical flood situation to the one in Frankfort, Kentucky. Therefore, this study makes the following assumptions:

- Actual costs cannot be compared because the Kentucky report uses 1978 prices, and this study performs calculations using 1999 prices. Instead of values, ratios of the flood category costs to the total flood costs are used.
- The Lewiston flood may generate higher percentages of damages in some areas and lower percentages in other areas, but the overall total "other cost" percentage will be similar.

Emergency costs encompass five areas:

- Protection of life, health, and property;
- Evacuation, transition, and reoccupation;
- Emergency and mass care;
- Emergency preparedness; and
- Administrative cost of emergency.

The researchers contacted public agencies and nonprofit organizations involved with the above emergency costs to determine the cost of supplies and labor. "Emergency Costs" were found to represent 13.4 percent of total flood damages, transportation costs 5.0 percent, and total utility costs 0.6 percent.

The NEA provided an employee at the Traffic Division in the city of Lewiston with the projected flood boundary description. He provided the following information on replacement costs of traffic lights and signposts:

1,725 signs and posts at an average cost of \$35 each	\$ 60,375
14 signals at \$10,000 each	<u>140,000</u>
Total cost of traffic implements in flood area	\$200,375

This cost represents a portion of the 0.6 percent of utility costs listed above.

The nonphysical damages section (Corps, Louisville District, 1981) lists the same five categories used in physical damages: residential, commercial, public, transportation, and utilities. However, these costs originate from problems such as lost wages, additional living expenses, lost income, temporary opening and closing costs for businesses, alternate routes for traffic, public infrastructure, etc. The nonphysical damages account for 20 percent of total flood costs.

A detailed list of "Other Costs" relative to total flood costs was developed on the basis of the Kentucky report. The figures are shown below.

<u>Category</u>	<u>Percentage of Total Flood Costs</u>
Emergency Costs	13.4%
Transportation Costs	5.0%
Utility Costs	0.6%
Nonphysical Damages	<u>20.0%</u>
Total "Other Costs"	39.0%

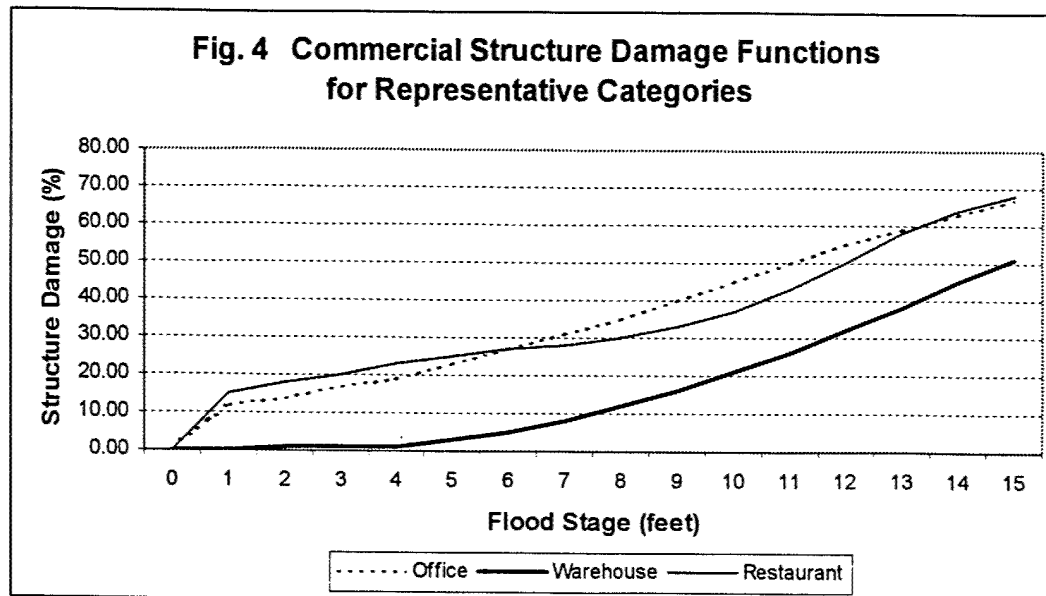
An additional damage category not accounted for in the structure analysis is damage to parking lots. The pictures of Lewiston businesses reveal approximately 225 parking lots that show some type of asphalt surfacing. Flooded parking lots would need resurfacing but would not need rebuilding. A Lewiston area asphalt and paving company furnished 1999 prices for repairing and/or building new parking lots. In the local area, this company charges \$65 per ton (\$72 per metric ton) for asphalt, and \$18 per ton (\$20 per metric ton) for rock. It takes 1.3 tons (1.2 metric tons) of asphalt to cover 100 square feet (9.2 square meters) of a parking lot. Total labor and materials costs for a 12,000-square-foot (111.5-square-meter) parking lot would be about \$10,600. The total costs for repairing the 225 parking lots would be about \$2,385,000. This information was included as an additional observation in the structure inventory.

3.3.2.4 Structure Damage Function and Uncertainty

The commercial structure damage function was taken directly from the Galveston study (see attachment B). A "general" damage function was used in situations where building occupant information could not be found or where the occupant did not fit a specific damage function category included in the Galveston study.

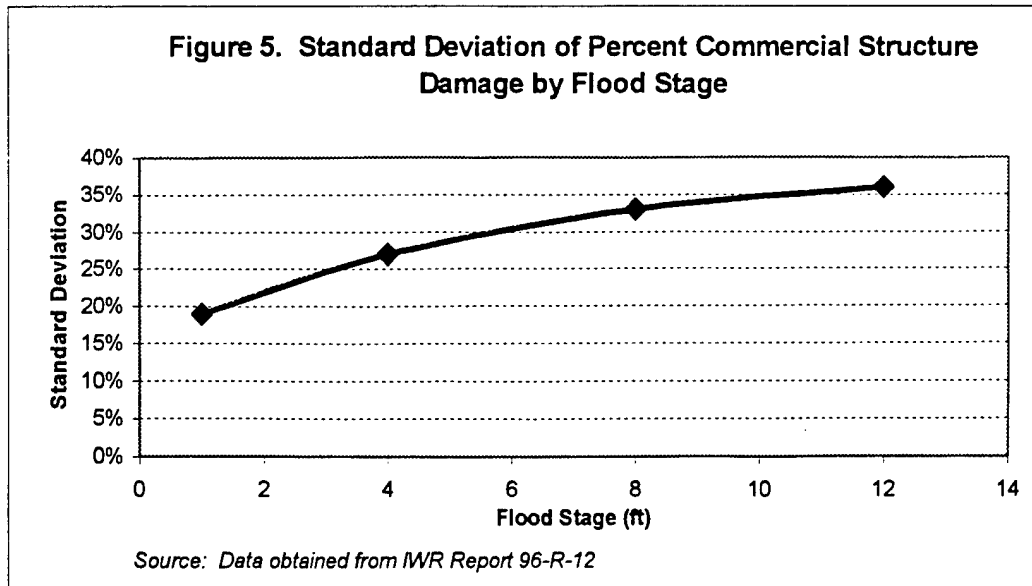
The following graph provides a sample of commercial structure damage functions used in this analysis. As shown on the chart, warehouses experience less structural damage at each flood stage than office buildings or restaurants.

The structure damage functions shown in figure 4 are not known with certainty. In order to account for this and to be consistent with guidelines specified in Corps EM 1110-2-1619, uncertainty measures were incorporated into the structure damage functions. Reported average standard deviations for structure depth damage functions from the Wyoming Valley survey were used to incorporate uncertainty with respect to the commercial structure damage functions in the HEC-FDA model (IWR Report 96-R-12). These values were applied to each of the commercial damage function categories.



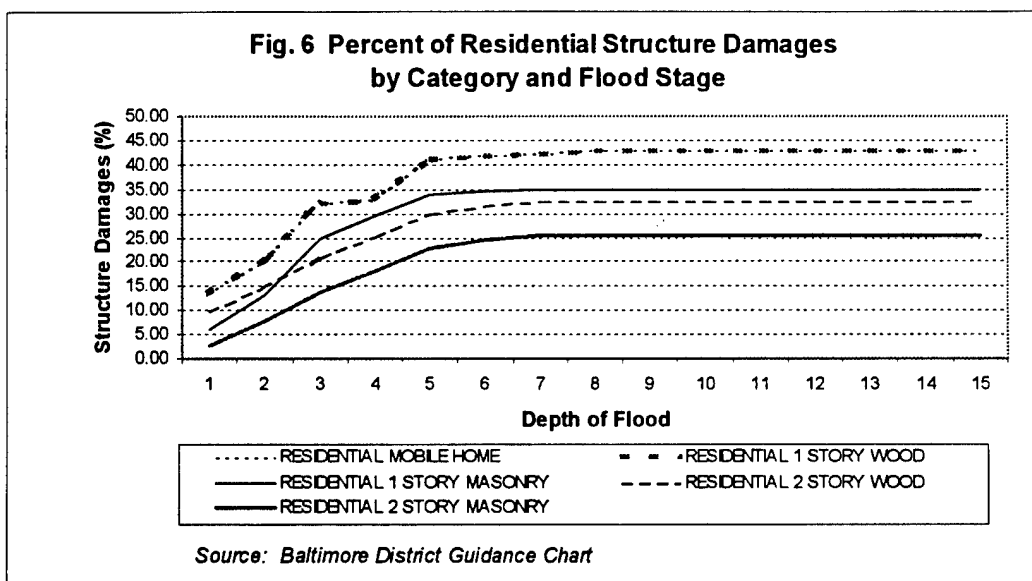
The figure below (figure 5) depicts the relationship between flood stage and the uncertainty surrounding the percent damage to commercial structures based on data from the Wyoming Valley study. As shown, the standard deviation of reported structure damage increases with flood stage at a decreasing rate.

The relationship illustrated in figure 5 was incorporated into the model for all commercial categories.



Damage functions for residential structures corresponding to the seven categories were obtained from the Baltimore District Guidance Chart. Figure 6 depicts the structure depth damage functions used in this analysis.

All of the damage functions increase with flood stage but at a decreasing rate. As expected, mobile homes and single-story wood structures (which share the same damage function) have the highest percent damages at each flood stage, while two-story brick structures have the lowest. Beyond flood levels of 8 feet (2.4 meters), the percent damage to the structure increases only slightly.



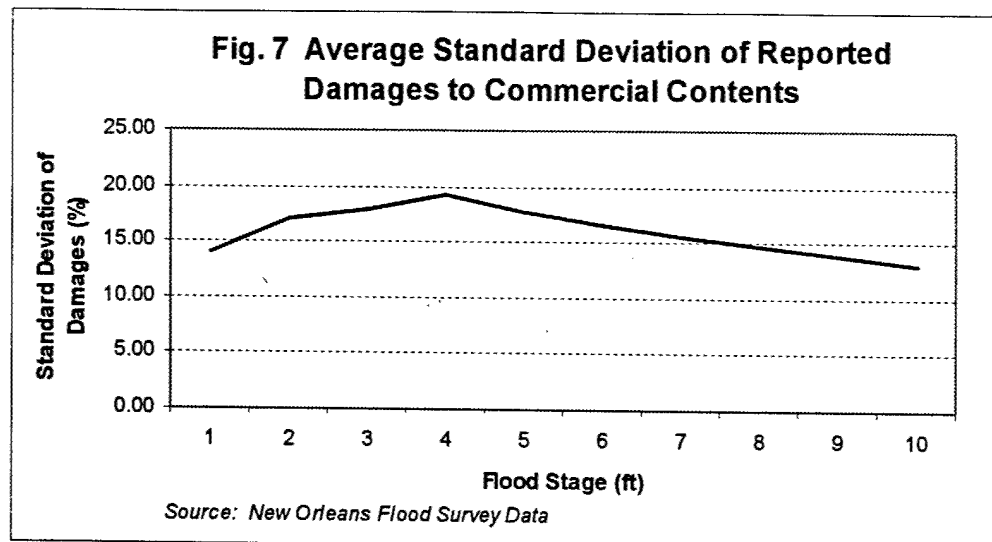
The damage functions for public structures were developed in a similar fashion to commercial structures.

3.3.2.5 Content Damage Function and Uncertainty

The commercial contents damage function was developed from the inventory and equipment damage functions provided by the Galveston study (see attachment C). Both the inventory and equipment damage functions published in the Galveston study describe damage to contents of commercial structures. Therefore, in order to create a single content damage function for use in the HEC-FDA model, the two were averaged for each flood stage. Specifically, in cases where either the inventory or equipment damage functions from the Galveston study contained all zeros (i.e., damage function did not apply to the commercial category), the values listed in the other damage function were used as the content damage function. For example, if the inventory damage function contained zeros at all flood stages, the equipment damage function was used.

Uncertainty with respect to the content depth damage functions was also included in the HEC-FDA model based on the Pearl River flood survey data. For each of the 34 categories in that study, the standard deviation of reported percent content damage was calculated for each flood stage and applied to the content depth damage function taken from the Galveston study. As before, the average from all categories was applied to those categories from the Galveston study that did not correspond well with the categories from the Pearl River study.

Figure 7 shows the average standard deviation of commercial content damages reported in the Pearl River flood survey. In general, the variation surrounding reported percent content damage tends to increase initially with flood stage and then steadily decline at flood levels beyond 4 feet (1.2 meters).

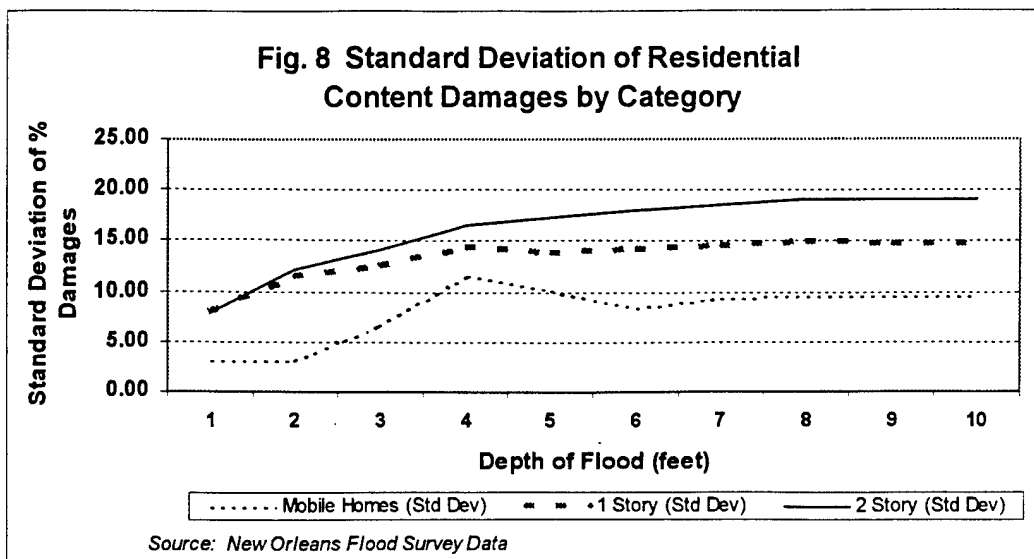


Uncertainty surrounding the residential contents depth damage function was developed from the Pearl River data set in a fashion similar to the commercial structures. No information was available concerning the uncertainty surrounding the structures depth damage functions. A

constant standard deviation of 20 percent was applied to residential structure depth damage functions based upon information obtained for commercial structures.

As shown in the figure 8, the standard deviation of reported content damages tends to increase with flood stage. Two-story homes have the highest variation in contents damages, followed by single-story and mobile homes.

Content damage functions and uncertainty for public structures were developed using identical data sources and methods as described for commercial structures above.



3.3.2.6 Automobile Damage Functions

Depth damage functions for vehicles were calculated by assuming that each household has one automobile that experiences flood damage and that it is worth an average of \$8,000. Based upon Corps studies, auto damages are estimated at 10 percent for a flood depth of 1 foot (0.3 meter), 20 percent for 2 feet (0.6 meter), 30 percent at 3 feet (0.9 meter), and 80 percent at 4 feet (1.2 meter).

3.3.2.7 Summary

The following tables summarize the sources of information for structure values, damage functions, and uncertainty used in this study.

Table 5
Method Used for Residential Structures

Data Type	Initial Value	Depth-Damage Functions	Uncertainty
Structure	Depreciated Replacement Value	Percent of Structure Damage by Depth of Flood	- NEA Estimate
	- County Tax Assessor	- Baltimore	
Content	Percent of Structure Value 55% as recommended by IWR and confirmed with Pearl River data.	Percent of Content Damage by Depth of Flood	- Pearl River
		- Baltimore	
Other	- Automobiles – Average Value, Corps protocol - Landscaping – None - Clean-up costs – 2%	Automobiles Corps protocol	

Table 6
Method Used for Commercial Structures

Data Type	Initial Value	Depth-Damage Functions	Uncertainty
Structure	Depreciated Replacement Value	Percent of Structure Damage by Depth of Flood	- Wyoming Valley
	- County Tax Assessor	- Galveston	
Content	Percent of Structure Value - Developed from Pearl River Flood Study.	Percent of Content Damage by Depth of Flood	- Pearl River
		- Galveston	
Other	- Landscaping – None - Clean-up Costs - Pearl River - Outdoor Inventory - by phone calls	Outdoor Inventory - by phone calls	

Table 7
Method Used for Public Structures

Data Type	Initial Value	Depth-Damage Functions	Uncertainty
Structure	Depreciated Replacement Value - By phone	Percent of Structure Damage by Depth of Flood - Galveston	- Wyoming Valley
Content	Percent of Structure Value - Developed from Pearl River Flood Study.	Percent of Content Damage by Depth of Flood - Galveston	- Pearl River
Other	- Automobiles – None - Landscaping – None - Clean-up costs – 2%	Outdoor Inventory - by phone calls	

3.4 Risk-Based Approach

The risk-based approach used in this study is an approach that encompasses the variability that is inherent in many physical and socioeconomic processes (IWR Report 99-R-2, p. 1). This variability is usually incorporated into the model by the specification of a statistical distribution around an input, rather than specifying a single point. The risk-based approach is increasingly popular because it enables researchers to more accurately predict outcomes, and by using variability of inputs, to also predict the variability of outcomes. This information is generally viewed to be more technically accurate and is useful to decision-makers involved in planning.

For this study, the specification of uncertainty around flooding events and the damages those floods are likely to inflict on structures, are some of the input variables that are expressed using statistical distributions instead of single points. When a great number of input variables all possess uncertainty, the relationships between the input variability and the output variability become very complex. A technique called Monte Carlo simulation employed in the HEC-FDA model is an effective way to manage this complexity. Using random numbers, the procedure reproduces collections of data that conform to the distributions specified. The model then simulates the probabilistic events interacting in the way that produces the outcome. The variability of these simulated outcomes is then analyzed. Thousands of simulated outcomes are analyzed until the model can ascertain that the results are within a specified small range.

All flood damage reduction studies performed by the Corps have adopted the risk-based analysis approach (ER 1105-2-101). The key to specifying distributions of probabilistic variables in such studies is to be guided by the objectives of the study.⁶ For this study, the key variables for which

⁶ The following guidance is found in ER 1105-2-101: "The ultimate goal is a comprehensive approach in which the values of all key variables, parameters, and components of flood damage reduction studies are subject to probabilistic analysis. Not all variables are critical to project justification in every instance. In progressing toward the ultimate goal, the risk-based analysis and study effort should concentrate on the uncertainties of the variables having the largest impact on study conclusions," p. 3.

statistical distributions were specified are: stage-discharge functions, probability exceedance functions, depth-damage functions (see the previous subsection), and structure to content ratios. The variability of outputs is expressed in the reporting of risk-based analysis results. Results are presented for the changes in probabilities that the Lewiston levees would be overtopped by either the Snake River or Clearwater River.

3.5 Benefit-Cost Analysis

A BCA analysis framework was used to analyze the results of the flood damage reduction estimation with respect to the costs of the different alternatives. This framework allows decisions to be made about projects based on the projected benefits and costs through time. In order to study the adoption of a project, the BCA framework requires that a "without project" scenario be specified at the outset, and the costs and benefits of this scenario be studied to provide a departure point for the rest of the analysis. In this study, the without-project scenario is navigation-only dredging, with the existing levee, and employing in-water disposal of the dredged material. Using this as a basis, all flood damage that can be reduced (i.e., a reduction in damages from the expected damages in the without-project scenario) are considered benefits of the project. Similarly, all costs over and above the costs of the navigation-only dredging program are considered the costs of the alternative. These costs and benefits are evaluated for each year of the project.

Benefits and costs are then discounted into a present value of benefits and costs, so that the present time is given greater emphasis than the future. This occurs for several reasons. One reason is that people tend to have a preference for the present over the future. Another reason is that financially, capital can usually be used to gain interest, and is worth more in the future than it is in the present. Hence, any expenditure of capital must be considered against another use of the capital, namely gaining interest. Another reason future benefits and costs are discounted is that the future always contains an element of uncertainty that the present does not.

The process of discounting future benefits and costs for use in BCA involves a few fairly simple equations. Consider an anticipated benefit, b , that is expected to arrive n years in the future. What is the benefit worth to someone today? Using a discount rate r , the present value (PV), of this benefit is equal to:

$$PV = \frac{b_n}{(1+r)^n}$$

For a stream of benefits, the present value of a stream of benefits over a number of years can be summed. For example, the present value of a stream of benefits over the next 20 years into the future can be written:

$$PV = \sum_{n=0}^{20} \frac{b_n}{(1+r)^n}$$

Because there is a baseline scenario (a without-project scenario) from which benefits and costs of alternative are measured, one way to think about benefits and costs is in terms of differences between the baseline and the alternative. If the total benefits and costs of the without-project scenario are written, b^0 , and c^0 , and the total benefits and costs incurred under the alternative

scenario are written as b^1 , and c^1 , then the present value of the benefits of the alternative (BA), and present value of the costs of the alternative (CA) can be written as follows:

$$PV_{BA} = \sum_{n=0}^{20} \frac{(b_n^1 - b_n^0)}{(1+r)^n} \quad PV_{CA} = \sum_{n=0}^{20} \frac{(c_n^1 - c_n^0)}{(1+r)^n}$$

A benefit-cost ratio is simply the ratio of the two, with a economically feasible alternative being identified as an alternative with a benefit-cost ratio that is greater than one:

$$BC \text{ ratio} = \frac{PV_{BA}}{PV_{CA}}$$

A selection criterion is often used in conjunction with the evaluation of benefits and costs. The maximum benefit-cost ratio is often used as the selection criterion when benefit-cost ratios are being considered. Another selection criterion sometimes used is maximum net benefits. This provides another way to evaluate alternative projects. Maximum net benefits are used when net benefits are calculated by subtracting the present value of costs from the present value of benefits. Using the net benefits method, economically feasible alternatives are identified as projects that have positive net benefits. When choosing among several economically feasible alternatives, maximum net benefits, or maximum benefit-cost ratio are two-selection criterion that might be identified, and the two do not necessarily yield the same result.

Still another way to look at project costs and benefits is to convert the present value of costs and benefits into an average annual equivalent by using the amortization factor, or capital recovery factor (IWR Report 93-R-12, pp. 55, 80):

$$Annual = \frac{PV_{NC} (r(1+r)^n)}{(1+r)^n - 1}$$

Program cost data will be presented using this factor.

Regardless of the selection criterion used, the outcome of a BCA still depends on many factors. Two factors that can critically affect the outcome are the period of analysis, and the selection of an appropriate discount rate to use. For purposes of this study, two different time periods will be used, 2001-2074, and 2001-2021, as well as two different discount rates, 3.5 percent and 6.875 percent. The selection criterion is of less importance, because there is primarily one alternative under consideration. In this case, the focus of the analysis is whether or not the alternative is economically feasible. Both net benefit calculations, and benefit-cost ratio calculations yield the same results in terms of feasibility. All of the results will be presented.

3.6 GIS Environment

The GIS environment was built from the Lewiston, Idaho, topographic data sets provided by the Walla Walla District and HDR Engineering, Inc. River mile monuments ranged from the confluence of the Snake and Clearwater Rivers to RM 7.8 on the Clearwater River. On the Snake River, river mile monuments were used from the Lower Granite to above

Asotin, Washington. The river mile segments represent a consecutive listing of sediment ranges with coordinate conversions for both the left and right banks. Two grid systems were provided for each of the northing, easting, and elevation coordinates, North American Datum (NAD) 1927, NGVD 1929 (Washington South State Plane Zone); and NAD 1983, NAVD 1988 (Idaho West State Plane Zone). These coordinates provided the beginning and ending points for the river transects. The database for the structures inventory provided northing and easting coordinates in the NAD 1927, NGVD 1929 (Washington South State Plane Zone) grid system. Additional attributes included the first floor and ground floor elevation, street address, tax parcel number, and a digital photo identification number. Point coverages were generated from the above data sets and imported into ARC/INFO.

The center line data for the Clearwater and Snake Rivers (NAD 1927, NAVD 1988) were provided by HDR Engineering, Inc. Using a series of ARC/INFO commands, the center line was incremented at 10-foot (3-meter) intervals. Each increment was assigned a river mile value respective to each river segment. The range of the river mile values was unique to each segment based on the range of the starting and ending river transects. The spacing for each increment remained constant on both center lines.

To assign the closest river mile value to each structure, the "near" function was executed in ARC/INFO. This function computed the distance from each point in the structure coverage to the nearest point in the river mile point coverage. The river mile value was assigned to the structure attribute table. Some editing of the river mile assignments, due to predetermined river flow analysis, was done to those structures at the confluence of the Snake River and the Clearwater River.

The GIS coverages SET1, SET2, and SET3 (NAD 1927, NAVD 1988) provided by HDR Engineering, Inc., contained all the planimetric and topographic features from aerial photos. Within these coverages, we extracted the elevation values for the top of the levee. The coverages provided a series of arc and point coverages for contours, roads, ground floor control points, and other features. To identify the arcs best representing the levee top, the top of the levee was mapped using a Global Positioning System (GPS) while driving or walking the top of the levee. The GPS line was overlaid on top of the existing coverage to use as an indicator of which arcs represented the levee top. Arcs were selected that were continuously the highest elevation in that near vicinity. In most areas, the contour of the arcs displayed the levee top shape.

During the quality assurance check of the structures inventory, it was determined that some of the existing structures were not included in the original inventory. At that time, the final database was imported from Minister Glaeser Surveying, Inc., and the "near" function calculations were repeated using the same editing functions for the structure river mile assignments at the confluence of the Snake and Clearwater Rivers. Working maps were developed to map the damage reaches and to research the levee top.

4.0 BENEFIT-COST ANALYSIS

This section reviews the BCA for the project. The benefits and costs of each alternative are compared to the “without-project” scenario, which includes navigation only dredging, no levee modification, and in-water disposal (Nav/xst./TW). Results are shown for two time horizons, 21 years (2001-2021, inclusive) and 74 years (2001-2074, inclusive). For each, cumulative benefits are shown undiscounted and at discount rates of 3.5 percent, and 6.875 percent. Additional detail on the benefit-cost framework is found in the previous section.

Flood damage assessments were developed with the HEC-FDA model. The model links the projected flood elevations to structures in the floodplain and calculates total expected damages by stage of flood. The HEC-FDA uses a risk-based approach to flood damage analysis, one that captures the probability and uncertainty conditions which characterize flood events. It employs Monte Carlo simulations to create realistic flooding through time. The results depict both the mean and variance of expected annual damages (EAD's) over the project time horizon. The variance of expected damage estimates reflects the probabilistic nature of flood events and the uncertainty common to damage estimation.

The section is divided into four subsections. The first covers the estimation of without project, or baseline damages. Next is a discussion of the costs of the proposed alternatives. The third section addresses the BCA of the alternative scenarios. The recommended alternative is identified in this subsection. Finally, some of the risk-based analysis results are presented along with a sensitivity analysis.

4.1 Without Project Flood Damage Assessment

The base scenario flood damage estimates (without project) are critical in determining the outcome of the BCA because they establish the level of damage targeted for reduction by the various alternatives. Because the riverbed changes during dredging operations and will alter with disposal methods, the HEC-FDA model was used to estimate EAD's for the years 2001, 2021, and 2074. Equivalent annual damages were calculated for two time periods, from 2001 through 2021, and from 2021 through 2074. The damage estimates are linearly interpolated between each set of two end points and discounted accordingly.

The structure inventory includes all structures under 760 feet (231.6 meters) above sea level (NAVD 1929 datum). However, simulations with the HEC-FDA model indicate that no structures on the Snake River damage reaches below the confluence would be flooded. At the extreme, no flood damage is likely even during a flood with an occurrence probability of 0.002 in any given year (once in 500 years). Essentially, this means that the Clarkston region and the Port of Wilma are likely protected from flood damage now and through the year 2074 without the project.

The Lewiston and North Lewiston regions of the floodplain are situated in the most vulnerable locations because they are at lower elevations than Clarkston or the Port of Wilma. Both of these reaches are protected from flooding by levees, as is the portion of Lewiston that is adjacent to the Snake River, just upstream of the confluence. Consequently, these are the critical areas for flood

damage analysis. These areas also contain the largest number of structures in the floodplain inventory (see plate 3).

The area behind the levee is identified as one damage reach and the lowest point on the levee was identified as the "index point" for the damage reach and used to determine the depth of flooding behind the levee. Based on the design of the levees and the calculated WSP's, if the levee is overtopped at any point along the river, the elevation of the water surface behind the levee will reach one of two elevations. Either it will rise until it reaches the elevation of the low point on the levee, or to the elevation of the water surface in the river adjacent to the low point on the levee - whichever is greater. For example, the estimated water surface elevation for a 0.004 probability flood (one in 250 years) on the Clearwater River at the index point is 746.9 feet (227.6 meters) above sea level (based on 1988 NAVD). In this case, the event would likely overtop the lowest elevation of the levee, which is 746.3 feet (227.5 meters) above sea level at the index point. Because most of the structures in the town of Lewiston are below this elevation, the overtopping would create significant flooding (see plate 4).

The WSP's, upon which the flood damage estimations are based, show that the only flood events that explicitly overtop the levee in the base scenario are the 0.002 probability and the 0.004 probability floods in the year 2074. The HEC-FDA model may simulate many other probability flood events during the simulation process that overtop the levees, but these events occur rarely. In addition, the simulations of the various scenarios include a human response to discharge at Lower Granite. Because dam management is required to maintain a certain pool elevation at the confluence of the Snake and Clearwater Rivers, much flooding is pre-empted by the management strategies. The damage modeling assumes that Snake River flooding would impact structures behind the levee that are situated in the Clearwater River damage reach, and that Clearwater River floods would impact structures located in the Snake River damage reach.

Expected base scenario annual flood damage to structures and contents in the Lewiston-Clarkston region in 1999 dollars, including clean-up costs, are estimated with the aid of the HEC-FDA model. The EAD values are developed within the model by simulating floods and flood damage for a particular year hundreds of thousands of times. The EAD value is the mean of the damage that occurred over the many simulated river flows for that year. The EAD values for the base scenario (without project) are as follows:

EAD 2001:	\$ 75,893
EAD 2021:	\$ 430,674
EAD 2074:	\$ 4,713,695

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SNAKE RIVER

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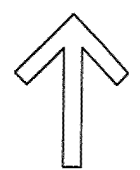
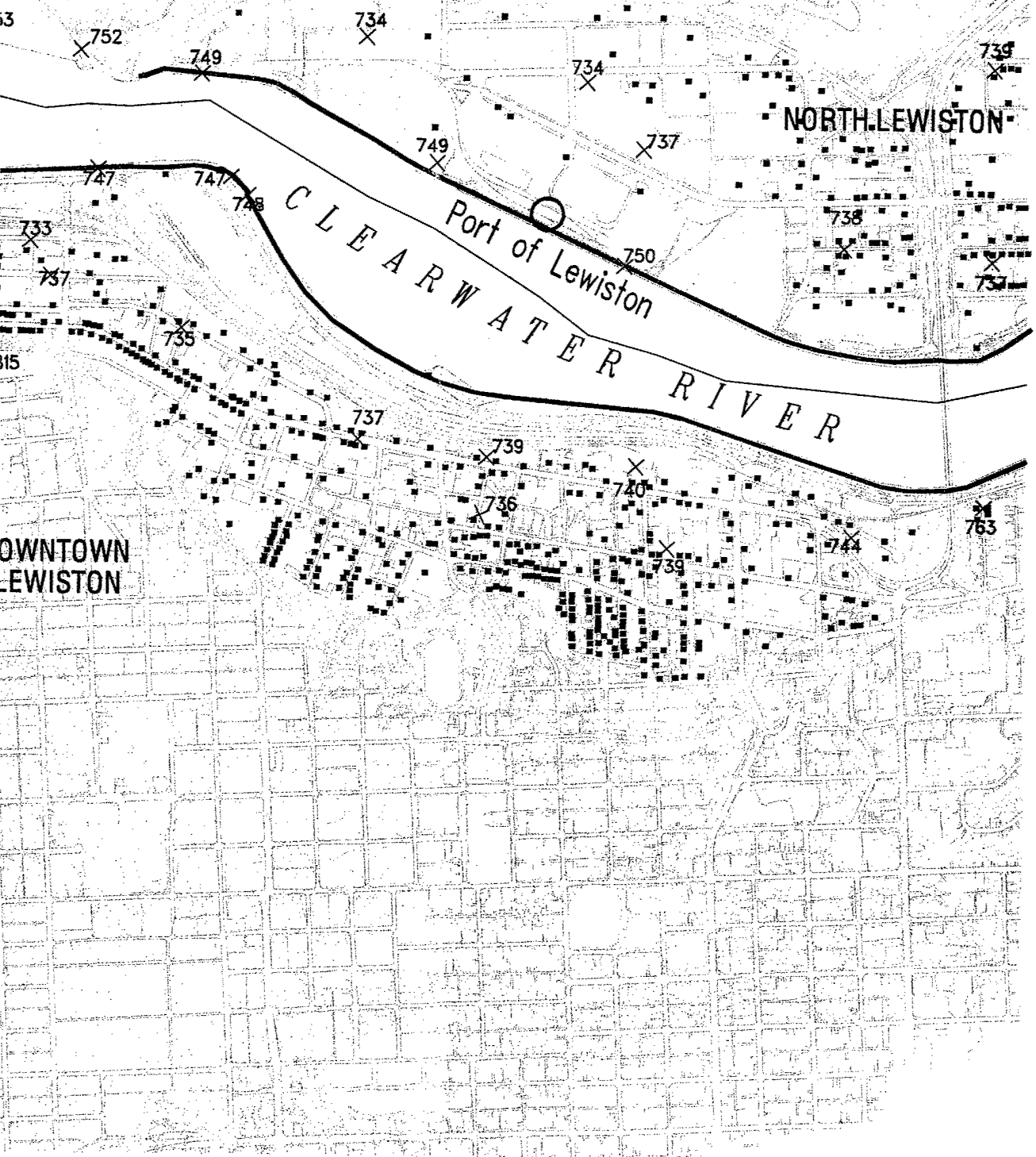
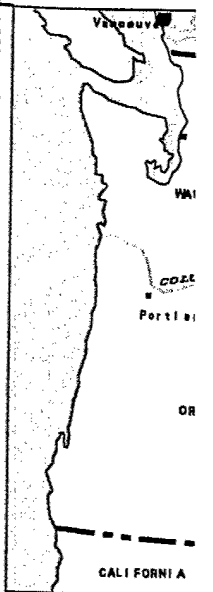
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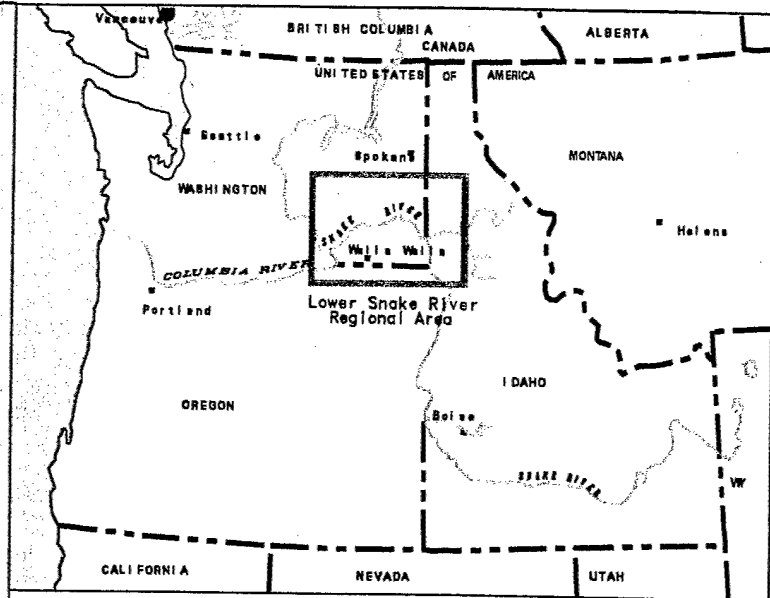
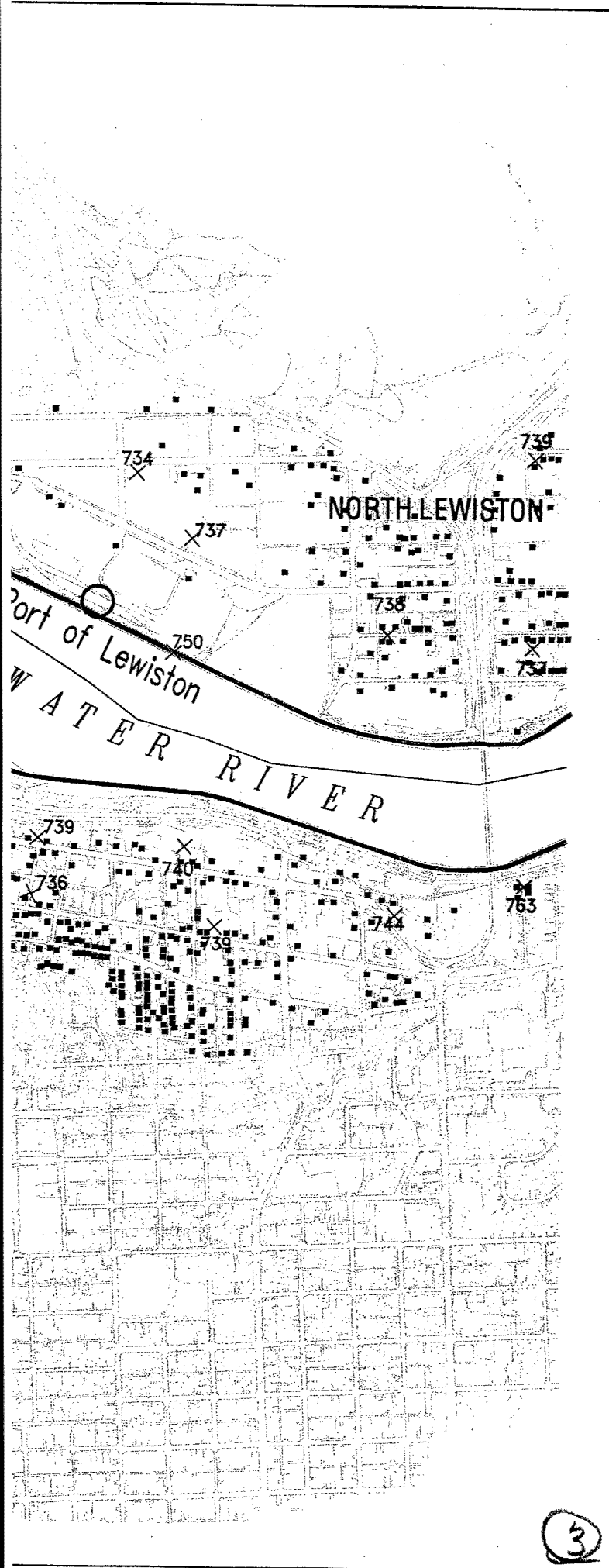
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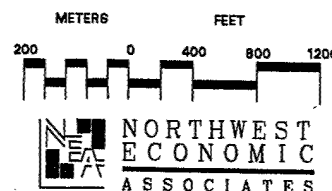
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- Structures in Flood Plain 
- Elevation Markers (NAVD 1988) 
- Levees 
- River Centerline 
- Contour Lines 
- Roads 
- State Boundaries 



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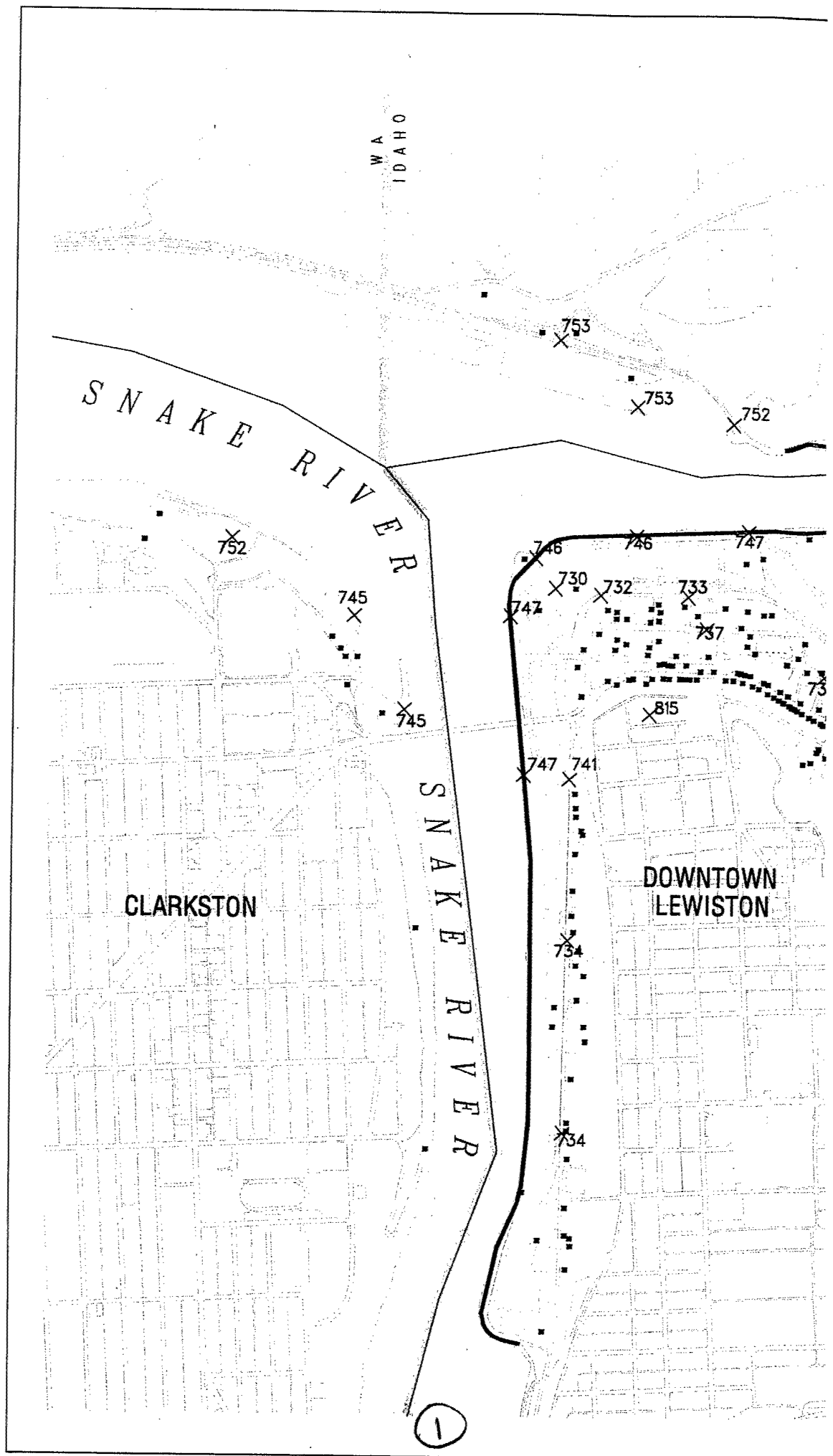
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of Engineers
Walla Walla District

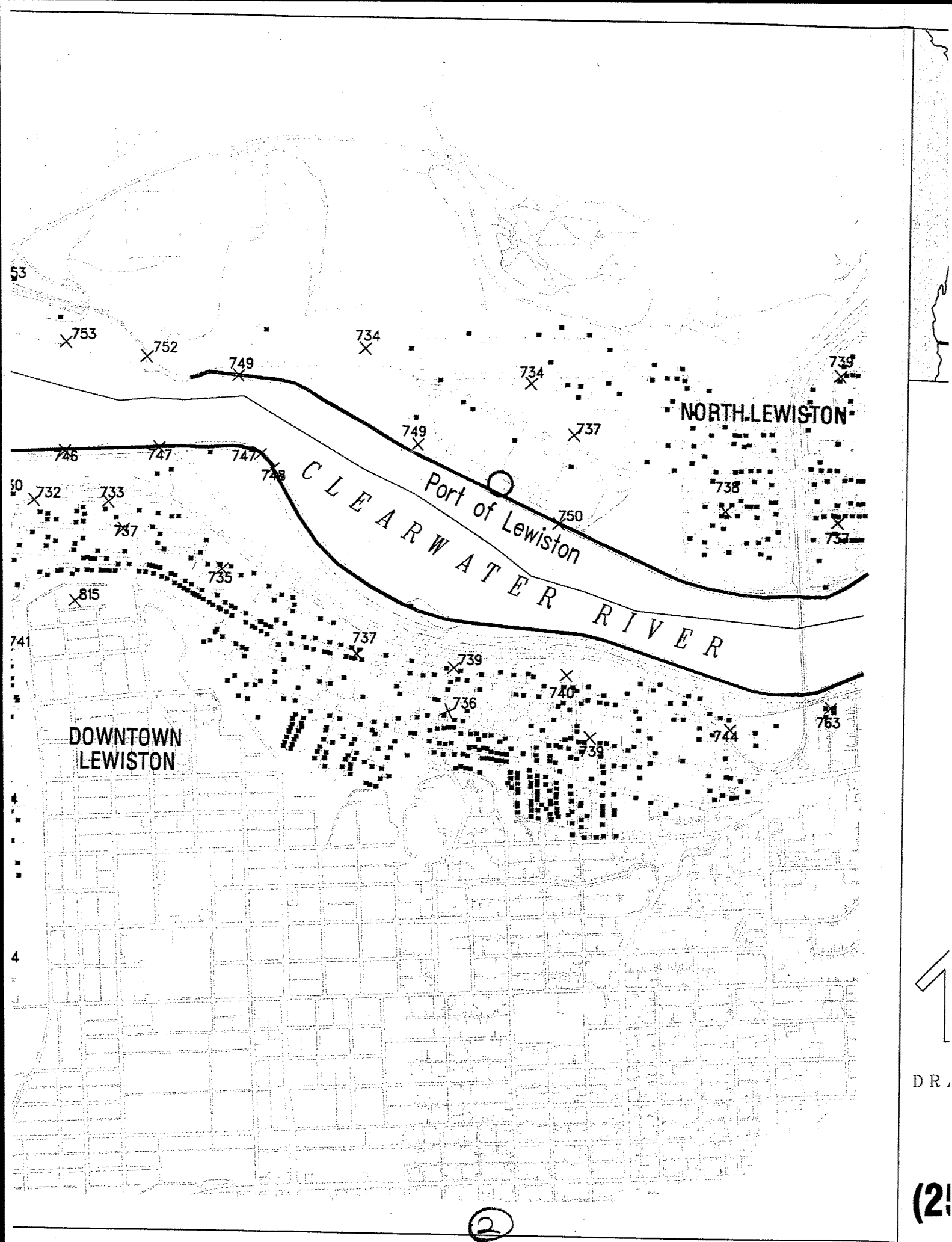
Walla Walla District
Dredged Material Management Study
Risk-Based Analysis of the Lewiston Levee System

CRITICAL AREA FOR FLOOD DAMAGE ANALYSIS

2000 PLATE 3

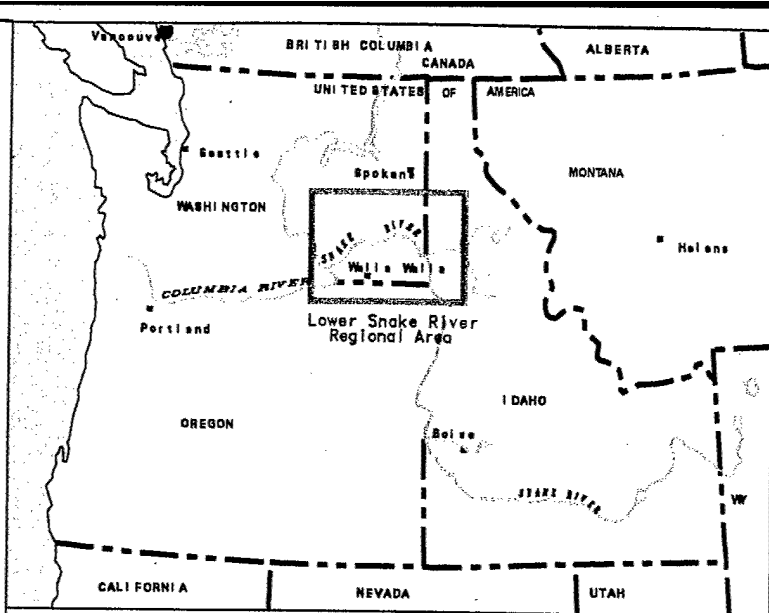
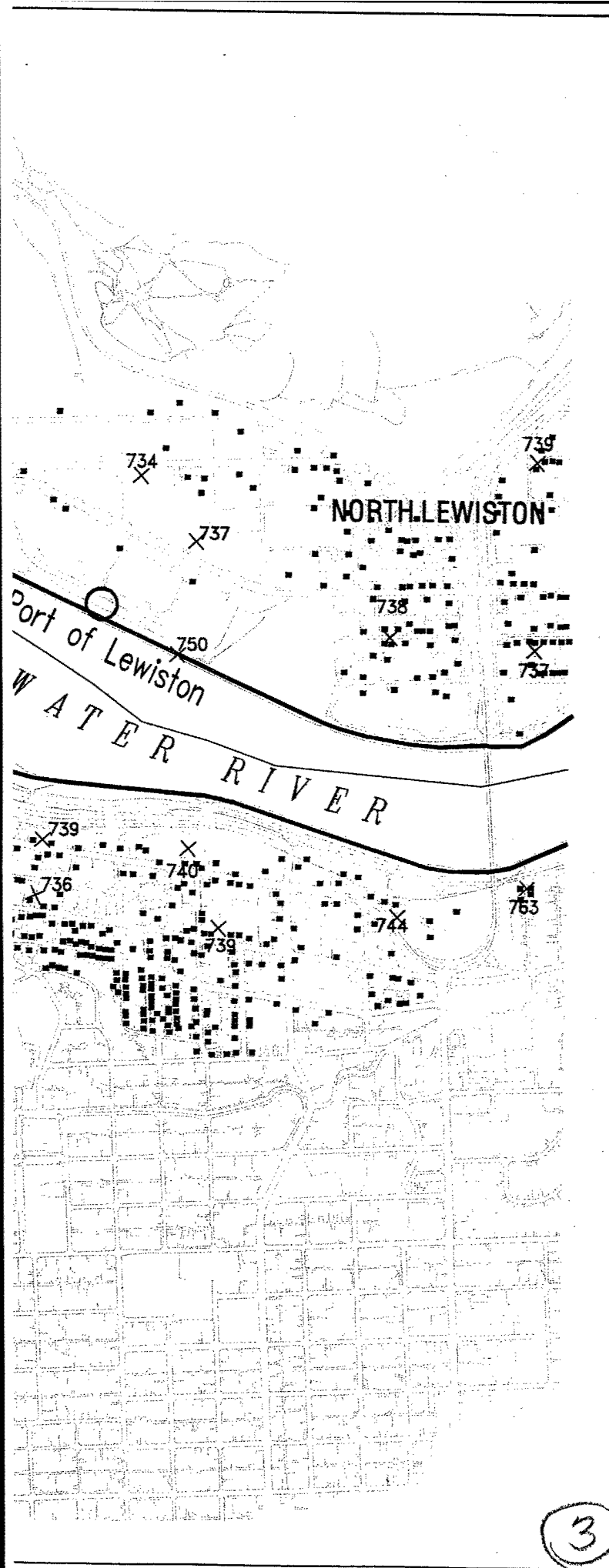
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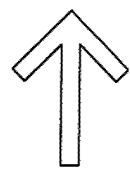


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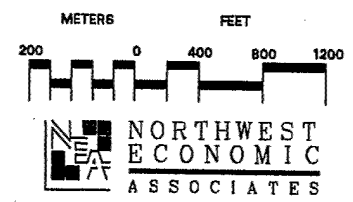
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- .004 Probability (250 year) Flood Plain
- Structures in Flood Plain
- Elevation Markers (NAVD 1988)
- Levees
- River Centerline
- Roads
- State Boundaries



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Walla Walla District
Dredged Material Management Study
Risk-Based Analysis of the Lewiston Levee System
.004 PROBABILITY
(250 YEAR) FLOOD PLAIN
 2000 PLATE 4

3

The results show that, in the without-project scenario, expected annual flood damages increase over time because of sedimentation. The results also show that relatively little flood damage is likely in the Lewiston-Clarkston floodplain in the near future in spite of the increasing sedimentation. Expected damages in 2001, at \$75,893, are less than 2 percent of the expected damages in 2074.

Expected annual damages are a useful way to assess changes over a range of years. For this study, there are three points in time considered, each with a different WSP due to the increasing sedimentation. The HEC-FDA model incorporates an assumption that damages increase linearly between each two points in time. For the first time period (2001-2021), expected damages to structures and contents total \$5,318,960 in constant 1999 dollars (undiscounted). For the period 2001-2074, total expected damages to structures and contents including clean-up costs are \$143,912,458. The undiscounted values of these damage totals and the discounted (at 3.5 percent and 6.875 percent) values are shown in table 8.

It is clear that discounting over long time horizons reduces damage estimates significantly. For example, at a 6.875 percent discount rate, the 20-year discounted value is 46 percent of its original value. At the same discount rate, the 74-year discounted value is less than 6 percent of its original value.

Table 8
Without Project EAD's to
Structure and Content Values Only, Undiscounted and Discounted

Time Period	Undiscounted Expected Annual Damages	Discount Rate 3.5%	Discount Rate 6.875%
2001-2021	\$5,318,960	\$3,515,592	\$2,472,698
2001-2074	\$143,912,458	\$27,541,411	\$8,286,312

Several types of damages, other than those to structures and structure contents, may occur under different flooding scenarios. Examples are emergency costs, loss of income, and traffic and business interruption. If a proposed project is expected to reduce or eliminate these other damages, they should be included in project benefits. In the Frankfort, Kentucky, report, these damages were an estimated 39 percent of total flood costs.

The conditions and assumptions of this study are comparable to those in the Frankfort study. Hence, it is assumed that additional damages are 39 percent of the total and structure and content damages are 61 percent. The resulting values of total expected flood damages are shown in table 9.

Table 9
Total Expected Damages
Without Project Conditions

Time Period	Undiscounted	Discount Rate 3.5%	Discount Rate 6.875%
2001-2021	\$8,719,608	\$5,763,274	\$4,053,603
2001-2074	\$235,715,207	\$45,149,855	\$13,584,118

The total discounted dollar damage represents the maximum potential damage to be reduced and thus sets an upper limit of potential benefits of any proposed alternative. Only alternatives that cost less than this figure are potentially economically feasible. For example, at a discount rate of 6.875 percent for 74 years, the maximum potential damages to be reduced are \$13.58 million. In this case, no alternative with discounted present value of costs greater than \$13.58 million will be economically feasible.

4.2 Program Costs

Each of the 40 scenarios developed involves costs of dredging, raising levees, and disposal of dredged material. All costs for dredging and disposal were provided by the Walla Walla District in constant 1999 dollars. Costs for raising levees were provided by HDR Engineering, Inc. (appendix E). The two sources of costs were summed by NEA, and a table of annual expenditures was prepared, given the frequency of dredging. These expenditures are presented in attachment C. Costs are shown for each scenario, by year, for each project time horizon. Costs are then discounted over 74 and 21 years. Costs are shown in undiscounted form and discounted at both 6.875 percent and 3.5 percent. The discounting procedure is discussed in the previous section.

4.2.1 Dredging and Disposal Costs

The Corps calculated the costs for each dredging program and disposal combination (DP/D) alternative from 2001 through 2074. Costs were presented in conjunction with disposal method, either in-water, or upland. Upland disposal involves removal and transport costs for the materials, in addition to costs for the construction of a disposal site. For upland disposal, construction of a transfer station site is required for all dredging programs with the exception of navigation only.

In-water disposal includes disposal of the sediment in the rivers in the area. Operational costs are considerably lower for in-water than for upland disposal. Summaries of the dredging and disposal costs are provided in attachment C (tables C-2 and C-3). For more information regarding the specific disposal options, see the appendix D in the DMMP/EIS.

4.2.2 Raising the Levee

The HDR Engineering, Inc., estimated costs for raising the levee to each of four different heights. In addition to the existing height (i.e., no change), costs were developed to raise the levee by 3, 4, 8, and 12 feet (0.9, 1.2, 2.4, and 3.7 meters). The costs include several key categories: road removal and construction; levee excavation and fill; bridge adjustments; modification of sewage treatment plants, port facility protection, the Potlatch Greenhouse area protection, and private property acquisition. Recreational costs, including cleanup of Corps operated parks in the event of flooding, are included in the HDR report, but for purposes of this study were excluded from total costs. The reason for this exclusion is that the flooding of these lands and implied clean-up costs are considered part of the without-project scenario and do not change for a with-project scenario. A summary of the construction costs is displayed in table C-1 of attachment C. For more information on the costs of raising the levees, see appendix E.

Construction time increases with the number of feet to be added to the levee. Raising the levee either 3 or 4 feet (0.9 or 1.2 meters) will require 2 years. Raising it 8 feet (2.4 meters) will require 3 years, and raising it 12 feet (3.7 meters) will require 5 years. There is a noticeable increase in costs between the 3- and 4-foot (0.9- and 1.2-meter) increase, because the 4-foot (1.2-meter) raise requires bridge adjustments while the 3-foot (0.9-meter) raise does not. The operation and management costs for the 3- and 4-foot (0.9- and 1.2-meter) raised levees are assumed to be the same, as the walking paths and parks will be maintained under each scenario.

4.2.3 Cost Summary

Total costs and project costs are summarized in table 10. Project costs are the total costs of the proposed alternative, minus the without-project costs. The project cost for each alternative is discounted at 3.5 percent and 6.875 percent over the 74-year time horizon. An annualized value is shown for each at a discount rate of 6.875 percent. Annualized costs are those which would be incurred if the with-project costs were spread evenly throughout the 74-year time horizon.

The costs of the different programs vary widely. The project cost of the least expensive alternative is \$2.27 million and includes navigation-only dredging, raising the levee 3 feet (0.9 meter), and in-water disposal (Nav/3 ft/TW). In contrast, the project cost of the 2,000,000 cubic yard (1 529 110 cubic meters) program, with the 12-foot (3.7-meter) levee raise and upland disposal (2M/12 ft/UL) is \$916.35 million. Discounted at 6.875 percent over the 74-year time horizon, these costs are, respectively, \$2.20 million and \$320.96 million. The annualized costs are, respectively, \$152 thousand, and \$22.23 million.

As shown in the table, in-water disposal is much less costly than upland disposal for an otherwise identical program. For example, the total cost of the 300,000 cubic yard (299 366.5 cubic meter) program with a 4-foot (1.2-meter) levee raise with in-water disposal (300k/4 ft/TW) is \$102.87 million, while the same alternative with upland disposal is more than three times as much, at \$342.63 million. Across all dredging programs, the upland disposal option is between two and five times as expensive as in-water disposal.

4.3 Benefits and Costs of Alternative Scenarios

Benefits from the alternatives are measured as reduced damages from floods relative to the without-project condition. The principles of BCA state that a project must have a benefit-cost

ratio greater than one to be economically feasible. Given the maximum potential present value of damages to be reduced of \$13.58 million (using a 6.875 percent discount rate), the alternatives including navigation-only dredging with a 3-foot (0.9-meter) levee raise (and both upland and in-water disposal) are the most likely to attain a benefit-cost ratio greater than one. The 4-foot (1.2-meter) levee raise with navigation dredging and in-water disposal (Nav/4 ft/TW) alternative also could possibly attain a benefit-cost ratio greater than one, though this is less likely. Because the discounted present values of the costs of these alternatives are all less than \$13.58 million, they are the only alternatives that potentially are economically feasible using BCA. The costs of all other alternatives exceed the maximum potential damages to be reduced (see table 10). While it is not clear whether the Nav/3 ft/TW or the Nav/3 ft/UL alternatives will provide a greater value of damage reduction than their respective costs, they are the most likely. The Nav/4 ft/TW alternative also may be economically feasible, but only if almost all of the expected damages are reduced by the alternative.

Because of the small quantity of dredged material in the navigation-only scenario, the method of disposal has no bearing on the projected water surface elevations in the future. Hence, the benefits of upland and in-water disposal are identical.

The present value of benefits and costs of each potentially economically feasible alternative, discounted over 74 years at a discount rate of 6.875 percent, is displayed in table 11. The benefit/cost ratio is the quotient of benefits divided by costs.

The results show that the Nav/3 ft/TW option and the Nav/3 ft/UL alternative are both economically feasible. The Nav/4 ft/TW option, with a benefit-cost ratio of 0.85, is not economically feasible. For the two economically feasible options, the in-water disposal alternative benefit-cost ratio is more than twice the value of the upland alternative, at 4.52 for in-water disposal and 1.97 for upland disposal.

4.3.1 Benefit-Cost Ratios for Different Time Horizons and Discount Rates

The feasibility of each alternative depends in part on the period of analysis and the discount rate. The BCA results for the three potentially economically feasible alternatives are presented below using the 6.875 percent discount rate under the 21-year time horizon (table 12); a 3.5 percent discount rate under the 74-year time horizon (table 13); and a 3.5 percent discount rate under the 21-year time horizon (table 14). For all of the alternatives, the benefit-cost ratios are lower using the 21-year time horizon than the 74-year time horizon. Also, benefit-cost ratios are much higher with the 3.5 percent discount rate than the 6.875 percent rate. Both results are attributable to the larger values of flood damage reduction benefits many years in the future, and the project costs for construction of levee embankment modifications early in the project.

Table 10
Cost Summary in Millions of Dollars
Discounted and Annualized over the 2001-2074 Time Horizon

SCENARIO	Year Benefits Begin	Total Costs	Project Costs	Discounted @ 3.5%	Discounted @ 6.875%	Annual @ 6.875%
Nav/xst./TW	1	\$3.112	\$0.000	\$0.000	\$0.000	\$0.000
Nav/3 ft/TW	3	\$5.285	\$2.173	\$2.137	\$2.103	\$0.146
Nav/4 ft/TW	3	\$18.638	\$15.526	\$15.264	\$15.027	\$1.041
Nav/8 ft/TW	5	\$53.780	\$50.668	\$48.974	\$47.479	\$3.288
Nav/12 ft/TW	6	\$90.442	\$87.330	\$81.620	\$76.795	\$5.318
Nav/xst./UL	1	\$10.199	\$7.087	\$3.850	\$2.839	\$0.197
Nav/3 ft/UL	3	\$12.372	\$9.260	\$5.987	\$4.942	\$0.342
Nav/4 ft/UL	3	\$25.725	\$22.613	\$19.114	\$17.866	\$1.237
Nav/8 ft/UL	5	\$60.867	\$57.755	\$52.824	\$50.317	\$3.485
Nav/12 ft/UL	6	\$97.529	\$94.417	\$85.471	\$79.633	\$5.515
300k/xst./TW	1	\$88.874	\$85.762	\$31.499	\$17.800	\$1.233
300k/3 ft/TW	3	\$91.047	\$87.935	\$33.636	\$19.903	\$1.378
300k/4 ft/TW	3	\$104.400	\$101.288	\$46.763	\$32.826	\$2.273
300k/8 ft/TW	5	\$139.542	\$136.430	\$80.473	\$65.278	\$4.521
300k/12 ft/TW	6	\$176.204	\$173.092	\$113.119	\$94.594	\$6.551
300k/xst./UL	1	\$288.932	\$285.820	\$116.589	\$72.211	\$5.001
300k/3 ft/UL	3	\$291.105	\$287.993	\$118.726	\$74.314	\$5.147
300k/4 ft/UL	3	\$304.458	\$301.346	\$131.853	\$87.237	\$6.042
300k/8 ft/UL	5	\$339.600	\$336.488	\$165.563	\$119.689	\$8.289
300k/12 ft/UL	6	\$376.262	\$373.150	\$198.210	\$149.005	\$10.319
1M/xst./TW	1	\$106.080	\$102.968	\$43.430	\$27.596	\$1.911
1M/3 ft/TW	3	\$108.253	\$105.141	\$45.567	\$29.699	\$2.057
1M/4 ft/TW	3	\$121.606	\$118.494	\$58.694	\$42.622	\$2.952
1M/8 ft/TW	5	\$156.748	\$153.636	\$92.404	\$75.074	\$5.199
1M/12 ft/TW	6	\$193.410	\$190.298	\$125.050	\$104.390	\$7.230
1M/xst./UL	1	\$463.181	\$460.069	\$187.556	\$115.551	\$8.003
1M/3 ft/UL	3	\$465.354	\$462.242	\$189.692	\$117.654	\$8.148
1M/4 ft/UL	3	\$478.707	\$475.595	\$202.820	\$130.578	\$9.043
1M/8 ft/UL	5	\$513.849	\$510.737	\$236.530	\$163.029	\$11.291
1M/12 ft/UL	6	\$550.511	\$547.399	\$269.176	\$192.345	\$13.321
2M/xst./TW	1	\$216.838	\$213.726	\$93.931	\$59.620	\$4.129
2M/3 ft/TW	3	\$219.011	\$215.899	\$96.067	\$61.724	\$4.275
2M/4 ft/TW	3	\$232.364	\$229.252	\$109.194	\$74.647	\$5.170
2M/8 ft/TW	5	\$267.506	\$264.394	\$142.905	\$107.099	\$7.417
2M/12 ft/TW	6	\$304.168	\$301.056	\$175.551	\$136.415	\$9.447
2M/xst./UL	1	\$846.270	\$843.158	\$393.510	\$256.697	\$17.778
2M/3 ft/UL	3	\$848.443	\$845.331	\$395.647	\$258.800	\$17.923
2M/4 ft/UL	3	\$861.796	\$858.684	\$408.774	\$271.724	\$18.818
2M/8 ft/UL	5	\$896.938	\$893.826	\$442.484	\$304.175	\$21.066
2M/12 ft/UL	6	\$933.600	\$930.488	\$475.130	\$333.491	\$23.096

Table 11
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2074, Discounted at 6.875 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/IW	\$9,951,518	\$2,103,416	4.73
Nav/3 ft/UL	\$9,951,518	\$4,942,145	2.01
Nav/4 ft/IW	\$11,456,584	\$15,026,860	0.76

Table 12
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2021, Discounted at 6.875 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/IW	\$3,703,338	\$2,103,416	1.76
Nav/3 ft/UL	\$3,703,338	\$4,765,797	0.78
Nav/4 ft/IW	\$3,703,428	\$14,263,277	0.26

Table 13
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2074, Discounted at 3.5 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/IW	\$30,106,483	\$2,136,571	14.09
Nav/3 ft/UL	\$30,106,483	\$5,986,885	5.03
Nav/4 ft/IW	\$36,849,002	\$15,263,721	2.41

Table 14
Benefit-Cost Summary of Potentially Economically Feasible Alternatives
2001-2021 Discounted at 3.5 Percent

Alternative	Present Value of Project Benefits	Present Value of Project Costs	Benefit/Cost Ratio
Nav/3 ft/IW	\$5,376,909	\$2,136,571	2.52
Nav/3 ft/UL	\$5,376,909	\$5,351,448	1.00
Nav/4 ft/IW	\$5,377,039	\$14,500,138	0.37

The selection of an appropriate discount rate is a complicated issue that inspires much discussion among economists and government decision-makers alike. Both of the non-zero discount rates used above are within the commonly used range. It should be noted, however, that in this study all calculations are made in constant 1999 dollars. Accordingly, a real discount rate should be used, one corrected for inflation (55 FR 2590). While much current governmental policy supports the idea that 3–4 percent is a reasonable real rate for natural resource based projects (61 FR 20584, 61 FR 453, and 57 FR 53519) many government water related projects must still be evaluated using the rate recommended by the Bureau of Reclamation (6.875 percent).

A complete display of the results of the BCA is shown in table form in attachment D. These tables delineate both costs and benefits for each project year for each program. Yearly costs and benefits are also presented in discounted terms. For purposes of comparison, the results are presented for the 300k dredging program in addition to the three alternatives analyzed above.

4.3.2 Recommended Plan

The results suggest that the (Nav/3 ft/TW) project should be undertaken. In both in the 74- and 21-year time horizons, using either discount rate, the benefit-cost ratios are all greater than one. Moreover, the benefit-cost ratios of this option were greater than all other alternatives. For this alternative, EAD's (in 1999 dollars) are shown in table 15. The benefits begin in the year 2003, by which time the 3-foot (0.9-meter) raise will have been completed.

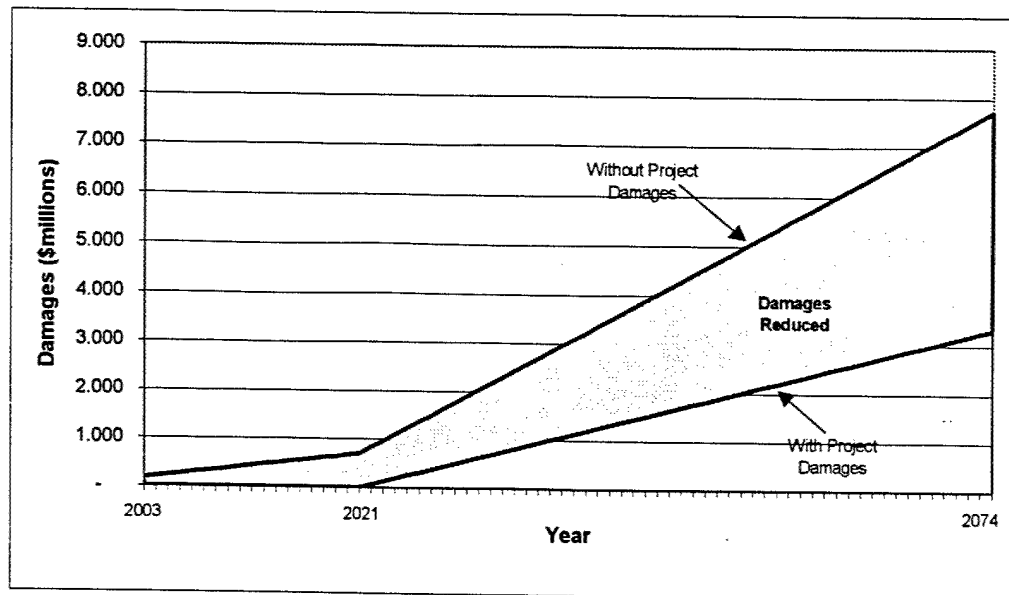
Table 15
Summary of EAD's
With and Without Project Through Time

Year	EAD's		Damages Reduced
	Without Project	With 3-Foot (0.9-Meter) Raise	
2003	\$182,576	\$7,224	\$175,352
2021	\$706,024	\$10,284	\$695,740
2074	\$7,727,369	\$3,314,131	\$4,413,238

By the year 2021 more than 98 percent of the damages (\$695,740 of \$706,024) are reduced with the construction of the 3-foot (0.9-meter) increase in the levee height. By 2074, when the magnitude of damages has increased significantly, the 3-foot (0.9-meter) raise still reduces over 57 percent of the damages anticipated.

The value of annual damages with and without project, are displayed graphically in figure 9. When viewing the graph it is particularly clear that the dollar values of both damages and damages reduced are anticipated to increase at a greater rate between the years 2021 and 2074.

Figure 9
Damages With and Without 3-Foot (0.9-Meter) Levee Raise



Another set of simple diagrams illustrates why the 3-foot (0.9-meter) levee raise is so effective in eliminating estimated damages. As discussed earlier, the levee that protects the critical flood area of downtown Lewiston is only as effective as its lowest point. This low point is still higher than the 0.01 (one in 100 years) probability flood event for both the Snake River (figure 10) and the Clearwater River (figure 11). For both rivers, however, the levee is lower than the 0.004 (one in 250 years) probability and the 0.002 (one in 500 years) probability flood events. Though these events are both fairly rare, such low probability events account for most of the damages estimated. Thus, if the levee were raised 3 feet (0.9 meter) at this low point, it would not likely be overtopped for the 0.004 probability event on either river, nor would it likely be overtopped by the 0.002 flood event on the Clearwater River. The 0.002 probability event would still likely overtop the Snake River levee. More importantly, many of the other low probability discharges that would overtop the levee in the without-project scenario (between 0.004 and 0.002 probability) would not overtop a 3-foot (0.9-meter) higher levee.

It is useful to remember that the nominal 3-foot (0.9-meter) levee raise does not necessarily imply a 3-foot (0.9-meter) raise throughout the entire length of the levee. Because the terrain varies and the "low point" determines whether or not the town floods, it is most effective to construct a levee that is more or less parallel to the anticipated water surface during floods. For this reason, the nominal 3-foot (0.9-meter) raise will actually raise the low point of the levee 3 feet (0.9 meter), and raise the rest of the levee accordingly so that it becomes parallel to the water surface.

Figure 10
Comparison of Levee Height to Flood Events, Snake River

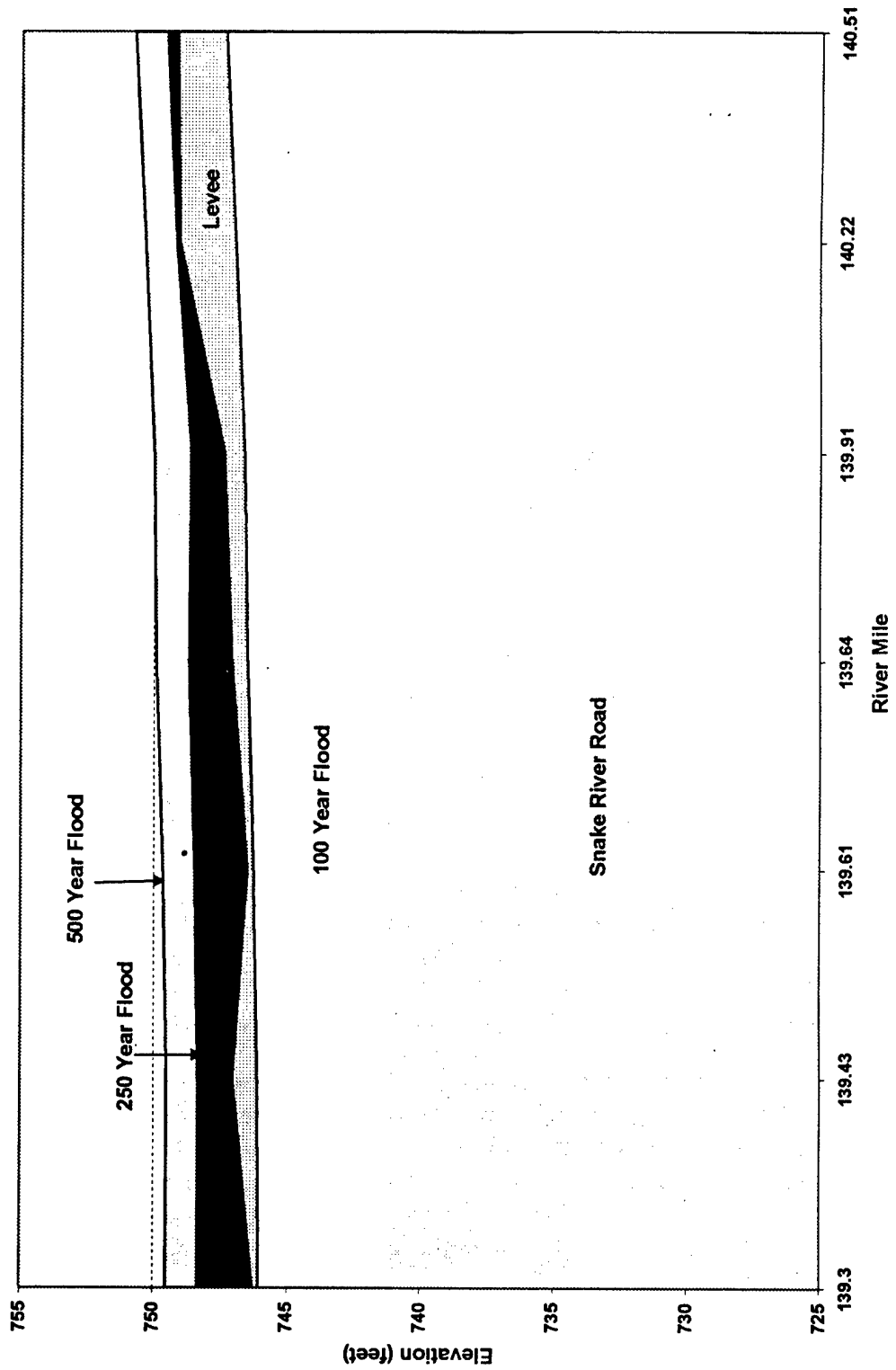
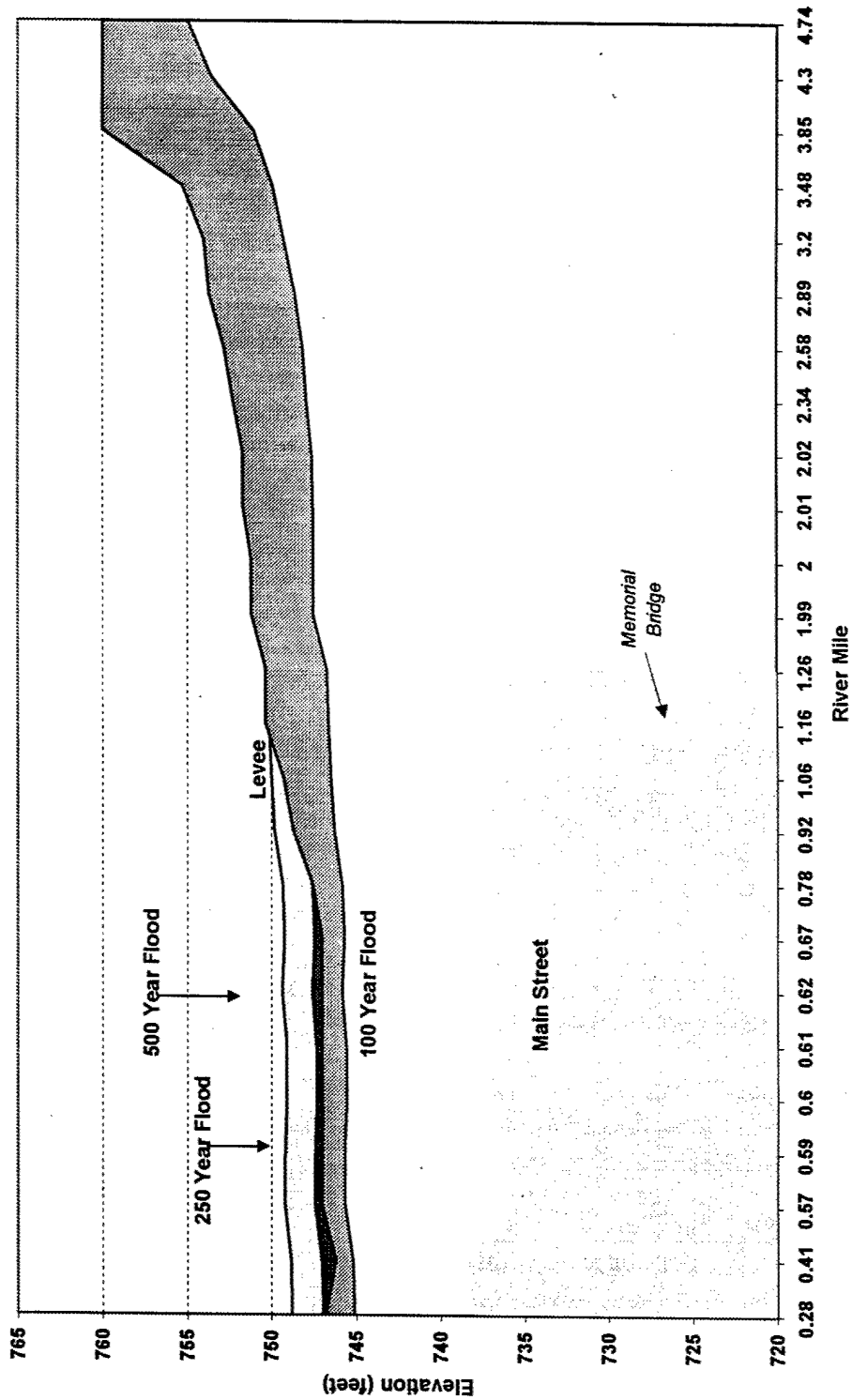


Figure 11
Comparison of Levee Height to Flood Events, Clearwater River



4.4 Risk-Based Analysis

Risk-based analysis is defined by the Corps as “an approach to evaluation and decision-making that explicitly, and to the extent practical, analytically incorporates considerations of risk and uncertainty” (ER 1105-2-101). The discussion below applies this concept to the flood protection performance of the proposed option.

The following three tables help portray the risk reduction that is likely to occur with adoption of a 3-foot (0.9-meter) levee modification. Table 16 portrays the annual probability that a target stage, or target elevation, is exceeded. For the alternative under consideration, the damage reaches of interest are those that are affected by a 3-foot (0.9-meter) levee raise. For each reach, the probability that the levee is overtopped is given for both the without-project case and with the levee modification. For example, by the year 2021, the mean and median probabilities of overtopping the levee at reach SRIVRD with no project are 0.006 and 0.002, respectively. The mean and median probabilities with the 3-foot (0.9-meter) levee raise are 0.002 and 0.001, respectively.

Table 17 shows how the probabilities of an overtopping event change over the long term with the 3-foot (0.9-meter) higher levee. For the Confluence damage reach, the without-project long-term exceedance probabilities are 0.144, 0.321, and 0.726 for 10-, 25-, and 50-year periods, respectively, given the sedimentation level projected for the year 2074. With the proposed project, these probabilities are reduced to 0.056, 0.136, and 0.253, respectively. Hence, by 2074, sedimentation will have increased to such a point that in a given 10-year period, there is a 14.4 percent probability that the levee would be overtopped at least one time in that 10-year period. However, with a 3-foot (0.9-meter) levee raise, the probability that the levee is overtopped at least once in a given 10-year period is reduced to 5.6 percent.

Table 18 displays the conditional non-exceedance probabilities for both the with-project and without-project scenarios for a particular flood event. For example, in the SRIVRD damage reach, the probability that the levee holds during a 0.01 probability flood event (100-year flood) is estimated at 75.7 percent. With the project, the probability of non-failure for this particular event and damage reach improves to 99.7 percent.

Table 16
Target Stage Annual Exceedance Probability

Year	Damage Reach	Median		Expected	
		W/O	With	W/O	With
2021	CONFLUENCE	0.001	*	0.002	*
	NLEWISTON	0.001	*	0.001	*
	SRIVRD	0.002	0.001	0.006	0.002
2074	CONFLUENCE	0.06	0.001	0.015	0.006
	NLEWISTON	0.005	0.001	0.012	0.006
	SRIVRD	0.013	0.004	0.026	0.008

* Denotes that the probabilities are too low to estimate.

Table 17
Long Term Risk

Year	Damage Reach	10 Years		25 Years		50 Years	
		W/O	With	W/O	With	W/O	With
2021	CONFLUENCE	0.015	*	0.038	*	0.074	*
	NLEWISTON	0.014	*	0.034	*	0.067	*
	SRIVRD	0.054	*	0.131	*	0.244	*
2074	CONFLUENCE	0.144	0.056	0.321	0.136	0.726	0.253
	NLEWISTON	0.116	0.056	0.266	0.135	0.461	0.252
	SRIVRD	0.223	0.081	0.468	0.191	0.717	0.345

* Denotes that the probabilities are too low to estimate.

Table 18
Conditional Non-Exceedance Probability by Events

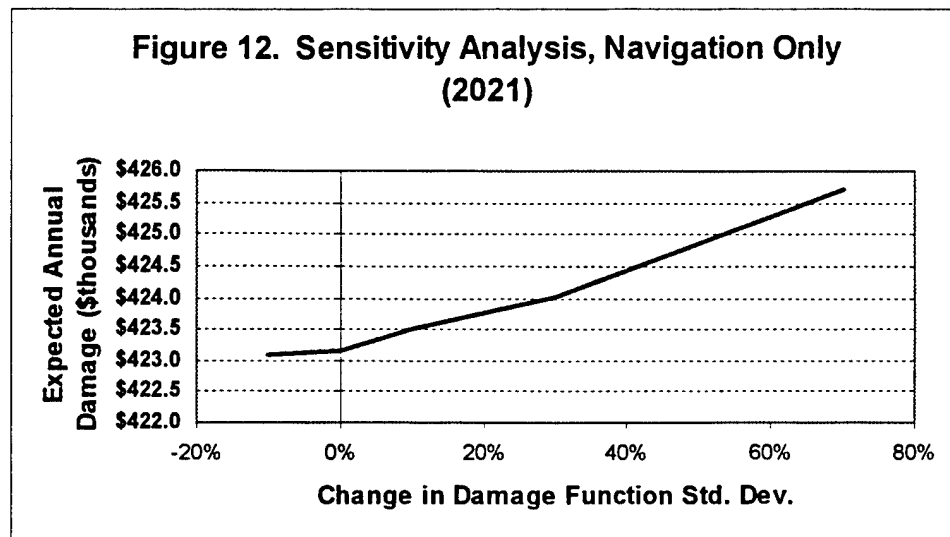
Year	Damage Reach	10%		4%		2%		1%		0.4%		0.2%	
		W/O	With	W/O	With	W/O	With	W/O	With	W/O	With	W/O	With
2021	CONFLUENCE	1.000	1.000	1.000	1.000	0.996	0.999	0.979	0.995	0.962	0.992	0.942	0.988
	NLEWISTON	1.000	1.000	1.000	1.000	0.999	0.999	0.995	0.995	0.991	0.992	0.987	0.988
	SRIVRD	1.000	1.000	0.999	1.000	0.967	1.000	0.757	0.997	0.532	0.993	0.311	0.989
2074	CONFLUENCE	0.999	1.000	0.928	0.992	0.737	0.943	0.371	0.752	0.200	0.589	0.090	0.417
	NLEWISTON	1.000	1.000	0.956	0.992	0.807	0.943	0.471	0.755	0.280	0.590	0.139	0.426
	SRIVRD	0.997	1.000	0.825	0.992	0.459	0.918	0.100	0.587	0.027	0.338	0.005	0.149

4.4.1 Sensitivity Analysis

Sensitivity analysis allows a researcher to alter the assumptions used in the modeling process or the input data set and to evaluate the resulting change in the output. This is an important step in understanding risk and uncertainty in modeling (USACE, ER 1105-2-100, 1990). For this study, it was important to analyze assumptions about the uncertainty in damage functions and the flow of the floodwater behind (the interior side of) the levee. In particular, because every flood study deals with a different geographic area and unique structures, contents, and building materials, it is difficult or impossible to accurately predict damages using damage functions from other areas. Furthermore, factors such as velocity, duration, sediment, frequency, and flood warning may have a dramatic effect on the damages that occur. Researchers can, however, evaluate the quality of results by analyzing the changes that would occur under different assumptions.

For this study, a sensitivity analysis was performed for the error specification in damage functions. The results from varying the standard errors on the depth damage functions proved to be very slight. Figure 12 displays the relationship between changes in the error specifications (given in percentage change), and changes in the EAD's (given in thousands of dollars). While the relationship is positive (that is, the greater the error, the greater the damages), the dollar value of changes is very small.

Additionally, the assumption that the entire levee in the downtown Lewiston area should be modeled as one damage reach was questioned, because the upstream Clearwater River portions of the levee were facing water surfaces several feet higher than the water surfaces at the lowest point of the levee. Hence, the assumption was modified to separate the upstream southern portion of the levee, east of Memorial Bridge, into a separate damage reach. The results of this estimation showed that numbers were slightly lower (less than 1 percent) using the modified assumption.



5.0 CONCLUSIONS AND RECOMMENDATIONS

Much understanding was gained through the detailed process of studying the potential future flooding at the confluence of the Clearwater and Snake Rivers in Lewiston, Idaho. While the increasing sedimentation does increase the potential damage from flooding in the area over time, the risk is neither severe nor immediate. This is probably due to the effectiveness of the existing levee embankment system and the ongoing navigation-only dredging program. Levee modifications greater than the 3-foot (0.9-meter) raise and dredging programs in addition to the navigation-only dredging are unwarranted at this time.

One alternative considered, the 3-foot (0.9-meter) levee modification with navigation-only dredging and in-water disposal, is an economically feasible and recommended alternative. This alternative is anticipated to bring a discounted net present value of \$9,951,518 in damage reduction to the Lewiston-Clarkston region over the project lifetime, which ends in 2074. These benefits will be attained at a discounted present value of \$2,201,373 in costs. The benefit-cost ratio is estimated to be 4.52.

The next two potentially economically feasible alternatives, Nav/3 ft/UL and Nav/4 ft/IW, are both much more costly than the recommended alternative. At the same time, neither of these alternatives provides benefits that are significantly greater than the Nav/3 ft/IW alternative. For this reason, neither of these options is recommended. None of the other options are potentially economically feasible, because the discounted present value of the costs of each of the other alternatives exceeds the value of the potential damages to be reduced. The present value of damages to be reduced is estimated to be \$13.58 million over 74 years, at 6.875 percent discounting.

The risk-based analysis approach used in this study facilitates understanding of the probabilistic nature of so many events that surround flood damage. Stage-discharge relationships, probability exceedance functions, economic damages, and environmental factors all vary to a large extent, and so will the damages that result from any flood. The study does not pretend to predict the value of damages that will occur, but rather predict the probability that certain damages might occur at any point. It is these predictions that are combined statistically and summarized to form the basis of the values used in the BCA.

The same risk-based approach is used to answer one question that is particularly important in the case of the Lewiston study. That is, what is the probability that the Lewiston Levee system is overtopped, and how does that probability change through time? While the Lewiston levee has a low probability of being overtopped now (0.002 or two-tenths of 1 percent), this value does increase by 2074 to a probability of 0.012 (1.2 percent annually) on the Clearwater River side. On the Snake River side of the levee, the current probability of overtopping is estimated at 0.001, with this increasing to 0.025 by the year 2074. These values can be reduced to 0.006 in 2074 for the Clearwater River (a reduction by half), and 0.008 for the Snake River (a reduction by 75 percent) with the construction of the 3-foot (0.9-meter) raise in the levee.

5.1 Results in Light of Secondary Economic and Social Issues

In addition to the direct effects analyzed with BCA, other economic factors are also important in the decision-making process. Environmental quality issues have often been neglected in economic decision-making process, because they are difficult to measure. Similarly, secondary economic impacts are difficult to measure precisely due to the complexity of economic systems. Nonetheless, these impacts are often critically important to the affected communities. Finally, values and preferences held by a community are many times reflected in the laws and regulations enacted by the community. These laws and regulations play an important economic role, because they regulate and constrain economic decisions. To address these issues, the three topics were studied, and the results of the study are reported in attachments E, F, and G.

The anticipated environmental impacts of the Nav/3 ft/TW option are not very different from the without-project, or baseline, scenario. In this sense, the economic impacts of environmental change will be small. Some loss of recreation access to the walking paths on the levees during the construction phase is anticipated. However, this loss may be mitigated by a number of substitute paths available, such as the walking paths along the Snake River on the Washington side. Also, Kiwanis Park and many of the walking paths located on the interior side of the levee will benefit from reduced flood risk with the adoption of the alternative. Any environmental costs or benefits deriving from the in-water disposal method and the navigation-only dredging program are considered part of the baseline scenario and will not change with the adoption of the preferred alternative.

The regional economic impact of the Nav/3 ft/TW alternative will be small compared to the other alternatives because the cost of the alternative is smaller. However, this does not affect the conclusions derived from the BCA. The low cost of the alternative was the primary reason the alternative was identified as an economically feasible option.

A number of socio-institutional authorization issues face any water-related project. Because the economically optimal choice (Nav/3 ft/In) does not involve a major departure from the existing levee system and operation, the socio-institutional constraints faced with this alternative are not anticipated to inhibit the project.

5.2 Further Considerations

One of the unique results of this study is that the expected damages in the without-project scenario greatly increase in the distant future. In the 21-year time horizon, it is clear that only the 3-foot (0.9-meter) raise is considered an economically feasible project. This is primarily explained by the fact that the magnitude of the damages is still relatively small over the next 21 years. However, by increasing the time horizon to 74 years, even the 4-foot (1.2-meter) raise, which is over six times as costly as the 3-foot (0.9-meter) raise in discounted terms, becomes much more attractive according to BCA. The benefit-cost ratio of this option becomes 0.85 under the 6.875 percent discount rate, and the option becomes economically feasible, with a ratio of 2.68 using the 3.5 percent discount rate. This result comes from the magnitude of the damages by the year 2074.

Two recommendations for further study can be made based on this fact. The first is that at some time in the future, when the damages will have increased in magnitude, a similar study might be performed. At such a point in time (perhaps in 15 years), the discounted present value of damages would be greater, and a more costly program of dredging or levee alteration might prove economically feasible. Whether or not such a program would be selected or be preferred among similar alternatives remains to be seen.

The second recommendation is related to the nature of the increases in estimated damages. As shown in figure 9, and in figure E-1, the damage estimations used in this study were based on linear interpolations between WSP's at two future points in time: 2021, and 2074. This linear interpolation might be improved by estimating WSP's at a greater number of points in time in the future. For example, it might be that the damages through time occur at an increasing rate, with large values of damages only occurring after the year 2050. Alternatively, the value of annual damages might increase rapidly after 2021, and then slow down between 2050 and 2074. These types of relationships could be very important to the results of a study taking place in 2015.

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ATTACHMENT A:
PEARL RIVER SPREADSHEET

Table A-1
Summary: Standard Deviation of Pearl River Flood Damage to Contents by Category and Flood Stage

Observation	Percent Contents-to-Structure Value (average)	Percent Contents-to-Structure Value (Standard Dev.)	Number of Observations	Flood Stage									
				1	2	3	4	5	6	7	8	9	10
Grocery (Std Dev)	84.25	41.33	20	17.19	17.14	17.46	17.77	15.15	12.84	11.49	10.35	9.23	8.44
Large Grocery (Std Dev)	87.40	23.27	5	20.97	15.79	14.43	17.42	16.38	14.05	12.54	11.65	11.46	10.89
Non-large Grocery (Std Dev)	83.20	46.46	15	14.46	16.73	18.41	18.36	15.28	12.92	11.30	9.70	8.85	7.71
Restaurants (Std Dev)	85.50	61.00	12	10.74	12.56	12.78	16.37	14.18	14.46	15.12	15.99	16.10	16.22
Fast Food (Std Dev)	104.33	63.13	3	5.51	3.61	11.85	20.01	18.08	12.90	7.64	7.00	5.29	3.61
Non-Fast Food (Std Dev)	80.50	67.00	8	11.01	14.02	13.73	15.55	10.58	10.59	11.60	12.40	12.44	12.51
Bar (Std Dev)	103.25	57.81	8	7.70	10.39	11.51	13.46	13.10	12.25	12.40	10.93	9.02	7.75
Drinking Place (Std Dev)	36.25	15.88	4	29.33	28.14	21.75	16.72	14.08	13.05	9.42	6.35	3.10	4.40
Banks (Std Dev)	54.86	34.28	7	13.56	16.87	20.04	23.34	23.13	22.66	21.67	21.15	20.86	20.28
Electrical (Std Dev)	56.14	47.89	7	7.47	13.09	18.67	15.99	14.86	13.50	11.49	9.16	7.77	6.40
Hospital (Std Dev)	39.20	11.50	5	18.20	15.14	15.08	19.42	19.19	19.44	18.47	17.86	17.24	16.93
Equipment (Std Dev)	108.62	73.04	13	9.83	17.39	18.91	20.38	18.47	16.98	16.24	14.67	13.02	11.41
Insurance (Std Dev)	27.38	9.53	8	16.01	18.27	23.35	26.67	27.22	28.12	28.64	29.30	29.52	29.40
All Drug (Std Dev)	88.62	88.62	6	18.07	26.88	29.81	32.19	33.91	27.67	23.20	20.07	17.71	14.52
Drug Store (Std Dev)	137.60	96.24	5	16.08	26.78	31.48	33.72	34.57	29.89	24.27	21.89	18.96	15.53
Service Station (Std Dev)	83.00	64.85	4	5.32	6.83	3.86	12.50	11.27	10.47	10.81	12.07	8.60	8.38
Department Store (Std Dev)	205.00	74.95	2	9.90	16.26	24.04	33.23	28.99	24.04	20.51	16.97	15.56	14.85
Real Estate Office (Std Dev)	14.67	15.95	3	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55
Cleaning (Std Dev)	233.40	172.45	5	14.47	26.54	18.28	12.62	8.26	7.76	7.79	8.11	7.97	7.86
Church (Std Dev)	23.50	21.92	2	12.73	12.02	11.31	11.31	12.73	12.73	15.56	16.97	18.38	19.09
Dentist (Std Dev)	198.50	113.68	4	19.60	27.40	32.16	36.96	39.00	41.53	42.24	43.38	43.78	44.19
Physician Office (Std Dev)	47.00	25.46	2	18.38	28.99	23.33	17.68	11.31	5.66	5.66	6.36	6.36	7.07
Maintenance (Std Dev)	33.00	21.07	3	2.89	17.56	15.31	16.17	18.88	16.17	13.05	10.50	7.51	7.64
Beauty (Std Dev)	21.00	12.94	4	14.91	21.67	28.57	25.63	19.41	13.58	10.66	8.83	7.05	5.80
Electronics (Std Dev)	28.67	5.13	3	4.04	5.77	14.74	27.68	36.50	46.19	46.77	47.34	47.92	48.50
Appliance (Std Dev)	80.67	48.00	3	13.32	9.64	8.08	7.55	6.66	6.24	4.04	2.00	0.58	1.15
Meat/Fish Mkt (Std Dev)	107.40	108.47	5	11.79	5.93	9.60	15.71	15.66	15.60	15.50	14.33	13.29	11.78
Trucking (Std Dev)	147.67	218.53	3	25.79	20.55	19.30	19.01	17.62	16.92	15.70	15.14	13.43	12.29
Hardware (Std Dev)	137.33	88.82	3	6.35	6.43	14.64	22.55	20.40	21.70	21.39	20.55	20.23	19.16
Auto and Home (Std Dev)	163.33	97.38	3	16.86	22.50	24.38	25.06	28.84	35.91	36.67	37.86	38.89	39.70
Bakery (Std Dev)	61.50	44.55	2	8.49	9.90	17.68	26.87	26.87	26.16	26.87	26.16	27.58	26.87
Women's Clothing (Std Dev)	189.50	202.94	2	9.90	33.23	21.21	9.19	7.07	4.95	4.24	2.12	1.41	1.41
Personal Credit Inst (Std Dev)	22.17	7.65	6	22.03	27.71	18.93	13.63	9.64	6.44	5.65	4.41	3.08	2.53
Electronic Repair (Std Dev)	151.67	159.34	3	30.75	30.12	18.58	10.50	4.93	1.53	2.00	2.08	2.31	2.08
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Average	92.00	65.91		13.98	17.45	18.08	19.49	18.35	17.25	16.24	15.45	14.59	14.06
Weighted Average*	59.65	87.91		14.03	17.13	17.96	19.29	17.80	16.56	15.56	14.71	13.77	13.06

* Weighted by the number of observations in each category.

Table A-2
Commercial Contents Damage - All Grocery Stores (5410, 5411)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	56	29	52	57	62	69	76	78	80	82	84
2	75	47	58	69	80	92	92	92	92	92	92
3	25	12	21	31	41	50	55	59	64	69	74
4	95	28	52	73	93	93	93	93	93	93	93
5	93	23	34	45	51	56	62	64	65	68	69
6	118	74	78	82	86	88	89	91	93	94	96
7	64	10	30	50	60	69	79	81	83	84	86
8	87	12	34	56	64	72	80	81	83	84	86
9	19	8	21	36	51	65	80	85	89	93	98
10	133	11	23	34	50	67	83	85	86	88	89
11	140	46	61	76	93	96	98	98	98	98	98
12	162	41	65	81	97	97	97	97	98	98	98
13	100	34	40	47	54	62	70	78	86	88	90
14	150	47	63	76	90	91	91	92	92	93	93
15	74	26	55	84	85	88	90	90	90	90	90
16	22	14	30	53	76	86	95	95	96	96	97
17	80	41	65	75	85	96	98	99	99	99	99
18	42	33	50	75	87	87	87	87	87	87	87
19	75	19	36	45	54	58	61	65	69	72	76
20	75	13	28	48	64	76	89	90	91	92	93
Grocery (Std Dev)	41.33	17.19	17.14	17.46	17.77	15.15	12.84	11.49	10.35	9.23	8.44
Grocery (Average)	84.25	28.40	44.80	59.55	71.15	77.90	83.25	85.00	86.70	88.00	89.40

Commercial Contents Damage - Large Grocery Stores (5410, 5411)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	56	29	52	57	62	69	76	78	80	82	84
2	75	47	58	69	80	92	92	92	92	92	92
3	95	28	52	73	93	93	93	93	93	93	93
4	93	23	34	45	51	56	60	64	67	67	69
5	118	74	78	82	86	88	89	91	94	94	96
Large Grocery (Std Dev)	23.27	20.97	15.79	14.43	17.42	16.38	14.05	12.54	11.65	11.46	10.89
Large Grocery (Average)	87.40	40.20	54.80	65.20	74.40	79.60	82.00	83.60	85.20	85.60	86.80

Commercial Contents Damage - Non-Large Grocery Stores (5410, 5411)
Flood Stage

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	25	12	21	31	41	50	55	59	64	69	74
2	64	10	30	50	60	69	79	81	83	84	86
3	87	12	34	56	64	72	80	81	83	84	86
4	19	8	21	36	51	65	80	85	89	93	98
5	133	11	23	34	50	67	83	85	86	88	89
6	140	46	61	76	93	96	98	98	98	98	98
7	162	41	65	81	97	97	97	97	98	98	98
8	100	34	40	47	54	62	70	78	88	88	90
9	150	47	63	76	90	91	91	92	93	93	93
10	74	26	55	84	85	88	90	90	90	90	90
11	22	14	30	53	76	86	95	95	96	96	97
12	80	41	65	75	85	96	98	99	99	99	99
13	42	33	50	75	87	87	87	87	87	87	87
14	75	19	36	45	54	58	63	67	72	72	76
15	75	13	28	46	64	76	89	90	92	92	93
Non-large Grocery (Std Dev)	46.46	14.46	16.73	18.41	18.36	15.28	12.92	11.30	9.70	8.85	7.71
Non-large Grocery (Average)	83.20	24.47	41.47	57.67	70.07	77.33	83.67	85.60	87.87	88.73	90.27

Table A-2 (continued)
Commercial Contents Damage - All Eating Places (5812)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	127	7	28	49	58	67	75	78	80	83	86
2	69	13	39	39	40	42	44	44	44	44	44
3	47	12	27	40	53	71	90	91	92	93	93
4	27	28	44	59	75	77	79	80	82	84	86
5	200	11	29	46	57	68	79	81	82	85	87
6	153	13	21	29	37	52	68	83	91	91	91
7	111	20	24	44	64	72	80	90	94	94	94
8	33	18	23	50	77	88	93	93	93	93	93
9	68	28	41	53	65	74	82	90	95	95	95
10	25	38	64	78	91	92	94	95	95	96	97
11	16	18	25	33	40	60	80	83	85	85	85
12	150	40	43	48	53	58	58	58	58	58	58
Restaurants (Std Dev)	61.00	10.74	12.56	12.78	16.37	14.18	14.46	15.12	15.99	16.10	16.22
Restaurants (Average)	86	21	34	47	59	68	77	81	83	83	84

Commercial Contents Damage - Fast Food Eat-In Places (5812)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	127	7	28	49	58	67	75	78	80	83	86
2	153	13	21	29	37	52	68	83	91	91	91
3	33	18	23	50	77	88	93	93	93	93	93
Fast Food (Std Dev)	63.13	5.51	3.61	11.85	20.01	18.08	12.90	7.64	7.00	5.29	3.61
Fast Food (Average)	104.33	12.67	24.00	42.67	57.33	69.00	78.67	84.67	88.00	89.00	90.00

Commercial Contents Damage - Non-Fast Food Eat-In Places (5812)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	47	12	24	40	53	71	90	91	92	93	93
2	27	28	44	59	75	77	79	80	82	84	86
3	200	11	29	46	57	68	79	81	82	85	87
4	111	20	24	44	64	72	80	90	94	94	94
5	68	28	41	53	65	74	82	90	95	95	95
6	25	38	64	78	91	92	94	95	95	96	97
7	16	18	25	33	40	60	80	83	85	85	85
8	150	40	43	48	53	58	58	58	58	58	58
Non-Fast Food (Std Dev)	67.00	11.01	14.02	13.73	15.55	10.58	10.59	11.60	12.40	12.44	12.51
Non-Fast Food (Average)	80.50	24.38	36.75	50.13	62.25	71.50	80.25	83.50	85.38	86.25	86.88

Commercial Contents Damage - Eating, Drinking Places (5810)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	25	15	25	33	42	50	56	62	68	74	80
2	192	9	27	45	63	81	82	82	83	84	85
3	170	13	33	51	61	71	72	73	74	75	75
4	100	18	25	38	50	58	65	71	76	82	88
5	150	17	30	44	56	68	80	92	92	92	92
6	78	22	50	66	83	87	91	95	97	97	97
7	31	8	23	39	54	60	66	71	77	80	83
8	80	32	47	61	76	82	88	93	96	96	96
Bar (Std Dev)	57.81	7.70	10.39	11.51	13.46	13.10	12.25	12.40	10.93	9.02	7.75
Bar (Average)	103.25	16.75	32.50	47.13	60.63	69.63	75.00	79.88	82.88	85.00	87.00

Table A-2 (continued)
Commercial Contents Damage - Drinking Places (5813)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	20	9	22	35	44	53	61	70	79	88	97
2	50	5	12	31	50	75	87	87	87	87	87
3	30	24	34	48	61	71	81	89	94	94	94
4	53	69	76	79	82	87	90	90	90	90	90
Drinking Place (Std Dev)	15.88	29.33	28.14	21.75	16.72	14.08	13.05	9.42	6.35	3.10	4.40
Drinking Place (Average)	38.25	26.75	36.00	48.25	59.25	71.50	79.75	84.00	87.50	89.75	92.00

Commercial Contents Damage - Comm Stock Savings Banks (6022,6025)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	60	18	27	39	50	53	55	58	60	60	60
2	42	15	30	45	60	63	65	68	70	70	70
3	37	8	15	33	50	55	60	60	60	60	60
4	70	36	47	59	70	73	75	75	75	75	75
5	25	10	13	17	20	23	25	28	30	31	33
6	123	44	57	70	72	74	75	76	78	78	78
7	27	22	46	71	95	98	99	99	99	99	99
Banks (Std Dev)	34.28	13.56	18.87	20.04	23.34	23.13	22.66	21.67	21.15	20.86	20.28
Banks (Average)	54.86	21.57	33.57	47.71	59.57	62.71	64.86	66.29	67.43	67.57	67.86

Commercial Contents Damage - Electrical Contractors (1730, 1731)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	62	30	40	50	55	60	65	69	74	79	84
2	30	10	10	10	95	95	95	95	95	95	95
3	24	31	41	50	56	61	67	72	78	79	81
4	100	30	50	65	80	88	95	95	96	96	97
5	8	23	30	55	80	85	90	91	92	93	94
6	29	20	40	65	90	95	97	97	97	97	97
7	140	25	44	54	65	75	86	87	89	91	91
Electrical (Std Dev)	47.89	7.47	13.09	18.67	15.99	14.86	13.50	11.49	9.16	7.77	6.40
Electrical (Average)	56.14	24.14	36.43	49.86	74.43	79.86	85.00	86.57	88.71	90.00	91.29

Commercial Contents Damage - General Medical and Surgical Hospitals (8062)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	41	40	41	42	43	44	45	46	46	47	47
2	44	53	56	59	61	64	65	66	66	67	67
3	29	30	31	32	33	34	35	38	42	45	48
4	27	17	30	53	75	75	78	76	77	77	78
5	55	7	15	22	29	31	31	33	34	35	36
Hospital (Std Dev)	11.50	18.20	15.14	15.08	19.42	19.19	19.44	18.47	17.86	17.24	16.93
Hospital (Average)	39.20	29.40	34.60	41.60	48.20	49.60	50.40	51.80	53.00	54.20	55.20

Table A-2 (continued)
Commercial Contents Damage - All Machinery, Equipment Supplies (5080, 5081)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	156	12	16	20	26	32	38	44	50	55	60
2	48	24	33	41	50	58	67	75	78	81	84
3	41	10	20	30	42	54	66	79	90	91	91
4	113	14	33	45	58	69	81	93	85	87	89
5	83	10	30	50	55	60	65	73	80	82	84
6	58	13	19	37	54	59	64	69	74	75	77
7	143	37	60	68	75	77	79	82	84	86	88
8	83	29	43	58	72	79	86	92	96	96	96
9	278	34	45	56	62	69	75	82	88	88	89
10	108	17	40	60	80	88	95	95	96	96	97
11	60	30	44	59	74	81	88	94	97	97	97
12	213	28	74	86	93	93	93	93	93	93	93
13	28	12	16	21	24	36	48	52	57	62	67
Equipment (Std Dev)	73.04	9.83	17.39	18.91	20.38	18.47	16.98	16.24	14.67	13.02	11.41
Equipment (Average)	108.62	20.77	36.38	48.54	58.85	65.77	72.69	78.69	82.15	83.77	85.54

Commercial Contents Damage - Exclusive of Insurance Home Office (6410, 6411)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	20	30	40	50	59	68	77	86	95	95	95
2	43	31	54	76	88	88	88	88	88	88	88
3	15	10	10	10	10	10	10	10	10	10	10
4	27	30	40	53	67	80	86	93	96	96	96
5	33	23	49	75	80	85	90	91	92	96	94
6	31	15	25	58	90	95	97	97	97	97	97
7	17	12	15	38	60	80	89	89	89	89	89
8	33	60	60	80	89	89	89	89	89	89	89
Insurance (Std Dev)	9.53	16.01	18.27	23.35	26.67	27.22	28.12	28.64	29.30	29.52	29.40
Insurance (Average)	27.38	26.38	36.63	55.00	67.88	74.38	78.25	80.38	82.00	82.50	82.25

Commercial Contents Damage - All Drug, Proprietary Stores (5910, 5912)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	86	17	30	50	70	85	92	92	92	92	92
2	50	11	13	15	18	20	43	67	90	90	90
3	160	57	81	90	95	95	85	95	95	95	95
4	70	6	10	13	18	21	26	34	42	49	57
5	116	24	55	66	76	86	91	91	91	95	95
6	292	26	37	54	70	73	75	78	81	83	86
All Drug (Std Dev)	88.62	18.07	26.88	29.81	32.19	33.91	27.67	23.20	20.07	17.71	14.52
All Drug (Average)	129.00	23.50	37.67	48.00	57.83	63.33	68.67	76.17	81.83	84.00	85.83

Commercial Contents Damage - Non-Chain Drug, Proprietary Stores (5910, 5912)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	50	11	13	15	18	20	43	67	90	90	90
2	160	47	71	85	92	92	92	92	92	92	92
3	70	6	10	13	18	21	26	34	42	49	57
4	116	24	55	66	76	86	94	94	94	95	95
5	292	16	27	44	60	64	66	70	73	77	79
Drug Store (Std Dev)	96.24	16.08	26.78	31.48	33.72	34.57	29.89	24.27	21.89	18.96	15.53
Drug Store (Average)	137.60	20.80	35.20	44.60	52.80	58.60	64.20	71.40	78.20	80.60	82.60

Table A-2 (continued)
Commercial Contents Damage - Gas Service Station (5541)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	71	11	24	37	50	53	55	58	60	73	85
2	178	17	28	39	50	59	68	77	86	92	99
3	43	4	12	44	75	76	80	83	85	86	88
4	40	10	20	35	50	56	63	69	75	77	79
Service Station (Std Dev)	64.85	5.32	6.83	3.86	12.50	11.27	10.47	10.81	12.07	8.60	8.38
Service Station (Average)	83.00	10.50	21.00	38.75	56.25	61.50	66.50	71.75	76.50	82.00	87.75

Commercial Contents Damage - Department Stores (5311)

Observation	Contents - Structure Ratio (%)	1	2	3	4	5	6	7	8	9	10
1	258	18	36	54	73	73	74	75	76	78	80
2	152	4	13	20	26	32	40	46	52	56	59
Department Store (Std Dev)	74.95	9.90	16.26	24.04	33.23	28.99	24.04	20.51	16.97	15.56	14.85
Department Store (Average)	205.00	11.00	24.50	37.00	49.50	52.50	57.00	60.50	64.00	67.00	69.50

Commercial Contents Damage - Real Estate Agents, Brokers (6531)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	4	0	0	0	0	0	0	0	0	0	0
2	7	0	0	0	0	0	0	0	0	0	0
3	33	20	20	20	20	20	20	20	20	20	20
Real Estate Office (Std Dev)	15.95	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55	11.55
Real Estate Office (Average)	14.67	6.67	6.67	6.67	6.67	6.67	6.67	6.67	6.67	6.67	6.67

Commercial Contents Damage - Laundry, Cleaning, Garment Service (7210, 7213, 7217)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	45	24	32	41	58	74	91	91	91	92	93
2	367	45	66	89	72	73	74	74	75	76	77
3	395	7	19	60	69	78	87	87	87	87	87
4	50	17	32	47	63	72	81	90	95	95	95
5	310	32	82	87	91	92	93	94	94	95	96
Cleaning (Std Dev)	172.45	14.47	26.54	18.28	12.62	8.26	7.76	7.79	8.11	7.97	7.86
Cleaning (Average)	233.40	25.00	46.20	60.80	70.60	77.80	85.20	87.20	88.40	89.00	89.60

Commercial Contents Damage - Churches (8661)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	8	23	26	30	34	38	41	46	50	53	57
2	39	5	9	14	18	20	23	24	26	27	30
Church (Std Dev)	21.92	12.73	12.02	11.31	11.31	12.73	12.73	15.56	16.97	18.38	19.09
Church (Average)	23.50	14.00	17.50	22.00	26.00	29.00	32.00	35.00	38.00	40.00	43.50

Commercial Contents Damage - Dentist Offices (8020, 8021)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	300	20	40	53	65	78	90	92	95	97	98
2	38	52	72	83	93	94	95	95	96	96	97
3	250	5	5	5	5	5	5	5	5	5	5
4	206	25	36	50	63	68	72	77	81	81	81
Dentist (Std Dev)	113.68	19.80	27.40	32.16	36.96	39.00	41.53	42.24	43.38	43.78	44.19
Dentist (Average)	198.50	25.50	38.25	47.75	56.50	61.25	65.50	67.25	69.25	69.75	70.25

Table A-2 (continued)
Commercial Contents Damage - Physicians Offices (8011)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	29	40	60	73	85	90	95	95	96	96	97
2	65	14	19	40	60	74	87	87	87	87	87
Physician Office (Std Dev)	25.46	18.38	28.99	23.33	17.68	11.31	5.66	5.66	6.36	6.36	7.07
Physician Office (Average)	47.00	27.00	39.50	56.50	72.50	82.00	91.00	91.00	91.50	91.50	92.00

Commercial Contents Damage - Cleaning/Maintenance Services (7349)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	31	22	25	43	60	65	70	75	80	83	85
2	13	27	60	70	80	90	90	90	90	90	90
3	55	27	40	44	48	53	58	64	69	75	75
Maintenance (Std Dev)	21.07	2.89	17.56	15.31	16.17	18.88	16.17	13.05	10.50	7.51	7.64
Maintenance (Average)	33.00	25.33	41.67	52.33	62.67	69.33	72.67	76.33	79.67	82.67	83.33

Commercial Contents Damage - Beauty Shops (7230, 7231)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	25	3	7	11	29	46	64	68	72	76	79
2	35	39	51	63	75	87	96	93	93	93	93
3	4	17	50	75	87	87	87	87	87	87	87
4	20	23	50	63	75	77	79	82	84	86	88
Beauty (Std Dev)	12.94	14.91	21.67	28.57	25.63	19.41	13.58	10.66	8.83	7.05	5.80
Beauty (Average)	21.00	20.50	39.50	53.00	66.50	74.25	81.50	82.50	84.00	85.50	86.75

Commercial Contents Damage - Radios, TV Stores (5732)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	33	10	10	10	10	10	10	10	10	10	10
2	30	10	20	32	43	67	90	91	92	93	94
3	23	3	10	38	65	78	90	91	92	93	94
Electronics (Std Dev)	5.13	4.04	5.77	14.74	27.68	36.50	46.19	46.77	47.34	47.92	48.50
Electronics (Average)	28.67	7.67	13.33	26.67	39.33	51.67	63.33	64.00	64.67	65.33	66.00

Commercial Contents Damage - Household Appliance Store (5722)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	33	33	50	63	75	79	83	87	91	95	97
2	80	55	68	79	90	91	92	92	93	94	95
3	129	57	65	73	81	90	95	95	95	95	95
Appliance (Std Dev)	48.00	13.32	9.64	8.08	7.55	6.66	6.24	4.04	2.00	0.58	1.15
Appliance (Mean)	80.67	48.33	61.00	71.67	82.00	86.67	90.00	91.33	93.00	94.67	95.67

Table A-2 (continued)
Commercial Contents Damage - Meat/Fish Markets (5420, 5423)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	262	21	56	76	96	96	96	96	96	97	97
2	180	40	45	50	54	57	61	64	68	71	75
3	13	23	50	65	79	84	89	94	97	97	97
4	50	15	40	60	80	87	94	95	95	96	97
5	32	41	48	58	67	68	70	70	72	74	76
Meat/Fish Mkt (Std Dev)	108.47	11.79	5.93	9.80	15.71	15.66	15.60	15.50	14.33	13.29	11.78
Meat/Fish Mkt (Average)	107.40	28.00	47.80	61.80	75.20	78.40	82.00	83.80	85.60	87.00	88.40

Commercial Contents Damage - Trucking, Local/Long Distance (4211, 4212)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	20	20	40	60	80	84	88	91	95	95	95
2	23	34	43	51	60	63	65	68	71	74	76
3	400	70	77	88	98	98	98	98	99	99	99
Trucking (Std Dev)	218.53	25.79	20.55	19.30	19.01	17.62	16.92	15.70	15.14	13.43	12.29
Trucking (Average)	147.67	41.33	53.33	66.33	79.33	81.67	83.67	85.67	88.33	89.33	90.00

Commercial Contents Damage - Retail Hardware Stores (5250, 5251)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	158	16	28	34	40	46	49	51	53	55	58
2	214	27	40	63	85	86	88	89	90	91	93
3	40	16	30	45	60	73	85	87	87	89	89
Hardware (Std Dev)	88.82	6.35	6.43	14.64	22.55	20.40	21.70	21.39	20.55	20.23	19.16
Hardware (Average)	137.33	19.67	32.67	47.33	61.67	68.33	74.00	75.67	76.67	78.33	80.00

Commercial Contents Damage - Auto and House Supply Store (5530, 5531)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	130	4	7	10	30	50	70	71	72	73	74
2	273	0	0	1	2	2	2	2	2	2	2
3	87	31	42	47	52	54	58	58	62	65	67
Auto and Home (Std Dev)	97.38	16.86	22.50	24.38	25.06	28.94	35.91	36.67	37.86	38.89	39.70
Auto and Home (Average)	163.33	11.67	16.33	19.33	28.00	35.33	42.67	43.67	45.33	46.67	47.67

Commercial Contents Damage - Retail Bakeries (5460, 5462)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	30	18	30	53	77	78	79	80	81	83	84
2	93	6	16	28	39	40	42	42	44	44	46
Bakery (Std Dev)	44.55	8.49	9.90	17.68	26.87	26.87	26.16	26.87	26.16	27.58	26.87
Bakery (Average)	61.5	12	23	40.5	58	59	60.5	61	62.5	63.5	65

Commercial Contents Damage - Women's Ready-to-Wear (5620, 5621)

Observation	Percent Contents-to-Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	48	44	95	96	97	97	97	98	98	98	98
2	333	30	48	68	84	87	90	92	95	96	96
Women's Clothing (Std Dev)	202.94	9.00	33.23	21.21	9.19	7.07	4.95	4.24	2.12	1.41	1.41
Women's Clothing (Average)	189.50	37.00	71.50	81.00	90.50	92.00	93.50	95.00	96.50	97.00	97.00

Table A-2 (continued)
Commercial Contents Damage - Personal Credit Institutions (6140, 6145, 6146)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	10	12	15	48	80	90	94	94	94	94	94
2	26	67	80	90	94	94	94	94	94	94	94
3	30	18	25	60	95	96	97	98	98	98	98
4	29	25	38	49	60	71	82	85	87	91	94
5	20	57	80	90	94	94	94	94	94	94	94
6	18	38	57	68	80	82	83	84	87	89	90
Personal Credit Inst (Std Dev)	7.65	22.03	27.71	18.93	13.63	9.64	6.44	5.65	4.41	3.08	2.53
Personal Credit Inst (Average)	22.17	36.17	49.17	67.50	83.83	87.83	90.67	91.50	92.33	93.33	94.00

Commercial Contents Damage - Radio TV Repair (7620, 7622)

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	333	73	79	84	90	91	92	92	93	94	95
2	34	23	39	54	69	82	95	96	97	98	98
3	88	17	20	50	80	90	94	94	94	94	94
Electronic Repair (Std Dev)	159.34	30.75	30.12	18.58	10.50	4.93	1.53	2.00	2.08	2.31	2.08
Electronic Repair (Average)	152	38	46	63	80	88	94	94	95	95	96

Table A-3
Residential Contents Damage - Mobile Homes

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	23	24	50	66	82	84	87	89	91	91	91
2	50	30	48	55	61	66	72	72	73	73	73
3	128	28	54	67	80	83	86	87	88	88	88
Mobile Homes (Std Dev)	54.53	3.06	3.06	6.66	11.59	10.12	8.39	9.29	9.64	9.64	9.64
Mobile Homes (Average)	67	27.33	50.67	62.67	74.33	77.67	81.67	82.67	84.00	84.00	84.00

Residential Contents Damage - Single Family Single Story

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	39	32	44	56	61	67	73	79	84	84	85
2	115	13	17	20	23	70	71	71	71	72	72
3	35	27	62	74	85	88	91	91	91	91	91
4	358	45	63	69	74	75	76	78	78	80	81
5	21	33	56	67	78	82	88	89	92	92	92
6	85	20	29	40	50	57	64	64	65	65	65
7	25	22	34	47	59	68	75	81	86	86	86
8	43	25	45	59	72	76	79	81	83	83	83
9	114	28	38	46	54	56	58	60	61	61	61
10	13	31	46	56	64	70	75	76	77	77	77
11	65	20	33	46	54	59	65	68	69	69	69
12	36	17	32	48	63	71	78	79	80	80	80
13	48	32	54	70	86	91	96	96	96	96	96
14	40	35	56	66	76	84	91	91	91	92	92
15	31	25	43	59	73	79	83	84	84	84	85
16	25	30	48	59	69	75	82	88	95	95	95
17	37	28	46	57	67	75	82	84	87	87	88
18	32	26	43	52	62	67	71	73	76	76	76
19	59	25	43	58	72	77	82	82	82	82	82
20	34	21	35	49	59	63	67	67	68	69	69
21	20	32	50	64	71	76	81	84	87	87	87
22	26	36	51	61	70	77	83	85	86	86	86
23	23	28	47	66	81	84	88	89	92	92	92
24	35	18	28	38	46	51	58	64	70	70	70
25	27	18	28	41	54	64	74	76	78	78	78
26	58	26	45	53	62	67	71	72	74	74	74
58	25	28	43	61	79	85	85	91	94	91	91
59	93	22	39	51	63	69	65	76	77	77	77
60	37	21	36	47	57	61	61	66	67	67	67
61	48	22	32	49	68	75	72	83	85	85	85
62	71	24	44	56	65	69	59	73	75	75	75
63	32	20	41	49	58	59	74	59	59	59	59
64	276	22	35	47	60	67	60	78	81	81	81
65	86	30	38	45	52	56	75	60	61	61	61
66	33	23	38	53	68	71	79	75	75	75	75
67	57	22	37	52	67	73	61	79	79	79	79
68	30	19	31	40	49	55	48	61	61	61	61
69	80	17	26	34	41	45	74	48	49	50	50
70	31	32	43	54	65	69	93	74	74	74	74
71	48	24	50	68	84	89	93	93	93	93	93
72	17	15	28	49	69	82	80	95	96	96	96
73	15	30	45	56	68	74	65	81	83	83	83
74	178	31	44	53	61	63	76	66	67	67	67
75	37	33	50	58	66	71	69	78	77	77	77
76	47	22	35	47	59	64	79	70	71	71	71
77	37	17	32	49	65	72	69	81	84	84	84
78	33	26	50	58	66	68	47	71	72	73	73
79	68	16	26	31	36	42	81	47	48	48	48
80	31	23	38	47	54	67	69	85	87	87	87
81	8	23	48	56	64	67	78	69	73	73	73
82	21	23	55	64	74	76	77	79	79	79	79
83	24	26	43	52	60	69	81	81	84	84	84
84	37	31	41	55	67	75	81	84	85	85	85
85	63	32	44	54	64	73	70	86	91	90	90
86	36	28	42	51	61	65	84	82	74	75	75
87	35	28	56	64	72	78	61	84	84	84	84
88	17	24	34	44	53	58	83	82	64	64	64
89	20	30	49	59	68	76	64	85	87	87	88
90	96	26	32	38	44	54	64	65	66	67	67
1 Story (Std Dev)	58.39	8.12	11.60	12.71	14.54	13.99	14.41	14.72	15.04	14.91	14.88
1 Story (Average)	54.97	26.22	41.44	52.34	62.45	68.26	72.78	74.70	76.16	76.26	76.36

Table A-3 (continued)
Residential Contents Damage - Single Family Two Story

Observation	Percent Contents-to- Structure Value (average)	1	2	3	4	5	6	7	8	9	10
1	19	18	27	36	44	46	49	49	49	49	49
2	15	7	14	21	28	32	35	37	38	38	38
3	120	7	14	17	19	23	27	27	27	27	27
4	32	12	21	28	34	40	46	51	57	57	57
5	35	10	16	20	24	26	27	27	27	27	27
6	110	11	15	18	21	22	24	24	24	24	24
7	34	14	21	29	36	40	43	45	48	48	48
8	54	3	4	5	5	6	6	6	6	6	6
9	20	18	26	32	37	41	45	47	49	49	49
10	15	30	41	51	60	66	70	72	73	73	73
11	35	5	7	11	14	15	16	16	16	16	16
12	62	10	18	23	28	30	32	33	33	33	33
13	98	14	21	25	29	30	31	31	31	31	31
14	32	14	29	33	37	38	39	39	39	39	39
15	32	15	22	29	36	40	43	47	49	49	49
16	46	2	4	6	7	8	8	8	8	8	8
17	83	19	25	30	34	39	44	47	49	49	49
18	68	5	7	9	11	15	19	21	21	21	21
19	28	29	51	60	69	72	75	75	75	75	75
20	52	21	33	41	50	51	53	54	54	54	54
21	32	23	35	41	46	51	55	56	56	56	56
2 Story (Std Dev)	30.95	7.86	12.07	14.16	16.46	17.21	18.06	18.56	19.08	19.08	19.08
2 Story (Average)	48.67	13.67	21.48	26.90	31.86	34.81	37.48	38.67	39.48	39.48	39.48

ATTACHMENT B:
GALVESTON SPREADSHEET

Table B-1
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

SIC	Business		0'	1'	2'	3'	4'	5'	6'	7'	8'	9'	10'	11'	12'	13'	14'	15'
Flood Stage																		
57	Appliance sales																	
	structure	0	17	17	18	19	21	23	25	28	32	35	39	43	47	52	56	
	inventory	0	83	91	94	95	97	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	15	16	28	58	100	100	100	100	100	100	100	100	100	100	100	100
55	Appliance service																	
	structure	0	49	53.5	61	76.5	98.5	100	100	100	100	100	100	100	100	100	100	100
	inventory	0	17	17	18	19	21	23	25	28	32	35	39	43	47	52	56	
	equipment	0	83	91	94	95	97	100	100	100	100	100	100	100	100	100	100	100
55	Auto Dealer Big																	
	structure	0	17	17	18	19	21	23	25	28	32	35	39	43	49	52	56	
	inventory	20	50	90	95	98	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	Auto Dealer Cars Only																	
	structure	0	17	17	18	19	21	23	25	28	32	35	39	43	49	52	56	
	inventory	20	50	90	95	98	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	Auto Dealer Small																	
	structure	0	17	17	18	19	21	23	25	28	32	35	39	43	49	52	56	
	inventory	20	50	90	95	98	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	Auto Parts Bass Type																	
	structure	0	5	5	5	5	7	10	14	19	25	35	40	50	57	63	68	
	inventory	0	18	30	59	70	90	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
55	Auto Parts Independent																	
	structure	0	5	5	5	5	7	10	14	19	25	32	40	50	57	63	68	
	inventory	0	18	30	59	70	90	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	Auto Parts Mufflers																	
	structure	0	3	3	3	4	5	8	12	17	23	31	40	48	56	64	70	
	inventory	0	10	20	40	60	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Auto Parts Tires																	
	structure	0	3	3	3	4	5	8	12	17	23	31	40	48	56	64	70	
	inventory	0	10	20	40	60	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
75	Auto Repair																	
	structure	0	3	3	3	4	5	8	12	17	23	31	40	48	56	64	70	
	inventory	50	80	95	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	30	56	100	100	100	100	100	100	100	100	100	100	100	100	100	100
75	Auto Service																	
	structure	0	3	3	3	4	5	8	12	17	23	31	40	48	56	64	70	
	inventory	10	40	60	85	100	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Bait Stand																	
	structure	0	1	2	5	8	12	17	22	28	36	43	50	58	66	75	83	
	inventory	0	3	7	11	16	22	29	36	44	52	60	69	79	88	100	100	100
	equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
60	Bakery																	
	structure	12	17	21	25	28	31	34	36	38	41	43	45	47	48	50	52	
	inventory	55	65	90	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	14	35	70	100	100	100	100	100	100	100	100	100	100	100	100	100	100
72	Bank																	
	structure	34.5	50	80	100	100	100	100	100	100	100	100	100	100	100	100	100	100
	inventory	0	11	11	12	13	15	17	19	22	24	28	31	34	37	40	44	
	equipment	0	50	87	95	100	100	100	100	100	100	100	100	100	100	100	100	100
33	Barber Shop																	
	structure	0	50	73.5	82.5	100	100	100	100	100	100	100	100	100	100	100	100	100
	inventory	0	13	17	18	24	31	37	41	45	47	49	50	50	51	52	54	
	equipment	0	15	50	75	88	100	100	100	100	100	100	100	100	100	100	100	100
72	Battery MFG																	
	structure	22	29	37	48	62	78	96	96	96	96	96	96	96	96	96	96	96
	inventory	0	3	3	3	4	5	8	10	17	23	31	40	48	48	52	52	
	equipment	0	10	10	15	15	20	20	25	25	30	30	30	30	40	40	40	40
79	Beauty Shop																	
	structure	0	10	14	17	23	28	34	38	43	47	50	54	57	61	64	67	
	inventory	0	18	31	50	100	100	100	100	100	100	100	100	100	100	100	100	100
	equipment	0	70	87	94	100	100	100	100	100	100	100	100	100	100	100	100	100

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

44	Boat Sales-Service	structure	14	20	32	33	34	36	38	42	50	56	60	63	67	70	73	76
		inventory	13	24	43	82	95	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	80	41	65	83	96	96	96	96	96	96	96	96	96	96	96
20	Boat Service	structure	6.5	52	42	73.5	89	98	98	98	98	98	98	98	98	98	98	98
		inventory	0	12	12	12	12	12	12	14	15	18	21	25	30	35	40	46
		equipment	8	33	52	70	75	88	100	100	100	100	100	100	100	100	100	100
44	Boat Stalls	structure	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
		inventory	4	20.5	32	45	52	64	75	79.5	83.5	87.5	92	96	100	100	100	100
		equipment	0	10	19	26	32	40	48	56	64	71	78	85	91	97	100	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	3	6	8	11	13	15	14	19	21	22	24	25	27	28	29
20	Boat Storage	structure	0	4	5	7	10	13	16	22	26	31	37	43	49	55	60	65
		inventory	1	4	7	12	18	24	32	40	48	54	58	63	66	68	70	70
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Boat-Party Fishing	structure	10	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20
		inventory	40	80	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	24	24	24	75	75	75	75	75	75	75	75	75	75	75	75
79	Boiler Building	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	10	10	10	20	20	20	20	20	20	20	20	20	20	20
59	Book Store	structure	0	2	3	5	8	10	12	15	17	20	23	27	31	35	40	45
		inventory	0	70	14	21	27	35	42	49	57	65	73	82	92	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
79	Bowling Alley	structure	0	40	7	11	15	19	23	27	31	35	39	44	49	53	53	61
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	17	22	25	27	28	30	32	35	39	45	51	58	67	76	
59	Business	structure	0	1	2	3	5	8	11	13	16	18	21	25	29	34	38	44
		inventory	0	2	6	10	15	19	24	28	33	38	44	49	55	62	69	78
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
34	Cabinet Shop MFG	structure	0	20	22	24	26	28	30	35	40	43	46	50	50	50	50	50
		inventory	0	2	4	8	10	11	12	13	15	15	15	15	15	15	15	15
		equipment	0	20	25	30	35	40	45	50	55	65	65	65	65	65	65	65
29	Camera Store	structure	0	3	7	7	7	9	11	14	17	20	23	26	33	37	40	44
		inventory	0	18	33	65	88	95	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Car Wash	structure	0	0	0	2	5	10	10	15	15	20	20	25	25	30	30	35
		inventory	0	25	50	50	75	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	10	25	40	50	60	75	75	75	75	75	75	75	80	80	80
59	Carpet Tile Flooring	structure	0	17.5	37.5	45	62.5	80	87.5	87.5	87.5	87.5	87.5	87.5	87.5	90	90	90
		inventory	0	2	3	4	4	5	7	9	13	18	22	29	35	42	50	57
		equipment	0	70	90	100	100	100	100	100	100	100	100	100	100	100	100	100
29	Cemetery Complex	structure	0	25	42	54	65	75	85	95	100	100	100	100	100	100	100	100
		inventory	0	47.5	66	77	82.5	87.5	92.5	97.5	100	100	100	100	100	100	100	100
		equipment	0	19	23	25	25	25	26	27	28	31	35	41	50	58	64	69
		inventory	0	92	96	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	29	34	76	88	97	97	97	97	97	97	97	97	97	97	97
86	Chemical Plant	structure	0	15	15	17	20	25	30	35	40	40	40	40	40	40	40	40
		inventory	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	38	44	52	92	92	92	92	92	92	92	92	92	92	92	92
28	Chemical Plant Bonding	structure	0	65	65	100	100	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	38	69	69	69	69	69	69	69	69	69	69	69	69
28	Chemical Refinery	structure	0	9	9	9	9	10	11	12	13	13	13	13	13	13	13	13
		inventory	0	30	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	4	45	60	75	90	93	96	100	100	100	100	100	100	100	100

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

15	Chiropractic Clinic	structure	0	1	2	2	3	4	6	8	11	14	17	21	25	29	33	38
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	6	30	30	30	31	32	35	38	42	47	54	62	72	84	95
93	Church	structure	0	10	11	11	12	12	13	14	14	15	17	19	24	30	38	45
		inventory	10	28	54	70	84	90	95	97	99	100	100	100	100	100	100	100
		equipment	10	75	90	100	100	100	100	100	100	100	100	100	100	100	100	100
72	City Hall	structure	10	51.5	72	85	92	95	97.5	98.5	99.5	100	100	100	100	100	100	100
		inventory	0	1	1	1	2	2	3	4	6	8	12	17	23	31	40	50
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	Cleaners	structure	0	35	75	85	95	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	4	6	6	8	10	13	17	22	28	34	42	50	57	62	67
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	Cleaners-Substation	structure	0	10	30	50	75	95	100	100	100	100	100	100	100	100	100	100
		inventory	0	4	6	6	8	10	13	17	22	28	34	42	50	57	62	67
		equipment	0	49	75	90	100	100	100	100	100	100	100	100	100	100	100	100
80	Clinic-Medical	structure	0	4	10	75	95	95	95	95	95	95	95	95	95	95	95	95
		inventory	0	1	2	2	3	4	6	8	11	14	17	21	25	29	33	38
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Clothing-Mens	structure	0	6	30	30	30	31	32	35	38	42	47	54	62	72	84	95
		inventory	0	8	10	11	13	15	18	21	24	28	32	37	41	46	51	56
		equipment	6	37	50	75	88	100	100	100	100	100	100	100	100	100	100	100
20	Clothing-Womens & Childrens	structure	0	32	41	60	78	94	100	100	100	100	100	100	100	100	100	100
		inventory	0	8	10	11	13	15	18	21	24	28	32	37	41	46	51	56
		equipment	6	37	50	75	88	100	100	100	100	100	100	100	100	100	100	100
86	Concrete Mfg.	structure	0	32	41	60	78	94	100	100	100	100	100	100	100	100	100	100
		inventory	3	34.5	45.5	67.5	83	97	100	100	100	100	100	100	100	100	100	100
		equipment	0	30	30	30	30	30	30	30	30	30	30	30	30	30	30	30
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	15	50	51	53	54	55	55	56	56	56	56	56	56	56	56
28	Construction Company	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	Contractor General	structure	0	0	20	25	30	35	40	45	50	60	60	60	60	60	60	60
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	10	10	10	10	40	40	40	40	80	80	80	80	80	80
80	Contractor Roofing	structure	0	14	21	25	27	28	30	30	30	30	30	32	34	35	36	37
		inventory	0	10	20	27	36	43	48	53	57	59	62	66	69	72	76	79
		equipment	0	15	27	36	43	48	50	50	50	50	50	51	51	51	52	52
17	Contractor-Electric	structure	0	0	20	25	30	35	40	45	50	60	60	60	60	60	60	60
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	10	10	10	10	40	40	40	40	80	80	80	80	80	80
17	Contractor-Heat Plumb	structure	0	0	20	25	30	35	40	45	50	60	60	60	60	60	60	60
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	10	10	10	10	40	40	40	40	80	80	80	80	80	80
20	Control Bldg.	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	25	50	75	75	85	85	90	90	90	95	95	95	95
54	Cooling Tower	structure	0	10	20	20	50	50	60	60	75	75	80	80	80	80	80	80
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Country Club	structure	0	7	8	8	9	10	11	12	13	14	15	18	21	24	28	33
		inventory	0	12	19	27	34	42	48	55	62	68	73	78	84	89	94	100
		equipment	38	41	44	47	52	56	62	67	74	80	87	94	100	100	100	100

Table B-1 (continued)
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65	Crafts	structure	0	20	22	24	26	27	28	29	30	40	50	50	50	50	50
		inventory	0	20	30	50	70	90	100	100	100	100	100	100	100	100	100
		equipment	0	60	60	60	60	60	60	60	60	60	60	60	60	60	60
83	Dairy Processing	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45
		inventory	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	25	50	50	50	50	60	80	80	80	80	80	80	80
20	Day Care Private	structure	0	15	16	16	20	25	29	33	37	41	44	47	50	53	56
		inventory	0	25	50	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	20	50	75	100	100	100	100	100	100	100	100	100	100	100
72	Day Care Public	structure	0	15	16	16	20	25	29	33	37	41	44	47	50	53	56
		inventory	0	25	50	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	20	50	75	100	100	100	100	100	100	100	100	100	100	100
53	Dentist Office	structure	7	35	35	35	35	35	35	36	37	38	39	41	42	44	45
		inventory	0	25	75	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	25	75	100	100	100	100	100	100	100	100	100	100	100	100
80	Deodorizer Bldg-chem	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45
		inventory	0	25	50	75	75	90	90	90	90	100	100	100	100	100	100
		equipment	0	10	15	20	20	20	25	25	25	25	25	25	25	25	25
53	Dept Store-Big	structure	0	3	7	7	7	9	11	14	17	20	23	26	30	33	37
		inventory	0	18	33	65	88	95	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Dept. Store-small	structure	0	3	7	7	7	9	11	14	17	20	23	26	30	33	37
		inventory	0	18	33	65	88	95	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	Dissolver-Lime	structure	0	15	15	15	20	25	30	35	40	40	40	40	45	45	45
		inventory	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	38	44	52	90	90	90	90	90	90	90	90	90	90	90
34	Doctor's Office	structure	0	1	3	4	6	9	11	14	17	20	24	29	35	42	50
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	7	12	15	16	18	22	27	34	43	57	75	100	100	100
57	Door Mfg.	structure	0	14	22	26	29	32	33	34	35	35	35	35	41	43	45
		inventory	0	20	40	80	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	10	25	45	70	80	90	95	100	100	100	100	100	100	100
20	Drug Store-Chain	structure	0	15	32.5	62.5	85	90	95	97.5	100	100	100	100	100	100	100
		inventory	0	1	5	5	5	7	8	11	14	18	22	27	33	38	45
		equipment	0	60	100	100	100	100	100	100	100	100	100	100	100	100	100
53	Drug Store-Indepen.	structure	0	30	50	50	50	50	50	50	50	50	50	50	50	50	50
		inventory	0	1	5	5	5	7	8	11	14	18	22	27	33	38	45
		equipment	0	60	100	100	100	100	100	100	100	100	100	100	100	100	100
53	Electronic Equip. Mfg.	structure	0	13	20	24	27	28	30	30	30	30	30	32	33	34	34
		inventory	0	12	25	37	50	62	75	87	100	100	100	100	100	100	100
		equipment	0	0	25	50	75	100	100	100	100	100	100	100	100	100	100
36	Electronic Sales Radio	structure	0	6	25	43.5	62.5	81	87.5	93.5	100	100	100	100	100	100	100
		inventory	0	13	20	24	27	28	30	30	30	30	30	32	33	34	34
		equipment	0	25	40	55	70	85	100	100	100	100	100	100	100	100	100
52	Engine Room	structure	0	25	45	65	85	92.5	100	100	100	100	100	100	100	100	100
		inventory	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Equip.Storage-Heavy	structure	0	0	3	5	6	7	8	10	13	17	21	25	30	40	50
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	14	17	20	23	25	29	35	38	42	51	63	77	100	100	100

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

57	Fabric Store	structure	0	15	20	30	35	40	45	50	60	70	80	85	90	95	100	100
		inventory	0	15	30	50	75	90	100	100	100	100	100	100	100	100	100	100
		equipment	0	20	30	40	50	75	100	100	100	100	100	100	100	100	100	100
20	Fabrication Shop	structure	0	2	5	10	15	20	25	30	35	40	50	75	75	75	75	75
		inventory	0	10	20	30	40	50	60	70	75	80	80	80	80	80	80	80
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	Feed Mill	structure	0	0	0	0	20	23	27	30	33	37	40	43	47	50	53	57
		inventory	0	0	0	0	20	22	24	26	28	30	30	30	30	30	30	30
		equipment	0	0	0	0	0	30	30	30	30	30	30	30	30	30	30	30
51	Feed Store	structure	0	20	24	28	32	34	36	38	40	42	44	46	48	50	50	50
		inventory	0	0	0	0	15	15	15	15	25	25	25	25	50	50	50	50
		equipment	0	0	0	0	0	0	0	0	80	80	80	80	80	80	80	80
92	Filtering Plant	structure	0	0	0	0	7.5	7.5	7.5	7.5	52.5	52.5	52.5	52.5	65	65	65	65
		inventory	0	5	15	30	60	90	90	90	90	90	90	90	90	90	90	90
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Fire Station	structure	0	1	5	5	5	6	7	9	11	14	17	20	24	28	32	36
		inventory	0	10	25	50	75	91	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Flea Market	structure	1	2	2	3	4	4	4	4	4	4	4	4	4	4	4	4
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20	Florist	structure	0	7	7	8	9	11	13	16	19	22	26	30	34	38	42	46
		inventory	0	50	85	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	49	60	75	78	79	82	85	89	93	99	99	99	99	99	99
42	Food Processor	structure	0	49.5	72.5	87.5	89	89.5	91	92.5	94.5	96.5	99.5	99.5	99.5	99.5	99.5	99.5
		inventory	0	6	6	6	6	10	14	18	20	20	20	20	20	20	20	20
		equipment	50	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
35	Food Warehouse	structure	0	20	27	33	40	50	60	70	90	90	90	90	90	90	90	90
		inventory	25	60	63.5	66.5	70	75	80	85	95	95	95	95	95	95	95	95
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
72	Foundry	structure	0	5	10	20	30	30	50	70	70	70	75	75	80	80	80	80
		inventory	11	16	19	21	23	28	35	47	50	50	50	50	50	50	50	50
		equipment	10	17	24	29	34	38	43	45	50	58	62	67	70	75	78	82
59	Frame Shop	structure	0	20	22	24	26	28	30	35	40	43	46	50	50	50	50	50
		inventory	0	16	45	80	88	93	95	98	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	Fruit Stand	structure	0	1	5	5	5	6	7	9	11	14	17	20	24	28	32	36
		inventory	0	45	80	90	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Funeral Home	structure	0	1	5	5	5	6	7	9	11	14	17	20	24	28	32	36
		inventory	0	10	30	60	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Furniture Mfg.	structure	0	0	20	24	28	32	38	42	46	48	50	50	50	50	50	50
		inventory	0	0	40	50	60	70	80	90	100	100	100	100	100	100	100	100
		equipment	0	0	0	10	10	10	10	10	10	10	10	10	10	10	10	10
25	Furniture-Big	structure	0	2	4	4	5	6	7	9	11	14	17	21	25	29	33	37
		inventory	20	78	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Garage	structure	0	3	5	6	7	8	10	13	17	21	25	30	35	41	47	52
		inventory	0	11	17	20	23	25	29	35	42	51	63	77	93	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

75	Gas-Butane Supply	structure	17	17	17	17	23	32	45	55	61	66	69	73	76	78	80	82
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	25	46	65	75	81	86	90	94	96	100	100	100	100	100	100
79	Gift Shop	structure	0	5	8	9	9	9	11	14	18	24	31	40	50	58	64	69
		inventory	0	54	63	75	88	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Girgler Furnace	structure	0	0	0	0	10	20	30	40	40	40	40	40	40	40	40	40
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	Golf Course Private	structure	0	1	4	6	8	9	11	14	17	21	26	31	37	43	50	57
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Golf Course Public	structure	0	1	4	6	8	9	11	14	17	21	26	31	37	43	50	57
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Greenhouse	structure	0	5	11	16	21	26	31	37	42	47	52	56	61	65	70	74
		inventory	0	66	88	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	17	34	50	66	80	92	100	100	100	100	100	100	100	100	100
32	Grocery MOM-POP	structure	0	20	22	24	26	28	30	32	34	36	38	39	40	43	47	50
		inventory	0	20	35	50	65	80	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	20	20	20	20	20	40	40	40	40	40	40	50	50	50
54	Grocery-Convenience	structure	0	10	27.5	35	42.5	50	60	70	70	70	70	70	70	75	75	75
		inventory	0	20	22	24	26	28	30	32	34	36	38	39	40	43	47	50
		equipment	0	20	35	50	65	80	100	100	100	100	100	100	100	100	100	100
59	Grocery-Medium	structure	0	3	4	5	6	7	10	14	20	29	37	44	50	55	59	63
		inventory	4	22	44	74	96	100	100	100	100	100	100	100	100	100	100	100
		equipment	4	80	90	93	100	100	100	100	100	100	100	100	100	100	100	100
54	Grocery-Supermarket	structure	4	51	67	83.5	98	100	100	100	100	100	100	100	100	100	100	100
		inventory	4	3	4	5	6	7	10	14	20	29	37	44	50	55	59	63
		equipment	4	80	90	93	100	100	100	100	100	100	100	100	100	100	100	100
84	Hall Private	structure	0	1	5	5	5	5	6	8	9	11	14	18	22	28	34	42
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	8	10	12	14	18	24	32	44	60	85	95	100	100	100
53	Hall-Public	structure	0	1	5	5	5	5	6	8	9	11	14	18	22	28	34	42
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	8	10	12	14	18	24	32	44	60	85	95	100	100	100
53	Hardware	structure	0	12	12	12	12	12	12	14	15	18	21	25	30	35	40	46
		inventory	8	33	52	70	75	88	100	100	100	100	100	100	100	100	100	100
		equipment	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
52	Hardware-Lumber	structure	4	20.5	32	45	52	64	75	79.5	83.5	87.5	92	96	100	100	100	100
		inventory	0	12	12	12	12	12	12	14	15	18	21	25	30	35	40	46
		equipment	8	33	52	70	75	88	100	100	100	100	100	100	100	100	100	100
53	Heat Exchanger Mfg.	structure	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
		inventory	4	20.5	32	45	52	64	75	79.5	83.5	87.5	92	96	100	100	100	100
		equipment	0	3	4	5	6	7	7	7	7	7	7	8	9	9	10	10
91	Hobby shop	structure	0	11	15	17	19	21	23	24	26	28	29	32	34	36	38	39
		inventory	0	12	22	32	40	46	52	55	58	60	63	71	80	85	91	96
		equipment	0	18	20	20	20	20	22	27	33	39	44	49	53	58	62	62
59	Horsestalls	structure	0	25	49	64	77	88	100	100	100	100	100	100	100	100	100	100
		inventory	0	56	87	90	90	90	90	90	90	90	90	90	90	90	90	90
		equipment	0	40.5	68	77	83.5	89	95	95	95	95	95	95	95	95	95	95
		structure	0	10	19	26	32	40	48	56	64	71	78	85	91	97	100	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	3	6	8	11	13	15	17	19	21	22	24	25	27	28	29

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

70	Hospital	structure	0	0	0	20	25	30	35	40	43	47	50	53	55	57	60	60
		inventory	0	0	0	0	10	20	80	83	86	89	95	95	95	95	95	95
		equipment	0	0	0	20	30	40	50	60	70	80	95	95	95	95	95	95
59	Hotel	structure	0	0	0	10	20	30	65	71.5	78	84.5	95	95	95	95	95	95
		inventory	0	1	2	2	2	3	5	6	9	11	15	18	22	26	30	34
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	Hwy. Matl. Storage	structure	0	11	22	28	33	37	41	44	46	49	54	60	69	69	81	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
38	Import Sales	structure	0	5	5	10	10	25	25	50	50	50	75	75	75	75	75	75
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Instrument Mfg.	structure	0	60	65	70	75	80	90	90	90	90	90	90	90	90	90	90
		inventory	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Jewelry-less valuable	structure	0	5	8	12	14	16	17	19	20	20	20	24	26	28	29	31
		inventory	0	30	50	61	73	82	90	97	100	100	100	100	100	100	100	100
		equipment	0	7	13	20	27	34	42	48	57	71	80	85	93	100	100	100
73	Laboratory-chemical	structure	0	1	2	2	2	3	4	6	8	9	12	15	20	25	32	40
		inventory	0	7	15	24	33	39	45	51	56	61	65	70	74	79	83	87
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	Laundry	structure	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45	45
		inventory	0	43	60	60	60	60	70	70	80	80	90	90	100	100	100	100
		equipment	0	25	25	50	50	60	70	80	90	90	90	90	90	90	90	90
50	Lawnmower	structure	0	2	5	8	12	15	18	21	23	26	28	31	33	36	39	42
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	10	13	16	19	22	27	33	40	47	56	65	74	84	94
82	Leather Goods Mfg.	structure	0	12	13	15	16	17	18	21	25	30	35	42	50	57	63	67
		inventory	0	10	90	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	3	24	46	57	65	72	79	86	91	98	98	98	98	98	98
59	Library	structure	0	6.5	57	73	78.5	82.5	86	89.5	93	95.5	99	99	99	99	99	99
		inventory	0	9	15	17	21	23	24	25	25	30	31	33	35	36	38	40
		equipment	0	7	12	16	20	23	26	27	29	30	30	36	39	41	44	46
59	Liquor Store	structure	0	3	6	9	12	15	18	21	24	27	30	33	36	39	42	45
		inventory	0	5	9	12.5	16	19	22	24	26.5	28.5	30	34.5	37.5	40	43	45.5
		equipment	0	1	2	2	2	3	4	6	8	9	12	15	20	25	32	40
29	Loading Dock-Indust.	structure	0	35	50	75	95	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	Lock Shop	structure	0	1	1	2	2	3	5	6	8	11	16	22	29	39	50	60
		inventory	0	20	40	60	81	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	2	4	9	16	84	95	100	100	100	100	100	100	100	100	100
50	Locker Bldg-clean up	structure	0	11	22	34.5	48.5	92	97.5	100	100	100	100	100	100	100	100	100
		inventory	0	1	1	1	3	3	5	8	12	16	21	26	32	38	45	51
		equipment	0	10	10	10	10	10	10	10	20	20	20	20	20	30	30	30
44	Lumber Yard	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	5	5	5	10	10	10	17.5	25	40	40	40	40	45	45	45
		equipment	0	12	12	12	12	12	12	14	15	18	21	25	30	35	40	46
59	Lumber Mill	structure	8	33	52	70	75	88	100	100	100	100	100	100	100	100	100	100
		inventory	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
		equipment	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
59	Lumber Yard	structure	4	20.5	32	45	52	64	75	79.5	83.5	87.5	92	96	100	100	100	100
		inventory	0	25	25	25	25	30	30	30	30	30	35	35	35	35	354	35
		equipment	5	25	55	75	90	100	100	100	100	100	100	100	100	100	100	100
59	Lumber Mill	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	3	5	8	10	13	15	18	20	23	25	28	30	33	35	38
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	100	100	100	100
44	Lumber Yard	structure	0	0	0	0	0	20	20	20	20	20	20	20	20	20	65	65
		inventory	0	0	0	0	0	10	10	10	10	10	10	10	60	60	82.5	82.5
		equipment	0	1	1	1	1	1	4	4	5	57	9	13	17	21	28	33
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

35	Machine shop-heavy	structure	0	1	1	1	3	5	8	12	16	21	26	32	38	40	40	40
		inventory	0	2	5	10	15	20	25	30	40	50	50	50	50	50	50	50
		equipment	0	8	16	24	33	41	49	58	66	74	82	91	98	100	100	100
35	Machine shop-light	structure	0	5	10.5	17	24	30.5	37	44	53	62	66	70.5	74	75	75	75
		inventory	0	1	1	1	3	5	8	12	16	21	26	32	38	40	40	40
		equipment	0	8	12	18	27	35	42	42	42	55	55	55	65	65	70	70
28	Maint Bldg-Mfg. Facil.	structure	0	4	26	34	43.5	47.5	51	56	56	62.5	62.5	62.5	67.5	72.5	75	75
		inventory	0	5	10	20	30	50	70	70	70	70	70	70	80	80	80	80
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
54	Manuf. Facil.-Dtrngt.	structure	0	10	15	20	25	35	45	45	45	45	50	50	50	55	55	55
		inventory	0	1	1	3	5	8	12	16	21	26	32	38	45	50	50	50
		equipment	0	25	40	55	70	85	90	90	90	90	90	90	100	100	100	100
20	Meat Market	structure	0	16	21	24	25	26	28	31	36	42	50	71	84	86	86	86
		inventory	0	10	10	10	11	12	14	17	23	31	38	44	50	55	61	66
		equipment	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
73	Meat Packing	structure	0	78	81	84	90	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	20	23	26	29	32	35	38	41	44	47	50	55	56	57	58
		equipment	0	0	0	100	100	100	100	100	100	100	100	100	100	100	100	100
70	Medical Supplies	structure	0	30	30	30	70	75	85	90	95	95	95	95	95	95	95	95
		inventory	0	15	23	27	30	32	33	34	35	35	35	41	43	45	47	49
		equipment	0	11	20	27	35	43	50	57	65	73	80	88	96	100	100	100
20	Metal Coatings Serv.	structure	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	18	35	51	67.5	71.5	75	78.5	82.5	86.5	90	94	98	100	100	100
		equipment	0	18	25	25	25	25	25	25	25	25	26	27	28	28	28	28
80	Mixer Bldg-Detergent	structure	0	75	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	32	50	63	75	87	100	100	100	100	100	100	100	100	100	100
		equipment	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45
55	Motel Unit	structure	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	10	20	25	25	25	25	25	35	35	45	45	55	55	55
		equipment	0	4	7	10	12	15	18	22	26	31	37	43	50	56	61	65
91	Motorcycle Dealer	structure	0	10	16	21	25	30	36	43	52	63	76	88	95	95	95	95
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Municipal Stg Wrhse	structure	0	20	25	30	35	40	45	50	60	70	80	80	80	80	80	80
		inventory	0	25	45	65	85	85	85	85	85	90	90	90	90	90	90	90
		equipment	0	20	25	30	35	40	45	50	60	70	80	80	80	80	80	80
59	Music Center	structure	0	1	5	10	10	10	10	20	30	50	50	50	50	55	55	55
		inventory	0	11	16	19	21	23	28	35	47	67	85	90	90	90	90	90
		equipment	0	28	40	58	75	75	75	75	75	75	75	80	80	80	80	80
59	Newspaper Print Plant	structure	5	10	13	14	15	15	15	16	18	23	27	37	50	59	66	71
		inventory	0	66	72	75	80	88	100	100	100	100	100	100	100	100	100	100
		equipment	0	40	52	72	100	100	100	100	100	100	100	100	100	100	100	100
80	Newspaper Sales Office	structure	0	2	3	4	5	6	7	8	8	9	11	14	19	24	31	40
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	8	11	13	16	20	25	31	39	48	59	70	82	95	100
44	Nursery-Plant	structure	10	15	18	24	25	25	26	27	28	31	33	36	40	43	47	52
		inventory	0	17	46	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	4	9	18	33	75	100	100	100	100	100	100	100	100	100	100
1	Nursing Home	structure	0	10.5	27.5	59	66.5	87.5	100	100	100	100	100	100	100	100	100	100
		inventory	2	2	3	6	10	15	22	27	32	37	41	46	50	54	58	62
		equipment	0	5	20	79	88	95	100	100	100	100	100	100	100	100	100	100
		structure	0	4	4	8	80	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	4.5	12	43.5	84	97.5	100	100	100	100	100	100	100	100	100	100
		equipment	0	7	10	14	15	15	16	18	20	23	26	30	34	38	42	47
		structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	38	60	73	81	88	94	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

66	Office Big Commer	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	16	21	24	25	26	28	31	36	42	50	71	84	100	100	100
65	Office Big Public	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	16	21	24	25	26	28	31	36	42	50	71	84	100	100	100
79	Office Small Commer	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	16	21	24	25	26	28	31	36	42	50	71	84	100	100	100
10	Office Small Public	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	16	21	24	25	26	28	31	36	42	50	71	84	100	100	100
73	Office Supplies	structure	0	2	3	5	8	10	12	15	17	20	23	27	31	35	40	45
		inventory	0	7	14	21	27	35	42	49	57	65	73	82	92	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
51	Office-Manf Faci	structure	0	2	10	15	28	32	39	43	44	45	51	58	62	65	65	65
		inventory	0	0	16	21	30	40	45	50	60	75	85	90	90	100	100	100
		equipment	0	0	10	20	30	40	50	60	70	80	90	100	100	100	100	100
65	Oil Storage Tanks	structure	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Paint Store	structure	0	0	30	37	43	55	60	67	75	80	83	86	90	90	90	90
		inventory	0	20	40	60	70	73	76	80	80	80	80	80	80	80	80	80
		equipment	0	0	20	25	30	35	40	45	50	50	50	50	50	50	50	50
30	Paper Products Whse	structure	0	10	30	42.5	50	54	58	62.5	65	65	65	65	65	65	65	65
		inventory	0	18	25	25	25	25	25	25	25	25	25	26	27	27	28	28
		equipment	0	17	27	36	44	52	59	67	73	80	90	98	100	100	100	100
72	Pawn Shop	structure	0	22	42	58	75	87	100	100	100	100	100	100	100	100	100	100
		inventory	0	20	30	33	36	39	42	45	47	50	50	50	60	60	60	60
		equipment	0	20	40	95	95	95	95	95	95	95	95	95	95	95	95	95
59	Pet Store	structure	0	0	0	0	0	40	60	70	70	70	80	80	80	80	80	80
		inventory	0	1	2	3	5	8	11	13	16	18	21	25	29	34	38	44
		equipment	0	2	6	10	15	19	24	28	33	38	44	49	55	62	69	78
92	Photo Service Aerial	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	11	17	22	24	27	28	29	30	30	30	35	37	39	41	43
		equipment	0	32	50	59	67	74	80	86	90	95	100	100	100	100	100	100
72	Photo Studio	structure	0	75	90	95	97	99	100	100	100	100	100	100	100	100	100	100
		inventory	0	20	25	30	35	40	45	50	60	65	70	75	75	75	75	75
		equipment	0	0	0	80	80	80	100	100	100	100	100	100	100	100	100	100
34	Physical Fitness	structure	0	10	10	10	10	10	60	60	60	60	60	60	80	80	80	80
		inventory	0	5	5	45	45	45	80	80	80	80	80	90	90	90	90	90
		equipment	0	18	20	20	20	20	20	22	27	33	39	44	49	53	58	62
32	Pier Drilling Co.	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	25	45	75	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
52	Piers	structure	0	35	35	35	35	41	47	53	60	60	60	60	60	60	60	60
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	20	23	39	55	55	56	56	57	57	57	57	57	57	57	57
35	Pipe Threader Facil.	structure	20	40	60	80	85	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		structure	0	1	5	10	10	10	20	30	50	50	50	75	75	75	90	90
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	25	25	50	50	50	50	75	75	75	75	90	90	90	100	100

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

17	Plumbing Co	structure	0	20	32	40	47	53	57	61	64	67	70	72	74	77	78	80
		inventory	0	14	25	35	44	53	61	69	77	85	93	100	100	100	100	100
		equipment	0	30														
17	Police Station	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	5	15	25	35	48	62	78	95	100	100	100	100	100	100	100
84	Pool Private	structure	0	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
52	Pool Public	structure	0	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
86	Post Office	structure	0	8	15	24	25	26	27	29	32	36	40	45	50	56	62	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	25	43	63	70	80	100	100	100	100	100	100	100	100	100	100
43	Pressure Test Facil	structure	0	25	25	50	50	50	50	75	75	75	75	90	90	90	100	100
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	20	20	25	25	30	30	40	40	40	40	40	40	40	40	40
51	Printing-Commercial	structure	0	20	23	26	29	32	35	39	42	45	47	50	60	60	60	60
		inventory	0	10	35	50	70	73	75	75	75	75	75	75	75	75	75	75
		equipment	0	0	30	30	30	30	30	30	30	30	30	50	50	50	50	50
27	Private Club	structure	0	5	32.5	40	50	51.5	52.5	52.5	52.5	52.5	52.5	62.5	62.5	62.5	62.5	62.5
		inventory	0	5	8	8	9	9	9	10	12	14	17	21	26	32	40	50
		equipment	0	10	21	28	35	41	47	54	62	71	83	95	100	100	100	100
91	Private Storage	structure	0	40	45	49	52	55	59	63	68	74	85	90	95	100	100	100
		inventory	0	25	33	38.5	43.5	48	53	58.5	65	72.5	84	92.5	97.5	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
66	Quonset Hut-Storage	structure	0	2	4	5	8	10	12	15	20	25	35	45	60	70	70	70
		inventory	0	11	16	19	21	23	28	35	47	67	25	90	90	90	90	90
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
35	Radio Station	structure	0	8	15	24	25	26	27	29	32	36	40	45	50	56	62	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
34	Real Estate Office	structure	0	8	15	24	25	26	27	29	32	36	40	45	50	56	62	67
		inventory	25	43	63	70	80	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	1	9	42	75	90	100	100	100	100	100	100	100	100	100	100
59	Recreation Facilities	structure	12.5	22	36	56	77.5	95	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	0	2	5	10	10	15	20	20	25	25	35	35	45	45
		equipment	0	25	50	50	75	100	100	100	100	100	100	100	100	100	100	100
91	Recycling -Metal	structure	0	5	10	20	40	50	60	70	80	100	100	100	100	100	100	100
		inventory	0	0	0	10	20	20	20	40	40	40	40	40	40	50	50	50
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
58	Refinery-Lead	structure	0	2	10	15	20	32	39	43	44	45	51	58	62	65	65	65
		inventory	0	16	21	30	40	45	50	60	75	85	90	90	90	90	90	90
		equipment	0	10	20	30	40	50	60	70	80	80	80	80	80	80	80	80
20	Remnant Shop	structure	0	0	15	15	20	25	30	35	40	45	50	55	65	75	80	80
		inventory	0	0	20	40	60	80	90	95	100	100	100	100	100	100	100	100
		equipment	0	0	40	40	40	40	40	40	40	40	40	40	80	80	80	80
20	Rendering Plant	structure	0	12	14	17	19	23	27	31	35	40	45	45	50	50	50	55
		inventory	50	75	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	10	20	40	60	80	85	85	85	85	85	85	85	85	85	85

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

80	Rental Company	structure	0	12	12	12	12	12	12	14	15	18	21	25	30	35	40	46
		inventory	8	33	52	70	75	88	100	100	100	100	100	100	100	100	100	100
		equipment	0	8	12	20	29	40	50	59	67	75	84	92	100	100	100	100
20	Research Lab-Machine	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	60	60	70
		inventory	0	20	40	60	80	85	90	90	90	90	90	90	90	90	90	90
		equipment	0	20	25	30	35	40	42	44	46	48	50	50	50	55	55	55
58	Restaurant-Cafeteria	structure	0	20	32.5	45	57.5	62.5	66	67	68	69	70	70	70	72.5	72.5	72.5
		inventory	0	15	18	20	23	25	27	28	30	33	37	43	50	58	64	68
		equipment	0	73	88	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	40	57	70	71	75	82	100	100	100	100	100	100	100	100	100
50	Restaurant-Drive In	structure	0	56.5	72.5	85	85.5	87.5	91	100	100	100	100	100	100	100	100	100
		inventory	0	2	4	7	10	14	18	23	28	33	39	44	50	56	61	66
		equipment	0	52	60	78	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	82	90	100	100	100	100	100	100	100	100	100	100	100	100	100
58	Restaurant-Fast Food	structure	0	15	18	20	23	25	27	28	30	33	37	43	50	58	64	68
		inventory	0	73	88	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	40	57	70	71	75	82	100	100	100	100	100	100	100	100	100
58	Restaurant-Regular	structure	0	56.5	72.5	85	85.5	87.5	91	100	100	100	100	100	100	100	100	100
		inventory	0	15	18	20	23	25	27	28	30	33	37	43	50	58	64	68
		equipment	0	73	88	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	40	57	70	71	75	82	100	100	100	100	100	100	100	100	100
52	Safety Equipment	structure	0	56.5	72.5	85	85.5	87.5	91	100	100	100	100	100	100	100	100	100
		inventory	0	8	16	23	28	33	37	39	40	40	40	43	44	45	47	48
		equipment	0	12	25	37	50	62	75	85	93	91	100	100	100	100	100	100
		equipment	0	12	25	37	50	62	75	87	100	100	100	100	100	100	100	100
17	Sand and Gravel	structure	0	2	4	6	8	10	11	12	13	14	15	15	15	15	15	15
		inventory	0	1	3	6	10	13	16	19	24	27	30	45	60	60	60	60
		equipment	0	0	0	5	5	5	5	5	5	5	5	5	5	5	5	5
82	Sandblasting Co.	structure	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	15	45	68	90	90	90	90	90	90	90	90	90	90	90	90
13	Scale Building	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	5	15	25	40	50	75	85	100	100	100	100	100	100	100
20	School Commercial	structure	0	8	12	15	16	17	19	22	25	28	32	36	40	45	49	54
		inventory	0	18	26	30	33	35	39	44	50	58	66	76	88	100	100	100
		equipment	0	18	26	30	33	35	39	44	50	58	66	76	88	100	100	100
72	School Public	structure	0	8	12	15	16	17	19	22	25	28	32	36	40	45	49	54
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	18	26	30	33	35	39	44	50	58	66	76	88	100	100	100
55	Seperators	structure	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
49	Service Station	structure	0	0	1	3	5	7	10	13	16	19	23	27	33	38	49	60
		inventory	0	25	42	62	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	6	39	59	90	100	100	100	100	100	100	100	100	100	100	100
17	Service Station-Self	structure	0	15.5	40.5	60.5	90	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	0	1	3	5	7	10	13	16	19	23	27	33	38	49	60
		equipment	0	25	42	62	90	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	6	39	59	90	100	100	100	100	100	100	100	100	100	100	100
55	Sewage Treatment	structure	0	2	4	4	4	5	6	8	12	16	21	27	34	42	50	59
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
56	Sheet Metal	structure	0	30	30	30	30	33	36	39	40	40	40	40	40	40	40	40
		inventory	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	17	24	40	40	40	40	40	40	40	40	40	40	40	40

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

20	Shoe Repair	structure	0	3	6	9	12	15	18	21	24	27	30	33	36	39	40	45
		inventory	0	10	23	35	48	60	74	87	100	100	100	100	100	100	100	100
		equipment	0	10	20	28	38	41	44	47	47	47	47	47	50	50	50	50
56	Shoe Store	structure	0	3	6	9	12	15	18	21	24	27	30	33	36	39	40	45
		inventory	0	10	20	28	38	41	44	47	47	47	47	47	50	50	50	50
		equipment	0	10	20	28	38	41	44	47	47	47	47	47	50	50	50	50
59	Skating Rink	structure	0	4	7	11	15	19	23	27	31	35	39	44	49	53	53	61
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	17	22	25	27	27	28	30	32	35	39	45	51	58	67	76
34	Sporting Good Wholesale	structure	0	10	17	22	24	26	27	28	30	30	35	37	39	41	43	45
		inventory	0	35	50	63	75	87	100	100	100	100	100	100	100	100	100	100
		equipment	0	35	50	63	75	87	100	100	100	100	100	100	100	100	100	100
55	Sporting Goods	structure	0	20	24	28	32	35	39	43	47	50	55	60	60	60	60	60
		inventory	0	20	30	50	53	55	57	60	60	60	60	60	60	60	60	60
		equipment	0	0	0	0	80	80	80	80	80	80	80	80	80	80	80	80
50	Storage-Chemicals	structure	0	10	15	25	66.5	67.5	68.5	70	70	70	70	70	70	70	70	70
		inventory	0	1	3	5	8	12	16	21	26	32	38	45	45	45	45	45
		equipment	0	10	15	20	25	35	45	55	65	75	75	75	75	75	75	75
58	Storage-Machine Parts	structure	0	5	10	20	30	50	70	70	70	70	70	70	70	70	70	70
		inventory	0	20	30	4	40	50	50	50	75	75	75	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
48	T.V. Repair	structure	0	2	6	12	15	20	25	32	41	50	57	61	66	69	72	75
		inventory	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	7	10	11	13	16	21	27	34	42	52	63	74	86	100	100	100
2	T.V. Station	structure	0	1	5	5	5	5	5	6	6	8	10	14	19	25	32	40
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	3	9	9	9	9	11	13	15	18	22	26	30	35	43	54
58	Tavern	structure	0	15	18	20	22	24	27	31	34	38	42	46	50	54	58	62
		inventory	42	53	78	92	97	100	100	100	100	100	100	100	100	100	100	100
		equipment	36	62	73	88	97	100	100	100	100	100	100	100	100	100	100	100
48	Tavern-Drive In	structure	39	57.5	75.5	90	97	100	100	100	100	100	100	100	100	100	100	100
		inventory	0	15	18	20	22	24	27	31	34	38	42	46	50	54	58	62
		equipment	42	53	78	92	97	100	100	100	100	100	100	100	100	100	100	100
78	Telephone Exchange	structure	0	12	14	17	19	23	27	31	35	40	45	50	55	59	63	67
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
52	Theatre-Drive In	structure	0	0	1	1	1	1	2	2	2	3	4	5	5	6	7	10
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	2	2	2	4	5	9	13	18	23	30	37	46	54	63
78	Theatre-Indoor	structure	0	2	3	4	4	4	5	7	10	13	16	21	25	30	36	41
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	3	4	5	6	6	6	9	12	16	22	28	37	46	57	68
59	Toy Store	structure	0	8	9	10	12	15	17	18	18	19	20	23	26	29	33	38
		inventory	10	20	40	70	85	90	95	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
42	Tractor Sales	structure	0	9	13	18	21	22	23	24	25	25	25	26	27	28	29	30
		inventory	0	6	17	29	44	59	70	77	81	84	88	92	95	99	100	100
		equipment	0	2	4	18	28	36	44	48	52	56	60	65	70	74	79	84
37	Trailer Parts	structure	0	0	5	10	15	20	25	30	32	36	38	40	50	60	60	60
		inventory	0	0	8	16	28	32	40	43	46	50	50	50	50	50	50	50
		equipment	0	0	0	0	0	0	0	0	0	50	50	50	50	80	80	80

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

55	Trailer Sales	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	18	37	60	80	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
50	Transport Co.	structure	0	9	11	12	16	20	24	28	30	30	30	30	30	30	30
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	60	75	90	90	90	90	90	90	90	90	90	90	90	90
76	Trophy Shop	structure	0	8	9	10	12	15	17	18	18	19	20	23	29	33	38
		inventory	0	1	5	12	31	66	82	92	100	100	100	100	100	100	100
		equipment	0	23	35	38	56	60	60	60	60	60	61062	64	66	68	71
59	Truck Mfg and Sales	structure	0	12	18	23	26	27	28	29	30	30	30	32	33	35	36
		inventory	0	34	50	57	65	71	76	80	88	89	90	100	100	100	100
		equipment	0	65	100	100	100	100	100	100	100	100	100	100	100	100	100
7	Typewriters	structure	0	49.5	75	78.5	82.5	85.5	88	90	94	94.5	95	100	100	100	100
		inventory	0	8	9	10	12	15	17	18	18	19	20	23	26	29	33
		equipment	10	20	40	70	85	90	95	100	100	100	100	100	100	100	100
48	Upholstery Shop	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	25	30	40	45	50	53	56	60	60	60	60	60	60	60
		equipment	0	10	10	10	10	10	30	35	40	45	50	60	60	60	60
10	Used Appliances/Cloth	structure	0	10	12	14	16	18	20	23	26	30	40	45	55	55	55
		inventory	0	25	35	40	50	60	80	90	100	100	100	100	100	100	100
		equipment	0	20	40	50	60	60	60	60	60	60	60	60	60	60	60
34	Used Furniture	structure	0	0	20	24	28	32	36	40	44	48	50	55	55	60	60
		inventory	0	0	10	30	45	65	80	80	85	85	90	90	90	90	90
		equipment	0	0	0	0	20	40	60	60	60	60	60	60	60	60	60
57	Utility Co	structure	0	0	0	10	14	18	22	26	30	34	36	38	40	40	45
		inventory	0	1	1	5	7	10	11	12	13	14	15	15	16	16	16
		equipment	0	0	0	0	10	20	30	40	50	50	50	50	50	50	50
79	Vacant Bldg-Conc Blk	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
57	Vacuum Cleaner Sales	structure	0	10	15	20	25	30	33	36	40	50	55	60	60	60	60
		inventory	0	70	80	90	95	97	100	100	100	100	100	100	100	100	100
		equipment	0	0	20	25	30	35	40	40	40	60	60	60	60	80	80
59	Variety Store	structure	0	35	50	57.5	62.5	66	70	70	70	80	80	80	80	90	90
		inventory	0	8	9	10	12	15	17	18	19	20	23	26	29	33	38
		equipment	10	20	40	70	85	90	95	100	100	100	100	100	100	100	100
72	Veterinary Clinic	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	1	3	4	6	9	11	14	17	20	24	29	35	42	50
		equipment	25	50	90	100	100	100	100	100	100	100	100	100	100	100	100
53	Video Games	structure	0	0	0	2	5	10	10	15	15	20	20	25	25	35	45
		inventory	0	25	50	50	75	100	100	100	100	100	100	100	100	100	100
		equipment	0	5	10	20	30	45	60	60	60	60	60	60	60	60	75
76	Warehouse	structure	0	0	1	1	1	3	5	8	12	16	21	26	32	38	45
		inventory	0	11	16	19	21	23	28	35	47	67	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Warehouse Small	structure	0	0	1	1	1	3	5	8	12	16	21	26	32	38	45
		inventory	0	11	16	19	21	23	28	35	47	67	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59	Warehouse-Bottl Gases	structure	0	1	2	3	4	5	8	10	16	21	26	32	38	45	51
		inventory	0	10	10	10	10	10	10	20	20	20	20	20	20	30	30
		equipment	0	0	0	0	25	35	50	50	50	60	60	60	60	75	75

Table B-1 (continued)
Depth-Damage Functions for Commercial and Public Structures, Galveston, Texas

50	Warehouse-Cement	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	51	58	65
		inventory	0	20	40	60	80	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
32	Warehouse-Detergents	structure	0	1	1	3	5	8	12	16	21	26	32	38	45	45	45	45
		inventory	0	25	50	75	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	5	10	15	20	25	35	35	50	50	50	50	50	60	60	60
42	Warehouse-Heavy Mach	structure	0	2	4	5	6	7	8	10	13	17	21	25	30	35	35	35
		inventory	0	10	25	25	35	40	50	75	75	75	75	75	75	85	85	90
		equipment	0	5	11	17	20	23	25	29	35	42	51	63	77	80	80	80
20	Warehouse-Petro	structure	0	2	4	5	6	7	8	10	13	17	21	25	30	30	35	35
		inventory	0	0	0	10	20	40	60	80	80	80	80	80	80	80	80	80
		equipment	0	0	0	0	25	35	50	50	50	50	60	60	60	60	60	60
49	Washateria	structure	0	6	6	6	7	8	10	12	15	18	23	27	32	38	44	50
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	20	55	78	83	86	95	100	100	100	100	100	100	100	100	100
17	Water Supply	structure	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	25	25	25	25	25	25	25	25	25	25	25	25	25
34	Water Well Service	structure	0	5	20	40	60	60	60	60	60	60	60	60	60	60	60	60
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	25	50	50	50	50	50	50	50	50	50	50	50	50	50
50	Welding-Machine	structure	17	17	17	17	23	32	45	55	61	66	69	73	76	80	82	85
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	1	6	15	18	20	21	22	24	27	30	33	37	41	45	49
53	Wellhead	structure	0	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
		inventory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
80	Western Auto	structure	0	4	6	7	11	11	18	24	30	36	41	46	50	53	57	60
		inventory	0	23	50	75	87	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	6	8	16	59	65	70	73	77	81	84	87	90	93	96	100
79	X-Ray Service	structure	0	5	7	12	13	14	15	15	15	15	18	19	20	21	22	23
		inventory	0	80	100	100	100	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	80	100	100	100	100	100	100	100	100	100	100	100	100	100	100
29	YMCA	structure	0	25	33	33	33	33	33	33	33	33	33	35	35	35	36	36
		inventory	0	0	5	24	50	82	100	100	100	100	100	100	100	100	100	100
		equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
59		structure	0	0	60	60	60	60	60	60	60	60	60	60	60	80	80	80
		inventory	0	20	40	60	80	95	97	99	100	100	100	100	100	100	100	100
		equipment	0	30	60	100	100	100	100	100	100	100	100	100	100	100	100	100
86		structure	0	10	10	10	11	12	13	14	16	18	20	22	25	29	34	40
		inventory	0	22	39	58	88	100	100	100	100	100	100	100	100	100	100	100
		equipment	0	15	30	50	75	100	100	100	100	100	100	100	100	100	100	100

**ATTACHMENT C:
PROGRAM COSTS**

Table C-1
Construction Costs Totals

Levee Raise	3-foot	4-foot	8-foot	12-foot
	2 years	2 years	3 years	5 years
Roads & Railroads	\$1,319,000	\$2,094,030	\$13,342,980	\$27,525,600
Levees	\$431,875	\$2,233,500	\$9,944,040	\$19,212,000
Port Facilities	—	\$74,400	\$2,211,084	\$3,016,884
Real Estate	\$12,500	\$12,000	\$1,939,200	\$1,939,200
Bridges	—	\$8,488,405	\$13,041,605	\$18,132,863
Utilities	—	—	\$1,649,280	\$2,853,480
Cultural	—	\$20,000	\$40,000	\$40,000
Administration	\$409,943	\$2,603,907	\$8,499,878	\$14,610,245
Total	\$2,173,318	\$15,526,242	\$50,668,067	\$87,330,272
Per Year Cost	\$1,086,659	\$7,763,121	\$16,889,356	\$17,466,054

Table C-2
Dredging and In-water Disposal Costs
Confluence Dredging Snake and Clearwater Rivers

Navigation Only

Project Year	Quantity Dredged/yr (cy)	Costs/yr
5	41,500	\$389,000
10	41,500	\$389,000
10-yr intervals	41,500	\$389,000
Total		\$3,112,000

300,000 cy/yr

Project Year	Quantity Dredged/yr (cy)	Costs/yr
1-end	300,000	\$1,201,000
Total		\$88,874,000

1,000,000 cy/yr

Project Year	Quantity Dredged/yr (cy)	Costs/yr
1 to 10	1,000,000	\$2,416,000
11-end	325,000	\$1,280,000
Total		\$106,080,000

2,000,000 cy/yr

Project Year	Quantity Dredged/yr (cy)	Costs/yr
1 to 20	2,000,000	\$4,451,000
21-end	725,000	\$2,367,000
Total		\$216,838,000

Table C-3
Upland Disposal Costs
Confluence Dredging Snake and Clearwater Rivers

Navigation Only

Project Year	Activity	Quantity Dredged/yr (cy)	Cost/yr
5	Disposal Site Construction	41,500	\$3,199,000
10		41,500	\$1,000,000
20		50,000	\$1,000,000
10-yr Intervals		50,000	\$1,000,000
Total			\$10,199,000

300,000 cy

Project Year	Activity	Quantity Dredged/yr (cy)	Cost/yr
1	Disposal Site Construction	300,000	\$9,738,000
2 to 20		300,000	\$4,824,000
21	Transfer Site Construction	300,000	\$5,831,000
22 to 26		300,000	\$1,682,000
27	Disposal Site Construction	300,000	\$2,435,000
28		300,000	\$4,480,000
29-end	Transfer Site Const. RCC cap	300,000	\$3,617,000
Total			\$288,932,000

1,000,000 cy

Project Year	Activity	Quantity Dredged/yr (cy)	Cost/yr
1	Disposal Site Construction	1,000,000	\$8,798,000
2		1,000,000	\$3,896,000
3	Transfer Site Const. RCC Cap	1,000,000	\$11,170,000
4 to 10		1,000,000	\$10,307,000
11-end		325,000	\$5,737,000
Total			\$463,181,000

2,000,000 cy

Project Year	Activity	Quantity Dredged/yr (cy)	Cost/yr
1	Transfer & Disp. Site Const.	2,000,000	\$12,313,000
2		2,000,000	\$21,095,000
3 to 20	Transfer Site Const. RCC Cap	2,000,000	\$20,232,000
21-end		725,000	\$8,309,000
Total			\$846,270,000

Table C-4
Project Costs--2001-2074
Project Cost = Total Program Cost - Without Project Costs

ALTERNATIVE	Project Cost	Project Cost Discounted @ 6.875%	Project Cost Discounted @ 3.5%
<u>Navigation Only-Inwater</u>			
Existing	\$0	\$0	\$0
3-foot Raise	\$2,173,318	\$2,103,416	\$2,136,571
4-foot Raise	\$15,526,242	\$15,026,860	\$15,263,721
8-foot Raise	\$50,668,067	\$47,478,607	\$48,973,969
12-foot Raise	\$87,330,272	\$76,794,600	\$81,620,253
<u>Navigation Only-Upland</u>			
Existing	\$7,087,000	\$2,838,729	\$3,850,313
3-foot Raise	\$9,260,318	\$4,942,145	\$5,986,885
4-foot Raise	\$22,613,242	\$17,865,589	\$19,114,034
8-foot Raise	\$57,755,067	\$50,317,335	\$52,824,281
12-foot Raise	\$94,417,272	\$79,633,330	\$85,470,569
<u>300,000 cy-Inwater</u>			
Existing	\$85,762,000	\$17,799,612	\$31,498,948
3-foot Raise	\$87,935,318	\$19,903,028	\$33,635,519
4-foot Raise	\$101,288,242	\$32,826,472	\$46,762,669
8-foot Raise	\$136,430,067	\$65,278,218	\$80,472,916
12-foot Raise	\$173,092,272	\$94,594,213	\$113,119,204
<u>300,000 cy-Upland</u>			
Existing	\$285,820,000	\$72,210,607	\$116,589,374
3-foot Raise	\$287,993,318	\$74,314,023	\$118,725,945
4-foot Raise	\$301,346,242	\$87,237,467	\$131,853,095
8-foot Raise	\$336,488,067	\$119,689,213	\$165,563,342
12-foot Raise	\$373,150,272	\$149,005,208	\$198,209,630
<u>1,000,000 cy-Inwater</u>			
Existing	\$102,968,000	\$27,595,562	\$43,430,228
3-foot Raise	\$105,141,318	\$29,698,978	\$45,566,799
4-foot Raise	\$118,494,242	\$42,622,422	\$58,693,949
8-foot Raise	\$153,636,067	\$75,074,169	\$92,404,196
12-foot Raise	\$190,298,272	\$104,390,163	\$125,050,484
<u>1,000,000 cy-Upland</u>			
Existing	\$460,069,000	\$115,550,756	\$187,555,855
3-foot Raise	\$462,242,318	\$117,654,172	\$189,692,426
4-foot Raise	\$475,595,242	\$130,577,616	\$202,819,576
8-foot Raise	\$510,737,067	\$163,029,362	\$236,529,823
12-foot Raise	\$547,399,272	\$192,345,357	\$269,176,111
<u>2,000,000 cy-Inwater</u>			
Existing	\$213,726,000	\$59,620,111	\$93,930,670
3-foot Raise	\$215,899,318	\$61,723,527	\$96,067,241
4-foot Raise	\$229,252,242	\$74,646,971	\$109,194,391
8-foot Raise	\$264,394,067	\$107,098,718	\$142,904,638
12-foot Raise	\$301,056,272	\$136,414,712	\$175,550,926
<u>2,000,000 cy-Upland</u>			
Existing	\$843,158,000	\$256,696,794	\$393,509,962
3-foot Raise	\$845,331,318	\$258,800,210	\$395,646,533
4-foot Raise	\$858,684,242	\$271,723,654	\$408,773,683
8-foot Raise	\$893,826,067	\$304,175,400	\$442,483,930
12-foot Raise	\$930,488,272	\$333,491,395	\$475,130,218

TOTAL PROGRAM COSTS - NAVIGATION ONLY, INWATER

*U.S. Army Corps of Engineers
Walla Walla District*

Table C-6

TOTAL PROGRAM COSTS - 300,000 CY, INWATER

[illegible]

TOTAL PROGRAM COSTS - 1 MILLION CY, INWATER

CALENDAR YEAR	INWATER, 1 MIL CY, EXISTING LEVEE			INWATER, 1 MIL CY, 3 FT LEVEE RAISE			INWATER, 1 MIL CU 4 FT LEVEE RAISE			INWATER, 1 MIL 8 FT LEVEE			INWATER, 1 MIL 12 FT RAISE		
	CU YDS COSTS	TOTAL COSTS	CU YDS COSTS	TOTAL COSTS	CU YDS COSTS	TOTAL COSTS	CU YDS COSTS	TOTAL COSTS	CU YDS COSTS	PAISE COSTS	TOTAL COSTS	CU YDS COSTS	PAISE COSTS	TOTAL COSTS	
2001	\$2,416,000	\$0	\$1,086,639	\$3,502,639	\$2,416,000	\$7,763,121	\$2,416,000	\$10,179,121	\$2,416,000	\$16,893,356	\$13,305,356	\$2,416,000	\$17,466,054	\$13,882,054	
2002	\$2,416,000	\$0	\$1,086,639	\$3,502,639	\$2,416,000	\$7,763,121	\$2,416,000	\$10,179,121	\$2,416,000	\$16,893,356	\$13,305,356	\$2,416,000	\$17,466,054	\$13,882,054	
2003	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2004	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2005	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2006	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2007	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2008	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2009	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2010	\$2,416,000	\$0	\$0	\$2,416,000	\$2,416,000	\$0	\$2,416,000	\$2,416,000	\$0	\$0	\$0	\$2,416,000	\$2,416,000	\$0	
2011	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2012	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2013	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2014	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2015	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2016	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2017	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2018	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2019	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2020	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2021	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2022	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2023	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2024	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2025	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2026	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2027	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2028	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2029	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2030	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2031	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2032	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2033	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2034	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2035	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2036	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2037	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2038	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2039	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2040	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2041	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2042	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2043	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2044	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2045	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2046	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2047	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2048	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2049	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2050	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2051	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2052	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2053	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2054	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2055	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2056	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2057	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2058	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2059	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2060	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2061	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2062	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2063	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2064	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2065	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2066	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2067	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2068	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2069	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2070	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2071	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2072	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2073	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	
2074	\$1,280,000	\$0	\$0	\$1,280,000	\$1,280,000	\$0	\$1,280,000	\$1,280,000	\$0	\$0	\$0	\$1,280,000	\$1,280,000	\$0	

Table C-8
TOTAL PROGRAM COSTS - 2 MILLION CY, INWATER

[illegible]

Table C-9

TOTAL PROGRAM COSTS - NAVIGATION ONLY, UPLAND

CALENDAR YEAR	UPLAND, NAVIGATION, EXISTING LEVEE			UPLAND, NAVIGATION, 3 FT RAISE			UPLAND, NAVIGATION, 4 FT RAISE			UPLAND, NAVIGATION, 8 FT RAISE			UPLAND, NAVIGATION, 12 FT RAISE		
	UPLAND NAVIGATION	EXISTING LEVEE	TOTAL COSTS	UPLAND NAVIGATION	3 FT LEVEE RAISE COSTS	TOTAL COSTS	UPLAND NAVIGATION	4 FT LEVEE RAISE COSTS	TOTAL COSTS	UPLAND NAVIGATION	8 FT LEVEE RAISE COSTS	TOTAL COSTS	UPLAND NAVIGATION	12 FT RAISE COSTS	TOTAL COSTS
2001	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2002	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2003	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2004	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2006	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2007	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2008	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2009	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2010	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2011	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2021	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2022	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2023	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2024	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2025	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2026	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2028	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2029	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2030	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2031	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2032	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2033	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2034	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2035	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2036	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2037	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2038	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2039	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2040	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2041	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2042	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2043	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2044	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2045	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2046	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2047	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2048	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2049	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2050	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2051	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2052	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2053	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2054	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2055	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2056	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2057	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2058	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2059	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2060	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2061	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2062	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2063	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2064	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2065	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2066	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2067	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2068	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2069	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2070	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2071	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2072	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2073	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2074	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$10,199,000	\$0	\$10,199,000	\$10,199,000	\$2,173,318	\$12,372,318	\$10,199,000	\$15,376,242	\$25,575,242	\$10,199,000	\$20,668,067	\$30,867,067	\$10,199,000	\$27,330,272	\$37,529,272

UPLAND, 1 MIL CY, EXISTING LEVEE	UPLAND, 1 MIL CY, 3 FT RAISE	UPLAND, 1 MIL CY, 4 FT RAISE	UPLAND, 1 MIL CY, 8 FT RAISE	UPLAND, 1 MIL CY, 12 FT RAISE
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*U.S. Army Corps of Engineers
Walla Walla District*

Table C-12

TOTAL PROGRAM COSTS - 2 MILLION CY, UPLAND

[illegible]

ATTACHMENT D:
BENEFIT-COST ANALYSIS

TIME HORIZON--2001-2074 INWATER, NAVIGATION, 3 FT RAISE

*U.S. Army Corps of Engineers
Walla Walla District*

Table D-2

TIME HORIZON--2001-2021 INWATER, NAVIGATION, 3 FT RAISE

WITHOUT PROJECT				INWATER, NAVIGATION, 3 FT				INWATER, NAVIGATION, 3 FT RAISE				INWATER, NAVIGATION, 3 FT RAISE			
CALENDAR YEAR	TOTAL COSTS	EXPECTED DAMAGES	TOTAL COSTS	TOTAL EXPECTED DAMAGES	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	PO WE R	DISCOUNTED @ 3.5% NET COSTS	DISCOUNTED @ 3.5% NET BENEFITS	DISCOUNTED @ 6.875% NET COSTS	DISCOUNTED @ 6.875% NET BENEFITS	DISCOUNTED @ 3.5% NET COSTS	DISCOUNTED @ 3.5% NET BENEFITS	DISCOUNTED @ 6.875% NET COSTS	DISCOUNTED @ 6.875% NET BENEFITS
2001	\$0	\$124,415	\$1,086,659	\$6,884	\$1,086,659	\$0	0	\$1,086,659	\$0	\$1,086,659	\$0	\$1,086,659	\$0	\$1,086,659	\$0
2002	\$0	\$153,495	\$1,086,659	\$7,054	\$0	\$175,352	1	\$0	\$153,495	\$0	\$153,495	\$0	\$153,495	\$0	\$153,495
2003	\$0	\$182,576	\$1,086,659	\$7,224	\$0	\$204,263	2	\$0	\$182,576	\$0	\$182,576	\$0	\$182,576	\$0	\$182,576
2004	\$0	\$211,656	\$1,086,659	\$7,394	\$0	\$233,173	3	\$0	\$211,656	\$0	\$211,656	\$0	\$211,656	\$0	\$211,656
2005	\$389,000	\$240,737	\$389,000	\$7,564	\$0	\$262,084	4	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000
2006	\$0	\$269,817	\$0	\$7,734	\$0	\$290,994	5	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2007	\$0	\$298,898	\$0	\$7,904	\$0	\$319,904	6	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2008	\$0	\$327,978	\$0	\$8,074	\$0	\$348,815	7	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2009	\$0	\$357,059	\$0	\$8,244	\$0	\$377,725	8	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2010	\$389,000	\$386,139	\$389,000	\$8,414	\$0	\$406,636	9	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000
2011	\$0	\$415,219	\$0	\$8,584	\$0	\$435,546	10	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2012	\$0	\$444,300	\$0	\$8,754	\$0	\$464,457	11	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2013	\$0	\$473,380	\$0	\$8,924	\$0	\$493,367	12	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2014	\$0	\$502,461	\$0	\$9,094	\$0	\$522,278	13	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2015	\$0	\$531,541	\$0	\$9,264	\$0	\$551,188	14	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2016	\$0	\$560,622	\$0	\$9,434	\$0	\$580,098	15	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2017	\$0	\$589,702	\$0	\$9,604	\$0	\$609,009	16	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2018	\$0	\$618,783	\$0	\$9,774	\$0	\$637,919	17	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2019	\$0	\$647,863	\$0	\$9,944	\$0	\$666,830	18	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2020	\$389,000	\$676,943	\$389,000	\$10,114	\$0	\$695,740	19	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000	\$0	\$389,000
2021	\$1,167,000	\$5,179,608	\$3,340,318	\$180,257	\$2,173,318	\$3,757,430	20	\$2,173,318	\$5,376,609	\$2,103,416	\$3,703,338	\$2,103,416	\$5,376,609	\$2,103,416	\$3,703,338

B/C RATIO = 3.81 B/C RATIO = 2.52 B/C RATIO = 1.76

TIME HORIZON--2001-2074 INWATER, NAVIGATION, 4 FT RAISE

*U.S. Army Corps of Engineers
Walla Walla District*

Table D-4

TIME HORIZON--2001-2021 INWATER, NAVIGATION, 4 FT RAISE

WITHOUT PROJECT				INWATER, NAVIGATION				PO			
CALENDAR YEAR	TOTAL COSTS	TOTAL DAMAGES	EXPECTED	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	WE	R	DISCOUNTED @ 3.5% NET COSTS	DISCOUNTED @ 3.5% NET BENEFITS	DISCOUNTED @ 3.5% NET COSTS	DISCOUNTED @ 3.5% NET BENEFITS
2001	\$0	\$124,415	\$6,881	\$6,992,538	\$0	1	1	\$6,992,538	\$0	\$6,992,538	\$0
2002	\$0	\$153,495	\$7,050	\$7,763,121	\$175,356	2	2	\$7,587,765	\$163,897	\$7,763,121	\$163,897
2003	\$0	\$182,576	\$7,219	\$0	\$204,268	3	3	\$0	\$184,238	\$0	\$184,238
2004	\$0	\$211,656	\$7,389	\$0	\$233,179	4	4	\$0	\$203,202	\$0	\$178,725
2005	\$389,000	\$240,737	\$7,558	\$0	\$262,090	5	5	\$0	\$220,673	\$0	\$187,962
2006	\$0	\$269,817	\$7,727	\$0	\$291,001	6	6	\$0	\$236,729	\$0	\$195,271
2007	\$0	\$298,898	\$7,897	\$0	\$319,912	7	7	\$0	\$251,448	\$0	\$200,862
2008	\$0	\$327,978	\$8,066	\$0	\$348,823	8	8	\$0	\$264,900	\$0	\$204,926
2009	\$0	\$357,058	\$8,235	\$0	\$377,734	9	9	\$0	\$277,155	\$0	\$207,635
2010	\$389,000	\$386,139	\$8,405	\$0	\$406,545	10	10	\$0	\$288,279	\$0	\$209,149
2011	\$0	\$415,219	\$8,574	\$0	\$435,357	11	11	\$0	\$299,403	\$0	\$209,608
2012	\$0	\$444,300	\$8,743	\$0	\$464,168	12	12	\$0	\$310,527	\$0	\$209,967
2013	\$0	\$473,380	\$8,912	\$0	\$493,379	13	13	\$0	\$321,651	\$0	\$209,967
2014	\$0	\$502,461	\$9,082	\$0	\$522,290	14	14	\$0	\$332,775	\$0	\$209,967
2015	\$0	\$531,541	\$9,251	\$0	\$551,201	15	15	\$0	\$343,899	\$0	\$209,967
2016	\$0	\$560,622	\$9,420	\$0	\$580,112	16	16	\$0	\$355,023	\$0	\$209,967
2017	\$0	\$589,702	\$9,590	\$0	\$609,024	17	17	\$0	\$366,147	\$0	\$209,967
2018	\$0	\$618,783	\$9,759	\$0	\$637,935	18	18	\$0	\$377,271	\$0	\$209,967
2019	\$0	\$647,863	\$9,928	\$0	\$666,846	19	19	\$0	\$388,395	\$0	\$209,967
2020	\$389,000	\$676,943	\$10,098	\$0	\$695,757	20	20	\$0	\$399,519	\$0	\$209,967
2021	\$1,157,000	\$5,920,483	\$25,981	\$14,762,659	\$8,275,578			\$14,500,138	\$5,377,039	\$14,283,277	\$3,703,428

B/C RATIO= 0.56 B/C RATIO= 0.37 B/C RATIO= 0.26

Table D-5

TIME HORIZON--2001- 2074 UPLAND, NAVIGATION, 3 FT RAISE

WITHOUT PROJECT				UPLAND, NAVIGATION				UPLAND, NAVIGATION, 3 FT RAISE			
CALENDAR YEAR	TOTAL COSTS	TOTAL DAMAGES	EXPECTED	TOTAL COSTS	TOTAL DAMAGES	EXPECTED	PO	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	WE	R
2001	\$0	\$124,415	\$6,884	\$1,086,659	\$7,054	\$117,531	0	\$1,086,659	\$117,531	0	0
2002	\$0	\$153,495	\$7,054	\$1,086,659	\$7,224	\$175,352	1	\$1,086,659	\$175,352	1	1
2003	\$0	\$182,576	\$7,224	\$0	\$7,394	\$204,263	2	\$0	\$204,263	2	2
2004	\$0	\$211,656	\$7,394	\$0	\$7,564	\$233,173	3	\$0	\$233,173	3	3
2005	\$389,000	\$240,737	\$7,564	\$3,199,000	\$7,734	\$262,084	4	\$2,810,000	\$262,084	4	4
2006	\$0	\$269,818	\$7,734	\$0	\$7,904	\$290,994	5	\$0	\$290,994	5	5
2007	\$0	\$298,898	\$7,904	\$0	\$8,074	\$319,904	6	\$0	\$319,904	6	6
2008	\$0	\$327,978	\$8,074	\$0	\$8,244	\$348,814	7	\$0	\$348,814	7	7
2009	\$0	\$357,059	\$8,244	\$0	\$8,414	\$377,725	8	\$0	\$377,725	8	8
2010	\$389,000	\$386,139	\$8,414	\$1,000,000	\$8,584	\$406,636	9	\$611,000	\$406,636	9	9
2011	\$0	\$415,219	\$8,584	\$0	\$8,754	\$435,546	10	\$0	\$435,546	10	10
2012	\$0	\$444,300	\$8,754	\$0	\$8,924	\$464,457	11	\$0	\$464,457	11	11
2013	\$0	\$473,380	\$8,924	\$0	\$9,094	\$493,367	12	\$0	\$493,367	12	12
2014	\$0	\$502,461	\$9,094	\$0	\$9,264	\$522,278	13	\$0	\$522,278	13	13
2015	\$0	\$531,541	\$9,264	\$0	\$9,434	\$551,188	14	\$0	\$551,188	14	14
2016	\$0	\$560,622	\$9,434	\$0	\$9,604	\$580,098	15	\$0	\$580,098	15	15
2017	\$0	\$589,702	\$9,604	\$0	\$9,774	\$609,009	16	\$0	\$609,009	16	16
2018	\$0	\$618,783	\$9,774	\$0	\$9,944	\$637,919	17	\$0	\$637,919	17	17
2019	\$0	\$647,863	\$9,944	\$0	\$10,114	\$666,830	18	\$0	\$666,830	18	18
2020	\$389,000	\$676,944	\$10,114	\$1,000,000	\$10,284	\$695,740	19	\$611,000	\$695,740	19	19
2021	\$0	\$706,024	\$10,284	\$0	\$10,454	\$724,651	20	\$0	\$724,651	20	20
2022	\$0	\$735,104	\$10,454	\$0	\$10,624	\$753,561	21	\$0	\$753,561	21	21
2023	\$0	\$764,185	\$10,624	\$0	\$10,794	\$782,472	22	\$0	\$782,472	22	22
2024	\$0	\$793,265	\$10,794	\$0	\$10,964	\$811,382	23	\$0	\$811,382	23	23
2025	\$0	\$822,345	\$10,964	\$0	\$11,134	\$840,293	24	\$0	\$840,293	24	24
2026	\$0	\$851,425	\$11,134	\$0	\$11,304	\$869,203	25	\$0	\$869,203	25	25
2027	\$0	\$880,505	\$11,304	\$0	\$11,474	\$898,114	26	\$0	\$898,114	26	26
2028	\$0	\$909,585	\$11,474	\$0	\$11,644	\$927,024	27	\$0	\$927,024	27	27
2029	\$0	\$938,665	\$11,644	\$0	\$11,814	\$955,935	28	\$0	\$955,935	28	28
2030	\$389,000	\$967,745	\$11,814	\$1,000,000	\$11,984	\$984,845	29	\$611,000	\$984,845	29	29
2031	\$0	\$996,825	\$11,984	\$0	\$12,154	\$1,013,756	30	\$0	\$1,013,756	30	30
2032	\$0	\$1,025,905	\$12,154	\$0	\$12,324	\$1,042,666	31	\$0	\$1,042,666	31	31
2033	\$0	\$1,054,985	\$12,324	\$0	\$12,494	\$1,071,577	32	\$0	\$1,071,577	32	32
2034	\$0	\$1,084,065	\$12,494	\$0	\$12,664	\$1,100,487	33	\$0	\$1,100,487	33	33
2035	\$0	\$1,113,145	\$12,664	\$0	\$12,834	\$1,129,398	34	\$0	\$1,129,398	34	34
2036	\$0	\$1,142,225	\$12,834	\$0	\$13,004	\$1,158,308	35	\$0	\$1,158,308	35	35
2037	\$0	\$1,171,305	\$13,004	\$0	\$13,174	\$1,187,219	36	\$0	\$1,187,219	36	36
2038	\$0	\$1,200,385	\$13,174	\$0	\$13,344	\$1,216,129	37	\$0	\$1,216,129	37	37
2039	\$0	\$1,229,465	\$13,344	\$0	\$13,514	\$1,245,040	38	\$0	\$1,245,040	38	38
2040	\$389,000	\$1,258,545	\$13,514	\$1,000,000	\$13,684	\$1,273,950	39	\$611,000	\$1,273,950	39	39
2041	\$0	\$1,287,625	\$13,684	\$0	\$13,854	\$1,302,861	40	\$0	\$1,302,861	40	40
2042	\$0	\$1,316,705	\$13,854	\$0	\$14,024	\$1,331,771	41	\$0	\$1,331,771	41	41
2043	\$0	\$1,345,785	\$14,024	\$0	\$14,194	\$1,360,682	42	\$0	\$1,360,682	42	42
2044	\$0	\$1,374,865	\$14,194	\$0	\$14,364	\$1,389,592	43	\$0	\$1,389,592	43	43
2045	\$0	\$1,403,945	\$14,364	\$0	\$14,534	\$1,418,503	44	\$0	\$1,418,503	44	44
2046	\$0	\$1,433,025	\$14,534	\$0	\$14,704	\$1,447,413	45	\$0	\$1,447,413	45	45
2047	\$0	\$1,462,105	\$14,704	\$0	\$14,874	\$1,476,324	46	\$0	\$1,476,324	46	46
2048	\$0	\$1,491,185	\$14,874	\$0	\$15,044	\$1,505,234	47	\$0	\$1,505,234	47	47
2049	\$0	\$1,520,265	\$15,044	\$0	\$15,214	\$1,534,145	48	\$0	\$1,534,145	48	48
2050	\$389,000	\$1,549,345	\$15,214	\$1,000,000	\$15,384	\$1,563,055	49	\$611,000	\$1,563,055	49	49
2051	\$0	\$1,578,425	\$15,384	\$0	\$15,554	\$1,591,966	50	\$0	\$1,591,966	50	50
2052	\$0	\$1,607,505	\$15,554	\$0	\$15,724	\$1,620,876	51	\$0	\$1,620,876	51	51
2053	\$0	\$1,636,585	\$15,724	\$0	\$15,894	\$1,649,787	52	\$0	\$1,649,787	52	52
2054	\$0	\$1,665,665	\$15,894	\$0	\$16,064	\$1,678,697	53	\$0	\$1,678,697	53	53
2055	\$0	\$1,694,745	\$16,064	\$0	\$16,234	\$1,707,608	54	\$0	\$1,707,608	54	54
2056	\$0	\$1,723,825	\$16,234	\$0	\$16,404	\$1,736,518	55	\$0	\$1,736,518	55	55
2057	\$0	\$1,752,905	\$16,404	\$0	\$16,574	\$1,765,429	56	\$0	\$1,765,429	56	56
2058	\$0	\$1,781,985	\$16,574	\$0	\$16,744	\$1,794,339	57	\$0	\$1,794,339	57	57
2059	\$0	\$1,811,065	\$16,744	\$0	\$16,914	\$1,823,250	58	\$0	\$1,823,250	58	58
2060	\$389,000	\$1,840,145	\$16,914	\$1,000,000	\$17,084	\$1,852,160	59	\$611,000	\$1,852,160	59	59
2061	\$0	\$1,869,225	\$17,084	\$0	\$17,254	\$1,881,071	60	\$0	\$1,881,071	60	60
2062	\$0	\$1,898,305	\$17,254	\$0	\$17,424	\$1,909,981	61	\$0	\$1,909,981	61	61
2063	\$0	\$1,927,385	\$17,424	\$0	\$17,594	\$1,938,892	62	\$0	\$1,938,892	62	62
2064	\$0	\$1,956,465	\$17,594	\$0	\$17,764	\$1,967,802	63	\$0	\$1,967,802	63	63
2065	\$0	\$1,985,545	\$17,764	\$0	\$17,934	\$1,996,713	64	\$0	\$1,996,713	64	64
2066	\$0	\$2,014,625	\$17,934	\$0	\$18,104	\$2,025,623	65	\$0	\$2,025,623	65	65
2067	\$0	\$2,043,705	\$18,104	\$0	\$18,274	\$2,054,534	66	\$0	\$2,054,534	66	66
2068	\$0	\$2,072,785	\$18,274	\$0	\$18,444	\$2,083,444	67	\$0	\$2,083,444	67	67
2069	\$0	\$2,101,865	\$18,444	\$0	\$18,614	\$2,112,355	68	\$0	\$2,112,355	68	68
2070	\$389,000	\$2,130,945	\$18,614	\$1,000,000	\$2,141,265	\$2,141,265	69	\$611,000	\$2,141,265	69	69
2071	\$0	\$2,160,025	\$2,141,265	\$0	\$2,170,175	\$2,170,175	70	\$0	\$2,170,175	70	70
2072	\$0	\$2,189,105	\$2,170,175	\$0	\$2,189,105	\$2,189,105	71	\$0	\$2,189,105	71	71
2073	\$0	\$2,218,185	\$2,189,105	\$0	\$2,218,185	\$2,218,185	72	\$0	\$2,218,185	72	72
2074	\$3,112,000	\$2,247,265	\$2,218,185	\$12,372,318	\$2,247,265	\$12,372,318	73	\$0	\$12,372,318	73	73

DISCOUNTED @ 6.875% NET BENEFITS

DISCOUNTED @ 6.875% NET COSTS

DISCOUNTED @ 3.5% NET BENEFITS

DISCOUNTED @ 3.5% NET COSTS

B/C RATIO=

B/C RATIO=

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B/C RATIO=

Table D-6

TIME HORIZON-- 2001-2021 ONLAND, NAVIGATION, 3 FT RAISE

CALENDAR YEAR	WITHOUT PROJECT		ONLAND, NAVIGATION		TOTAL EXPECTED DAMAGES	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	PO WE R	DISCOUNTED @ 3.5% NET BENEFITS		DISCOUNTED @ 6.875% NET COSTS		DISCOUNTED @ 6.875% NET BENEFITS
	TOTAL COSTS	EXPECTED DAMAGES	TOTAL COSTS	EXPECTED DAMAGES					COSTS	BENEFITS	NET COSTS	BENEFITS	
2001	\$0	\$124,415	\$1,086,659	\$6,884	\$1,086,659	\$0	\$1,086,659	0	\$1,086,659	\$0	\$1,086,659	\$0	\$0
2002	\$0	\$153,495	\$1,086,659	\$7,054	\$1,086,659	\$0	\$1,086,659	1	\$1,086,659	\$153,495	\$0	\$153,495	\$153,495
2003	\$0	\$182,576	\$1,086,659	\$7,224	\$1,086,659	\$0	\$1,086,659	2	\$1,086,659	\$306,990	\$0	\$306,990	\$306,990
2004	\$0	\$211,656	\$1,086,659	\$7,394	\$1,086,659	\$0	\$1,086,659	3	\$1,086,659	\$460,485	\$0	\$460,485	\$460,485
2005	\$389,000	\$240,737	\$3,198,000	\$7,564	\$3,198,000	\$2,810,000	\$2,810,000	4	\$2,810,000	\$731,221	\$2,810,000	\$0	\$731,221
2006	\$0	\$269,817	\$0	\$7,734	\$0	\$0	\$0	5	\$0	\$894,716	\$0	\$894,716	\$894,716
2007	\$0	\$298,898	\$0	\$7,904	\$0	\$0	\$0	6	\$0	\$1,048,211	\$0	\$1,048,211	\$1,048,211
2008	\$0	\$327,978	\$0	\$8,074	\$0	\$0	\$0	7	\$0	\$1,201,706	\$0	\$1,201,706	\$1,201,706
2009	\$0	\$357,059	\$0	\$8,244	\$0	\$0	\$0	8	\$0	\$1,355,201	\$0	\$1,355,201	\$1,355,201
2010	\$389,000	\$386,139	\$1,000,000	\$8,414	\$1,000,000	\$611,000	\$611,000	9	\$611,000	\$1,508,696	\$611,000	\$0	\$1,508,696
2011	\$0	\$415,219	\$0	\$8,584	\$0	\$0	\$0	10	\$0	\$1,662,191	\$0	\$1,662,191	\$1,662,191
2012	\$0	\$444,300	\$0	\$8,754	\$0	\$0	\$0	11	\$0	\$1,815,686	\$0	\$1,815,686	\$1,815,686
2013	\$0	\$473,380	\$0	\$8,924	\$0	\$0	\$0	12	\$0	\$1,969,181	\$0	\$1,969,181	\$1,969,181
2014	\$0	\$502,461	\$0	\$9,094	\$0	\$0	\$0	13	\$0	\$2,122,676	\$0	\$2,122,676	\$2,122,676
2015	\$0	\$531,541	\$0	\$9,264	\$0	\$0	\$0	14	\$0	\$2,276,171	\$0	\$2,276,171	\$2,276,171
2016	\$0	\$560,622	\$0	\$9,434	\$0	\$0	\$0	15	\$0	\$2,429,666	\$0	\$2,429,666	\$2,429,666
2017	\$0	\$589,702	\$0	\$9,604	\$0	\$0	\$0	16	\$0	\$2,583,161	\$0	\$2,583,161	\$2,583,161
2018	\$0	\$618,783	\$0	\$9,774	\$0	\$0	\$0	17	\$0	\$2,736,656	\$0	\$2,736,656	\$2,736,656
2019	\$0	\$647,863	\$0	\$9,944	\$0	\$0	\$0	18	\$0	\$2,890,151	\$0	\$2,890,151	\$2,890,151
2020	\$389,000	\$676,943	\$1,000,000	\$10,114	\$1,000,000	\$611,000	\$611,000	19	\$611,000	\$3,043,646	\$611,000	\$0	\$3,043,646
2021	\$0	\$706,024	\$0	\$10,284	\$0	\$0	\$0	20	\$0	\$3,197,141	\$0	\$3,197,141	\$3,197,141
	\$1,167,000	\$8,925,463	\$7,372,318	\$208,092	\$7,564,226	\$6,203,218	\$6,203,218		\$6,203,218	\$5,036,009	\$4,785,787	\$3,703,338	\$3,703,338

B/C RATIO= 1.38 B/C RATIO= 1.00 B/C RATIO= 0.78

Table D-7

TIME HORIZON--YEAR 2074 INWATER, 300,000 CY, EXISTING

WITHOUT PROJECT INWATER, 300,000 CY, EXISTING

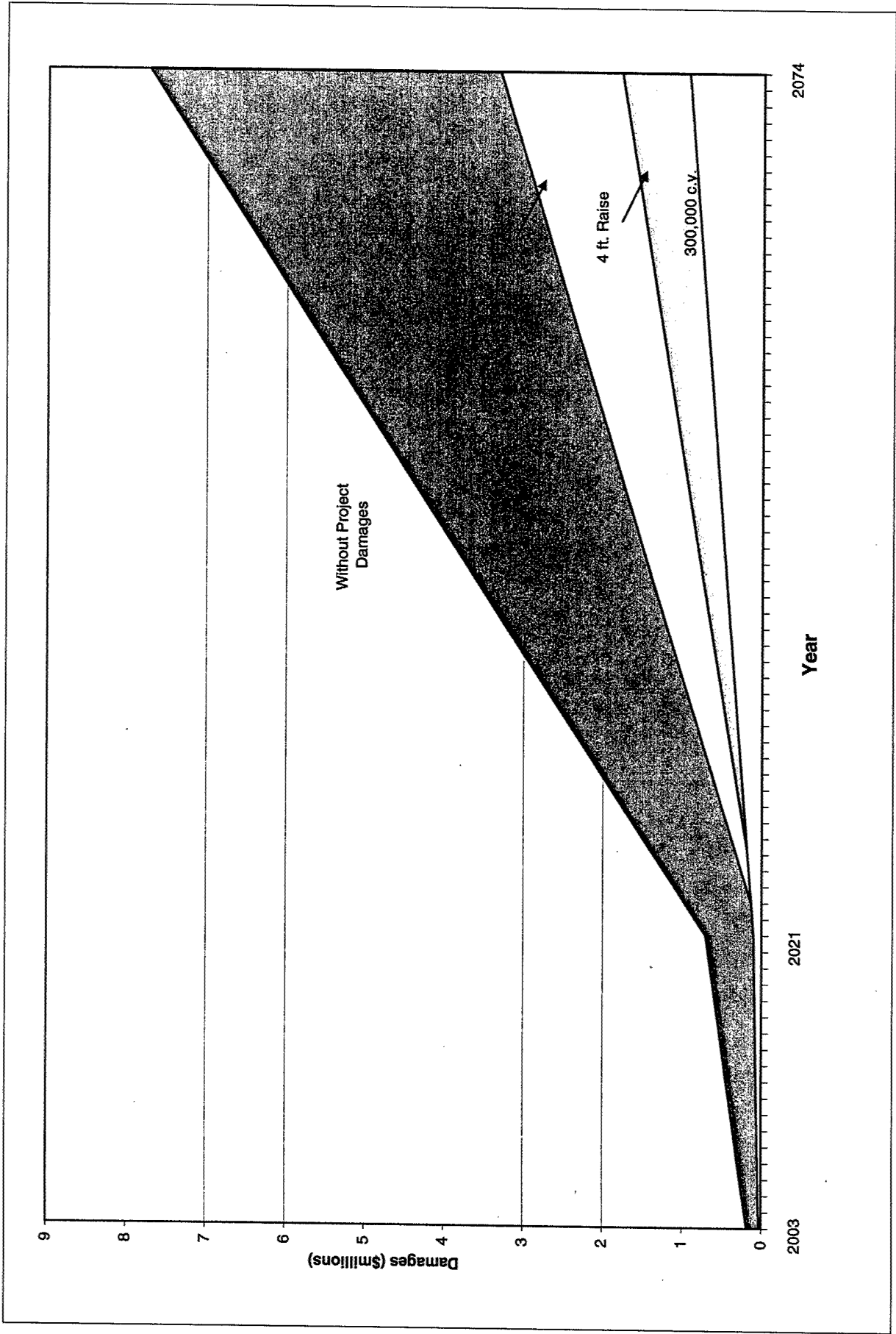
CALENDAR YEAR	TOTAL COSTS	TOTAL EXPECTED DAMAGES	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	PO WE R	DISCOUNTED @ 3.5% NET COSTS	DISCOUNTED @ 3.5% NET BENEFITS	DISCOUNTED @ 6.75% NET COSTS	DISCOUNTED @ 6.75% NET BENEFITS
2001	\$0	\$124,415	\$1,201,000	\$100,333	0	\$1,201,000	\$100,333	\$1,201,000	\$100,333
2002	\$0	\$154,495	\$1,201,000	\$125,417	1	\$1,160,386	\$121,176	\$1,123,743	\$117,349
2003	\$0	\$182,576	\$1,201,000	\$150,500	2	\$1,121,146	\$140,493	\$1,051,455	\$131,760
2004	\$0	\$211,656	\$1,201,000	\$175,583	3	\$1,083,233	\$159,366	\$1,015,455	\$143,832
2005	\$389,000	\$240,737	\$1,201,000	\$200,667	4	\$1,047,611	\$178,770	\$982,374	\$153,805
2006	\$0	\$269,817	\$1,201,000	\$225,750	5	\$1,011,210	\$197,076	\$950,909	\$161,900
2007	\$0	\$298,897	\$1,201,000	\$250,834	6	\$977,014	\$215,688	\$918,316	\$169,317
2008	\$0	\$327,978	\$1,201,000	\$275,917	7	\$943,975	\$234,593	\$880,909	\$173,239
2009	\$0	\$357,059	\$1,201,000	\$300,987	8	\$910,936	\$253,498	\$848,948	\$176,831
2010	\$389,000	\$386,139	\$1,201,000	\$326,061	9	\$877,897	\$272,403	\$816,947	\$180,424
2011	\$0	\$415,219	\$1,201,000	\$351,145	10	\$844,858	\$291,308	\$785,946	\$184,016
2012	\$0	\$444,300	\$1,201,000	\$376,250	11	\$811,819	\$310,213	\$754,945	\$187,608
2013	\$0	\$473,380	\$1,201,000	\$401,334	12	\$778,780	\$329,118	\$723,944	\$191,200
2014	\$0	\$502,461	\$1,201,000	\$426,417	13	\$745,741	\$348,023	\$692,943	\$194,792
2015	\$0	\$531,541	\$1,201,000	\$451,500	14	\$712,702	\$366,928	\$661,942	\$198,384
2016	\$0	\$560,622	\$1,201,000	\$476,584	15	\$679,663	\$385,833	\$630,941	\$201,976
2017	\$0	\$589,702	\$1,201,000	\$501,667	16	\$646,624	\$404,738	\$600,940	\$205,568
2018	\$0	\$618,783	\$1,201,000	\$526,750	17	\$613,585	\$423,643	\$570,939	\$209,160
2019	\$0	\$647,863	\$1,201,000	\$551,834	18	\$580,546	\$442,548	\$540,938	\$212,752
2020	\$389,000	\$676,943	\$1,201,000	\$576,917	19	\$547,507	\$461,453	\$510,937	\$216,344
2021	\$0	\$706,023	\$1,201,000	\$601,987	20	\$514,468	\$480,358	\$480,936	\$219,936
2022	\$0	\$735,103	\$1,201,000	\$627,070	21	\$481,429	\$499,263	\$450,935	\$223,528
2023	\$0	\$764,183	\$1,201,000	\$652,153	22	\$448,390	\$518,168	\$420,934	\$227,120
2024	\$0	\$793,263	\$1,201,000	\$677,237	23	\$415,351	\$537,073	\$390,933	\$230,712
2025	\$0	\$822,343	\$1,201,000	\$702,320	24	\$382,312	\$555,978	\$360,932	\$234,304
2026	\$0	\$851,423	\$1,201,000	\$727,404	25	\$349,273	\$574,883	\$330,931	\$237,896
2027	\$0	\$880,503	\$1,201,000	\$752,487	26	\$316,234	\$593,788	\$300,930	\$241,488
2028	\$0	\$909,583	\$1,201,000	\$777,571	27	\$283,195	\$612,693	\$270,929	\$245,080
2029	\$389,000	\$938,663	\$1,201,000	\$802,654	28	\$250,156	\$631,598	\$240,928	\$248,672
2030	\$0	\$967,743	\$1,201,000	\$827,738	29	\$217,117	\$650,503	\$210,927	\$252,264
2031	\$0	\$996,823	\$1,201,000	\$852,821	30	\$184,078	\$669,408	\$180,926	\$255,856
2032	\$0	\$1,025,903	\$1,201,000	\$877,905	31	\$151,039	\$688,313	\$150,925	\$259,448
2033	\$0	\$1,054,983	\$1,201,000	\$902,988	32	\$117,999	\$707,218	\$120,924	\$263,040
2034	\$0	\$1,084,063	\$1,201,000	\$928,072	33	\$84,960	\$726,123	\$90,923	\$266,632
2035	\$0	\$1,113,143	\$1,201,000	\$953,155	34	\$51,921	\$745,028	\$60,922	\$270,224
2036	\$0	\$1,142,223	\$1,201,000	\$978,239	35	\$18,882	\$763,933	\$30,921	\$273,816
2037	\$0	\$1,171,303	\$1,201,000	\$1,003,322	36	\$-14,157	\$782,838	\$0,920	\$277,408
2038	\$0	\$1,200,383	\$1,201,000	\$1,028,406	37	\$-47,118	\$801,743	\$-31,919	\$281,000
2039	\$0	\$1,229,463	\$1,201,000	\$1,053,489	38	\$-80,079	\$820,648	\$-64,918	\$284,592
2040	\$389,000	\$1,258,543	\$1,201,000	\$1,078,573	39	\$-113,040	\$839,553	\$-99,917	\$288,184
2041	\$0	\$1,287,623	\$1,201,000	\$1,103,656	40	\$-146,001	\$858,458	\$-134,916	\$291,776
2042	\$0	\$1,316,703	\$1,201,000	\$1,128,740	41	\$-178,962	\$877,363	\$-169,915	\$295,368
2043	\$0	\$1,345,783	\$1,201,000	\$1,153,823	42	\$-211,923	\$896,268	\$-204,914	\$298,960
2044	\$0	\$1,374,863	\$1,201,000	\$1,178,907	43	\$-244,884	\$915,173	\$-240,913	\$302,552
2045	\$0	\$1,403,943	\$1,201,000	\$1,203,990	44	\$-277,845	\$934,078	\$-275,912	\$306,144
2046	\$0	\$1,433,023	\$1,201,000	\$1,229,074	45	\$-310,806	\$952,983	\$-310,911	\$309,736
2047	\$0	\$1,462,103	\$1,201,000	\$1,254,157	46	\$-343,767	\$971,888	\$-345,910	\$313,328
2048	\$0	\$1,491,183	\$1,201,000	\$1,279,241	47	\$-376,728	\$990,793	\$-380,909	\$316,920
2049	\$389,000	\$1,520,263	\$1,201,000	\$1,304,324	48	\$-409,689	\$1,009,698	\$-415,908	\$320,512
2050	\$0	\$1,549,343	\$1,201,000	\$1,329,408	49	\$-442,650	\$1,028,603	\$-450,907	\$324,104
2051	\$0	\$1,578,423	\$1,201,000	\$1,354,491	50	\$-475,611	\$1,047,508	\$-485,906	\$327,696
2052	\$0	\$1,607,503	\$1,201,000	\$1,379,575	51	\$-508,572	\$1,066,413	\$-520,905	\$331,288
2053	\$0	\$1,636,583	\$1,201,000	\$1,404,658	52	\$-541,533	\$1,085,318	\$-555,904	\$334,880
2054	\$0	\$1,665,663	\$1,201,000	\$1,429,742	53	\$-574,494	\$1,104,223	\$-590,903	\$338,472
2055	\$0	\$1,694,743	\$1,201,000	\$1,454,825	54	\$-607,455	\$1,123,128	\$-625,902	\$342,064
2056	\$0	\$1,723,823	\$1,201,000	\$1,479,909	55	\$-640,416	\$1,142,033	\$-660,901	\$345,656
2057	\$0	\$1,752,903	\$1,201,000	\$1,504,992	56	\$-673,377	\$1,160,938	\$-695,900	\$349,248
2058	\$0	\$1,781,983	\$1,201,000	\$1,530,076	57	\$-706,338	\$1,179,843	\$-730,899	\$352,840
2059	\$389,000	\$1,811,063	\$1,201,000	\$1,555,159	58	\$-739,299	\$1,198,748	\$-765,898	\$356,432
2060	\$0	\$1,840,143	\$1,201,000	\$1,580,243	59	\$-772,260	\$1,217,653	\$-800,897	\$360,024
2061	\$0	\$1,869,223	\$1,201,000	\$1,605,326	60	\$-805,221	\$1,236,558	\$-835,896	\$363,616
2062	\$0	\$1,898,303	\$1,201,000	\$1,630,410	61	\$-838,182	\$1,255,463	\$-870,895	\$367,208
2063	\$0	\$1,927,383	\$1,201,000	\$1,655,493	62	\$-871,143	\$1,274,368	\$-905,894	\$370,800
2064	\$0	\$1,956,463	\$1,201,000	\$1,680,577	63	\$-904,104	\$1,293,273	\$-940,893	\$374,392
2065	\$0	\$1,985,543	\$1,201,000	\$1,705,660	64	\$-937,065	\$1,312,178	\$-975,892	\$377,984
2066	\$0	\$2,014,623	\$1,201,000	\$1,730,744	65	\$-970,026	\$1,331,083	\$-1,010,891	\$381,576
2067	\$0	\$2,043,703	\$1,201,000	\$1,755,827	66	\$-1,002,987	\$1,350,000	\$-1,045,890	\$385,168
2068	\$0	\$2,072,783	\$1,201,000	\$1,780,911	67	\$-1,035,948	\$1,368,905	\$-1,080,889	\$388,760
2069	\$0	\$2,101,863	\$1,201,000	\$1,805,994	68	\$-1,068,909	\$1,387,810	\$-1,115,888	\$392,352
2070	\$389,000	\$2,130,943	\$1,201,000	\$1,831,078	69	\$-1,101,870	\$1,406,715	\$-1,150,887	\$395,944
2071	\$0	\$2,160,023	\$1,201,000	\$1,856,162	70	\$-1,134,831	\$1,425,620	\$-1,185,886	\$400,000
2072	\$0	\$2,189,103	\$1,201,000	\$1,881,245	71	\$-1,167,792	\$1,444,525	\$-1,220,885	\$404,056
2073	\$0	\$2,218,183	\$1,201,000	\$1,906,329	72	\$-1,200,753	\$1,463,430	\$-1,255,884	\$408,112
2074	\$3,121,000	\$2,247,263	\$1,201,000	\$1,931,412	73	\$-1,233,714	\$1,482,335	\$-1,290,883	\$412,168
			\$55,762,000	\$2,935,972		\$55,762,000	\$2,935,972	\$55,762,000	\$2,935,972
			\$55,974,000	\$2,957,944		\$55,974,000	\$2,957,944	\$55,974,000	\$2,957,944
				\$2,935,972			\$2,935,972		\$2,935,972
				\$2,957,944			\$2,957,944		\$2,957,944
				\$2,935,972			\$2,935,972		\$2,935,972
				\$2,957,944			\$2,957,944		\$2,957,944
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				\$2,935,972			\$2,935,972		\$2,935,972
				\$2,957,944			\$2,957,944		\$2,957,944
				\$2,935,972			\$2,935,972		\$2,935,972
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				\$2,935,972			\$2,935,972		\$2,935,972
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				\$2,935,972			\$2,935,972		\$2,935,972
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				\$2,935,972			\$2,935,972		\$2,935,972
				\$2,957,944			\$2,957,944		\$2,957,944
				\$2,935,972			\$2,935,972		\$2,935,972
				\$2,957,944			\$2,957,944	</	

TIME HORIZON--2001-2021 INWATER, 300,000 CY, EXISTING

INWATER, 300,000 CY											
WITHOUT PROJECT											
CALENDAR YEAR	TOTAL EXPECTED DAMAGES		TOTAL EXPECTED DAMAGES	CHANGE IN COSTS (UNDISCOUNTED)	CHANGE IN BENEFITS (UNDISCOUNTED)	PO WEIR	DISCOUNTED @ 3.5% NET			DISCOUNTED @ 6.875% NET COSTS	DISCOUNTED @ 6.875% NET BENEFITS
	TOTAL COSTS	EXPECTED DAMAGES					COSTS	BENEFITS			
2001	\$0	\$124,415	\$124,415	\$1,201,000	\$1,201,000		\$100,333	\$1,201,000	\$100,333	\$117,349	
2002	\$0	\$153,495	\$153,495	\$1,201,000	\$125,417	1	\$140,366	\$1,124,743	\$140,366	\$143,832	
2003	\$0	\$182,578	\$182,578	\$1,201,000	\$150,500	2	\$150,500	\$983,818	\$150,500	\$153,805	
2004	\$0	\$311,658	\$311,658	\$1,201,000	\$175,583	3	\$1,083,233	\$153,366	\$1,083,233	\$161,900	
2005	\$389,000	\$240,737	\$649,737	\$1,201,000	\$200,667	4	\$1,071,811	\$174,870	\$1,071,811	\$168,317	
2006	\$0	\$269,817	\$269,817	\$1,201,000	\$225,750	5	\$1,011,210	\$190,076	\$1,011,210	\$165,009	
2007	\$0	\$398,998	\$398,998	\$1,201,000	\$250,834	6	\$977,014	\$204,053	\$977,014	\$173,239	
2008	\$0	\$357,659	\$357,659	\$1,201,000	\$275,917	7	\$943,975	\$212,868	\$943,975	\$176,831	
2009	\$389,000	\$386,139	\$775,139	\$1,201,000	\$301,000	8	\$912,053	\$228,583	\$912,053	\$176,831	
2010	\$0	\$415,219	\$415,219	\$1,201,000	\$325,790	9	\$885,790	\$246,344	\$885,790	\$177,706	
2011	\$0	\$444,300	\$444,300	\$1,201,000	\$351,167	10	\$862,830	\$265,714	\$862,830	\$180,774	
2012	\$0	\$473,380	\$473,380	\$1,201,000	\$376,250	11	\$842,417	\$284,468	\$842,417	\$179,657	
2013	\$0	\$502,461	\$502,461	\$1,201,000	\$401,334	12	\$767,924	\$327,623	\$767,924	\$177,989	
2014	\$0	\$531,541	\$531,541	\$1,201,000	\$451,500	13	\$716,866	\$342,997	\$716,866	\$175,791	
2015	\$0	\$560,622	\$560,622	\$1,201,000	\$501,667	14	\$699,202	\$357,507	\$699,202	\$170,103	
2016	\$0	\$589,702	\$589,702	\$1,201,000	\$556,750	15	\$669,572	\$369,888	\$669,572	\$163,105	
2017	\$0	\$618,782	\$618,782	\$1,201,000	\$576,917	16	\$630,582	\$379,507	\$630,582	\$159,270	
2018	\$0	\$647,863	\$647,863	\$1,201,000	\$576,917	17	\$593,582	\$390,545	\$593,582	\$153,427	
2019	\$389,000	\$476,943	\$865,943	\$812,000	\$734,506	18	\$484,343	\$484,343	\$484,343	\$484,343	
2020	\$0	\$706,024	\$706,024	\$1,201,000	\$734,506	19	\$484,343	\$484,343	\$484,343	\$484,343	
2021	\$1,167,000	\$0,926,463	\$2,093,463	\$25,221,000	\$1,401,457	20	\$1,401,457	\$1,401,457	\$1,401,457	\$1,401,457	

B/C RATIO=	0.31	B/C RATIO=	0.28	B/C RATIO=	0.25
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Table D-9



ATTACHMENT E:
ENVIRONMENTAL COSTS AND BENEFITS

ATTACHMENT E ENVIRONMENTAL COSTS AND BENEFITS

E1.0 BACKGROUND

Economic theory states that an individual's welfare is related to his or her consumption of goods and services purchased in the market, public goods provided by the government, and recreation opportunities and other non-market environmental amenities provided by natural resources. Accordingly, a change in the status of the natural environment, all other conditions constant, may affect the welfare of the individual in a measurable way. These changes are also considered costs and benefits of alternatives when the changes can be measured in a monetary way.

River systems can provide a number of services that may contribute to the well-being of society. The value of some of these services can be measured in markets while others cannot. For example, water for irrigation and electricity generation are priced and valued by markets. In other cases, such as the provision of fish habitat provided by a river system, the service arguably improves the well being of society, but is not directly accounted for in markets. As a result, values arising from marketed services tend to assume greater weight in allocation and management decisions than those associated with non-market services. Comprehensive natural resource valuation places non-market goods and services on the same scale as marketed goods and services to provide policy-makers with the information necessary to manage natural resources efficiently.

The various dredging/disposal alternatives considered in this analysis may have both positive and negative impacts upon goods and services that are not traded in markets. Non-marketed environmental goods and services most affected by the proposed project include endangered species, recreational fishing and walking, wetlands, and water quality.

The Dredged Material Management Plan and Draft Environmental Impact Statement (DMMP/EIS) addresses all environmental impacts of several of the proposed options. The options include the without-project option; the navigation only dredging, 3-foot (0.9-meter) levee raise, with in-water disposal option; and navigation only dredging with a 3-foot raise and upland disposal option. A fourth option was considered in the DMMP/EIS, however this option was not an option reviewed for the risk-based analysis. For the option recommended in this study (Nav/3 ft/IW) all environmental impacts were found to be classified as *minor*, rather than *moderate* or *major*, and none were found to create long-term impacts. The DMMP/EIS reviewed the following categories: aquatic resources, terrestrial environment, endangered species, recreation, cultural resources, socioeconomic, transportation, geology and soils, water quality, toxins, air quality, noise, aesthetics, and cumulative effects. The only category that turned up moderate and long-term results was cultural resources. This is due to the continued submergence of several historical sites. For economic analysis, these are not considered effects however, because they are submerged in the without-project scenario, and do not represent a change in status.

Because non-market resources play such an important role in society, several economic valuation studies were reviewed in order to develop a range of possible values associated with environmental costs and benefits that could result from dredging and disposal alternatives.

After a brief review of valuation techniques, the topics covered below are those that might be affected with some or all of the proposed alternatives.

E2.0 METHODS OF EVALUATING NON-MARKET GOODS AND SERVICES

In general, there are two approaches to non-market valuation — indirect and direct. Indirect techniques use observable behavior to infer value. One common example to estimate recreational value is the travel-cost method (TCM). The TCM assumes that the costs of traveling to a site are an important component of demand, and that individuals respond to changes in travel costs as they would to changes in admission fees (or price). Other indirect methods include: Hedonic Price Analysis (HPA), replacement cost, and avoided damages.

Direct valuation techniques elicit willingness to pay (WTP) responses by posing hypothetical questions that attempt to simulate actual market conditions. For example, the contingent valuation method (CVM) asks respondents what they are willing to pay to receive a benefit or what they are willing to accept (WTA) to bear a cost.

E3.0 ENDANGERED SPECIES ISSUES

The DMMP/EIS explored habitat requirements, timing of occurrence, and the potential locations of listed species relative to the dredging and disposal sites. It was found that both positive and negative effects on threatened and endangered species of anadromous fish can be expected with the Nav/3 ft/IW option. The effects are considered minor, and short-term. The positive effects include increased habitat, and increased food supply. Negative impacts include temporary displacement of fish at the dredging and disposal sites. No impacts were anticipated for plants, or terrestrial endangered species.

The valuation of endangered species is a contentious issue within economics because of measurement issues. Once a species becomes listed as endangered, benefit-cost analysis (BCA) is precluded to a large extent because the efficiency criteria upon which the approach is based may no longer be appropriate.

However, because there are both expected positive and negative effects on the several threatened and endangered species of anadromous fish in the dredging area, it is not clear whether the net effect would be positive or negative.

E4.0 RECREATIONAL FISHING

The Snake and Clearwater Rivers support a variety of fish species that are sought by recreational anglers, including salmon, steelhead, trout, and sturgeon. If the quality of the fishery or the ability of recreationists to participate is affected by dredging, the economic value of recreational fishing will be altered. For example, if dredging activity reduces the number of fishable days in a season, the total economic value associated with fishing will decline. Conversely, if dredging disposal improves fish habitat and increases the population of a desired recreational species, fishing quality may improve and consequently economic value will rise.

The U.S. Army Corps of Engineers (Corps, 1999b) applied the TCM to reservoir fishing on the lower Snake River. This study was conducted to develop an estimate of recreational fishing values as part of the Lower Snake River Juvenile Salmon Migration Feasibility Study (Corps, Walla Walla, 1999b). The average net WTP for reservoir fishing was \$29.23 per trip for the Snake River below Lewiston, and the trip duration for survey respondents was usually less than one day. Above Lewiston, the recreational fishing value increased to \$35.71 per trip.

Walsh, et al. (1988), reviewed 39 studies conducted between 1978 and 1988 regarding the economic value of cold-water fishing. The authors found an average per trip value of \$30.62 per day (1987 \$) across the 39 separate studies. The reported value per day ranged from \$10.07 to \$118.12.

Sorg, et al. (1985), analyzed the net WTP for cold water and warm water fishing in Idaho using both the TCM and CVM. Data was collected by mail and telephone survey from both Idaho residents and non-residents who had purchased a state fishing license in 1982. Reported trips were grouped into 51 different "sites" within Idaho, and the value of each site was calculated. The average value of cold-water fishing in Idaho was estimated at \$42.93 using the TCM and \$22.52 using the CVM.

Impacts on recreational fishing may occur, however, there exist a number of alternative sites within the region to fish, and the overall temporary impact is expected to be negligible if they occur at all. Also, there may occur some equally negligible positive benefits.

E5.0 WETLANDS ISSUES

Construction of the levee raises and roadway improvements are identified as possibly creating temporary minor indirect impacts on wetlands. Similarly, if a temporary loading and unloading of material site is used prior to disposal, this material movement might have short-term minor effects. While these impacts are essentially negligible, and too uncertain to quantify, a very brief review of literature on the economic value of wetlands is included since some slight impacts may occur.

There is a large body of literature addressing the economic valuation of wetland functions. The primary methodological issue in these studies is in determining the marginal productivity of a wetland unit. For example, estimating the value of improved water quality provided by a wetland unit may require measuring the amount of water and contaminants that can be filtered by the area and comparing it to a case where the wetland is altered or destroyed.

Gupta and Foster (1975) utilized land prices to estimate wildlife and visual-cultural benefits of wetlands. The prices paid by public agencies to purchase wetlands for preservation were used to estimate the benefits. The authors computed a capitalized value of wildlife benefits of \$1,200 per acre (\$2,966 per hectare) for the highest quality wetlands and capitalized visual-cultural benefits of \$5,000 per acre (\$12,356 per hectare).

In a more recent study, Heimlich (1994) conducted a least cost analysis of the Federal Wetland Reserve Program (WRP). The study identified 55 million acres (22 258 000 hectares) of

cropland converted from historic wetlands that are eligible to participate in the WRP. Based upon the capitalized net returns from crop production, Heimlich found that purchasing the least expensive wetland reserves would cost \$105 to \$639 per acre (\$260 to \$1,579 per hectare). Marginal costs ranged from \$310 to \$1,184 per acre (\$767 to \$2,926). The costs to restore the cropland to wetlands varied from \$89 to \$139 per acre (\$220 to \$344).

Van Kooten (1993) employed an economic model to estimate the effects of government agricultural programs on wetland conversion in order to determine program impacts on waterfowl breeding grounds in Canada. It was found that wetlands converted to crop production have a marginal value of \$50-60 per acre (\$124 to \$149), whereas current government programs designed to promote wetland protection only offer \$30 per acre (\$75 per hectare).

E6.0 WATER QUALITY ISSUES

According to the DMMP/EIS, very few water quality issues are raised with the projects proposed. The foremost water quality issue is turbidity that would result from the dredging itself. Effects from the turbidity will be limited because the dredging will be stopped if the turbidity plume reaches a 10-percent increase in nephelometric turbidity units (NTU's). Unfortunately, little economic research has been conducted that measures the economic value of turbidity increases. Indirectly, as this might affect recreation, turbidity could be measured, but as stated in the DMMP/EIS, the effects will be minor and short-term, and hence, economically speaking are considered negligible. Below, several studies that linked water quality to economic value of recreation are reviewed.

Water quality can also have a direct influence on the recreation benefits associated with an area. Sutherland (1982) used the TCM to estimate the recreation benefits that would result from achieving the national goal of "fishable and swimmable" water in the Pacific Northwest. The author estimated that improving the water quality of over 7,000 river miles (11 265 river kilometers) in Washington, Oregon, and Idaho would result in added annual recreation benefits of nearly \$19 million. Of this amount, \$3.8 million would be attributable to swimming, \$3.4 million to camping, \$6.9 million to fishing, and \$4.6 million to boating.

MacDonald and Boyle (1997) studied the effects of a mercury contamination advisory on Maine anglers. The authors found that anglers who were aware of the advisory and practiced averting behavior (e.g., fished other waters or consumed less fish) experienced an average annual welfare loss of \$151. In a related study, Jakus, et al., used the TCM to determine the welfare loss associated with PCB contamination in reservoirs in east Tennessee. The study concluded that the need to substitute fishing sites resulted in an average annual welfare loss of \$47.

E7.0 DAY USE AND OTHER RECREATION ISSUES

Recreation facilities on Lower Granite Lock and Dam (Lower Granite) reservoir are heavily utilized and are therefore an important component of the resource's value. For example, in fiscal year 1998 (October 1997 to September 1998), all of the Corps recreation facilities on Lower Granite reservoir received 1,144,800 visits totaling 3,353,900-visitor hours (Corps, Walla Walla District, 1999). There are three main recreation areas located in the Lewiston-Clarkston area that

may be temporarily affected by levee alterations and/or flooding. These include Swallows Park, Chief Looking Glass Park, and the Lewiston Levees. These parks are heavily utilized, and interruptions or damages could significantly affect recreation opportunities for residents. The table below provides visitation hours at each of the sites during fiscal year 1998.

Table E-1
Visitation Hours at Lewiston-Clarkston Recreation Areas

Facility	Visitation (Hours)
Swallows Park	809,650
Chief Looking Glass Park	89,500
Lewiston Levees	305,450
Total	1,204,600

Source: Corps, Walla Walla District, 1999.

Assuming each visitor spends 3 hours at a site during each visit, there were over 360,000 recreational visitors to the three sites during 1998.

Rosenthal (1987) applied the TCM to estimate demand for day-use picnicking and water-based sports activities at 11 reservoirs in Kansas and Missouri. The author found that day-use activities at the reservoirs were worth \$8.37 (1987 dollars) per visitor. In a similar study, Ward (1982) estimated the value of recreation at several reservoirs in southeastern New Mexico near population centers. Picnicking was one of the major uses, and a daily value of \$18.60 (1987 dollars) was estimated for that activity. In a recent study, the Corps, Walla Walla District, (1999) calculated the average net willingness to pay for non-fishing reservoir recreation in the lower Snake River to be \$71.31 per trip.

While the parks in Lewiston are likely to undergo a temporary disruption, there are many alternative parks and walking paths within the town, and it is not likely that they would all be disrupted at once. Therefore, it is unclear if a net loss of access to recreation would be experienced.

E8.0 CONCLUSIONS

This section includes a range of values for environmental goods and services from previous economic valuation studies. Because the effects of the proposed alternatives are not anticipated to be long lasting, and are expected to be only minor, as opposed to moderate or major effects, none of the environmental costs and benefits associated with any of the alternatives considered in the DMMP/EIS are included into the BCA. The results of the review of literature demonstrate that the environmental issues at stake do possess an economic, or monetary value. However, none of the final alternatives under consideration are expected to impact any of the environmental benefits and costs in a significant way.

ATTACHMENT F:
SOCIOECONOMIC ANALYSIS

ATTACHMENT F SOCIOECONOMIC ANALYSIS

The proposed DP/L/D alternatives can be expected to have effects on the regional economy that are different from those considered in the National Economic Development (NED) framework used in benefit-cost analysis (BCA). The investment required to implement each alternative will suggest some level of employment and household income during the implementation period. Some goods and services needed for implementation may be purchased from businesses within the local economy, thereby providing income to these business owners. There will also be indirect effects stemming from these direct effects.

Because the alternatives are designed to reduce damages from flooding, the without-project scenario implies a greater degree of flooding. Flooding can result in loss of property, losses in business income, and losses in jobs and personal income. These losses may be offset to some degree by insurance or other forms of disaster relief, resulting in a net effect on the local economy that is something less than the total losses.

To provide a better understanding of the baseline project benefits, the first section covers the economic benefits that are associated with the existing dam and navigation only dredging operations.

Several other types of information are essential in understanding how the regional economy may be affected by the alternatives. It is essential to identify the area in which most of the direct impacts will occur. The area can then be described in terms of the demographic and economic variables that define recent socioeconomic trends in the area. This description provides a starting point for evaluating effects of the alternatives. A brief historical economic analysis of the region is provided as background information.

F1.0 ECONOMIC ACTIVITIES ASSOCIATED WITH DAM OPERATIONS

The operation of the Lower Granite Lock and Dam (Lower Granite) on the lower Snake River supports a variety of economic activities. These activities are assumed to continue under the baseline alternative of continuous maintenance of the navigation channel.

Navigation is one of the primary uses for the "Snake River System" of reservoirs. A variety of commodities are transported to and from the "Lower Granite" area. In terms of tonnage shipped, grain is by far the most important commodity. Production of grain varies from year to year as factors important to production conditions, such as precipitation, vary. Shipments during the period 1990 through 1998 ranged from a high of 1.4 million tons (1.27 million metric tons) in 1990 to a low of 1.04 million tons (943,473 metric tons) in 1998. Wood products rank second in tons shipped, with a high of 796,000 (722,120 metric) tons shipped in 1993 to a low of 475,000 tons (430 913 metric tons) shipped in 1991. Shipment of petroleum products was next in volume, with a high of 143,000 tons (129 728 metric tons) in 1995 and a low of 102,000 tons (92 533 metric tons) in 1996. Pulp and paper shipments ranged from a high of 208,000 tons (188 695 metric tons) in 1998 to a low of 37,000 tons (33 566 metric tons) in 1996. All other commodity shipments ranged from a high of 123,000 tons (111 584 metric tons) in 1997 to a low

of 75,000 tons (68 039 metric tons) in 1993. It is estimated that the annual cost of replacing barge type navigation with rail and trucks at all Snake River and McNary Lock and Dam sites would be \$24,000,000 per year (Corps, Walla Walla District, 1999b). Lower Granite's share of this would be about 10 percent or about \$2,400,000 per year increase in transportation costs for alternative shipping modes.

Power generated at Lower Granite represents another important economic activity to the regional economy. The average power generated at Lower Granite for the time period 1976 to 1997 was 2,786,559 mega watt hours (MWh). This represents 5 percent of the total power generated by U.S. Army Corps of Engineers (Corps) hydropower projects in the North Pacific Region of the Northwestern Division during this period.

It is estimated that cost to replace hydropower produced by the four lower Snake River dams is about \$271,000,000 per year (Corps, Walla Walla District, 1999b). Lower Granite is responsible for about one-fourth of the power volume of the four dams. The increased cost of power associated with replacing power generated at Lower Granite would be nearly \$68,000,000 per year.

A third important contributor to the local economy is outdoor recreation. In 1998, the number of visitors to Lower Granite was about 1,145,000 visits. This represented about 16 percent of the visits to Corps projects in the Walla Walla District. The total spending in the local economy of these recreational visits to Lower Granite have been estimated by the Corps to be \$23,766,193. Total spending for recreation also stimulates local economies in other ways. The spending translates into jobs and income. The spending also creates indirect sales (the additional purchases that directly affected businesses must make to accommodate the additional expenditures) and induced effects (additional expenditures made by increased household incomes from those in directly affected sectors).

Estimates for the annual total economic impacts of recreation based on all of the dams in the Corps, Walla Walla District, were shown to be \$178.5 million in total, with \$80.6 million of that in income, and an estimated 4,440 jobs created.

F2.0 THE ECONOMIC IMPACT AREA

In identifying an appropriate impact area, the basic question is "where will the effects of the dredging/flood protection options be felt?" Realistically, specifying this area requires that it be large enough to have a sufficient variety of economic activity to be relatively self-contained, and yet be small enough that its economy registers the specific local impacts of the alternatives being studied. It can be anticipated that Lewiston (Nez Perce County), Idaho, and Clarkston (Asotin County), Washington, are centers of the activities under consideration, with Whitman County, Washington, being affected to a lesser extent. These three counties are the impact area for this study.

F3.0 DEMOGRAPHIC PROFILE OF THE REGION

F3.1 Population

The population in the three-county impact area was just over 97,000 in 1997 (table F-1). Between 1990 and 1997, the population in all three counties increased. Asotin County grew the most in absolute terms (3,493), while Whitman County grew the least (521).

Asotin County also showed the greatest relative population change (table F-2), increasing by almost 20 percent from 1990 to 1997. Whitman County had both increases and decreases during this period, with a net increase of just over 1 percent. Nez Perce had a population growth rate (8.8 percent) of less than half the statewide growth rate in Idaho (19.6 percent). The statewide growth rate in Washington was 14.5 percent.

Table F-1
Total Population, Three-County Impact Area

	1990	1991	1992	1993	1994	1995	1996	1997
Nez Perce, ID	33,842	34,448	35,063	35,650	36,215	36,430	36,568	36,819
Asotin, WA	17,678	18,020	18,536	19,063	19,731	20,287	20,815	21,171
Whitman, WA	38,800	38,477	38,416	38,636	38,885	39,328	39,564	39,321
3-County Impact Area	90,320	90,945	92,015	93,349	94,831	96,045	96,947	97,311
Idaho State	1,011,893	1,038,870	1,066,457	1,101,086	1,135,380	1,164,887	1,187,597	1,210,232
Washington State	4,901,141	5,016,019	5,144,193	5,250,176	5,339,331	5,435,893	5,519,525	5,610,362

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-2
Change in Population, Three-County Impact Area

	1990 to 1991	1991 to 1992	1992 to 1993	1993 to 1994	1994 to 1995	1995 to 1996	1996 to 1997
Nez Perce, ID	1.79%	1.79%	1.67%	1.58%	0.59%	0.38%	0.69%
Asotin, WA	1.93%	2.86%	2.84%	3.50%	2.82%	2.60%	1.71%
Whitman, WA	-0.83%	-0.16%	0.57%	0.64%	1.14%	0.60%	-0.61%
3-County Impact Area	0.69%	1.18%	1.45%	1.59%	1.28%	0.94%	0.38%
Idaho State	2.67%	2.66%	3.25%	3.11%	2.60%	1.95%	1.91%
Washington State	2.34%	2.56%	2.06%	1.70%	1.81%	1.54%	1.65%

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

F3.2 Population Density

While population density, measured by population per square mile, varies among the counties, all three counties are rural. The density of 43.4 persons per square mile (16.8 persons per square kilometer) in 1997 for Nez Perce County is rural, but interestingly is almost three times the density of the entire State of Idaho. On the other hand, the two counties in Washington are less dense than the average density of the state (table F-3).

Table F-3
Population Density (Population per Square Mile), Three-County Impact Area

	1990	1991	1992	1993	1994	1995	1996	1997
Nez Perce, ID	39.9	40.6	41.3	42.0	42.7	42.9	43.1	43.4
Asotin, WA	27.8	28.3	29.1	30.0	31.0	31.9	32.7	33.3
Whitman, WA	18.0	17.8	17.8	17.9	18.0	18.2	18.3	18.2
3-County Impact Area	24.8	25.0	25.2	25.6	26.0	26.4	26.6	26.7
Idaho State	12.2	12.6	12.9	13.3	13.7	14.1	14.4	14.6
Washington State	73.6	75.3	77.3	78.9	80.2	81.6	82.9	84.3

Source: U.S. Bureau of the Census, Estimates of the Population of Counties by Age, Sex, and Race/Hispanic Origin: 1990-1997.

F3.3 Population by Age

Table F-4 shows the trend in population cohorts from 1990 to 1997 using the population in 1990 as the base for measuring change. If an equal number of persons enters and leaves each cohort in a year, all the values would be 100. When the value is less than 100, more are leaving than are entering the cohort. When the value is greater than 100, more are entering than leaving. Generally, younger cohorts (from under 5 through 35 to 39) have been declining or stable. Mid-range cohorts (40 to 44 through 55 to 59) have been increasing. Cohorts 60 to 64 through 70 to 74 have been decreasing, and 75 and over have increased. While no conclusions about cause of change can be determined from the table, the data do indicate an increase in the established worker segment of the population, an increase in the elderly segment, and declines in the children/young family segment and the newly retired segment.

Table F-4
Population by Age, Three-County Impact Area
(Change in Distribution by Age Class, 1990 Base)

	1990	1991	1992	1993	1994	1995	1996	1997
Under 5	100	99	99	97	96	93	92	91
5 to 9	100	98	97	94	94	93	92	92
10 to 14	100	101	103	103	103	102	101	99
15 to 19	100	93	93	95	97	99	101	102
20 to 24	100	100	98	97	95	95	93	94
25 to 29	100	97	92	89	87	86	87	86
30 to 34	100	100	99	97	95	92	88	83
35 to 39	100	103	104	104	104	103	102	100
40 to 44	100	106	106	108	110	112	113	113
45 to 49	100	103	112	116	120	125	131	130
50 to 54	100	103	107	113	117	121	123	133
55 to 59	100	101	102	104	107	109	111	114
60 to 64	100	101	100	98	96	96	96	96
65 to 69	100	98	95	93	91	89	88	87
70 to 74	100	102	102	102	101	99	97	95
75 to 79	100	102	103	102	103	103	105	106
80 to 84	100	102	105	106	108	110	112	113
85 and over	100	102	105	107	110	113	116	120

Source: U.S. Bureau of the Census, Estimates of the Population of Counties by Age, Sex, and Race/Hispanic Origin: 1990-1997.

F3.4 Gender

The gender composition of the three-county impact area is similar to the composition in the two states. The gender composition of all entities has also been stable from 1990 to 1997 (table F-5).

F3.5 Education

The presence of Washington State University, a major university, in otherwise rural Whitman County, introduces an upward bias in the relative proportion of the population that has attended or completed college. Hence, it is difficult to compare the relative educational attainment in the three-county area with statewide measures. However, Asotin and Nez Perce County values are comparable to state values for Washington and Idaho, respectively (tables F-6, F-7).

Table F-5
Population by Gender (Percent), Three-County Impact Area

	1990		1995		1997	
	Male	Female	Male	Female	Male	Female
Nez Perce, ID	49.1%	50.9%	49.1%	50.9%	49.1%	50.9%
Asotin, WA	47.6%	52.4%	47.8%	52.2%	47.9%	52.1%
Whitman, WA	51.7%	48.3%	51.8%	48.2%	51.8%	48.2%
3-County Impact Area	49.9%	50.1%	49.9%	50.1%	49.9%	50.1%
Idaho State	49.8%	50.2%	50.0%	50.0%	50.0%	50.0%
Washington State	49.6%	50.4%	49.8%	50.2%	49.8%	50.2%

Source: U.S. Bureau of the Census, Estimates of the Population of Counties by Age, Sex, and Race/Hispanic Origin: 1990-1997.

Table F-6
Educational Attainment, Three-County Impact Area

	Nez Perce County (ID)	Asotin County (WA)	Whitman County (WA)	3-County Area Combined	Idaho State	Washington State
Less than 9th Grade	1,618	940	704	3,262	46,885	183,405
9th to 12th Grade, No Diploma	3,527	2,040	1,425	6,992	97,537	429,693
High School Graduate	7,949	4,382	5,212	17,543	211,976	1,020,147
Some College, No Degree	6,423	3,017	13,311	22,751	182,517	948,017
Associate Degree	2,342	985	2,153	5,480	50,331	278,030
Bachelor's Degree	2,561	966	5,276	8,803	77,768	527,791
Graduate or Professional Degree	1,008	469	3,828	5,305	31,898	221,149

Source: U.S. Census Bureau, 1990 Census data, database: C90STF3A.

Table F-7
Educational Attainment (percent), Three-County Impact Area

	Nez Perce County (ID)	Asotin County (WA)	Whitman County (WA)	3-County Area Combined	Idaho State	Washington State
Less than 9 th Grade	6.4%	7.3%	2.2%	4.7%	6.7%	5.1%
9 th to 12 th Grade, No Diploma	13.9%	15.9%	4.5%	10.0%	14.0%	11.9%
High School Graduate	31.3%	34.2%	16.3%	25.0%	30.3%	28.3%
Some College, No Degree	25.3%	23.6%	41.7%	32.4%	26.1%	26.3%
Associate Degree	9.2%	7.7%	6.7%	7.8%	7.2%	7.7%
Bachelor's Degree	10.1%	7.5%	16.5%	12.6%	11.1%	14.6%
Graduate or Professional Degree	4.0%	3.7%	12.0%	7.6%	4.6%	6.1%

Source: U.S. Census Bureau, 1990 Census data, database: C90STF3A.

F3.6 Poverty Status

The proportion of people below the poverty level in the three-county impact area is somewhat higher than the statewide averages (see table F-8). Whitman County may be higher because some student families on graduate assistantships and fellowships may have incomes below the poverty status criteria. However, the impact area does not appear to have pervasive low-income problems.

Table F-8
Poverty Status in 1989, Three-County Impact Area

Percentage Below Poverty Level (1989):	Nez Perce County (ID)	Asotin County (WA)	Whitman County (WA)	3-County Impact Area	Idaho State	Washington State
Male	10%	16%	25%	17%	12%	10%
Female	14%	23%	24%	20%	15%	12%
TOTAL	12%	19%	24%	18%	13%	11%

Source: U.S. Census Bureau, 1990 Census Database: C90STF3A.

F3.7 Commuting Patterns

Most of the people who work within the impact area also live within the impact area (36,481 persons; see table F-9). A relatively small number of the people who work within the impact area commute from homes outside the area (2,791 persons). About an equal number of people who live within the impact area commute to jobs outside the area (2,454 persons). It appears that job impacts, if any, will be greatest for residents of the impact area.

Table F-9
Commuting Patterns, Three-County Impact Area

Commuter Type	Persons
Live and Work in Impact Area	36,481
Work in Impact Area Commute from Outside Impact Area	2,791
Live in Impact Area Commute to Outside Impact Area	2,454

Source: U.S. Census Bureau, 1990 Census Database.

F3.8 Employment

Total employment in the impact area grew by over 17,500 during the 25-year period from 1970 to 1995 (see table F-10). Non-farm employment increased by over 19,700 jobs, with the bulk of the growth in the private sector. Farm employment in 1995 was less than half the 1970 level, reflecting a continuing consolidation of farms, mechanization, and specialization in the agricultural services sector.

Table F-11 shows the differences in employment growth over time, using 1970 as a base. In relative terms, non-farm employment increased by 67 percent, private sector employment by 76 percent, and government employment by 45 percent. (Non-farm employment includes both private and government employment).

Table F-12 shows the components of private sector employment in the impact area between 1970 and 1995. In absolute terms, the service and retail trade sectors grew the most, adding 6,600 jobs and 4,000 jobs, respectively. Table F-13 shows that the greatest percentage growth was in the group that includes agricultural services, forestry, fishing, and other services. Second in percentage growth is the services sector, followed by wholesale trade and mining. The growth in mining employment has been erratic, however.

Table F-10
Total Employment by Category, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Wage and Salary Employment	27,037	30,575	33,771	32,853	37,238	41,353
Proprietors' Employment	7,027	7,356	7,665	8,022	8,818	10,244
Total Full- and Part-Time Employment	34,064	37,931	41,436	40,875	46,056	51,597
Farm Employment	4,523	4,232	3,694	3,221	2,393	2,276
Non-Farm Employment	29,541	33,699	37,742	37,654	43,663	49,321
Private Employment	20,844	23,947	27,143	26,735	31,445	36,706
Government and Government Enterprises	8,697	9,752	10,599	10,919	12,218	12,615

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-11
Trends in Total Employment by Category, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Wage and Salary Employment	100	113	125	122	138	153
Proprietors' Employment	100	105	109	114	125	146
Total Full- and Part-Time Employment	100	111	122	120	135	151
Farm Employment	100	94	82	71	53	50
Non-Farm Employment	100	114	128	127	148	167
Private Employment	100	115	130	128	151	176
Government and Government Enterprises	100	112	122	126	140	145

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-12
Components of Private Employment, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Ag. Serv., Forestry, Fishing, and Other	283	340	376	503	552	771
Mining	45	96	41	39	87	87
Construction	1,254	1,652	1,653	1,382	1,792	2,357
Manufacturing	3,841	4,201	4,516	3,893	4,665	4,730
Transportation and Public Utilities	1,498	1,505	1,714	1,597	1,526	1,959
Wholesale Trade	1,007	1,766	1,944	1,655	1,837	2,039
Retail Trade	5,337	5,919	6,435	6,682	7,954	9,363
Finance, Insurance, and Real Estate	1,639	1,857	2,221	2,244	2,438	2,794
Services	5,940	6,611	8,243	8,740	10,594	12,606
Total Private Employment	20,844	23,947	27,143	26,735	31,445	36,706

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-13
Trends in Components of Private Employment, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Ag. Serv., Forestry, Fishing, and Other	100	120	133	178	195	272
Mining	100	213	91	87	193	193
Construction	100	132	132	110	143	188
Manufacturing	100	109	118	101	121	123
Transportation and Public Utilities	100	100	114	107	102	131
Wholesale Trade	100	175	193	164	182	202
Retail Trade	100	111	121	125	149	175
Finance, Insurance, and Real Estate	100	113	136	137	149	170
Services	100	111	139	147	178	212
Total Private Employment	100	115	130	128	151	176

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

F3.9 Unemployment

During the last 7 years, unemployment rates for the three counties in the impact area have been quite low and reflect conditions of full employment (see table F-14). In addition, between 1992 and 1997, unemployment rates in the impact area have been lower than those for the two states.

Table F-14
Unemployment Rates, Three-County Impact Area

	1990	1991	1992	1993	1994	1995	1996	1997
Asotin, WA	5.0%	6.5%	5.4%	5.3%	3.5 %	4.3%	4.6%	3.7%
Nez Perce, ID	4.1%	3.4%	4.5%	3.9%	3.5 %	4.0%	3.6%	3.6%
Whitman, WA	1.5%	1.9%	2.4%	2.3%	2.0%	2.1%	2.3%	1.8%
Washington State	4.9%	6.4%	7.6%	7.6%	6.4%	6.4%	6.5%	4.8%
Idaho State	5.9%	6.2%	6.5%	6.2%	5.6%	5.4%	5.2%	5.3%

Source: Idaho Department of Labor and Washington Employment Security Department.

F3.10 Personal Income

Personal income has increased significantly in the area. Table F-15 shows 1970-1995 data in nominal dollars. Table F-16 shows data for the same period after adjusting for inflation.

The percentages of increase in income by sectors are shown in tables F-17 and F-18. Non-farm personal income has grown by 70 percent in real terms over the 25-year period, a compounded average rate of 2.1 percent per year.

Table F-15
Personal Income (real dollars), Three-County Impact Area

Personal Income (real dollars)	1970	1975	1980	1985	1990	1995
Personal Income	\$299,221,000	\$512,951	\$818,837	\$1,058,149	\$1,347,784	\$1,775,253
Non-Farm Personal Income	\$256,499,000	\$427,269	\$736,927	\$1,010,823	\$1,295,877	\$1,718,481
Farm Income	\$42,722,000	\$85,682	\$81,910	\$47,326	\$51,907	\$56,772
Per Capita Income	\$3,637,000	\$6,079	\$9,070	\$11,797	\$14,922	\$18,484

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-16
Personal Income (1982-84 dollars), Three-County Impact Area

Personal Income (1982-84 dollars)	1970	1975	1980	1985	1990	1995
Personal Income	\$775,184,000	\$953,441,000	\$993,734,000	\$983,410,000	\$1,031,204,000	\$1,164,864,000
Non-Farm Personal Income	\$664,505,000	\$794,180,000	\$894,329,000	\$939,427,000	\$991,490,000	\$1,127,612,000
Farm Income	\$110,679,000	\$159,260,000	\$99,405,000	\$43,983,000	\$39,715,000	\$37,252,000
Per Capita Income	\$9,422,000	\$11,299,000	\$11,007,000	\$10,964,000	\$11,417,000	\$12,128,000

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-17
Trends in Personal Income (real dollars), Three-County Impact Area (1970 = 100)

Personal Income (real dollars)	1970	1975	1980	1985	1990	1995
Personal Income	\$100	\$171	\$274	\$354	\$450	\$593
Non-Farm Personal Income	\$100	\$167	\$287	\$394	\$505	\$670
Farm Income	\$100	\$201	\$192	\$111	\$121	\$133
Per Capita Income	\$100	\$167	\$249	\$324	\$410	\$508

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-18
Trends in Personal Income (1982-84 dollars), Three-County Impact Area (1970 = 100)

Personal Income (1982-84 dollars)	1970	1975	1980	1985	1990	1995
Personal Income	\$100	\$123	\$128	\$127	\$133	\$150
Non-Farm Personal Income	\$100	\$120	\$135	\$141	\$149	\$170
Farm Income	\$100	\$144	\$90	\$40	\$36	\$34
Per Capita Income	\$100	\$120	\$117	\$116	\$121	\$129

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

F3.11 Transfer Payments

Transfer payments are transfers of income to individuals by governments and other entities. As table F-19 shows, the main source of transfer payments is government payments to individuals. These come in the form of social security, pensions, veterans benefits, unemployment, Medicare, etc. Table F-20 shows the distribution of these transfer payments by major categories. These payments have increased significantly through time and make a significant contribution to the economic base of the impact area.

Table F-19
Transfer Payments, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Total Transfer Payments <i>(thousands of dollars)</i>	\$31,925	\$66,615	\$114,286	\$176,559	\$242,779	\$345,121
Government Payments to Individuals	\$30,054	\$63,480	\$107,819	\$166,378	\$232,082	\$329,105
Ret. and Disab. Insurance Benefit Payments	\$17,646	\$37,942	\$67,539	\$102,585	\$142,026	\$183,680
Medical Payments	\$4,314	\$8,724	\$17,616	\$33,255	\$52,547	\$88,933
Medicare	\$2,617	\$4,879	\$10,655	\$22,741	\$31,539	\$51,211
Income Maintenance Benefit Payments	\$2,810	\$5,589	\$8,574	\$10,839	\$16,023	\$26,246
Unemployment Insurance Benefit Payments	\$2,012	\$4,560	\$4,790	\$7,346	\$4,772	\$7,735
Veterans Benefit Payments	\$3,055	\$5,181	\$5,255	\$6,206	\$5,767	\$7,923

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-20
Distribution of Transfer Payments by Category, Three-County Impact Area

	1970	1975	1980	1985	1990	1995
Government Payments to Individuals	94.1%	95.3%	94.3%	94.2%	95.6%	95.4%
Ret. and Disab. Insurance Benefit Payments	55.3%	57.0%	59.1%	58.1%	58.5%	53.2%
Medical Payments	13.5 %	13.1%	15.4%	18.8%	21.6%	25.8%
Medicare	8.2%	7.3%	9.3%	12.9%	13.0%	14.8%
Income Maintenance Benefit Payments	8.8%	8.4%	7.5%	6.1%	6.6%	7.6%
Unemployment Insurance Benefit Payments	6.3%	6.8%	4.2%	4.2%	2.0%	2.2%
Veterans Benefit Payments	9.6%	7.8%	4.6%	3.5 %	2.4%	2.3%

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

F3.12 Summary

Impacts on the regional economy stem from the implementation schedule of each scenario, and from the reduction in damages provided by each scenario. The bulk of the reductions in damages can be provided in the Nav/0 ft/in scenario, with other scenarios providing smaller increments in reductions in damages. Impacts from the implementation of the scenarios have much more diverse effects on the regional economy as investment levels and the duration of the implementation period vary widely (see table 10). For example, the Nav/0 ft/up alternative has total costs of 5.4 million dollars, which are spent on a 5-year interval basis. Where levee raises are included in a scenario, 2 years are required to complete the investment in 3- or 4-foot (0.9- or 1.2-meter) raises, 3 years to complete an 8-foot (2.4-meter) raise, and 5 years to complete the 12-foot (3.7-meter) raise. Likewise, the various combinations of channel width and disposal methods result in implementation schedules requiring long periods of time. These differences would result in sustaining employment and incomes locally over longer periods of time, and would also result in sustained indirect effects.

In addition to the direct economic activity discussed above, there will be indirect and induced economic effects stemming from these direct effects. These are the so-called "multiplier" effects. An order of magnitude of this effect can be approximated by comparison of the type of activities involved with comparable sectors in an input-output model (IMPLAN, 1999). The two primary activities of dredging and levee construction are somewhat analogous to similar activities involved in the highway construction sector or possibly the new government facilities sector. This indicates an output multiplier in the 1.50 to 1.55 range, meaning that for each dollar of output generated directly there would be an additional 55 cents of output generated through indirect and induced linkages.

F4.0 HISTORICAL ECONOMIC ANALYSIS

The economic history of the area is an important component of the "baseline" to which project impacts are compared. To address this question, the impact area is enlarged to include Asotin, Columbia, Garfield, Walla Walla, and Whitman Counties in Washington and Nez Perce County in Idaho. Employment is used as the primary indicator of economic development, and three aspects of employment are considered. First are the trends in total employment for the impact area compared to statewide trends. (Farm employment is disaggregated from total employment as agriculture has historically been a major component of the economy of the impact area). Second, selected private sectors are examined relative to total employment. Third, private sector employment trends are analyzed.

Table F-21 shows the trend in total employment for the impact area relative to 1974, the year in which dam operations began. Employment growth in the impact area has trailed statewide averages for both Washington and Idaho during the time period. Table F-21 also shows that farm employment has declined steadily since 1974. Concurrently, statewide farm employment increased in Washington and declined in Idaho. Possible reasons for declining farm employment include mechanization and consolidation of farms. It is possible that these forces were more intense in the impact area than in other regions.

Table F-21
Trends in Major Employment Components (1974=100),
Six-County Impact Area

	1970	1974	1975	1980	1985	1990	1995
<u>Total Employment</u>							
Six-County Impact Area	90.9	100.0	101.8	111.9	110.8	120.1	133.9
Idaho State	85.0	100.0	103.1	122.1	124.9	144.9	176.7
Washington State	92.0	100.0	102.3	130.1	141.2	176.5	194.2
<u>Farm Employment</u>							
Six-County Impact Area	93.0	100.0	96.0	80.2	71.5	57.2	58.6
Idaho State	102.2	100.0	99.3	103.2	92.8	86.2	86.0
Washington State	98.4	100.0	104.3	110.3	102.8	110.6	106.7

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Along with the trends in total employment, it is useful to understand how individual sectors have changed. Table F-22 shows the percentage of selected individual private sector non-farm employment as a share of total employment. In 1975, the services sector had the greatest share of private sector employment (19.1 percent), followed by retail trade (15.1 percent) and manufacturing (10.4 percent). Transportation and public utilities had the smallest share (3.8 percent). Table F-23 shows how each sector changed from 1970 to 1995, using 1974 as the base year. The services sector showed the greatest employment growth during this time,

increasing by almost one third. Growth in other sectors was more modest. Employment in construction and transportation and public utilities declined relative to 1974.

Table F-22
Selected Private Non-Farm Sector Employment as a Share of
Total Employment, Six-County Impact Area

Sector	1970	1975	1980	1985	1990	1995
Construction	3.8%	4.4%	4.7%	3.2%	3.4%	4.2%
Manufacturing	10.6%	10.4%	12.6%	12.1%	12.4%	11.6%
Transportation and Public Utilities	4.2%	3.8%	3.8%	3.7%	3.0%	3.3%
Wholesale trade	3.2%	4.6%	4.4%	4.0%	3.6%	3.7%
Retail trade	15.2%	15.1%	14.8%	15.3%	16.7%	16.9%
Finance, Insurance, and Real Estate	4.9%	4.9%	4.9%	5.1%	5.0%	5.1%
Services	19.0%	19.1%	21.1%	22.9%	23.6%	24.7%

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Table F-23
Trends in Share of Selected Private Sector Non-Farm Employment
(1974=100), Six-County Impact Area

Sector	1970	1975	1980	1985	1990	1995
Construction	78.1	90.3	94.7	64.9	69.3	84.8
Manufacturing	101.0	99.1	119.6	115.4	118.3	110.1
Transportation and Public Utilities	110.5	99.2	100.6	97.0	80.5	88.4
Wholesale trade	99.5	143.9	138.3	123.0	112.6	115.7
Retail trade	97.2	96.4	95.0	98.2	107.1	108.0
Finance, Insurance, and Real Estate	102.0	102.9	101.7	105.8	104.3	107.0
Services	101.3	101.6	112.4	122.1	125.9	131.8

Source: U.S. Department of Commerce, Economic and Statistics Administration, Bureau of Economic Analysis, Regional Economic Measurement Division, *Regional Economic Information System (REIS)*.

Water transportation became available to the impact area with the completion of dams in 1974. Water has become an important means of transportation for such commodities as grain and wood products. Moreover, employment has grown steadily since 1974. While some correlation is likely between the available water transportation system and employment growth, cause and effect are difficult to prove. Economies are complex, characterized by many linkages between production and consumption. The study area had a long-standing comparative advantage in the production of both grain and wood products before the availability of water transportation. Unfortunately, there is no way to conclude whether this advantage would have been diminished without water transportation. Water transportation was likely not a great stimulus to employment in agriculture or manufacturing. On the other hand, agriculture went through significant technological change during this period, and the wood products sector was adversely

affected by a diminishing supply of raw materials. Hence, water transportation may have played a significant role in sustaining the comparative advantage of these industries during this period.

**ATTACHMENT G:
SOCIO-INSTITUTIONAL ANALYSIS**

ATTACHMENT G SOCIO-INSTITUTIONAL ANALYSIS

The economic analysis of alternatives for dredging and materials disposal presents the relative societal benefits and costs of these options. However, the ultimate selection of an alternative will also be influenced and constrained by institutional considerations. These include existing Federal, state, and local laws and regulations, governmental structures and interrelationships, and social acceptability. For each alternative, three principal aspects will be affected by these constraints: dredging, disposal of dredged materials, and raising or extending the levees. This section identifies these institutional considerations and their possible influence on the selection of alternatives.

G1.0 FEDERAL

Several Federal environmental executive orders, regulations, and Federal statutes control dredging and disposal operations. Such legislation and programs are discussed in detail in appendix B of the *Evaluating Environmental Effects of Dredged Material Management Alternatives* [U.S. Environmental Protection Agency (EPA) and Corps, 1992]. Those programs and legislation relevant to this particular project are summarized in the following paragraphs; for more information, the reader is referred to the aforementioned appendix.

G1.1 National Environmental Policy Act

The National Environmental Policy Act (NEPA) (42 USC 4321 *et seq.*) applies to major Federal actions, such as proposals, permits, and legislation, that may significantly affect the environment. NEPA requires that Federal agencies consider the environmental effects of their actions, and that an EIS will be produced to identify the possible effects of the proposed action and alternatives. Agencies must demonstrate that decision-makers have considered the factors identified in the EIS prior to taking action.

Dredging and disposal activities by the Corps are under NEPA jurisdiction. Dredged material disposal alternatives, such as those proposed under some alternatives, must be evaluated, documented, and publicly disclosed through the NEPA process.

An EIS related to the dredging process and disposal of dredged materials is being prepared, pursuant to regulations implementing NEPA. A decision on which dredging and disposal method alternative is to be followed will follow this NEPA process, include the documentation of the EIS currently being produced, a comment period with public involvement, and identification through this process of a final alternative.

G1.2 Clean Water Act

Section 404 of the Clean Water Act (CWA), administered primarily by the Corps, with oversight by EPA, regulates the discharge of dredged or fill materials into or near waters, waterways, and wetlands. Section 404 requires permits for any "discharge of dredged or fill material into the navigable waters at specified disposal sites."

CWA programs relate to dredged material, dredging, disposal, and construction activities in navigable waters. The Corps is the permitting authority for dredged material excavation and disposal. The Corps jurisdiction includes most freshwater areas, estuaries, and near-shore coastal areas, including many wetlands inside the 3-mile (4.8-kilometer) limit.

The CWA will likely be an issue for alternatives for which dredged materials are disposed "in-water." Depending on the contamination level of the sediment disposed, this will likely affect water quality in the area of disposal. The actual act of dredging may also affect water quality through increased turbidity and changes to water temperature.

The Corps and EPA have produced a document, commonly referred to as the "Inland Testing Manual" (ITM), which provides guidance regarding technical protocols under Section 404 of the CWA for evaluating proposed discharges of dredged material associated with navigational dredging projects into water of the U.S. The ITM, released in early 1998 is being phased in over a period of 18 months. The ITM is available on the Corps's Dredging Operations Technical Support home page at: <http://www.wes.army.mil/el/dots/>, or from the EPA website.

The states also review permit applications for discharges in fresh water, estuaries, and the territorial sea (along with Federal resource agencies). Under Section 401 of CWA, these disposal operations must be certified by the affected state as complying with applicable state water quality standards.

G1.3 Other Dredging-Related Programs

A collection of other Federal programs and legislation are discussed in appendix B of the *Evaluating Environmental Effects of Dredged Material Management Alternatives* (EPA and Corps 1992) including:

- Marine Protection, Research, and Sanctuaries Act of 1972 (MPRSA)
- London Dumping Convention (1972)
- Coastal Zone Management Act
- Rivers and Harbors Act of 1899
- Fish and Wildlife Coordination Act of 1958
- Endangered Species Act of 1973
- Water Resources Development Act of 1986
- National Historic Preservation Act of 1966
- Other Federal Statutes

Some of these (such as the MPRSA and the London Dumping Convention) relate to the dumping of dredged materials into the ocean, which is not currently an option being considered for this project. The Coastal Zone Management Act relates to coastal zones and is therefore not relevant to this project.

The Rivers and Harbors Act of 1899 requires that a permit be obtained from the Corps for any work or structure, including fill material discharges, in navigable waters of the U.S. This relates primarily to private structures. Although the Corps would not issue a permit to itself, the Corps would comply with the Act's public notification requirements for any dredging, disposal of dredged material, or construction of dredged material off-loading facilities.

The Fish and Wildlife Coordination Act and Endangered Species Act may have some effect on the current project. These issues will be taken into consideration in the production of the EIS evaluating the alternatives, following the NEPA process.

The Water Resources Development Act "will have a significant impact on dredging and dredged material disposal practices." It created a financing arrangement for dredging associated with navigation improvement and maintenance projects using a cost-sharing program between local sponsors and the Corps.

The National Historic Preservation Act requires that the Corps take into account the effects of a proposed project on any site, building, structure or object that is included or is eligible for inclusion in the National Register of Historic Places. Before granting a permit for construction or disposal, the Corps must solicit comments from the advisory council on historic preservation, both Federal and state.

Other Federal statutes should be considered in the evaluation of the preferred alternative as they may influence the disposal of dredged materials in certain circumstances. The Dredged Material Management Plan, section 5, addresses applicable acts, statutes, and executive orders, etc.

G1.4 Programs Related to Recreation

G1.4.1 Federal Water Project Recreation Act

The Federal Water Project Recreation Act requires that consideration be given to opportunities for outdoor recreation and fish and wildlife enhancement for all Federal navigation, flood control, reclamation, or water resource projects. Planning for the development of recreation potential is required, and projects must be constructed, maintained, and operated to provide recreational opportunities consistent with the purpose of the project. The proposed dredging actions, including the possibility of changing the levee structures, could potentially impact recreation, and consideration will therefore be required for these issues. The EIS should address recreation and fish and wildlife impacts.

G1.4.2 Land and Water Conservation Fund Act

The Land and Water Conservation Fund Act (LWCFA) assists in preserving, developing, and ensuring accessibility of outdoor recreation resources. It establishes specific Federal funding for acquisition, development, and preservation of lands, water, or other interests authorized under the ESA and National Wildlife Refuge Areas Act. Funds appropriated under the Act are allocated to Federal agencies or as grants to states and localities. It would be necessary to identify any LWCFA areas that are in existence in the project area and determine if they will be impacted by the proposed action. If no displacement of intended uses from LWCFA areas is anticipated, or impacts are fully mitigated, then the proposed action will be consistent with the LWCFA.

G2.0 STATE

The NEPA requires that agencies consider the consistency of proposed actions with approved state and local plans and laws. The EIS will be circulated to the appropriate state offices.

G3.0 OTHER ISSUES WHICH MIGHT IMPACT IMPLEMENTATION

G3.1 ESA Listings

Both dredging and the disposal of dredged materials may be affected by existing and future listings of plants and animals as "threatened" or "endangered" under the Endangered Species Act (ESA). Impacts on fish and wildlife would need to be considered in selecting an alternative method for dredging and material disposal, including any impacts on ESA listed species. The EIS for this project should address ESA and other fish and wildlife issues as part of the NEPA process.

G3.2 Dam Breaching

The Corps is considering breaching the four lower Snake River dams in response to the National Marine Fisheries Service (NMFS) Biological Opinion on protection of threatened and endangered salmon species. The possibility of dam breaching may influence the future need for dredging and, thus, dredged material management. If Congress approves a decision to breach the four dams, dredging would no longer be necessary, and the disposal of dredged materials from this area of the river would cease.

The possibility of breaching the dams should be taken into consideration in selecting an alternative method for dredging and materials disposal. A decision to breach the dams will not necessarily result in immediate impact, as the actual act of breaching is likely to take several years to implement. This could affect the benefit/cost analysis of the different alternatives, as most of the long-term benefits to be realized from dredging now would cease upon the loss of the river for transportation (upon breaching).

G4.0 CONCLUSIONS

The collection of issues for consideration that have been reviewed here are doubtless of importance in the process of identifying an optimal economic alternative. However, they all represent impacts that are difficult to measure. Furthermore, these issues often overlap, thereby further confusing the consideration of the alternatives.