

Flood Recovery Task Force Inc. Subcommittee
on Transportation, 1972, October: Correspondence

3.39¹⁴⁶

Correspondence

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION*Memorandum*

TO : Mr. Theodore R. Robb
Chairman, Federal Regional Council
Hotel Sterling
Wilkes-Barre, Pennsylvania

FROM : William A. Pepperman *William A. Pepperman*
Member, Federal Regional Council Staff
Federal Highway Administration, Department of Transportation
Harrisburg, Pennsylvania

SUBJECT: Status of Applications from Wyoming Valley and Adjacent Areas for
Department of Transportation Administered Federal Funds

DATE: October 3, 1972

In reply refer to: 03-36.5D

The following updates and amends the data furnished for the above subject in the previous report, dated September 26, 1972.

National Highway Traffic Safety Administration - No new applications for funds administered by NHTSA were received by the Governor's Safety Group since September 20, 1972.

Federal Aviation Administration - The previously reported planning application for development of a 20-year master airport plan for Wilkes-Barre (Avoca) Airport which was expected to be submitted by October 1, 1972, has not been received by FAA. The FAA has not been informed by the airport sponsors as to a new date for submission of the application.

Activity has developed on the application of a planning grant by the Wyoming Valley Airport sponsors. The FAA has been contacted by a consultant engineer preparing a proposal to develop and study a 20-year master plan for that airport. The FAA has supplied the requested assistance.

Urban Mass Transportation Administration - A Transit Development Program study for the Wilkes-Barre-Scranton area was underway when the Hurricane Agnes disaster occurred. The disaster quite naturally has changed some of the basic study data. The UMTA representatives are working closely with the local communities to re-establish and amend the study at the earliest possible date. This is an important matter as the completion of the study and its recommendations are a prerequisite to the approval of capital grant applications for other than demonstration projects.

The capital grant application under final preparation for Wilkes-Barre has an estimated total cost of approximately \$2.6 million, consisting of about \$1.735 million of UMTA funds, \$0.435 million of Pennsylvania Department of Transportation funds, \$0.346 million of Appalachian funds



COUNTY COMMISSIONERS

EDMUND C. WIDEMAN, JR., *Chairman*

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ETHEL A. PRICE



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Solicitor

P. J. CLARKE
Chief Clerk

DOROTHY P. DRUGAN
Deputy Chief Clerk

LUZERNE COUNTY

WILKES-BARRE, PENNSYLVANIA 18711

October 2nd, 1972

Mr. Edward Schechter, President
Stressteel Corporation
221 Conyngham Avenue
Wilkes-Barre, Pennsylvania

Dear Ed:

Just a note to thank you for all your help in formulating the Luzerne County Transit Authority.

I personally am very grateful to you and the people of Luzerne County are indebted to you for your assistance in the development of the Luzerne County Transit Authority.

Thanks again for all your help.

Sincerely,

E. C. Wideman, Jr., Chairman
Luzerne County Board of Commissioners

ECW/rkf

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STRESSTEEL

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Report on Activities of FRTF Staff - Week starting Monday, September 25

OCT 4 - 1972

September 25

First MEETING of Legal Staff at Attorney Aston's office

STRESSTEEL

MEETING: Subjects:

1. Coordination of Regional Agencies on Governmental Affairs
2. Carlucci news release on EDA grants

Present: Ray Carmon (PEL); John Hibbard, Howard Grossman (EDC); Phil Tuhy (IRA); Ralph Rhodes (EPA); Paul Cain (FRC); Andy Shaw

Clarification of roles of agencies represented in regard to local government:

- a. Economy League: fiscal and management advice to various units of local government
- b. IRA: personnel recruitment and training
- c. FRTF: overall support for modernizing and improving local government
- d. EDC: same as FRTF but on regional and long-term basis

As a result of FRTF - FRC meetings, the Task Force has been assured that enough mobile homes are being kept in readiness for immediate occupancy in case of winter emergencies.

MEETING re Labor requirements for restoring and rebuilding flood area housing

Present: Carl Keil, Lashford, Dr. Samuel Rosenberg, Shaw

Mr. Keil is working on determination of number of man-hours required. Dr. Rosenberg and Mr. Shaw requested ideas on how to get necessary statistics for effective building program and how to overcome deficiency of skilled workmen with an apprenticeship program

September 26

DISCUSSION between Shaw and Hardwicke - Subject: FRTF cooperation with FVAC

Agreed that Shaw and Hardwicke will contact Andrew Lawrence and Michael Solomon of FVAC and suggest joint tour of flooded area in South Wilkes-Barre.

Discussion of possible action to speed resolution of flood victims' most pressing problems.

REPORTED by Ed Schechter that numerous complaints have been made by local businessmen that their SBA loans are not coming through and that their need for financing is getting desperate. Inquiries revealed that Carlucci is aware of situation and is bringing battery of extra lawyers and loan advisors to area to cope with it. Assurance given that situation should begin clearing up by end of week

MEETING re review of latest developments in flood-related Planning and Development

Place and Time: EDC headquarters, Avoca, 1:30 p.m.

Present: Grossman, Ziolkowski (EDC Staff); Sam Gutman, Lee Case, Jerry Mullen, Mike Lonergan (redevelopment consultants to local municipalities), Richard Traussi (HUD), Jim Price (Luzerne County Redevelopment), Gene Walsh (Nanticoke Redevelopment), Marvin Brotter (Assoc. Planning and

Development), Shirley Beard (CEO), representatives of Wilkes-Barre Model Cities

1. Discussion of:
 - a. EDC plans to collect all data pertinent to flood damage in Wyoming Valley in one room at its headquarters.
 - b. FRTF role in planning and development and the relationship between its planning and development committee and EDC.
2. Current applications for EDA grants
 - a. grants to EDC, FRTF, PEL and IRA for staff and planning expected very soon
 - b. at least 27 applications for technical assistance EDA grants have been received from local governments and non-profit organizations - some of these may relate to urban renewal
3. EDC communication with Federal Regional Council: weekly meetings between representatives of EDC and key officers of the federal program are very useful as a source of necessary information
4. Distribution of chart listing redevelopment projects submitted to EDC January '72 to September '72 (chart available at FRTF office) - the chart is an example of the kind of information EDC plans to make available to planning and development agencies
5. Preliminary answers by Mr. Traussi to some of the questions asked of him by Mr. Grossman in letters of September 19 and September 22
 - a. Mr. Grossman asked if it is possible to get both a SBA loan with its \$5,000 forgiveness and a HUD \$3,500 rehabilitation grant. Mr. Traussi's reply: HUD aims to use all available resources to get a man back to where he was before the flood, but definitely does not think it appropriate to use government money to make him "better off."
 - b. addressing himself to each of the questions referred to above, Mr. Traussi gave answers to some, said he didn't yet know the answers to others, and promised to get written answers to all of them to Mr. Grossman in the near future. Included in the answers he did give was the following information:
 1. eventually at least \$450 million will be available for urban renewal in the flood area
 2. OEP is the best source of funding for construction and reconstruction of water and sewer systems in areas not under urban renewal
 3. community planning agencies will develop the criteria to determine whether a structure should be rehabilitated or demolished. About 50% of HUD money for renewal and redevelopment projects will go to Wyoming Valley.
 4. Army Corps of Engineers will probably define the 100 year flood plain as "everything within the dikes." HUD won't insist on waiting for official definitions of flood lines to grant Survey and Planning monies.
 5. Early Land Acquisition (ELA) funds can be used if a building has been razed or is determined to be dangerous to the health and welfare of the community.
 6. HUD will have the ultimate responsibility for deciding boundary lines for urban renewal projects.

6. Discussion of draft of EDC Policy Statement relative to Flood Recovery Effort - Urban Renewal Survey and Planning Applications

As it stands, draft both supports the applications from municipalities it has before it and presents criteria for funding priorities if a discrepancy between available funds and the needs described in the applications develops.

Strong suggestions were put forward that the criteria for funding priorities be dropped from the draft on the theory that if cuts become necessary, HUD will look to EDC for guidance.

(Documents referred to are on file at FRTF office.)

September 27

MEETING of FRC at 10 a.m. in lower level of Hotel Sterling - (Minutes available at FRTF office.)

PRESS CONFERENCE given by Carlucci

1. covered the grants to Task Force, EDC, PEL, and IRA - coordination of the grants was discussed
2. Shaw discussed with Secretary of Community Affairs Wilcox his position on the grants.

MEETING re Recreation Study of Luzerne County; Commissioners' Conference Room, 2 p.m.

Present: Heiselberg, Gutman, McClelland, representatives of OEO, representatives of Pennsylvania Department of Community Affairs, Leonard Ziolkowski (EDC), representatives of other planning and recreation agencies

Mr. Heiselberg stated that he, Mr. Neff and Mr. McClelland are in agreement on a work program and are operating under a deadline of January 31, '73 for getting municipalities to define which areas they wish to set aside for recreation purposes.

Mr. Ziolkowski said that he would like to see a three-tiered Wyoming Valley plan for recreation:

1. Wyoming Valley - neighborhood parks
2. Luzerne County - county parks
3. remainder of the 7-county region - regional parks

The representative of the Pa. Dept. of Community Affairs expressed the opinion that it would not be possible to present adequate plans by the end of January. Mr. Gutman pointed out that a "broad-brush" plan would have the effect of reserving areas for different land uses and could always be modified later. Mr. Heiselberg pointed out that meeting the deadline in this way represents the municipalities' best chance to secure land for recreation purposes.

Agreement was reached on approving an "open-space" plan rather than a "recreation plan."

MEETING of Planning and Development Committee at EDC Headquarters at 4:30

Present: Charles Epstein, Kiley, Betsy Parkhurst, Edward Schechter, Lester Shapiro, Thomas Shelburne, Wallace Stettler, A. Shaw, John Hibbard, Howard Grossman, Bob Shephard, Bonnie Smith, Betty Schechter

1. Presentation by Mr. Hibbard of a brief summary of EDC background and a clarification of its responsibilities.
2. Discussion of difficulties facing Sanitary Authority re secondary treatment. It was moved and passed that FRTF Planning and Development Committee support Mr. Shapiro's committee's attempt to reach a compromise in regard to secondary treatment satisfactory to the EPA and the State Dept. of Environmental Resources, the EDA and the Sanitary Authority
3. Discussion of applications by municipalities for urban renewal grants. Mr. Grossman (EDC) listed first steps to be taken in application process and recommended "reserving" urban renewal funds by taking these steps.
4. Discussion of FRTF Planning and Development Committee support of EDC's resolution on policy relative to Flood Recovery Urban Renewal Survey and Planning applications.
 - a. EDC pointed out that at this stage its approval of these applications is on the basis that they are satisfactory as far as coordination of planning is concerned and that it is satisfied that reasonable competency will be applied to the proposed planning.
 - b. it also pointed out that if FRTF supports its approach that will not be taken as meaning it supports the exact wording of the resolution
 - c. it was moved and passed the Planning and Development Committee of the FRTF supports the fourteen applications EDC has approved, to the extent that they are properly presented for preliminary submission and that there is no obstacle in these applications to eventual coordination by the appropriate agencies.

September 28

MEETING of Transportation Committee, Treadway, 8 a.m.

Present: Ed Schechter, Tom Kiley, Leo Corbett, Cliff Bigelow, Jim Tarity, Ed Heiselbertg, Jack Schmitt, Tom Bigler; Tony DeAngelo and Ray Radomski from PennDOT

Topics discussed:

Funding of Public Transit Authority
the widening of River St. problem
tremendous increase in the volume of traffic this week
progress of the North St. bridge
development of a new Food Distribution Center in Wilkes-Barre in order to
reduce railroad travel
traffic entanglement in Wilkes-Barre city

MEETING of sub-committee at noon at Sterling - re arrangements of reception to honor Carlucci

Present: Mrs. Thomas Kiley, Mrs. A. J. Sordoni, III, Mrs. Betty K. Bierly, Andrew Shaw, Mrs. Ed Schechter

Those present were in agreement on the following points:

1. The reception should be a weekday afternoon "drinks and hors d'oeuvre" affair.
2. Those invited should be the FRTF Executive Committee (officers and committee chairmen and co-chairmen) and their spouses; Mr. Andrew Shaw; a few others who were helpful in getting the Task Force started; Mr. Robb, Mr. Roysten, Mr. Taylor, and Mr. Cain of the Federal Regional Council; Secretary of Community Affairs William Wilcox; Mr. John Hibbard and Mr. Howard Grossman (to represent EDC); and personal friends of Mr. Carlucci's whom he may wish to have in attendance.
3. Task Force will pay for their own shares of the reception's cost and share costs for Mr. Carlucci, Mr. Hibbard, Mr. Grossman, Mr. Robb, Mr. Roysten, Mr. Taylor, Mr. Cain, and Mr. Carlucci's personal friends.
4. Mrs. Kiley will arrange with Mr. Mark Kornfeld of the Treadway a choice of dates and will submit these to Judge Rosenn for clearance with Mr. Carlucci.
5. Letters of invitation will be sent from the FRTF with a request for replies and checks to go to Mrs. Sordoni.
6. Mrs. Kiley and Betty Schechter will attend to drafting the letter of invitation and arranging for flowers.

PRESS CONFERENCE given by Mr. Carlucci - It was announced that:

1. several hundred mobile homes are ready for occupancy and several hundred additional mobile homes can be made ready at a moment's notice.
2. EDA Technical Assistance grants have been made to a number of Wyoming Valley municipalities

After the conference, a meeting between Ralph Brown (Kingston), Joe Halasey (Hanover Township), Robert Campbell (West Pittston Council), Mayor Burns (Plymouth) and Andrew Shaw. Results were: Brown and Shaw will meet soon to discuss West Side Council of Government and its application for a Technical Assistance grant.

MEETING at lower level of the Sterling Hotel

Subject: Total Living Environment Task Force

Present: Roysten, Cain, Anderson, B. Schechter, representatives of EDC, social agencies, Vista

1. Merger of Total Living Environment Task Force and FHA Committee of the FRTF, as far as responsibility for social services to the mobile home parks is concerned - this was proposed and agreed to by all present.

2. Agreement between state and federal governments to split costs of some normally municipality-supplied services and a few managerial services to the mobile home parks.
 - a. provision of general purpose meeting places which will have space for recreation and a modest amount of space for use by visiting representatives of socail agencies
 - b. laundry facilities - for those parks not near commercial laundry facilities
 - c. retail stores of the Pantry Quik type for parks far from shopping areas
3. Discussion of charts showing where it is planned that auxiliary buildings will be installed and categorizing populations of various sites by age groups.
4. Plans for visits to various sites by group including a representative from the federal government, the state government, the FRTF and a private social agency.
 - a. Mr. Roysten stressed that though the state and federal governments stand ready to help the major source of social services will be local agencies
 - b. It was agreed that no such group visit will be made until it is requested by a resident advisor of a mobile home park.
5. Discussion of relation between resident advisors and the information and referral service that will be establised jointly by the social service agencies. - resident advisors will be trained to evaluate problems and then either refer to the proper agency, or, if in doubt, call the information and referral telephone number.
6. Mrs. Anderson suggested an Executive Planning Committee made up of Cain, Roysten, Corey, Coachman (FRC), Wilcox, Knauer, Yeller (State), Schechter or Shaw (FRTF), Grossman, and a representative of Community Services of Pennsylvania.

Jim Tarity, FRTF Staff, accompanied Thomas Kelly of Wilkes College in escorting two representatives of the Haas Institute in Philadelphia on a tour of the mobile home sites in hopes of securing a Haas Grant for Wilkes to provide cultural and recreational services to the peoples of these parks. The day included a tour of flood-stricken Wilkes College, lunch in the Wilkes cafeteria where Kelly laid out the proposed type of services Wilkes will offer, and a visit to the Frances Slocum Site, the Money St. Site behind the Wyo. Valley Mall, and the Scanlon Field Site. The tour also included a ride through flood-devastated Kingston, Forty Fort, and Wyoming. The Haas people seemed very receptive to Wilkes' need for funding of such a project. Kelly was told that Wilkes would be hearing from Haas around the middle of October, 1972, as to the college's eligibility for a Haas Grant.

September 29

MEETING of Chamber of Commerce Board of Directors

Subject - Address by Robert J. Bielo, Executive Director Susquehanna River
Commission on "Susquehanna River Basin"

Prior to address, Mr. Morgan presented a resolution indicating Chamber of Commerce support for the position that the flood-plain should be defined as the area contained within the flood-control system and stating that it is the responsibility of the federal, state and local governments "to so construct and maintain that flood-control system and all its components, from levees and pumping stations to dams, as to ensure that the flood-plain shall remain within that flood-control system." Motion for support of resolution made and passed.

Summarizing the flood history of Wyoming Valley, Mr. Bielo made it clear that floods have occurred with increasing frequency and gave it as his opinion that the 1972 flood stage would probably be reached again within the next 50 years. He said that the use being made of land upstream of Wyoming Valley is the primary cause of increasing frequency of flooding here and listed the following land uses as most conducive to flooding: increasing urbanization (sewer systems, paving, highways); stream channeling; and reduction of areas devoted to forests. He said that changing weather patterns probably also have a definite effect on frequency of flooding.

Mr. Bielo said that although a measure of flood control for a specific area can be achieved through the construction of dams, dams necessarily take a number of years to be built and, in any case, often increase the likelihood of flooding in unprotected areas downstream of the areas they are designed to protect. He advocated development of control over land use as the best way to prevent floods. To secure such control he suggested the formation of a Basin-wide citizens group which would put Wyoming Valley into contact with areas upstream which may use land in a way detrimental to this area, and other areas downstream which may depend for their protection against flooding on the use Wyoming Valley makes of its land. He urged that Wyoming Valley set realistic land-control goals, develop strong local leadership for flood-control campaign, and take a "whole-river" approach to flood-control planning.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

October 4, 1972

Mr. Joseph Quinn
Hourigan, Kluger & Spohrer
United Penn Bank Building
Wilkes-Barre, Pa. 18701

Re: Luzerne County Transit Authority

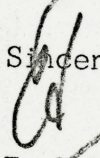
Dear Joe:

Enclosed is pertinent information which I have collected but which now should be in your files, as follows:

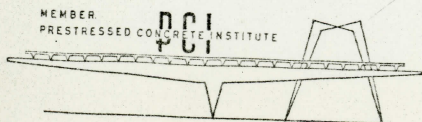
1. Urban Mass Transportation Act of 1964.
2. Labor Standards of the Mass Transportation Act, prepared by ATA.
3. Capital Grants for Urban Mass Transportation, U. S. DOT.
4. U. S. DOT Instructions for Completing UMTA Form 1 for Mass Transportation Demonstration Grant.
5. Preliminary Application, Luzerne County, Mass Transportation Capital Improvement Grant, September 1973.
6. Correspondence from Earl W. Putnam, Counsel for Amalgamated Transit Union, and from Schechter to Henry, Holt, etc., dated September 29th and September 26th.
7. Correspondence from PennDOT, Bill Underwood, dated August 15th.

On question 13C, I believe items 1, 2, and 6 are the key documents now. I am taking this opportunity, however, to send you the others as well.

Sincerely,


E. Schechter

ES/k
encs.
cc: J. O'Karma



and \$0.086 million of HUD (Model Cities) funds. The project would provide for purchase of 51 new 45-passenger air-conditioned buses, 1 bus washing and cleaning facility, 37 bus shelters, 1 utility truck with snowplow, new garage shop equipment and the rehabilitation of the bus garage and fueling facilities.

No new information was reported on the application for the demonstration project grant for Wilkes-Barre bus service for approximately one year to be jointly funded by UMTA, PennDOT, HUD (Model Cities) and possibly OEP. The UMTA representatives are continuing to work closely with the local people in order to finalize the processing and approval of the application by the target date of October 19.

Federal Highway Administration - The application for Lackawanna County Project I-84-1(43)8 was approved and the State was authorized, effective September 29, 1972, to proceed with advertisement for receipt of construction bids.

The status of the other projects included in the September 26 report remains unchanged from that previously reported.

Please advise if further data is desired.

cc: Dr. James Costantino

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

October 4, 1972

Mr. Joseph O'Karma
O'Karma Motors
450 W. Main Street
Nanticoke, Pa. 18634

Re: Luzerne County Transit Authority

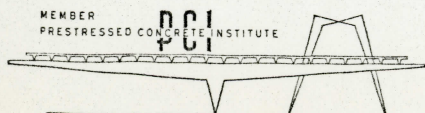
Dear Joe:

Here is the commitment letter just received from PennDOT. I have asked for a similar letter from the OEP, which should be forthcoming shortly.

Sincerely,

ES/k
attach.
cc: Jim Scheiner

E. Schechter



STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

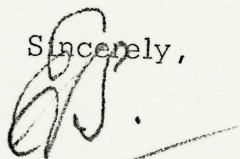
October 5, 1972

To: Flood Recovery Task Force, Inc.
Transportation Subcommittee

Gentlemen:

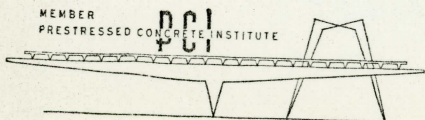
I will be out of town next week until Friday so I have made reservations to hold our weekly breakfast meeting at 8:00 A. M., at the Treadway for Friday, October 13th. I hope this meets with your schedules and you can all join me.

Sincerely,



E. Schechter

ES/k



Memorandum

#4
U.S. DEPARTMENT OF
HOUSING AND URBAN DEVELOPMENT

TO : Federal Regional Council

DATE: October 5, 1972

IN REPLY REFER TO:

FROM : Ralph Rhodes *RR*

SUBJECT: Environmental Protection Agency Status Report.

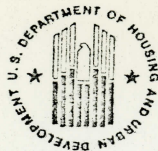
Final action on EPA, EDA and HUD public works grants in areas tributary to the Wyoming Valley Sanitary Authority system continues to be blocked by failure of the Authority to take positive steps to bring their treatment plant into compliance with State/Federal standards.

Provisions in the authorizing legislation for each agency requires that EPA review the adequacy of treatment of sewage to be generated in the areas covered by the grant application. Where, as in this case, the degree of sewage treatment does not conform to established standards, the grant cannot be awarded.

Through the efforts of the Flood Recovery Task Force, Economic Development Council, EDA, the Pennsylvania Department of Environmental Resources (DER), EPA and others, real progress is being made in helping the Authority understand its responsibilities and options.

Grants potentially available from EDA, DER, EPA, ARC and HUD appear to be more than adequate to fully fund the project. A feasibility study is needed, however, to more firmly establish the potential project cost and applicability of the various agency programs to the project.

The Authority is expected to meet early next week to consider applying for a 100% grant from EDA for the needed feasibility study.



DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
CURTIS BUILDING, 6TH AND WALNUT STREETS
PHILADELPHIA, PENNSYLVANIA 19106

REGION III

IN REPLY REFER TO:

Mr. Howard J. Grossman
Executive Director
Economic Development Council
of Northeastern Pennsylvania
P. O. Box 777
Avoca, Pennsylvania 18641

Dear Howard:

This is in answer to your letters dated September 19 and 22, 1972. For simplicity sake I will answer the questions in the same sequence you raised them in your letters. I do not have all the answers as yet and I will pursue them until I can give a definite answer.

My responses to the questions raised in your letter dated September 19, 1972 are as follows:

1- If the supplemental request for 250 million dollars in urban renewal funds is approved by Congress, the flood disaster areas of Eastern Pennsylvania based on present HUD Central Office thinking can expect 300 to 325 million dollars. The supplemental request has not been approved as yet. I emphasize that the 300 to 325 million dollars is for all of Eastern Pennsylvania not just the Wyoming Valley.

The Philadelphia Area Office will be receiving \$6,870,000 in Water and Sewer funds for their entire area of jurisdiction, i.e. E. Penna. and Delaware. There is no prospect for more funds. Therefore, other sources must be tapped for these activities.

The Philadelphia Area Office has less than 2 million dollars in rehabilitation loan funds for its area. It is a drop in the bucket compared to the potential need of the disaster victims located in the proposed urban renewal projects. Right now SBA loans are the only possible vehicle for rehabilitation. The availability of such loans must be extended to coincide with the start of rehabilitation in urban renewal projects and/or HUD must receive more 312 Loan Funds. The later doesn't look promising.

As you know, the Commonwealth of Pennsylvania has approved a 100 million dollar bond issue to aid disaster stricken communities. This should cover the local share of disaster related urban renewal projects.

- 2- The local redevelopment authorities will develop the criteria to determine if a structure should be rehabilitated or bought and cleared. HUD will review the criteria to insure conformity with law and program policy. In fact, the redevelopment Authorities have wide leeway in this matter. EDC can play a role in coordinating this.
- 3- In a letter dated September 26, 1972 from Governor Shapp to Theodore R. Robb, Regional Administrator of HUD, the Pennsylvania Department of Community Affairs was designated to designate which urban renewal projects are "flood control projects" under Commonwealth law.
- 4- Yes. But final land use determinations must await the delineation of the 100 year flood line. The last word I had was that it would be 90 days before the delineation is made. I will pursue this further. I understand that you are involved in this also.
- 5- Mr. Carlucci and Secretary Wilcox announced on September 27, 1972 that the Federal Government and the Commonwealth of Pennsylvania have reached an agreement which would permit payment of pre-flood values for properties in an urban renewal project designated by the State as a "flood control project" under Pennsylvania Law. An exchange of documents (revised Opinion of the State Attorney-General) is required before the agreement becomes finalized. Should be no problem.
- 6- Generally yes. There is in clearance in HUD Central Office an amendment to the Relocation Rules and Regulations published in the Federal Register that would limit the housing replacement payment of up to \$15,000, if such payment in the judgement of the Redevelopment Authority is a duplication of other benefits received. In short, we want to do all possible to restore the losses incurred by disaster victims, but do not want to give a windfall to a person.
- 7- Yes. The Redevelopment Authority is the key actor in determining if the ELA is used and to what extent it is used.
- 8- Yes. There is a survey underway which I understand, you are aware.
- 9- Yes. I understand you have some information because of your A-95 functions. The Federal Regional Council in its Wednesday meeting is

attempting to perform this function.

10- There is underway an attempt to have one Federal Department do one comprehensive impact statement for all projects in the Eastern Pennsylvania disaster areas. I do not know the status of this effort and will follow up on it.

11- John Hannsz of the Federal Regional Council Staff is performing this function. I understand that you are in contact with him on this matter

12- While there has been a moratorium on mortgage payments, the disaster victim is still liable for all his mortgage obligations. SBA loans can be used to refinance his existing mortgage at 1%. Should a Redevelopment Authority purchase such a property the SBA loan for this purpose would have to be satisfied.

Under certain hardship cases, when a mortgagor's earning capacity has been seriously affected by the disaster HUD can make his mortgage payments for a short period of time. I believe there is a 1 year limit. If this is important to you, I will pursue it.

The following responses are to the questions raised in your letter dated September 22, 1972:

1- No. Public facilities provided entirely by a Federal Agency cannot be utilized as a non-cash grant-in-aid in a Federally financed urban renewal project. However, OEP under certain circumstances can make a "payment in-lieu" for a public facility job that is their responsibility. This could then be used by the local community in conjunction with other Federal, State or local funds to provide an improved similar facility. This has to be pursued further with OEP. Right now, they are ahead of urban renewal and it is difficult to get coordination on specific projects.

2- The waivers are contained in Section 111 of Title I, Housing Act of 1949, as amended. Simply stated the waivers are:

a) Workable Program requirement is waived for approval of an urban renewal project. However, the locality must agree to comply with this requirement at some further date specified by the Secretary.

b) Urban Renewal Plan does not have to conform to the general plan of the locality.

c) Relocation requirements in Sec. 105(c) do not have to be met. However, a feasible relocation plan must be developed for displacees. A longer time frame is provided in place of basically a one suitable permanent unit for each displacee as is normally required when the project is approved for execution.

d) Federal public hearing requirement is waived. There is still a State public hearing requirement.

e) Eligibility requirements relating to Slum and Blighted conditions is waived.

f) Requirements with respect to predominantly residential character or predominantly residential re-use of urban areas is waived.

3- A fairly accurate estimate of the number of people to be relocated can be found from the Redevelopment Authorities. Due to the severe shortage of housing and the waiver of Section 105(c) above, there is no territorial jurisdiction requirement on where people are relocated. However, I know the Redevelopment Authorities and localities will make every effort to provide relocation resources in the same locality as the displacee previously resided. HUD will support this effort.

4- Presently, the Wilkes-Barre Redevelopment Authority has the authority to approve Sec. 312 loans. If the Luzerne County Redevelopment Authority request such power and HUD finds that they are staffed adequately in respect to quantity and quality, they could receive this authority. This would seem to be the best solution as giving authority over loans in the Wyoming Valley renewal projects to one Authority would cause severe conflicts.

5- If there is a qualified loan servicing agency in Wilkes-Barre, it is possible to have it designated a loan servicing agency by HUD. If the Redevelopment Authorities feel this is worthwhile they should pursue it with the Philadelphia Area Office.

6- If you feel that this type of meeting is needed, I would request the Federal Regional Council to see that appropriate Federal Agencies are represented. It seems to me to be a cumbersome type of meeting that would not be able to deal in specifics, which is what the communities need. Any of the Federal Agencies involved would, I am sure, be glad to meet with municipal officials upon request.

7- Not to my knowledge. HUD expects the Redevelopment Authorities in conjunction with their consultants to explore sub-surface conditions in arriving at land use determinations.

8- This is a question that should be addressed to Secretary Wilcox. I understand informally that the State is looking into this. However, I believe a Redevelopment Authority would be foolish to avoid a public hearing for obvious reasons.

9- See answer to question #3.

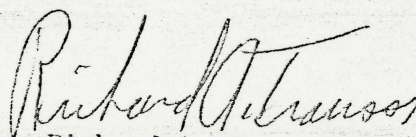
10- As referred to in my answer to question #2, under present law a workable program will eventually have to be prepared and approved by HUD. However, this would be some time (specified by the Secretary) after the urban renewal project is in execution.

11- The local redevelopment authorities and local officials proposed the boundary lines of urban renewal projects. HUD must approve such and will have a say in this matter.

12- The Commonwealth of Pennsylvania designates which, urban renewal projects are "flood control projects". HUD is now reviewing Survey and Planning Applications. In this review they will check boundaries to insure that the areas included have been seriously affected by the floods. This is necessary to insure an equitable distribution of scarce funds. Note: normal eligibility requirements are waived as stated in my answer to question #2.

I hope this answer most of your questions. I will pursue those questions still unanswered.

Sincerely,



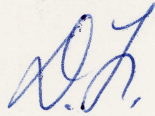
Richard A. Traussi
Renewal Officer

House of Representatives, U.S.

MEMORANDUM

The attached refers to a
subject in which you are in-
terested, and is, therefore,
referred for your information.

Yours very truly

A handwritten signature in blue ink, appearing to be "A. H.", is written below the typed text.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
WASHINGTON, D.C. 20590

OFFICE OF THE ADMINISTRATOR

SEP 6 1972

IN REPLY REFER TO:

REPLY TO:
HPT-1

Honorable Daniel J. Flood
House of Representatives
Washington, D.C. 20515

Dear Mr. Flood:

This responds to your letter of August 28 inquiring about Mr. William Vipperman. Mr. Vipperman is a professional engineer who has gone through our Highway Engineer Training Program. He is now an Area Engineer assigned to the Wilkes-Barre, Pennsylvania, area.

Since the flood disaster, he has been assigned as the liaison engineer for Luzerne County. In that assignment he represents the Federal Highway Administration in all matters pertaining to the flood. He is authorized to make key decisions in behalf of the Division Engineer and he expedites decisions required from higher authority.

Mr. Vipperman will be in touch with you.

Sincerely yours,

R. R. Barteismeyer.

Acting Federal Highway Administrator

RECEIVED

OCT 9 1972

STRESSTEEL

WYOMING VALLEY SANITARY AUTHORITY - MINUTES OF SPECIAL MEETING OCTOBER 9, 1972

A special meeting of the Wyoming Valley Sanitary Authority was held on Monday, October 9, 1972 at 7:30 P.M. at the Wyoming Borough Building, 277 Wyoming Avenue, Wyoming, Pennsylvania.

AUTHORITY MEMBERS PRESENT:

Alfred B. Borowski
Albert J. Fladd
Richard J. Levy
Joseph L. Ochreitor Jr.
Lester I. Shapiro
Charles J. Spellman

Robert P. Collins Sr.
Frank Hughes
Donald D. McFadden
William J. Pearce
Anthony Shipula
Andrew J. Vasil

John P. Connors
Elmer Kotalik
Clifton C. Miller
Patrick J. Pugliese
Stanley Sowa

AUTHORITY MEMBERS ABSENT:

Edward J. Fataicher

Mitchell Plessett

Simon S. Russin

OTHERS PRESENT:

Henry L. Levi
John Lonabaugh
Mr. Copeland

Edward M. McLaughlin
Dr. Sanders
Mr. Lashford
Laraine Lewis

Raymond J. Sobota
Robert Swavely
Mr. Rossignol

The meeting was called to order by the Chairman, Mr. Kotalik. The Secretary, Mr. Spellman, called the roll; 17 present, 3 absent.

Mr. Shapiro called the meeting to discuss having a financial feasibility study done for the Authority. Mr. Shapiro said that he is on the Task Force of the Planning Board of the City of Wilkes Barre through which he heard of the Economic Development Council (EDC).

Mr. Rossignol of the EDC said that this study would tell us how many families and businesses were affected by the flood, and would determine how many of these would be able to meet their financial obligations to the Authority. EDA has two engineers retained in Washington on open end contract to do this study providing the Authority gives its approval.

Mr. Lashford of the Chamber of Commerce pointed out the importance of having this survey made because once this is done and a time schedule and the survey were submitted to EDA, the municipalities which have applied for Federal moneys would have these moneys released and would be able to commence work on their collection systems.

Motion by Mr. Pearce - BE IT RESOLVED that the Authority proceed with the feasibility study to be financed 100% by EDA and have EDA choose one of the two engineering firms on open end contract and have this engineer place in his report a time schedule for secondary treatment.

Second by Mr. Collins

Roll Call Vote carried 17 yes, 3 absent

Motion by Mr. McFadden to adjourn at 8:30 P.M.
Second by Mr. Connors

RECEIVED

OCT 17 1972

STRESSTEEL



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
HARRISBURG, PENNSYLVANIA 17120

OFFICE OF
SECRETARY OF TRANSPORTATION

October 10, 1972

Mr. Ed Schechter
Stressteel Corporation
221 Conyngham Avenue
Wilkes-Barre, Pennsylvania 18702

Dear Ed:

Thank you so much for your kind letter of September 29. We are always delighted when we can provide needed assistance to our communities, particularly those like the Wyoming Valley which have suffered so much in recent months.

The Luzerne County area is particularly fortunate in having the services of one so able and dedicated as you, and your participation was a major element in the successful forging of a state-local solution to the problem.

Very truly yours,

A handwritten signature in blue ink, appearing to read "J. Kassab", written over the typed name.

Jacob G. Kassab
Secretary of Transportation

RECEIVED

OCT 13 1972

STRESSTEEL



DEPARTMENT OF TRANSPORTATION
REGIONAL REPRESENTATIVE OF THE SECRETARY

MALL BUILDING, SUITE 1214
325 CHESTNUT STREET
PHILADELPHIA, PENNSYLVANIA 19106

DOT FLOOD RECOVERY PROGRAM

WILKES-BARRE

Status - October 10, 1972

North Street Bridge. The construction of the temporary North Street Bridge is progressing satisfactorily. The State is preparing a request to use a combination "negative" EIS statement and Section 4(F) statement on the permanent North Street Bridge. DOT/FHWA is ready to move on these statements when received from the Pennsylvania Department of Transportation.

Immediate action traffic engineering improvements to alleviate traffic congestion. Work is continuing on the signalization improvements at 23 intersections in the Wilkes-Barre urbanized area.

Cross Valley Expressway. The final combined EIS/4(F) for Section 1 is in the DOT/FHWA office at Harrisburg - the State is making necessary revisions which will be substituted in the final statement. The combined draft EIS/4(F) for Section 3 went back to PennDOT for revisions two weeks ago. All requirements for Section 2 had been previously satisfied.

Mass Transit. UMTA, PennDOT, Model Cities, and OEP have committed themselves to the funding of a demonstration project. The project will be administered by the newly created Luzerne County Transportation Authority and is planned to become operational on October 19. Several problems, however, remain to be worked out.

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

October 16, 1972

Mr. Thomas Kiley
First National Bank of Eastern Pennsylvania
Market Street
Wilkes-Barre, Pa. 18701

Dear Tom:

Thanks for sending me a copy of the October 5th letter from Wiltshire to Judge Rosenn. I think we ought to talk more about this problem during our meeting next Thursday. If I forget, please bring it up.

This correspondence bothers me because the usefulness of our committee is diminished by direct communication between Judge Rosenn and people with whom we constantly deal. Such problems as Union Street are the responsibility of Leo Corbett and Tom Bigler, both competent people who have worked hard on Immediate Action and who are in constant, (as far as Leo is concerned, daily), contact with Wiltshire.

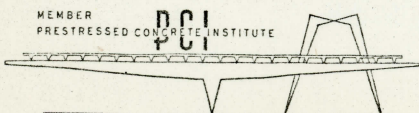
It seems to me that it would best serve the purposes of the Flood Recovery Task Force organization if, in the future, when an inquiry such as this is directed to Judge Rosenn, he could refer it to the appropriate committee, rather than handling the matter himself by direct communication with PennDOT.

I intend to mention this matter the next time I have a chance to see Max. I assure you, my complaint is not one of damaged sensibilities or feelings. I am too busy to have that concern me. What I am concerned about is doing an effective job. If we are not consulted, then all these meetings are useless and I can spend my time on other things more constructively. If you disagree or if you feel it unwise for me to bring this to Max's attention, please let me know.

Sincerely,

ES/k

E. Schechter



THE FIRST NATIONAL BANK

OF EASTERN PENNSYLVANIA

THOMAS H. KILEY
CHAIRMAN OF THE BOARD

11 WEST MARKET STREET
WILKES-BARRE, PA. 18701

October 11, 1972

Mr. Edward Schechter, President
Stressteel Corporation
221 Conyngham Avenue
Wilkes-Barre, Pennsylvania 18702

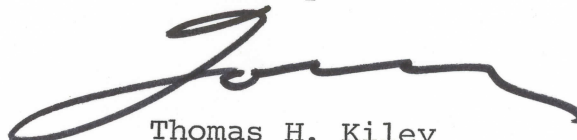
Dear Ed:

Attached is a copy of a letter which Max Rosenn received from Don Wiltshire after Max had discussed the Union Street traffic problem with Tom Harrington. Why he chose to make this direct inquiry, I do not know but that's beside the point.

The recommendations and implementations outlined in this letter seem to be fine except the prospect of four-lane traffic on Union Street in Kingston. It seems to me that two lanes abreast in-bound would work out all right with the right-hand lane turning right at Wyoming Avenue and the left-hand lane proceeding across Wyoming Avenue or turning left. However, two lanes going out on Union Street at night would cause no end of problems when the two lanes were forced to merge into one through Luzerne. That kind of situation always impedes the movement of traffic.

This problem may warrant the attention of our committee.

Sincerely,



Thomas H. Kiley
Chairman

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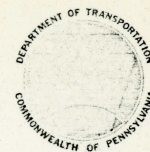
THK:emn

Enclosure

OCT 12 1972

STRESSTEEL

COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION
Scranton, Pennsylvania 18501
October 5, 1972



IN REPLY REFER TO

PA 309 - Traffic Conditions
Kingston and Luzerne Boroughs
Luzerne County

Hon. Max Rosenn, Chairman
Flood Recovery Task Force, Inc.
P. O. Box 1367
Wilkes-Barre, Pennsylvania 18701

Dear Judge Rosenn:

We have observed and evaluated the conditions on Union Street (PA 309) mentioned in your letter of September 14, 1972 and have initiated action to alleviate this condition at several intersections. In addition, we have several suggestions which might be implemented through the Flood Recovery Task Force.

The Department of Transportation has contracted to install new traffic signals at the intersections of Union and Tener Streets, and Main and Union Streets, in Luzerne Borough. The new signalization will be equipped with two timing dials in order that the cycle lengths may be varied to meet existing conditions.

Luzerne Borough officials have agreed to our recommendation of prohibiting the left turn from Main Street onto Union Street. This will allow a simplification of the phasing of traffic through this intersection. The heavy left turn from Union Street into Main Street from the Back Mountain area will move at the same time as the right turn from Main Street onto Union Street toward the Back Mountain area. At the same time, the thru traffic moving toward Kingston will be permitted to continue. The second phasing will stop the left turn movement into Main Street and the right turn from Main Street toward the Back Mountain area. At this time, the westbound Union Street traffic will be given a green indication and the eastbound Union Street traffic will continue to move. This phasing will help the morning problem to a great extent and should serve also to alleviate the 3 to 6 p.m. back-up.

Several other techniques might be employed to facilitate the flow of traffic. During the morning peak hours (7 to 9 a.m.), traffic cones could be placed from approximately Courtdale Avenue to just below Tener Street to allow for 2-lane movement toward Wyoming Avenue. Union Street could be striped for 4 lanes from Tener Street to Wyoming Avenue without

October 5, 1972

any difficulty, with parking being restricted from 7 to 9 p.m. on the southerly side of Union Street. This situation could be reversed during the evening, with parking restricted from 3 to 6 p.m. on the northerly side of Union Street to allow for a 2-lane outbound movement.

The only problem we can foresee in this setup is one which would develop at Main and Union Streets due to the heavy left turn from the Back Mountain area into Main Street. We do not feel that PA 309 west of Main Street can be safely utilized as a 4-lane roadway, and in order to achieve 2 lanes through this intersection toward the Back Mountain, the opposing flow would be restricted to one lane. This setup would require manpower twice a day to place and remove cones and would require complete cooperation on the part of both Boroughs involved with respect to the enforcement of parking restrictions.

It might be advisable to have a tow truck under agreement to remove illegal parking during the specified hours as indicated on signing which could be readily installed. It would also be advisable to notify all residents along the route through the news media and by direct notification, if necessary, as to the intentions of implementing a plan such as this.

We would be more than happy to work with the Borough officials in implementing this idea or any other plans which you might deem feasible.

Please do not hesitate to contact the undersigned at 346-4651 (Office) or 586-8176 (Home) if we may be of further assistance.

Very truly yours,

Thomas J. Harrington, P.E.
DISTRICT ENGINEER

Donald F. Wiltshire

Donald F. Wiltshire, P.E.
TRAFFIC ENGINEER

10/18/72

APPLICATION
for
DEMONSTRATION GRANT
for
EMERGENCY TRANSIT SERVICES
WILKES-BARRE URBANIZED AREA
PENNSYLVANIA

- EXHIBIT A: GENERAL DESCRIPTION OF PROJECT
- EXHIBIT B: PROJECT AREA
- EXHIBIT C: WORK PROGRAM
- EXHIBIT D: DATA COLLECTION, ANALYSIS AND REPORTING

OCTOBER 1972

SIMPSON and CURTIN
TRANSPORTATION ENGINEERS
1405 LOCUST STREET, PHILADELPHIA, PA. 19102

APPLICATION
for
DEMONSTRATION GRANT
for
EMERGENCY TRANSIT SERVICES
WILKES-BARRE URBANIZED AREA
PENNSYLVANIA

EXHIBIT A: GENERAL DESCRIPTION OF PROJECT
EXHIBIT B: PROJECT AREA
EXHIBIT C: WORK PROGRAM
EXHIBIT D: DATA COLLECTION, ANALYSIS AND REPORTING

OCTOBER 1972

IDENTIFYING DATA

A. APPLICANT

Luzerne County Transportation Authority
County Courthouse
Wilkes-Barre, Pennsylvania 18711

B. AUTHORIZED REPRESENTATIVE

Executive Director
Luzerne County Transportation Authority
County Courthouse
Wilkes-Barre, Pennsylvania 18711
Telephone: (717) 825-2749

C. APPLICANT'S CONSULTANT

Simpson & Curtin, Inc.
1405 Locust Street
Suite 1500
Philadelphia, PA 19102
Telephone: (215) 545-8000

EXHIBIT A

GENERAL DESCRIPTION OF PROJECT

PROJECT OBJECTIVES

On June 23, 1972 the Wilkes-Barre, Pennsylvania urbanized area was struck with a devastating flood. Thousands of homes were destroyed. Tens of thousands of homes and businesses suffered extensive water damage, including the entire Wilkes-Barre central business district. In the aftermath of the flood, 10,145 people were moved to mobile home parks or other temporary shelter.

Transportation in this environment was chaotic. One of the two bridges across the Susquehanna River into downtown Wilkes-Barre was washed out. Many roads were impassable. Hundreds of cars were rendered inoperable by the flood. Those who drove automobiles encountered unprecedented congestion on the arteries which were open.

Faced with this situation, the Office of Emergency Preparedness decided to implement free bus service. Buses offered the flexibility to accommodate the major shifts in transportation demand resulting from relocations. Free bus service offered the hope of relieving congestion.

The OEP free transit program was highly successful. Bus service increased 80% over pre-flood levels, while ridership tripled from 10,000 to 30,000 daily trips.

In the last part of October, 1972, approximately four months after the flood, OEP is discontinuing provision of free service. This Demonstration Project will begin at the termination of free service, to run for the following 21 months under the newly created Luzerne County Transportation Authority.

The Demonstration Project for Emergency Transit Services in the Wilkes-Barre, Pennsylvania urbanized area has two objectives:

- Design and implementation of a transit transition program to return to normal service from civil emergency status with:
 - maximum retention of emergency-generated riders
 - reduction of transit operating deficit to a level commensurate with state and local financial capacity
 - special transit programs to assist in revitalization of the Wilkes-Barre central business district
- Preparation of a Transit Operations Manual for Civil Emergencies

SUMMARY OF PROJECT ACTIVITIES

During the 21-month period of the Demonstration Project for Emergency Transit Services in the Wilkes-Barre urbanized area, it will be attempted to offset the adverse patronage effects of incremental fare increases with quantum improvements in service and with a major marketing program.

In order to firmly establish a datum line, a transit origin-destination survey will be taken prior to the discontinuance of free fare. Wilkes-Barre is the first urbanized area in the nation to be served with free transit, and the survey will be specially designed to examine its implications. From the survey, a ridership sample will be constructed. At the end of the demonstration, a follow-up questionnaire will be administered to this sample to determine what percentage of riders left transit during the demonstration, and why they left.

During the first seven months of the project, bus fare will be set at 15¢. Marketing will be emphasized to keep passengers on transit. The marketing program will be community-service oriented, with themes such as: Do Yourself and Your City a Favor - - Ride the Bus Downtown. Transit will be presented as a conserver of resources by asking residents to ride the bus so that homes can be rebuilt rather than parking garages or road expansions. A prominent riders program will be initiated, getting Transportation Authority members and other key citizens to ride the bus under local news coverage. During the first seven months' period, major activity centers will be surveyed to determine potential for specially designed transit service. Where there is insufficient demand for bus transportation, car pool information centers will be established.

During the second seven months of the project, bus fare will be raised by a nickel to 20¢. To offset effects of this fare increase, capital improvements will be introduced

into the bus system. These improvements, listed in a companion UMTA capital grant, are integral to the success of the project. Included are 43 new buses, 37 bus shelters, 300 bus stop signs and a two-way radio system.

During the final seven months of the project fare will be raised to 25¢ concurrent with the implementation of traffic engineering improvements to give transit a competitive advantage over the automobile for peak-hour trips. An exclusive bus lane will be put in operation downtown, including bus preferential lights at intersections. Suburban park-and-ride lots served by express buses will give the automobile driver an opportunity to take advantage of the higher bus speeds downtown. Shopping promotions, such as a shoppers day free ride and a merchants validated riding program, will be used to improve midday patronage.

At the end of the Demonstration Project, the transit system will be redesigned for permanent service. The final system will provide sufficient farebox revenue so that the operating deficit is within state and local funding capacity.

Funding of the Demonstration Project for Emergency Transit Services in the Wilkes-Barre urbanized area will be provided as follows:

<u>Agency</u>	<u>First Year</u>	<u>Next Nine Months</u>
Urban Mass Transportation Administration (RD&D)	\$170,000	\$130,000
Pennsylvania DOT	355,000	145,000
HUD (Model Cities)	250,000	200,000
Office of Emergency Preparedness	<u>285,000</u>	<u>-</u>
	\$1,060,000	\$475,000

There are two transit operators in the area: Wilkes-Barre Transit and White Transit. During the demonstration period, the Luzerne County Transportation Authority will provide transit service as called for in the demonstration through a purchase-of-service agreement with each operator. The executive director of the Authority will act as full-time demonstration project manager.

The consulting firm of Simpson & Curtin will assist the executive director, being responsible for all technical and administrative reports. National Analysts will be under sub-contract to Simpson & Curtin to conduct the follow-up ridership questionnaire. The Transportation Authority will select a firm to prepare and direct a marketing program.

GENERAL APPLICABILITY

The two objectives of the Demonstration Project for Emergency Transit Services have national significance.

The first objective, design and implementation of a transit transition program, has two-fold significance. Not only will this program provide guidelines for reverting from emergency to normal services, it will also show the potential for retaining transit riders, whether initially attracted to transit by emergency or other conditions. Through carefully designed ridership surveys, the impacts of various fare increases and service improvements will be measured. In Wilkes-Barre, average daily ridership has swelled from 10,000 pre-flood to 30,000 under free emergency transit. For those emergency-generated riders who leave transit during the transition period, these questions will be answered: how many left?, when and why did they leave?. Using these data the cost/effectiveness of various service improvements (marketing, express service, discount plans, etc.) in retaining ridership will be measured.

The importance of the emergency in breaking old travel habits will be assessed, and relative difficulty of retaining current riders vs. attempting to attract new riders will be examined. This objective has implications for free-fare transit planning and for use of "loss leaders" to break current travel habits.

The second objective, preparation of a Transit Operations Manual for Civil Emergencies, will provide guidance for all communities faced with the threat of civil disaster, from floods, tornadoes, hurricanes, earthquakes, fires or major explosions. The crucial role of transit in emergencies is being demonstrated in Wilkes-Barre, where destruction of bridges and roads has severely constricted traffic. Transit has been used to efficiently move masses of people to food, shelter and medical facilities. Transit is continuing to be used in reconstruction, providing free service to places of employment, schools,

public buildings and shopping areas. Transit will be used as a key factor in revitalization of the Wilkes-Barre central business district.

EXHIBIT B

PROJECT AREA

PROJECT AREA

Area Characteristics

The project area generally includes the Wilkes-Barre Urbanized Area, 82.5 square miles, as defined by 1970 U. S. Census.

Because of the flood due to Hurricane Agnes a description of detailed land uses is not available nor appropriate at this time; however, it is assumed that in a broad sense, land uses, when reestablished, will follow the patterns which existed prior to the flood. According to Luzerne Lackawanna Transportation Study land use data compiled in 1964 for the Luzerne County portion of the study area, which includes the Wilkes-Barre Urbanized Area, land uses, expressed as a percent of the total area, were as follows:

<u>Use</u>	<u>% of Total</u>
Residential	7.79
Commercial	1.88
Industrial (1)	7.48
Transportation (2)	10.06
Public & Semi-Public (3)	2.36
Open Area (4)	<u>70.43</u>
TOTAL	100.00

(1) Includes mine buildings, storage yards, active stripping and culm banks

(2) Includes communications, public utilities, air fields, streets and roads.

(3) Not including State Gameland, State Forest or State Parks.

(4) Includes agriculture, woodlands, inactive mine area and refuse, water area, and State Gamelands, State Forests and State Parks.

Existing area population, though presently dispersed throughout the region in temporary housing and trailer parks, remains for the most part within the project area. In 1970, U. S. Census estimated that population in Wilkes-Barre Urbanized Area was 222,830 of which 58,856 were in Wilkes-Barre City and 163,974 were "outside central city." Population density was 8,784 persons per square mile in Wilkes-Barre and 2,163 persons per square mile outside central city.

U. S. Census estimated that there were 1,325 Negroes and "other races" living in the Urbanized Area - 1,048 in Wilkes-Barre City. None were located in ghetto or other concentrated areas.

Population in the Urbanized Area is older than in Luzerne County and Pennsylvania. The Urbanized Area has 13.4 percent of its population 65 or more years of age, while comparable rates in County and State are 13.0 and 10.8 percent, respectively. The rate in Wilkes-Barre City is 14.9 percent.

Income levels of the area are below those of Wilkes-Barre City but higher than those of the County and State. Urbanized Area mean income is \$6,731 compared with \$6,764 in Wilkes-Barre, \$6,679 in Luzerne County, and \$6,715 in Pennsylvania.

However, the area has a higher than average rate of families with income below the poverty level. U. S. Census in 1970 estimated the rates to be 9.4 percent for the Urbanized Area, 9.9 percent for Wilkes-Barre, 8.9 percent for Luzerne County and 7.9 percent for Pennsylvania. Statistics further

indicate that the area has a lower rate of males and a higher rate of females in its labor force than the state. The area has 71.6 percent of males, 16 years old and over, in the labor force compared with 70.5 in Wilkes-Barre City, 71.2 percent in Luzerne County and 75.8 percent in Pennsylvania; and 42.9 percent of females 16 years old and over compared with 43.7 in Wilkes-Barre, 41.5 in the County and 39.4 in the State.

Although area data are at present vague and unknown, it has been found by the Bureau of Employment Security that employment is maintaining the level of pre-flood data. Also, it is assumed that the general flow of activities is concentrating on reconstruction, repair and reoccupancy of the industrial, commercial and housing structures within the area destroyed by the flood. A lesser density may be expected which should benefit the area.

Planning Considerations

Comprehensive planning and transit planning in the area in relation to the project area are as follows: Luzerne Lackawanna Transportation Study. This two-county study has been completed and is now in the continuing stage. This study has analyzed the transportation needs for the two-county area, proposed and scheduled improvements and implementation.

Luzerne/Lackawanna Transit Study

Interim reports of the study have been submitted. The transit development program, in preliminary form, is expected to be completed soon. This study for the two counties as a whole includes the project area.

In relation to area planning objectives, it is believed the proposed project will move toward the goals and objectives as described in Luzerne Lackawanna Transportation Study which in brief are:

1. Negotiation of this project within the means of the County to continue.
2. Convenient, safe, dependable service.
3. Economical transportation.

4. Fair distribution of service, no community or group excluded.
5. Recognition of the transportation system as the most dynamic and influential system shaping the growth and development of the region. Central business districts, urban renewal areas, hospitals, nursing homes, clinics and churches are affected by the degree of availability of transit service. The immediate most pressing objective is to provide adequate transportation facilities to serve the elderly and persons who are temporarily housed in trailer parks. This project could provide a much needed boost toward the realization of the above objectives.
6. Another objective is to retain as many riders as feasible, within cost limitations, through marketing and other means.

EXHIBIT C

WORK PROGRAM

WORK PROGRAM

The Demonstration Project for Emergency Transit Services in the Wilkes-Barre urbanized area includes the following tasks:

- Task I: Pre-Demonstration Data Collection
- Task II: Demonstration Master Plan (Routes, Schedules, Service Improvements, Marketing Program)
- Task III: Implementation Phase 1: 15¢ Transit Service
- Task IV: Data Collection and Master Plan Adjustment - Phase 1
- Task V: Implementation Phase 2: 20¢ Transit Service
- Task VI: Data Collection and Master Plan Adjustment - Phase 2
- Task VII: Implementation Phase 3: 25¢ Transit Fare
- Task VIII: Design of Permanent Transit Services
- Task IX: Implementation of Permanent Transit Services
- Task X: Manual of Transit Operations in Civil Emergencies

A projected time schedule for the various tasks of the demonstration project is shown on Table 1, with each task designated by number and description. The anticipated time frame for

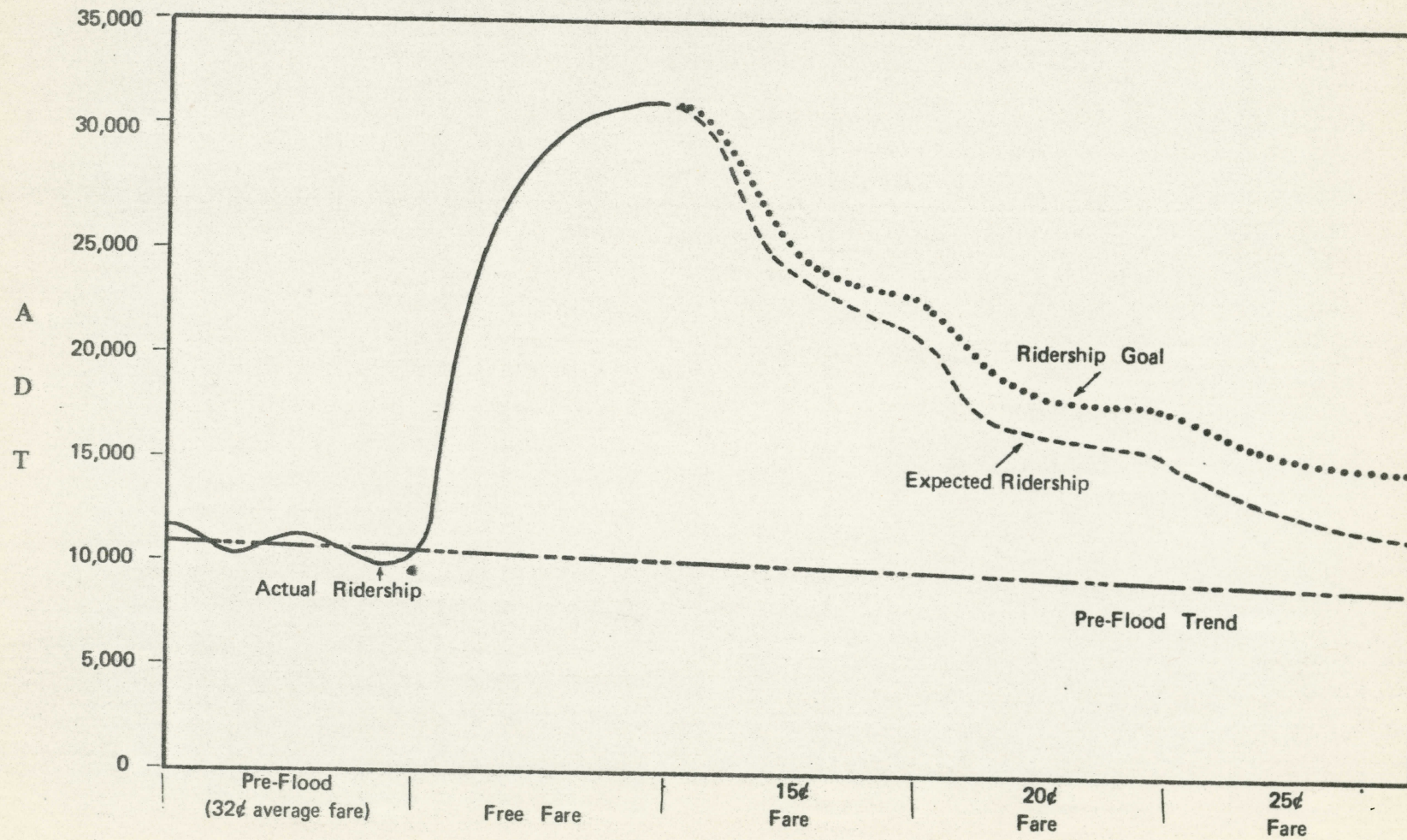
Table 1

DEMONSTRATION PROJECT TIME SCHEDULE

<u>MONTH</u>	<u>TASK</u>	<u>DESCRIPTION</u>
Pre-Demonstration	I	Pre-Demonstration Data Collection
Pre-Demonstration	II	Demonstration Master Plan (Routes, Schedules, Service Improvements, Marketing Program)
1- 7	III	Implementation Phase 1: 15¢ Transit Service
4- 6	IV	Data Collection and Master Plan Adjustment - Phase 1
8-14	V	Implementation Phase 2: 20¢ Transit Service
11-13	VI	Data Collection and Master Plan Adjustment - Phase 2
15-21	VII	Implementation Phase 3: 25¢ Transit Fare
18-20	VIII	Design of Permanent Transit Services
21	IX	Implementation of Permanent Transit Services
	X	Manual of Transit Operations in Civil Emergencies
8		Subtask XA. Emergency Period
21		Subtask XB. Transition Period

FIGURE 1

SCHEMATIC OF WILKES-BARRE URBANIZED AREA TRANSIT PASSENGER TRENDS



each task, by month, over the 21-month demonstration period is also indicated.

One goal of the Demonstration Project is to maintain a higher-than-normal level of passenger retention at the end of the transition period. Figure 1 is a schematic diagram of the ridership goal to be developed as a part of this project. Past ridership levels will be plotted, and these will be used to project future ridership based on the Simpson & Curtin shrinkage formula. Then a ridership goal will be established to be achieved by offsetting the effects of fare increases with service improvements and marketing.

Each of the various tasks that comprise the Work Program are described in the following section.

Task I - Pre-Demonstration Data Collection

An initial origin and destination survey will be conducted during the period when free transportation is offered to all area residents.

This on-board survey of all transit routes of the Wilkes-Barre Transit and White Transit systems will provide the trip characteristics of present riders, including their points of boarding and alighting, access mode, trip purpose and other relevant data. Some information, such as time and place of data request issuance, will be pre-set; other data, such as trip purpose, auto availability, etc., will be provided by patrons.

All routes in each division would be surveyed simultaneously. This procedure will reduce time and expense, while at the same time provide an opportunity for making the survey a systemwide public relations vehicle.

A sampling of the free riders carried during this period will serve as a base for follow-up surveys during the demonstration period to determine lost rider statistics including:

- a. Percent of lost riders
- b. Time of loss during demonstration
- c. Reason for change to another mode.

In addition, all available operating statistics accumulated by the local transit companies for the period between resumption of operations after the flood to the start of the demonstration will be reviewed and evaluated. These would include daily riders, trips operated, hours of operation and other relevant data presently being kept by the transit operators for later comparison with similar data developed during the course of the demonstration period.

Task II - Demonstration Master Plan

A master plan will be formulated for each phase of the demonstration period to include a system diagnosis of Wilkes-Barre Transit and White Transit operations with emphasis on routing, scheduling, service improvements, a marketing program and fare changes. A more detailed description of certain elements of the master plan is indicated below:

Route Improvements - The routing reviews and O-D surveys developed will provide support for tailoring the service on each route in order to achieve:

- (1) Routing for better area coverage or more effective operation;
- (2) Improved running time and speed of delivery;
- (3) Better headways to accommodate passenger loads and provide more economical operations;
and
- (4) Reassignment of vehicles for improved headways and operating speeds.

Anticipated passenger traffic revenue and expense changes resulting from these actual and prospective service proposals will be evaluated.

This task should produce a list of several prospective changes for most, if not all, routes, permitting more efficient operations.

Extensions and Betterments - Several sections of the Greater Wilkes-Barre area are destined for continued expansion, while the fully developed sections will remain relatively stable, when they return to normal conditions. It is important to provide for expansion of local transit lines to serve these growth areas.

Consideration will be given also to special services including downtown shoppers' special, school bus/public transit coordination within school districts, shuttle service from park-and-ride lots to industrial plants and the Wilkes-Barre central business district, plus similar operations which are worthy of trial.

Inquiries will be made at major activity centers to determine potential for specially designed transit service. Where trip patterns are too dispersed to justify bus service, car pool information centers will be established.

Fare Promotion - The step-by-step fare increases programmed during the course of the demonstration will be analyzed from the standpoint of revenue yield and productivity as well as their effect on overall passenger use of available transit facilities.

An assessment will be made of the extent to which area bus systems could engage in fare promotions as part of an overall effort to stimulate interest in transit riding. A variety of possible fare experiments will be reviewed, including:

- Multiple-Ride Tickets
- 10¢ Downtown Shuttle
- Weekend Pass
- Senior Citizens' Fares
- Students' Fare
- Monthly Club Bus
- One-Way Free Bus Service

To encourage midday shoppers riding to the CBD, a shoppers free ride day will be promoted as well as a merchants validated riding program.

Since most of these fare experiments are likely to involve some operating losses, the means of constraining them by time limitations and participation by other groups will be explored. Each fare measure will be developed to stimulate the greatest degree of public interest and attention while keeping operating losses to a reasonable minimum. This phase of the program will be coordinated with a viable marketing program to fit within administrative and budgetary controls.

Service Innovations - Attention will be given in this task to development of off-peak and/or off-route service for the accommodation of particular groups such as school children, shoppers and senior citizens as well as special events, sports functions, points of historical interest, etc. Some of the special services in this category could include:

- Shop-and-Ride
- School Bus Trips
- Transit Fare Validation Plan
- Shoppers' Special
- Shuttle Service to Industrial Plants
- Specials to Amusement Areas
- Job Opportunity Trips
- Christmas Shopping Routes

Traffic Aids to Transit - Control devices to give bus travel preferential treatment in downtown Wilkes-Barre will be implemented in conjunction with the transit improvement program. These devices include restricted bus lanes on major routes, reverse travel on one-way streets, special bus turns at key intersections, bus-actuated traffic signals and extended bus stops. The effect of these on speeding up bus operations will be analyzed, together with their impact upon general traffic.

Park-and-ride lots will be established near expressways or major arterials, to be serviced by express buses. These buses will be time competitive with the automobile for CBD trips as a result of the bus preferential facilities.

New buses will come equipped with two-way radios to improve system dependability. Two-way radios will also greatly improve transit's capacity to assist in a future emergency.

Alleviation of Traffic Congestion in Downtown

Wilkes-Barre - This grant is made with the understanding that the Transportation Authority, the City of Wilkes-Barre, the Wilkes-Barre Parking Authority, and the Luzerne County Board of Commissioners agree to meet immediately upon the granting of this application and as often thereafter as required, and to devise ways of reducing auto congestion in the central business district by any means deemed appropriate, including, but not limited to, the following:

1. Adjustment of auto parking rates and fees;
2. Adjustment of parking meter charges;
3. A reduction in permitted on-street parking;
4. Intensified enforcement of parking regulations;
5. TOPICS type intersection improvements;
6. Truck traffic regulations;

it being understood that the public bodies mentioned above agree to adopt a combination of effective measures which will have the effect of reducing auto congestion in the central business district. The measures finally selected will be subject to review and approval under existing Urban Mass Transportation Administration regulations and procedures.

During Phase 1 of the project data from existing studies will be analyzed to determine an appropriate program for alleviation of central business district traffic congestion. This program will be coordinated with the current TOPICS study, as well as with other ongoing studies relating to traffic control in the Wilkes-Barre urbanized area. As specific measures in the program are approved, they will be implemented.

Transit Furniture - Attention will be directed to redesign of bus stop signs to provide better identification of bus routes and establish a more effective image for the transit system.

Attention will be given also to the use of passenger shelters at major pickup locations, where better protection is desirable, plus equipping these with street telephones.

Other aids for transit service promotion, such as racks for dispensing bus schedules and improved central telephone information services, will be explored.

Marketing and Public Relations Activities - The fare changes and other service adjustments flowing from this demonstration need to be augmented by the promotional efforts and innovations in achieving public acceptance. A 'spotlight' procedure is contemplated under which the emphasis would be rotated among various marketing activities and special services, with one or two experiments being tested at selected times over the 21-month period.

Staging Program - The route adjustment, fare changes and service innovations developed in prior tasks will be staged over a 21-month period to accomplish the project objectives and accommodate the marketing program supporting it.

This program will be coordinated with TOPICS activities in the area and transit development plans being undertaken by Pennsylvania Department of Transportation, Luzerne County and local planning department to achieve an integrated overall betterment of transportation service throughout the area.

Task III - Implementation of Phase 1:
15¢ Transit Service

This task involves supervision of the transition from free service to a 15¢ fare. This will include review of service provided to insure its compliance with planned levels, monitoring of service quality, administration of subsidy funds and community liaison.

During this phase, stress will be placed on a marketing program of offset the detrimental effects of the 15¢ fare. The marketing message will be that transit can continue to offer efficient, dependable service during the transition period and that it has been geared to provide a high level of service throughout the area. The advantages and economy of transit use must be made clear. The transit rider will be made to feel that he is a good citizen, allowing redevelopment efforts to be channeled into housing and places of work rather than parking lots and highway expansion.

Task IV - Data Collection and Master
Plan Adjustment - Phase 1

The major element of this task is accumulation and evaluation of statistical data during the 15¢ fare period with comparison to the previous period. The data collection procedures relative to passengers carried, hours and miles operated and revenues received must be monitored and reviewed to insure accuracy and completeness. A key input to the data base is the maintenance of an accurate record of reconstruction dates for bridges, roads, housing areas, businesses, etc. so that these effects on transit demand can be measured. This information must then be reviewed and analyzed to determine level of service requirements for future phases of the overall program.

Task V - Implementation of Phase 2:
20¢ Transit Service

In the 8th month of the demonstration, the fare will be raised from 15¢ to 20¢. This task will involve continued monitoring of service levels and quality during this phase. In addition, as a result of the companion capital grant application filed at the time of the demonstration program, it is anticipated that new capital equipment (buses, shelters, bus stop designation signs) will be available during this period. While the new equipment will be placed in service immediately upon receipt to insure maximum utilization, a plan for proper promotion of this event aimed at the riding public must be developed and implemented to insure maximum knowledge of and maximum use by area residents. Differences in design, safety and comfort features, as well as environmental pollution controls, will be stressed.

Task VI - Data Collection and Master
Plan Adjustment - Phase 2

In most respects, the requirements for the accomplishment of this task are similar to those anticipated for Task IV. The continued accumulation of accurate operating and use statistics before and after each demonstration change or innovation are vital for proper evaluation of the impact of these changes and adjustments in planning for the next phase of the program. Adjustments must be made in service provided to reflect changes in volume, location or time of day of transit demand.

Task VII - Implementation of Phase 3:
25¢ Transit Fare

In conjunction with the next step in fare adjustment from 20¢ to 25¢, attention will be given to service innovations, fare promotions, extensions and betterments, traffic aids to transit and similar innovative programs that will continue to make transit more attractive, convenient and dependable for current and prospective patrons. Various special programs will be instituted with proper marketing and public relations techniques to insure maximum knowledge of available services and to stimulate interest in and use of these services.

Task VIII - Design of Permanent
Transit Services

Data collection and evaluation procedures will continue to include information as to the impact of the 25¢ transit fare and associated service innovations.

All information and data generated during previous phases will be accumulated and the reactions and opinions of all groups involved in the demonstrations - - i.e., the Luzerne County Commissioners and planners, the Pennsylvania Department of Transportation, the Model Cities and Urban Mass Transportation Administration representatives, the transit operators providing the actual service and other local, state and federal agencies with any relationship to the program - - will be solicited.

A thorough study of all of this information will be made to assist in the design of an optimum permanent transit services plan designed to continue to maintain a high standard of transit usage in the area. This plan will be refined and adjusted to reflect the reactions of the various interested groups listed above and available funding capacity.

Task IX - Implementation of Permanent
Transit Services

After the development of a Permanent Transit Services Plan to continue beyond the demonstration period, the necessary steps will be taken to implement the plan by bringing it before the proper public agencies in proper sequence for their required approval.

This program may take one of several courses, depending upon the nature of recommendations. As a minimum, it will involve follow-up meetings with local, state and federal officials to check the availability of financial assistance from these sources and to coordinate this transit program with other aspects of public planning. Organizational alternatives for Luzerne County public transit will be defined and evaluated, including potential for economies through coordination with Lackawanna County.

Task X - Manual of Transit Operations in
Civil Emergencies

A national transit emergency manual will be developed to delineate the role of transit in emergency situations. A step-by-step procedure will be outlined for alteration of normal transit operations to meet emergency requirements, and for reversion to regular service once the emergency has passed.

Under this task, the policies of the following agencies and political jurisdictions will be reviewed for applicability to transit in emergency situations:

- Office of Emergency Preparedness
- U. S. Department of Transportation
- U. S. Department of Housing and Urban Development
- U. S. Department of Labor
- State governments
- Transit authorities

County and municipal governments
School boards

Specific policies of other public bodies which would either impede or facilitate emergency transit services will be identified.

EXHIBIT D

DATA COLLECTION, ANALYSIS, AND REPORTING

DATA COLLECTION, ANALYSIS, AND REPORTING

A total of eight technical reports over a period of 21 months will be submitted to document this project in accordance with the schedule set forth in Table 2. The output product of this series is the Manual of Transit Operations in Civil Emergencies. This Manual, to be published in two parts (Emergency Period and Transition Period), will be produced in 500 copies by the consultant. The second part of the Manual will be a summary of transit transition program results and lessons learned.

The other documents in the technical report list are working papers, to enable the client and interested officials to review and monitor project management effort. These documents will be brief, with figures, tables and succinct data analysis. Fifty copies of each will be prepared by the consultant.

In addition to the technical reports, the consultant will prepare 10 copies of a progress report, including financial balance sheet, every month.

TABLE 2

TECHNICAL REPORT SUBMITTAL SCHEDULE

<u>Due Date</u>	<u>Item</u>
End of 3rd month	Free-Fare Passenger Survey (includes description of in-depth ridership sample)
End of 3rd month	Demonstration Master Plan (routes, schedules, service improvements and marketing for each phase of demonstration)
End of 6th month	Master Plan Annex A (adjustments for next fare phase)
End of 8th month	Manual of Transit Operations in Civil Emergencies - Emergency Period
End of 13th month	Master Plan Annex B (adjustments for final fare phase)
End of 19th month	Permanent Transit Services Design
End of 20th month	Ridership Retainment Program - In-Depth Survey Results
End of 21st month	Manual of Transit Operations in Civil Emergencies - Transition Period

\$11.1 Million Renewal Cash Freed to Speed Repair Job In Towns Where Flood Hit

Action which will permit implementation of "interim assistance programs" through flood-hit communities of Pennsylvania was announced Saturday by Frank Carlucci, personal representative of President Nixon in the disaster area.

The action, authorization of the use of \$11.1 million in urban renewal funds, will allow other communities damaged by Tropical Storm Agnes to implement interim assistance programs such as the one underway in the City of Wilkes-Barre.

State Rep. Frank O'Connell, who was present for Mr. Carlucci's announcement of the \$11.1 million authorization, noted that the interim assistance program is similar to the previously implemented mini-repair program, but goes even farther toward rehabilitation of flood-damaged structures in that it permits "some wall work and second-story work" not authorized under the mini-repair program.

In announcing the authorization, Mr. Carlucci pointed out that the \$11.1 million is not supplemental disaster-relief funds but instead is part of the \$400 million in urban renewal funding announced earlier.

"We have simply made it possible for local officials who want to use some of their redevelopment money for this purpose to do so," he declared. Local officials, Mr. Carlucci added, "are the ones who will make the decisions and set the local priorities."

It was pointed out that the \$11.1 million allocation announced on

Saturday, together with funds already given to Wilkes-Barre for the program, uses up the entire \$15 million authorized by Congress for interim assistance work.

"I am pleased," Mr. Carlucci said, "that we've been able to make the benefits of interim assistance available to people in the worst-hit areas throughout Pennsylvania."

The Presidential representative said that in working out the means to expand the interim assistance program into other areas federal staff members worked closely with Rep. O'Connell and Federal Judge Max Rosenn, chairman of the local Flood Recovery Task Force, both of whom were present for the Saturday "Report to the People" at Holy Cross Hall, King's College.

"We have discussed this plan with William Wilcox, secretary of the Pennsylvania Department of Community Affairs. He is delighted that it was possible to allocate funds for interim assistance, and has authorized me to say that the state will provide its share, either through the use of the \$100 million fund provided by the General Assembly or by use of his emergency housing funds, or a combination of the two."

The decision on whether or not to utilize their funds for this purpose is up to local authorities and can only be made after they have designated specific areas for rehabilitation.

"If a community wants to use this program," Carlucci added, "they will have to decide which

areas in their redevelopment project are going to be demolished and which are going to be repaired. In this way and only in this way, they will avoid spending precious funds on buildings which are later to be cleared.

"Then they will apply for these interim assistance funds, and the U. S. Department of Housing and Urban Development and the Pennsylvania Department of Community Affairs will decide jointly on the allocation for that community.

"After getting their allocation, the local redevelopment authority will help individual householders and businessmen to arrange the repairs.

"We hope that once an owner is ruled eligible for this help in making his property habitable, he will be encouraged to arrange promptly for the balance of the rehabilitation work required, with help from SBA if he needs it. If he already has approval for an SBA loan, the value of the interim assistance repairs will be deducted from his loan ceiling. It is a quick way to get our communities started on the long road back, and will add to the help which has been available through the Mini-Repair program and Rep. Bernard O'Brien's Property Improvement Program."

Judge Rosenn, in commenting on authorization of the \$11.1 million for the interim assistance program, expressed appreciation to the President and Mr. Carlucci and declared that, while the sum is not nearly as large as the \$400 million in

urban renewal funding announced earlier, it is still significant because it demonstrates the "responsiveness of the President to the needs of our area"; it indicates the "willingness of the President to extend himself and surmount problems resulting from fragmentation of the communities in the Valley," and it also shows what can be done when the federal and state governments and the local community work together.

Rep. O'Connell, noting that he spent 10 to 14 days with Mr. Carlucci in working out release of the \$11.1 million, stated that the federal money will be matched by \$5.5 million in state funds for a total of \$16,600,000. He stated that if a community decides it wants to use this program, the local officials will apply to the U. S. Department of Housing and Urban Development which, in turn, will determine jointly with the Pennsylvania Department of Community Affairs what the allocation shall be.

The local redevelopment authority will then select those individual properties in their redevelopment area which will be eligible for assistance, O'Connell said. A local citizen will apply to the redevelopment authority for help and a survey will be made of his property to determine what repairs are needed to make it habitable. Then, if the owner agrees, the local authority will arrange for the work to be done. This, O'Connell concluded, will give those property owners who have decided to repair their homes a chance to get an early start.

FEDERAL REGIONAL COUNCIL - COMMONWEALTH OF PENNSYLVANIA
POLICY STATEMENT ON
FLOOD PLAIN DEVELOPMENT

Long term rehabilitation of all areas in Pennsylvania which suffered damage as a result of the floods of June 22-24, 1972 will require substantial Federal and State assistance. It is essential both for humanitarian and economic reasons that State/Federal planning efforts and the provisions of all State and Federal grant programs be utilized to encourage relocation of flood sensitive facilities, particularly housing and public buildings away from areas where the risk of future flooding is high.

While it is understood that specific projects must be considered under the provisions of State and Federal law on a case by case basis, the following basic policy shall be implemented with regard to areas subject to varying frequencies of flooding:

1. To provide State and Federal assistance for areas now leveed - such as:

Kingston
Edwardsville
Plymouth
Forty Fort
Wilkes-Barre

Swoyersville
Williamsport
Sunbury
York
Elkland

This assumes that levees are to be reconstructed and that the authorized Tioga-Hammond and Cowanesque Reservoirs and other flood control structures necessary to provide protection within the 100 year flood plains are constructed expeditiously consistent with the pace of restoration activities. However, studies should be conducted within specified communities in order to identify localized low-elevation areas of high potential risk. In these areas, local zoning ordinances should serve as guides for appropriate redevelopment.

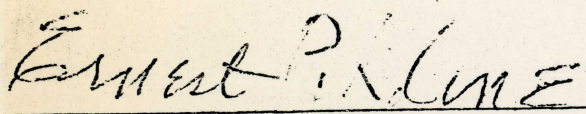
2. To provide State and Federal assistance for all areas beyond the 100 year flood plain. Planning studies and zoning ordinances shall be employed to preserve flood plains for uses not affected by periodic flooding.

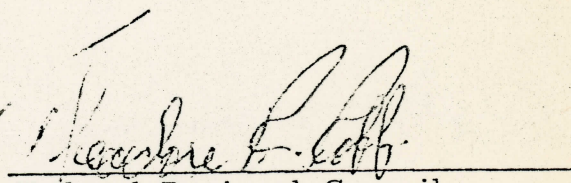
3. To provide interim assistance on a humanitarian basis to individuals and businesses within the 100 year flood plain with the understanding that Local, State and Federal governments will either a) utilize available authority and

programs to assist these individuals and businesses to move to areas beyond the 100 year plain; or b) provide adequate safeguards.

4. Local, State, and Federal resources shall not be used for new construction within the 100 year flood plains unless such facilities are so constructed or flood proofed to provide adequate safeguards.

This agreement is subject to periodic review and modification as new information becomes available.


Commonwealth of Pennsylvania


Federal Regional Council

August 1, 1972

Peter re
Favoring on
p-t platform.

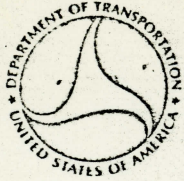
Laka & Spruce

Laka Co. Bldg
1st floor

Commonwealth of Pennsylvania

Federal Regional Council

August 1, 1953



DEPARTMENT OF TRANSPORTATION
REGIONAL REPRESENTATIVE OF THE SECRETARY

MALL BUILDING, SUITE 1214
325 CHESTNUT STREET
PHILADELPHIA, PENNSYLVANIA 19106

DOT FLOOD RECOVERY PROGRAM

WILKES-BARRE

Status - October 16, 1972

North Street Bridge. The geometrics for the permanent North Street Bridge are being reviewed within DOT/FHWA Regional Office in Baltimore. William O. Comella, Regional Administrator, Federal Highway Administration, Vincent D. Walsh, Regional Administrator, National Highway Traffic Safety Administration, and George F. Fenton, Pennsylvania FHWA Division Engineer, inspected the construction of the temporary North Street Bridge on October 12. The contractor is working around the clock in order to complete the structure by January 15.

Immediate action traffic engineering improvements to alleviate traffic congestion. Work is continuing on the TOPICS contract and signalization improvements in the Wilkes-Barre urbanized area.

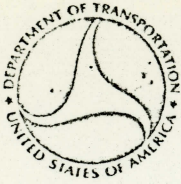
Cross Valley Expressway. Status of the EIS/4(F) statements of Section 1 and 3 remain unchanged from last week. Final design is proceeding for Section 2. No construction, however, can begin on Section 2 until all EIS/4(F) requirements for Section 1 have been satisfied - a segment of Section 1 will be included in the grading contract of Section 2 due to an overlapping soil condition.

Mass Transit. In a meeting today between OMB/Frank Carlucci, UMTA/Bill Allison, PennDOT/Jacob Kassab, the local Transportation Authority, and myself, the final details of the service development demonstration project were worked out. A press conference followed in which October 19 was announced as the commencement date for the project.

RECEIVED

OCT 31 1972

STRESSTEEL



DEPARTMENT OF TRANSPORTATION
REGIONAL REPRESENTATIVE OF THE SECRETARY

MALL BUILDING, SUITE 1214
325 CHESTNUT STREET
PHILADELPHIA, PENNSYLVANIA 19106

OCT 16 1972

MEMORANDUM FOR: Mr. Theodore R. Robb
Chairman, Federal Regional Council

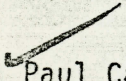
SUBJECT: Status Report on DOT Flood Recovery Program

Enclosed is a status report on the DOT flood recovery program in Wilkes-Barre.

David Weber
for

James Costantino
Regional Representative
of the Secretary

Enclosure

cc:  Paul Cain, Wilkes-Barre FRC Task Force

STRESSTEEL CORPORATION

221 Conyngham Avenue, Wilkes-Barre, Pennsylvania 18702
717-825-7381

October 24, 1972

Mr. Thomas Kiley
First National Bank of Eastern Penna.
Market Street
Wilkes-Barre, Pa. 18701

Dear Tom:

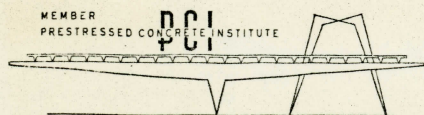
Enclosed is a copy of the Federal-State policy statement on flood plain development, dated August 1, 1972, that I referred to at yesterday's meeting of the Executive Committee.

Either I was asleep when this was issued or it did not get the publicity it deserved. How they will define the "adequate safeguard" mentioned in item 3 (b) and the way in which they use those words in combination with item 4, will be a major item of discussion and contention in the next stage of flood recovery and redevelopment.

Sincerely,

ES/k
enc.
cc: E. Lashford

E. Schechter



Suite 800
Enquirer Bldg.
617 Vine St.
Cincinnati, Ohio
45202
Phone 513/381-7424

ATE MANAGEMENT AND SERVICE CO., INC.

October 27, 1972

RECEIVED

OCT 30 1972

STRESSTEEL

Mr. Edward Schechter, President
Stressteel Corporation
221 Conyngham Avenue
Wilkes-Barre, Pennsylvania 18702

Dear Mr. Schechter:

As a part of the executive group of ATE Management which manages the Wilkes-Barre Transit Company for American Diversified Enterprises, I wanted to express our deep appreciation for your tremendous efforts in helping to work out the transit problems which Jack Holt, our Resident Manager, faced in the last few months.

I came into Wilkes-Barre to see Jack on the third day after the waters had receded and know how bleak everything looked, particularly to Jack who was nearly physically exhausted from his efforts.

A few days later we got additional ATE Management staff help in to assist Jack and with the help of many in your community the wheels began to turn again. Jack has personally told me of your efforts along these lines and we, along with him, are most appreciative.

I hope sometime to have the opportunity to meet you and thank you in person.

Best regards.

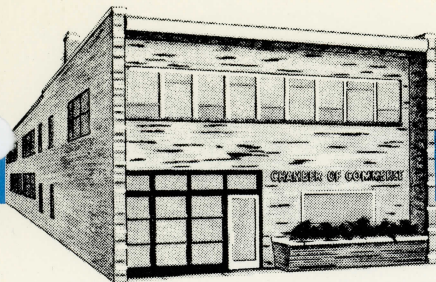
Sincerely yours,



David L. Ringo

DLR:cc

c.c. Mr. Jack Holt



GREATER WILKES-BARRE CHAMBER OF COMMERCE

AREA CODE 717

CHAMBER OF COMMERCE BUILDING • WILKES-BARRE, PENNSYLVANIA 18701 • TELEPHONE 823-2101

October 30, 1972

Mr. Edward Schechter
Stressteel Corporation
P. O. Box 190
Wilkes-Barre, Pa. 18703

Dear Ed:

We voice the unanimous sentiment of our Board of Directors in thanking you for your long-time concern about this community's transportation needs and the effort, diligence, and dedication which have marked your willingness to help meet them.

We thank you especially at this time for the important role you have played in the formation of the Luzerne County Transportation Authority, commending you and your associates, on one hand, for bringing that needed agency into being, while congratulating you for the demonstrated leadership which prompted your designation as its vice-chairman.

Cordially,

Roy

Roy E. Morgan
President

REM:pa

*P.S. - We are enclosing herewith a copy of
The Board's Resolution. — R.*

RECEIVED

NOV 1 1972

STRESSTEEL

October 31, 1972

Mr. Howard Grossman
Economic Development Council
of Northeastern Pennsylvania
Post Office Box 777
Avoca, Pennsylvania

Dear Howard:

In talking with Bill Underwood of Penn DOT this morning, he stated that ^{Woody} Hackletter of ARC indicated that a ~~formal~~ final application would have to be made by EDCNEP to him under Section 214 for funds for ARC's commitment to the proposed capital facilities grant for the Luzerne County Transportation Authority. Enclosed are two copies of the information you will probably need in this respect. Can you get the letter to him this week?

We had previously contacted ARC and given them the amount necessary, which was included by ARC together with other projects in a submission to Washington.

We are ready to advertise for the public hearing on the capital facilities grant which will probably be held the first part of November.

Yours truly,

Edward Heiselberg, Director of Planning
Luzerne County Planning Commission

Enc:

cc: L. Ziolkowski, R. Shepherd,
Bill Underwood, R. Leonardi,
E. Schechter ✓

NOV 1 1972

STRESSTEEL

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