Flood Recovery Task Force, Inc: Subcommittee on Transportation, 1972 August: Meeting Notes

15.23

AUGUST 1972

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATU
		1	2 12 noon - Tokun & Kilay. 7:30 Lwylo Com Mtg.	3	4 8:AM mtg. C.R.Co. Trawler 10:00 mtg. 2:00 Balcer People	5
6	7 Bob Nolan. Lunch. Clear interest Bethlehem Steel	8 F.R.T.F. noon mtg. 1200 of	9 To Hawaii 8:15 Mtg. Sinoff - Hotel Harold Adams	10 Committee mtg. TM & mtg. of to Lunch + B&M v.v. 10 A.M.	11 2:00 LLTS - Commun. mtg Rm My City	12
13 Flood Recovery Jack Todd Inc. all Adm. Kanfer	14 Ch. Ex. Com. 8:00 Sterling Hotel Lunch FRTF Inc Ch. Com.	15 Mtg Island Study Group. 8:00 am Lunch FRTF Inc	16 Dave Steele Stevens & Rogers 4-5 WNEP 8 - Adam	17 8:00 mtg Treading 9:00 on Transit Harper Log Tables	18 12:00 Not w/ Reason on Transp. Adams Ave. 4:30 TA mtg Co Com. mtg Tue.	19
20	21 8:00 Sterling Hotel	22 Carlos - Management Whitmireal	23	24 8 - Tran Com 9 - Transit Com	25 admin Sec. Commun. Cen. 9-10-30 or Pm.	26
27	28	CHICAGO 29 Joe Gaylord - All & Lunch.	CHICAGO 30	31 Call Sullivan, SNR.		

Meet. Notes

8/2

Called I. Ed H. re purposes of meeting 8/2 (area-wide Fed DOT planning for 2 and 8 mos - Comm TOPICS) and 8/4 - (approaches to N.St.Br.) and discussion re Cen Transit Authority - - Tried to convince him / County was better than 2 -

2. Joe Quinn re get info ready for Authority route - Line up 8/4 mtg and ~~we~~ ask Tobin to come
3. Riley - re Washington efforts; Support to private educational institutions; Busses. - 10¢ fare
4. Holt re 10¢ fare; push for Transit A. (TA)
5. Ed L. - ~~cont.~~ informed re above
6. Judge Rosen - cont. Phone - NYC 212-475-2859
7. Sam Gutman - work on Grossman (E.D.C) re ~~re opposition~~ not opposing ~~to~~ a County T.A. - he will; re petty politics and need for local override on traffic ~~[illegible]~~ solutions;
8. Judge Rosen - called and reported re lunch w/ Tobin -
9.

Lunch w/ Tobin - Will come to mtg w/ Coleman on subject of TA -

1. Tobin (Buses) will favor a TA. Wants part (?) fare; suggests full fares; will support Fed DOT grants for equipment. - Talking 2 cents more; will not oppose, but must force change on Bus Co.
2. Tobin will leave ave 2-3 weeks F.X. Carney, Hawkings -
3. Support canning for private educational institution
4. Will come to CRC mtgs -
5. Tobin re Khue Statement.
6. " " 60-90 days to take aggressive action re Consolidation

This is a dynamic situation

Factors: – Implementation – ?

$ – where does it come from –

S/2 meeting - 7:30 p.m. County Commissioners Office

Wyoming Valley Traffic Ed Weidenman, Jack McD (Acting head Lyco P. Com)
Bolles Assoc. - Jack Smythe -
Operations Program - Sponsored by PenDot.

Purpose - Maximize use of remaining facilities. -
a) Emergency needs now facing -
b) 3 - 18 month needs. (until new N.B. Bridge -
To provide emergency services. -
What are their needs. -

Later 2 month -
Thus implement immediately
assisted by Penn Dot. -

T.A.
Mtg
S/10
w/(Bob Nolan)

Responsibility w/ Penn Dot. and
Local Committees. -
Co. Pl. Com. is coordinating agency. -

Penn Dot will do everything in power to cut red tape. -
and provide $ for work - needs help for
MORE funding.

Buses. - Jam - Scott & Peart -
Reduce no. of private autos coming into the area.

Jack McD - Kim Penn Dot
J. Smythe - UMTA can help. - thru Penn Dot.

Bigler
Gottlieb
Gutman
?
Hoff
Sullivan
Somke
Sayre
Heisenberg
McDonald
Weinstein
Crosson
Schechter
+9 men

500 p
Case Worth

(215) 561-2644

BOLES, SMYTH ASSOCIATES, INC.
CONSULTING CIVIL ENGINEERS

JOHN SMYTH, P. E.
VICE-PRESIDENT

121 NORTH 18TH STREET
PHILADELPHIA, PA. 19103

E. Schechter

Meeting - Wednesday, 8/9
9:00 A. M. Secretary's office - Transportatio
Building, Harrisburg.

Will you and Edgar Lashford please meet with David Schooley at 8:15 A. M. in the Transportation Commission office - 12th floor, same building as above.

Meeting with Secretary, Jack Kisslinger, Deputy Paulson (David Simms rep).

Bigler
Gallagher
Gutman
?
Holt
Sullivan
Somke
Say the
Heiselberg
McDonald
Weinberman
Crosseni
Schecter
+9 men

500 people aged.

Case worth for Dinner of the aged

SHIP
Fast
P. O. BOX 2288
or 1425 N. MAXWELL STREET
ALLENTOWN, PA. 18001
CODE 215 434-9461

8/3

9 ~~Sunn~~ - 1. Hibbard re TA - hopeful he will not stand in way of bi-county authority. Discussion - agreement that he will not actively oppose, and will try to get Grossman to support.

9[25] 2. Lashford re name - Flood Recovery Task Force, Inc.

9[40] 3. Harrington re special problem in WB area and need for special resident Rep. Dept
He told me of letter just received from Sunn saying he must give priority to problem flood related - I said that this was not enough and the special desperate emergency in this area required a special form of handling - eventually I convinced him and he said that he would take it up with Paulson and Sunn and try to achieve it. I said if he did not get action - I would go over his head to Kansah next week; and he agreed. -

10[30] 4. Bigler - will meet at Lunch. to discuss

10[40] 5 Dave Schooley - will try to set up mtg w/ Kansah in Harrisburg - special deputy for this area - Resident here. -

11[10] Schooley says Mtg. Arranged w/ Kansah & in Harrisburg. 9 A.M.

~~5-2-97~~ ~~7/30~~

11¹⁰ Tobin - informed him of decision re suggestion re modification of application for continued bus subsidy. - Good
Discussed Byler plea for aged. - Agreed.
He will support
He will advise city tomorrow that he will continue bus support. -

11¹⁵ Ed Lashford - planned for Mtg in Harrisburg on 8/9.

11³⁰ Sam Cutman - got modified application re buses to Tobin by noon 8/4. -
Will do. -

*
8/4/72

AGENDA

FLOOD RECOVERY TASK FORCE INC., Committee on Roads, Bridges & Transportation

Crisis - Interrelation w/Econ Base
Sense of Urgency --
Mob. of all Resources.

1. Analysis of Situation
    1.1 Physical Assessment
        Roads and Streets
        Bridges
        Traffic Flow
        Transit
        Major construction
    1.2 Political Assessment
        Disorientation - Leadership vacuum
    Local level
        State Level
        Federal Level
    1.3 Philosophical Assessment
        Strong leadership needed now
        Mobilize all resources

2. Plan
    2.1 Act Aggressively
    2.2 Opportunity out of Diversity
    2.3 Take advantage of every bit of politically available flood-connected support we can get.

3. Define Obtainable Objectives
    3.1 Roads and Streets - Max improve traffic flow - Topics etc.
    3.2 N Street Bridge and Access Roads in 15/18 months
    3.3 N X Valley Expressway
    3.4 Downtown distributor
    3.5 Transit Solution

4. Committee Operation and Assignments
    4.1 Method of Operation - Small independent action groups
    4.2 Assignments

Traffic Flow	Bigler & Corbett
N.Street Bridge	Heiselberg
N X Valley Ex	Bigelow
Downtown Dist	Schmidt
Transit	Conyngham
Fed & P DoT	Kiley

4.3 Meetings - adonizio

8/4/72

FRTF - meeting notes (continued)

5. Summary of What is Going On

5.1 3xweekly traffic meetings with Civ Def and OEP

5.2 Bus - Transit Problems;

meetings with Co Commis s 8/4 & 8/10

BCM&N - for LLTS

5.3 New Pe DOT Study

Boles & Smyth

5.4 Meeting on N. St Bridge - 8/4

5.5 Efforts underway to get Fed & Pe DoT people in Wy Valley

meeting Harrisburgh 8/9

OTHER

8/4 –

George Parrs – N St. Br. Mfg. – 40116

1. – 7 Ds. – objecting to 2 sidewalks – and 6 lanes. –

13-12-12-13

52' way thru. – w/ Methodist Church 42'

2. Cost of Bridge increased from 5 – 2m

1150' x 42 →

Traffic volume Market St. 30m/day. –

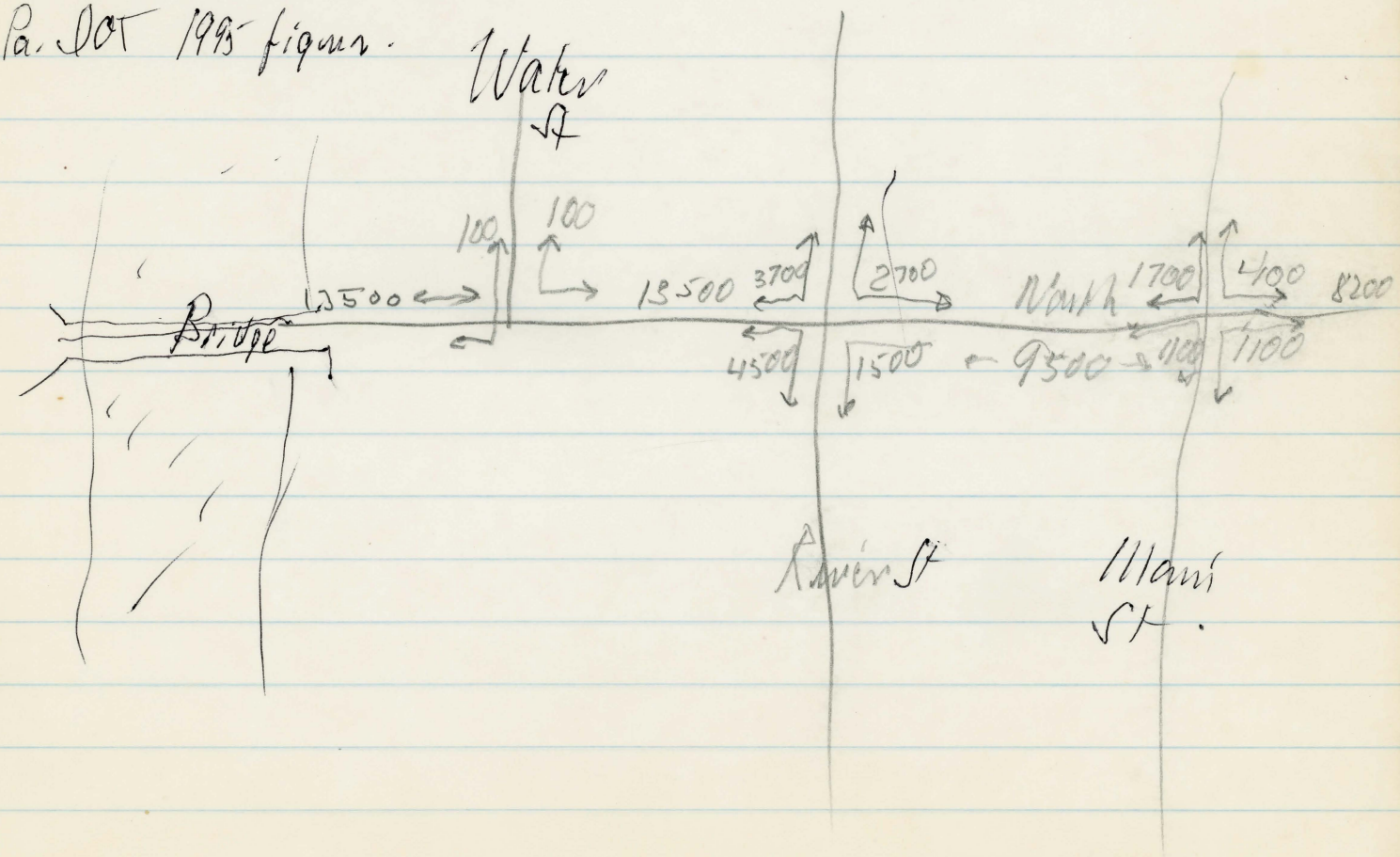
1990 = 15,000/day. –

Raise RR tracks. –

Cgby says may raise ditches. – 4-5 feet. –

Survey holes. – 13 out of 40 now. –

Pa. DOT 1995 figures.



8/4 5:00 p.m.

Phone call to BCMV - Noland. - Gave him message from Weidman, "We want your recommendations." N. says he is not prepared to give yet. Mtg 8/10 called only by Penn DOT because Penn DOT wants to make changes in concept and discuss w/ LuCom. Nolan is very fuzzy as to who he is inviting. Has been asked to have Julius Landau (?) local business representative. —

Nolan wants me to talk to Ostrowski - will call Monday 8/7. -

8/4 5:30 Bill Boleyn - from Wm Colby's office. I explained problem - he is working on it - will call me back Monday 8/7

8/4 6:20 Hibbard. - OK re EDC (see note 8/3) Grossman will not oppose. -

8/6 - Rm Tom Bugler - general

8/6 " Lee Corbett - explained his role in Committee. He agreed enthusiastically to work. —

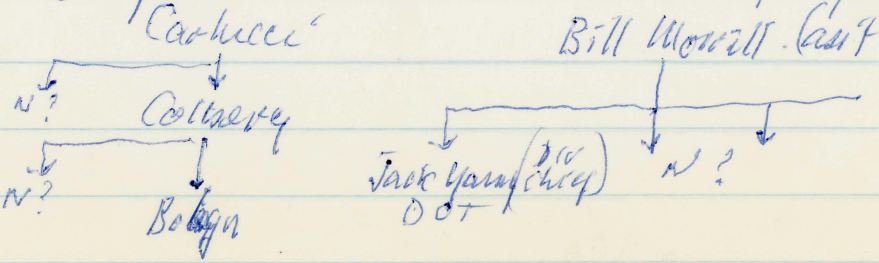
8/6 " Frank Tennant. — discussed my observation — that he was disturbed by my possible "counter-productive" actions w/ Tobin. He stated that Cit. Def. wants to let go and turn ~~this~~ their efforts over to civilian authorities, and agreed our objectives were the same and not in conflict. He believes CCP should continue to support business until M.S.R. completed - 3 yrs. He is for a fare of 10 - 25¢ at earliest time. Doubts Holt will agree - High regard for Frank Henry.

8/7 - Lunch w/ Bob Nolan and Joe Ostroski of P.K.S.&G.V. Sympathetic to Authority. They now know my thinking. Will recommend at 8/10 meeting if opportunity comes up. May be restricted by the state or fed. people. Favor Authority over DOT, because

1) Can borrow - short and long term.
2) Can operate w/o overhead and w/o employees.
3) Looked on favorably by Fed DOT, State DOT, UMPTA - etc.
4) Has broad powers from state law.

They warned we are up against strong "pro" opposition if we go one county authority only. Fed want regional authority. They agree this is the time to get sympathetic ear of Wash. for equipment grants, etc. Usually takes 12-18 months after filing application.

2:10 - Bill Bolgan - re Fed. Support from DOT - Mr. Bill Morrill or Jack Young - Asst Director and Division Chief, respectively will call me this P.M. - ~~They~~ He said in general are all very sympathetic towards our request for DOT man here in WD. - feel it's a good move. - Chain of responsibility =



MMPTA

New Equipment: 66.6 Fed DOT
16.7 State "
16.7 Local "

for each ~~$50,000 bus~~ ~~$8,400 from County~~
35,000 bus 5,800 " "

8/7 3:30 Harold Miller Model Cities WB (for Bob Miscavage Executive Director) looking into what they can do to answer Transit problem. Wanted info on what DCP decision was on continued support, and what plans Penn DOT had for area transit. Not candid with me. I advised details. He admitted Model Cities agency could not run Transit System but were very interested in problem and planning. He said they could give support by providing part or all of Local share of UMTA grants -- do not quote him on this - He will have Miscavage call me in a few days (away now).

4:30 Call from Bill Morrill Washington - his approach is to tackle one problem at a time, but he can't move State DOT, and he is not certain a Fed man here will do any good. - He does not want to add to beaurocracy. We must keep up pressure on Kassis - Push hard and cautiously. All Fed DOT flows thru Penn DOT. He will push on Coy Run problem (Lux Valley Expressway) and investigate N. St Bridge design - construct possibilities. He is a one-at-a-time-problem-solver. He says our pitch must be strong in ~~Washington~~ Harrisburg.

8/8

ELS Report to FRTF

Committee of Jurisdiction

Bigler + Corbett	Traffic
Hesselberg	N St Bd
Bogelow	N Valley
Schmidt	DT Dist
Langmyhr	Transit
Tilley	Govt
E.S.L	
Addy	

Objectives { Speed. Expedite

Mtgs w/ Co Commission

1. Boles + Smith – Trafficway – need for Resident
2. Transit.

Efforts to get Resident Representation of Fed + State.

Definition of Crisis on No Shrgenny by State

Sims letter Bridge const. procedure Boles + Smith.

Mtgs – Harrisburg – 8/9

Co Comm 8/10 – Transit

LLTS 8/11

Kiley Means test – prob. out

Tues 8 Nov

faults text

Flood Recovery Task Force, Inc. 8/9/72

Notes of meeting with Secretary Kassab today.

Present: Kassab; Poulson (deputy chief engineer); Kinstlinger (deputy secretary for planning); Schooley, Lashford; Schechter and also, part time, J. Robert Doughty, Director of Bureau of Traffic Engineering, and Bernard Kotalik, chief bridge engineer.

1. Kassab opened the meeting by surprising us with a statement that Wideman had reported to him yesterday afternoon that OEP was only going to continue their bus support for 30 additional days. Kassab defines the North Street bridge as an emergency and wants to persuade OEP that they must continue bus support until the end of the emergency - the replacement of the North Street bridge.

2. On the subject of the North Street bridge, the Secretary indicated they were proceeding as quickly as they possibly could. Reports on the bridge were constantly coming back directly to him, that he himself was personnally involved in the construction, and that only two things could happen to prevent the bridge from being completed in two years - the bore holes could disclose such poor subsurface that the bridge could not be built, or PennDOT would fall down on their performance. He has undertaken to insure that the latter would not happen. He said a resident engineer would be assigned to this project within the next 4 - 6 weeks and would thereafter be responsible for the early completion and would remain in this community until that time. He assured us that this would be one of their top resident engineers.

He stated their schedule was to complete borings by 8/22 - 8/25, to complete substructure design three months later, to advertise the job immediately and open the bids one month later, and to let the contract on or before 1/1/73. Kotalik said he would have to wait until all borings were in before they could design the structure. This was argued with Kassab but Kotalik was insistent. Kassab would not believe our statement that work could start now, in fact insisted that they would write into the contract the need for the contractor to start work immediately upon the letting, and not wait until after the Spring high water in April and May. The Secretary could not believe that there could be any faster way of getting this bridge under contract.

3. On the subject of our criticism that PennDOT was not treating this area on the emergency basis required under the circumstances, and on our comparison of the activities of the State with those Federal agencies which had placed special offices into this area to handle the emergency, the Secretary became very offended and disturbed. He loudly denied any

suggestion that they were not exerting their greatest efforts, and became very vocal on the fact that the Federal agencies were taking all the credit for support of the community, whereas the State, particularly his department, had cooperated at great risk on such things as providing permits for trailer travel over the highways at night, over uncertain bridges, and during weekends, running the risk of accidents and loss of life and property to citizens of the Commonwealth, and no one was giving them credit for this performance. He further said he was stealing money from maintenance funds and other limited resources in order to support the work in this community to the maximum extent, and he could not agree they were not cooperating.

4. I tried, as reasonably as possible, to point out the areas of both major and minor importance for cooperation where it appeared to us that expediting and red tape cutting was necessary. The Secretary listened attentively and we may have made a few points, but he did not agree that it was in the best interest of the department to put any permanent resident in this area.

5. On the question of traffic engineering, he talked about a Dan Wilshire, who they claim is "resident" in this area and working on a daily basis on traffic problems. Mr. Doughty was called into the meeting and agreed they were working as "quickly as we can", to solve traffic problems here. I mentioned the Spring and Scott Street lights and the Secretary asked Doughty to investigate the possibility of expediting this matter.

We parted without having significantly persuaded the Secretary. Unfortunately I believe we have been caught in a political mess relating to Gov. Shapp's arguments with the Nixon administration and with Secretary Romney, and the fight which they got into today on the subject of government vs state cooperation. As a result, our visit to Harrisburg and comments and suggestions to Secretary Kassab came at an unusually inappropriate time.

E. S.

E. Schechter
ES/k

Note for Mtg 8/9. –

E. Schechter 8/3/72

Reasons why we need a senior PennDOT and Federal DOT administrator assigned to and permanently stationed in this area.

1. To work on and expedite major emergency structural needs.

1.1 North Cross Valley Expressway.

Corps of Engineers tie up on elevation of structure.
NEPA tie up on Hollenback Park, etc.
Final design of ramps, section 2.
Public hearing, section 3.
Right of way, section 3.
Peach Orchard interchange.
115 - 315 interchange.

1.2 North Street Bridge.

Eastern approaches.
Western approaches.
Width of bridge.
North and River Streets interchange.
Urban redevelopment coordination.
Connection with I - 81.

1.3 Downtown Distributor.

2. To work on and implement immediate action on short term needs:

2.1 Light at Spring and Scott Streets. ; TOPICS tie up at Fed. level.

2.2 Traffic engineering in Wilkes-Barre city, to TOPICS standards.

2.3 Implementation of new Boles-Smyth Associates report.

2.4 Financial implementation of Boles - Smyth and TOPICS.

2.5 Traffic engineering of route 309 - signs, lights, channelization - Wyoming Avenue, Market Street corner; Wyoming Avenue, Union Street corner. Change 309 routing through Wilkes-Barre. Two-lane, three-lane reverse traffic patterns across bridge, etc.

2.6 Bridge reconstruction at Breslau, old Nanticoke, Water Street.

2.7 Means of immediate financial aid.

2.8 Assistance with UMPTA for mass transit.

3. Dollar savings in over-all cost because of:

- Quickly restoring tax base.
- Provides maximum support to mass transit at an earlier time.
- Saves on inflation dollars.

8/10

Notes from Breakfast Meeting with Carter

P.R.

Tomend

Hornsbuch.

No pay for Chester Pa funds from Fed Gov't.

Bill ~~Vicker~~ Vippermann
FDOT Hornsbuch
Consultation

Implementation

Wider of R-St —
get going —

24,000 — 9000

(11) 3,600 | Jul. 1

7000

3400

MTG w/ Co Com. on Transit

Bickhart - Pres DOT

9/10 - BCM & N Co/Cm.

Ostrowski:

1. Recommend that Leg. Co. go ahead w/a public transit system NOW. —
2. BCM & N. ~~can't~~ to stop

Authority - No profit motivation
can't be set up to contract w/Bus Co.

Co Tran Dept —

(Follow up on TOBM partial 10% before)
and definition of "Company"
Motivation to increase ridership ~~at~~, w/a management contract. —

	Auth	Co DOT
Ostrowski	- need small staff. basically no salary per auth.	- Report direct to commissioners - in a political post. - Directly tied in w/ tax $

(8) Frank/Mary
Jack (2) Pete, Jim (3) Lou Nancy, Co (4) Harriet Mary,
(5) Schenk, Conyngham

2 weeks, 9/24

823-0354

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EDWIN W. BICKHART
CHIEF
URBAN PUBLIC TRANSPORTATION DIVISION

8/11 LLTS meeting -- Dewaay - BCMV
L. Zwikowski EPC.
Dan Deckman FHA

NS Valley expressway discussion -

NS Bridge - 100% ~~OEF~~ F.H.A. many - funding.

~~Fred~~ Flood Damage money does not have to be matched by deletions of other programs. -
Others do. -

Fed HA busy on OEP evaluation and analysis work. -
- ES - raised questions of need for Fed-State Coordinator,
- Support for this idea by Rosetti. -
- Suggests an expedited memorandum cautioning by the Secty. -
Kathryn and Hamilton understand my point well and will discuss it with the Secretary.

~~Sept~~ Smyth report on his activity.
emergency decisions
Mass Transit. - To C.B.O.

LLTS (cont).
Wy Val Emergency Trans. Study.-
Smyth - where do we get the money
How do we implement?

TOPICS improvement.-
WB - needs Funded. - needs prioritizing
Other than WB - no funding
need implementation
Package programs with EDA, model
cities, Redevelopment, Appalachian.
OEP's interpretation now very narrow for
funding; FHH also very narrow -
PaDept of Community Affairs will fund
highway signalization to all new.
housing rights. -
Rosratti - OEP be encouraged (motion)

Carl Snyder ~~the~~ Fed Hy Admin.
Wants not waive any of restrictions.
tight interpretation of EK funds in
this area. -

Checked w/ Edith 8/17

LIJ

DRAFT

WHEREAS, Hurricane Agnes has created a state of ~~national disaster as decreed by the President that this~~ The President has decreed that this disaster area in the Wyoming Valley area of Luzerne County;

WHEREAS, the financial liability, the tax base, and the very existence of commercial, industrial, public and municipal facilities have been ~~threatened by~~ destroyed or severely damaged this hurricane;

WHEREAS, over 20,000 families have been dislocated, cannot return to their homes, and require semi-permanent new shelters;

WHEREAS, one of the two principal bridges in the county, crossing the Susquehanna river at Wilkes-Barre city which, prior to the flood had carried 25,000 vehicles per day, has been destroyed by the flood;

Whereas, because of the flood related dislocations, traffic problems have already become acute, and will ~~become of even greater urgency at the time of the opening of schools and colleges about September 4th;~~ get worse;

WHEREAS, a TOPICS type program is now being prepared for the Wyoming Valley area of Luzerne county; ~~and~~ and

~~WHEREAS,~~ a number of necessary projects to immediately ~~xxxxxxx~~ alleviate some of the trafic problems created by the hurricane have been identified and are capable of solution;

WHEREAS, because of the disaster, there is no funding presently available at the municipal or county level to supply the matching portion of ~~possible~~ potential Federal grants for these TOPICS type improvements;

WHEREAS, the continued problems relating to transportation ~~and their~~ endanger~~s~~ the health, welfare, and safety of a large number of the citizens of Wyoming Valley;

IT IS UNANIMOUSLY RESOLVED by ~~both~~ the Coordinating and the Technical Committees of the Lackawanna-Luzerne Transportation Study that:

1. The Office of Emergency Preparedness and the Federal Highway Administration and any other Federal agency concerned with this aspect of the flood related problems, give liberal interpretation to the funding of immediate action TOPICS type programs ~~outside of Wilkes-Barre~~

~~city~~, as a logical extension of solutions to traffic problems in this area, and ~~in order to prohibit traffic strangulation.~~

2. That the appropriate Federal and State agencies consider and ~~determine~~ develop methods of funding to cover the local communities share of immediate action solutions to flood related traffic problems whether they be on ~~on both~~ Federal aid and non-Federal aid roads systems, and

3. That procedures be ~~established and~~ agreed upon between the Federal and PennDOT State officials permitting immediate letting of contracts after projects have been defined and in every way possible, ~~cutting the red tape~~ to ~~reduce delays~~ eliminate which may delay the completion of the required immediate action program as the prompt.

Victor Ankrauter L.N.J.T.A. - Bi-County
215-253-6816 N.E. Eng. Co.
1-5860-1631 Van Stavell & Berkemeyer

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Richmond -
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Gen Mgr - Just a Fried -
The Planning Commission
for staff -

Armando Greco } assistants
Mike Kaiser } A/P.

Washington Co Transit Comm.
Hagerstown, Md.

Public Employee Union

Harold Bayer

301 - 731 0110

731 2800

~~Charlestown W. Va.~~

County Planning Commission

Tom Flanigan

John McDonald

Noel Caverly - Retired Vice

Tom Hill Solicitor

Michael Galinda Rest. on Sanitation Vice

B. Gallager

Walter Fry

Donald Smith

Paul Cadden

Steve Pavlovich Hagerstown

Wed 8/14

Rosen, Kiley, Kornar

Planning ?

Lu Co P Com
W B City P Com
Model Cities
Housing and
~~WCP~~ Lu Co. Red. Au.
W B City Red Au.
- N. Au. City Red Auth
- P. Hotel " "
Com. on Lic Opp M. Bacon

Joint Price

Heidelberg
Cortman
Case
Crossman
Price

Kingston
Plain
Hanover
Jenkintown
Edwardsville
Plymouth

Red. Auth.

Ravinor & Associate Assn
F.R.T.F., Inc.

Recreation Authority

1-787-7540

Wm Underwood {PENNDOT DIRECTOR MASS TRANSIT Systems} 8/15.

1. Local Circumstances. — depends. —
2. Consider bi-county. —
3. ATC - will get out —
4. Best option is to set up a Transit Auth. —
   By cs
   exemption —
   Liquid fuels taxes not paid

Office of Transportation
City of Williamsport. —

(2) at County level — can make local funding decision w/o local back x force. —

(Mass Cities)

A public body will have to take over. —

DOT on TA — Either is as good as the people on the Bd. —

State → Transit operating guide lines —
State very concerned too. —

MUST Be Professional Mg't.

Authority — may be better to pick up

8/15

~~Co. Commissioner~~
~~vs~~
~~diverse interest chief~~ ~~14A~~
~~Road~~

~~Comm~~
~~1. Legal questions~~

~~Model Cities~~
~~May not have to comply~~
~~formally~~
~~informal~~

8/15/72 Lunch

Meeting with Costantino, who is Fenton's boss. He also is responsible for UMTA, AMTRAK, Coast Guard, FHA, etc., in this region. He seemed very anxious to help, agreed to attend our meeting on Friday.

8/15/72 4:30 P. M.

George Parrs called re North Street bridge. He had just received word that Fenton's office in Harrisburg had requested that an environmental impact statement be filed, section 4F, indicating that they could not approve the structure without this. He said he had written a strongly worded letter to Dave Simms on this subject. He asked for our support. He claims 6 - 9 months delay if EIS, 4F, is required.

8/16/72

I had a call from William H. Vipperman, Federal Highway Administration. Vipperman is now stationed all week at Dunmore, PennDOT, and is representing Fenton in this area and is responsible for coordinating and expediting Federal activities under Fenton. He wants to talk with us and offered to meet me anytime today. I suggested he come to tomorrow's morning meeting and we would talk thereafter.

8/16/72

Ed Heiselberg advised today that he had made contact with Oliver Taylor, assistant to Carlucci for highway matters.

Jim Constantino - Carney Oep. -
Secty Rep. Dept of Trans. -

Get 2 more members on Transp. Committee -
Frank Harry.
+ 1. -

Call Tom Flannigan -
re attend
meeting on Friday 4/28/72
Stanley (Adamson)

Undumped Jamison - agenda - 1

→ Contracting agency of UMTA + others.

C. of Eng. - USAEy. Dist of Phil -
24 hr. -
7/10. -
100,000
8/12

7000
7500
20.
80.
14.50

Mtg
Underwood -

P. of Service

Paare -

Ray Radoslic - Lacaky.

Tony deluzelo - ?

Statari

8/16/72

Telephone conversation with Poulson and William Underwood, PennDOT.

Two calls from Poulson established the fact that not only would he come to our meeting on Friday, but that the Secretary plans to come also. It was difficult for me to understand how the Secretary had been invited but, of course, I was very pleased and I said so to Poulson.

A call at a later time from Underwood indicated that he had also been asked by the Secretary to come to Wilkes-Barre and he would be at the meeting. Underwood asked that an agenda be developed for the meeting. Within his particular area of competence, he would like to discuss ways in which funding could be found, both Federal and State, to provide the necessary bus service in this community. I made it plain to him there were no county or local funds available for this at this time - until the emergency was eliminated.

8/16/72

Ed Heiselberg called to advise that Parrs, PennDOT, had phoned - Ray Radowski and Tony Deangelo had been assigned as liaison engineers from PennDOT to the Wilkes-Barre area to work with Vipperman and local officials on expediting the problems of our community. Parrs also said that Harrington had asked him to be present at this meeting.

~~Call~~ Hold
" Joe Quinn —

✓ P. C. as long as possible; w/ security —

✓ press release — call Edgar Lockwood —
Bob Parker —

✓ invite Frank Tomasello.

Carlucci —
inviting

— Shank a character study, summer

— home rule charter —

Cent Com.
Mtg. 8/16/72

Temporary Steering Committee

Quinn –
Benowitz – Kingston
Schenker – Shaverton
Chametski
Sorboni – FF
O Donnell
Hordwich – Shaverton
Leonardi

– Meet w/ Co Commis –
" " Political Reps
Press Mtg. –
P. Relations Committee –

P. Rentin

1. Take whatever steps are necessary to get Temporary – to get this on the ballot. – w/ Co. Commission

Flood Recovery Task Force, Inc.

Meeting with Transportation Subcommittee, 8/17/72.

All members were present. Also, Bill Vipperman of FHA.

I reviewed developments of the past week.

Corbett reported on the breakthrough on the question of the four approved TOPICS projects and expects that they will be out for bids within the next week. He believes these can be promptly accomplished.

Bigelow updated a report on North Cross Valley (see notes of 8/9).

Heiselberg discussed North Street bridge and pointed out the need to convince legislators at meeting on 8/18 to get portions of this project on the 1972 - 1973 capital budget.

I reviewed latest transit situation.

We discussed the need for possible EIS-4(f) statement on North Street bridge.

I requested special assignment of Heiselberg and Bigelow on both the North Street bridge and the Cross Valley Expressway, that they prepare an analysis of step by step requirements for all phases of pre-construction work, and status of same along with a time analysis or schedule. I suggested a flow chart form. I suggested that it be submitted in draft in one week so it can be reviewed.

E. Schechter
ES/k

Pay for lunch.
~~w/ breakfast~~

Flood Recovery Task Force, Inc.
Transportation Committee

Meeting Agenda

List Not Complete

August 18, 1972
Sterling Hotel - 12:15 P. M.

Kassis Constantine

1. Opening statement. — Judge Max Rosenn

2. General description of the community's transportation needs. — E. Schechter

3. Discussion of specific problems. — Discussion Moderator - E. Schechter

   3.1 North Street - Pierce Street bridge reconstruction and connections between I-81 and Wyoming Avenue.

   3.2 North Cross Valley Expressway (LR 1052).

   3.3 Immediate action TOPICS type program for flood affected areas.

   3.4 Mass transit.

Ten Min

Transit
TOPICS - Ts.
Major Structures

Post Meeting Groups.

(1)

Thank Secty — & MrC

Cooperative attitude.

Men
Answers

6. TOPICS program
will waive red tape

Flood Recovery Task Force, Inc.
Transportation Committee

Meeting Attendees

August 18, 1972
Sterling Hotel - 12:15 P. M.

PennDOT
Secretary Jacob Kassab
William Underwood
Harold Poulson
George Parrs
Tony de Angelo
Ray Radomski

Federal DOT
Dr. James Costantino
Roger Borg
Clarence Frisen
W. A. Pepperman
William Vipperman

Penna. Senate
Hon. Martin L. Murray
Hon. T. Newell Wood

Penna. House of Representatives
Hon. Stanley A. Meholchick
Hon. Raphael J. Musto
Hon. Bernard F. O'Brien
Hon. Frank J. O'Connell
Hon. Fred J. Shupnik

Luzerne County Commissioners
E. Wideman

Flood Recovery Task Force, Inc.
and its subcommittee on
Transportation
Judge Max Rosenn
James Adonizio
Clifford Bigelow
Tom Bigler
Leo Corbett
Edward Heiselberg
Jack Holt
Andrew Hourigan
Thomas Kiley
Edgar Lashford
Bob Parker
E. Schechter
Jack Schmitt
General Frank Townend

N. Stone

Ray Rackemski X Valley Pkwy.

County

Tony DeRuggeb Engineer

Secty Nassab.

1. Test Borings - good. -
2. Scheme for N. St. Bridge. - Temporary Br. -
   Same location as present and -
   Coffer dams w/ concrete caps. 2 lane
   H20-44 -
   Open by Feb or March 1973. -
3. Hope OEP will continue bus subsidy
   until 3/72.
4. Need waivers on Fed. Restriction. -
   Cannot afford any delay from dealing
   Need coop. w/ US Coast Guard;

5. X Valley. Br., Schedule -
   Sch. 2 Foundation by end of 72 let -
   Bids in by 12/30
   Superstructure Done 3/73 Revenue H.
   Bids in by May 73 B. -
   Bridge completed by 4/74

Notes on Flood Recovery Task Force Transportation Committee Meeting 8/18/72.

The meeting proceeded somewhat differently than the agenda. In addition to an opening statement by Rosenn, Kassab and Costantino both made statements. Kassab's statement contained the following important information.

1. He announced an office of DOT would be established in W-B with Ray Radomski, engineer in charge of the North Street and Cross Valley Expressway projects and Tony DeAngelo has charge of all other county related transportation projects. Bill Vipperman, FHA, will be working out of the same office. These men will be here not only for coordination but also for decision making and implementation and will have authority to do so. The Secretary made plain that the establishment of this office indicates the top priority which his Department has placed upon these projects and he, personally, desires to be kept informed as to their day to day progress.

2. Re North Street Bridge.

A temporary bridge will be erected at the same location as the previous bridge, coffer dams will be filled with sand, and concrete caps erected, and then a steel grating bridge placed on top. The bridge will be constructed for two lanes of standard highway loading. Work will be underway within one month. The schedule calls for opening of the bridge in March 1973.

3. The Secretary expressed hope that OEP will continue the bus subsidy until March 1973.

4. Waivers will be required on special Federal restrictions as we cannot afford any delays from hearings, etc. Cooperation of the U. S. Coast Guard and other DOT related agencies is solicited. Cooperation of EPA and other Federal agencies involved is solicited. Robb, Federal coordinator and Costantino took note and assured cooperation.

5. North Cross Valley Expressway, section 2, (bridge from Rutter Avenue, Kington to River Street, W-B). Design will be complete on the foundations by the end of 1972. Bids for sub-structure should be in by December 30, 1972, and construction underway the 1st quarter of 1973. The super-structure plans should be complete in March, 1973, reviewed in April 1973, bids taken by May 30, 1973, completion of the bridge is expected by the 4th quarter of 1974.

Jim Costantino announced that Ed Madison and Alex Delaballi of UMTA, were here, also FHA personnel, and introduced his full time coordinator Bill Vipperman. He assured working cooperation of all Federal departments.

Subsequent to this, a discussion was held in reference to each of the four key areas as indicated on the meeting agenda.

After the meeting special roundtable discussions occurred on TOPICS, mass transit, and major structures. Reports on these will have to come from committee members.

Transit - OCP will drop suddenly - Sept -
when everybody is housed. -

N. X. Valley - Eng Eng - no response letters -
Tri - P.M. on 4f requirements - Waivers asked by
TOPICS -
Spring & Scott - Bid 8/28 - complete 40 days -
80 projects condemning. -

CA

River Street. -
Court case.

Tam B

Call Butler & Singer.

8/24/72

Notes re LR 1052, E. I. S.

Ray Radomski advised this morning that FHWA reginal engineer, Comella, will have information on a request for waiver of EIS late today. He requested we do everything possible to expedite.

I spoke to Max Rosenn, who thought the best way to go would be through Senator Scott's office.

Costantino called, he was fully familiar with the request for waiver and the situation through the DOT. He assured me that the request would be hand carried to the necessary offices and that he had done everything which he felt could be done to expedite through the level of Secretary Volpe. He said that the application is in the form of two schedules - one showing the normal time schedule on all DOT and NEPA requirements and the other the expedited procedure. He requested approval of the expedited procedure.

Costantino did say that anything which we could do to expedite the matter in the office of Mr. Ruckleshouse, NEPA administrator, would be extremely valuable. I said that I would pass on the information and see what contacts we can develop.

I phoned the above to Max Rosenn. It was agreed I would call Andy Hourigan. Max Rosenn will hold off talking to Scott until I get back to him.

12:40 Discussed w/ AH. He will contact Cashman & advise me what steps we should take. AH is not a friend of Ruckleshouse. —

8/25/72. -

Committee on Local Govt

Gibbons, Chernatsky - Mandarek, Schneeloch - Quinn, Clarke, + 3 commissioners + PIC + Sec'y.

Home rule legislation. -

Weidemann

1. - People emotionally upset by present crisis. -

1. EW re Cty Govt letter

2. Flood Plain Resolution at Mtg.

3. Invite EW. to mtg on 8/31. -

1. Mtg last Friday -

✓ N St. Pr.

✓ N x Valley

✓ Topics - I-A. -

Secty Kasnik letter -

Memorandum Day

Job Yhoe
Alice Doran
on Mugs
Anderson.

TRANSIT

Senior Problem - Dt.

Executive Committee / N / Committee Mends plus Tony -

DCDNEPH.

Harold Rose
Equity
Legislation

OCR Lapsed
Last Year 1972
no return
on tax returns
city only w/ RE taxes.

8/25/72 . Telephone Conversation.

Bill Allison, Deputy Administrator of UMTA, and Jim Costantino called from Washington. They advised that they were taking every action possible to insure that public transportation would be available in this area, to take over the system when it was needed. For this purpose, they are sending five men into this community. Alex Delivalla, Ed Madison, (both of whom have been here before), Jim Young, (service development), and Franz Gimmler (research and development), as well as an attorney will all be arriving here either this afternoon or tomorrow morning. Their purpose is to obtain the necessary information so that the proper applications can be filed at the earliest possible time, the public agency can take over the transit systems, and the Transit Development Program can be properly undertaken. They will also be prepared to make recommendations as to how the demonstration project can be structured, and how this can fit into the long range needs of the community.

I brought Allison up to date with the action we had taken with the County Commisioners and the five recommendations of 8/25. He felt there was no conflict between our recommendations and theirs .

I suggested that the five representatives from UMTA who are coming, coordinate their activities through Ed Heiselberg's office. I pointed out there was no one else with a central view and that the Flood Recovery Task Force, manned by volunteers, is not prepared to take on this coordination problem at this time.

I said I would be out of town for the next two days.

9/1/72

Flood Recovery Task Force

Notes of conversation 8/31 with Jack Smyth of Boles and Smyth, consultants.

1. Wilkes-Barre TOPICS are proceeding very well. The State is taking a liberal approach. The first 4 contracts have been let, (including Scott and Spring Streets), and 10 more are moving fast. Funding is already available. Poulson's policy has been "we will do it now and worry about the money later". No local participation seems necessary. Smyth feels the State is bending over backward to cooperate.

2. Projects outside of Wilkes-Barre city are also proceeding smoothly and he expects about the same sort of cooperation from the State.

3. He feels there is a slight hesitancy on the part of FedDOT to hold back now and he sensed a different attitude from them than from the State. He says it is improving and does not want us to take any action through our Federal sources at this time. He will keep in touch.

4. He had some suggestions concerning other ways of relieving traffic, including a staggered work period, changing store hour closings, changes in parking rates which would force people to use transit rather than cars, etc. I told him to discuss these with Ed Heiselberg in order to include them in the possibilities available to us for the Demonstration Program application for mass transit. He said he would coordinate.

STATUS OF URGENTLY NEEDED PROJECTS REGARDING THE STATE CAPITAL BUDGET FOR HIGHWAY IMPROVEMENTS

FOR THE ECONOMIC RECOVERY OF THE WYOMING VALLEY AREA

Priority Number	Project Name	State Map #	Other Identification	Capital Budget: Prior to 1972	Capital Budget: 1972-73 Proposed By Penn DOT	Capital Budget: Not in Capital Budget	Remarks
	NX Valley L R 1052						
3	Section 1 (NW of Susq. River)	282	E-15		* 13.15		Satisfactory
1	Section 2 (Bridge and approaches)	124	E-15	*			Satisfactory
4	Section 3 (River St. to Int. 81)	125	E-15	*			Satisfactory
	North St. Bridge and Highway Connections						
6	Pierce St. from Rt. 11 to Third St. in Kingston.	279 Ext.	17			* 1.0	Need funds for engineer way and construction.
2	North St. Bridge (Third St. in Kingston to Pa. Ave. in Wilkes-Barre).	279	17	* Est Rafle.		* (5.53)	Need funds construction Third St. to Bridge in River St. to Pa. Ave. i
5	North St. from Pa. Ave. to Int. 81	278-279	18 & 19		* .41	* 5.57	Need funds for right of construction.
	Topics Programs						
11	Topics - Wilkes-Barre City	285,286, and 287		*	* .5		Satisfactory
12	Topics outside Wilkes-Barre					* ?	Need funds for engineer way and construction.
	Downtown Distributor						
7	North Section (Pa. Bvld. to L R 1052)	128-277	E-1			* 14.2	Need funds for engineer way and construction.
9	South Section (Pa. Bvld . to L R 786)		E-2			* 12.0	Need funds for engineer construction.

August 18, 1972

STATUS OF URGENTLY NEEDED PROJECTS REGARDING THE STATE CAPITAL BUDGET FOR HIGHWAY IMPROVEMENTS

FOR THE ECONOMIC RECOVERY OF THE WYOMING VALLEY AREA

Project	State Map #	Other Identification	Capital Budget: Prior to 1972	Capital Budget: 1972-73 Proposed By Penn DOT	Capital Budget: Not in Capital Budget	Remarks
L R 1052						
on 1 (NW of Susq. River)	282	E-15		* 13.15		Satisfactory
on 2 (Bridge and approaches)	124	E-15	*			Satisfactory
on 3 (River St. to Int. 81)	125	E-15	*			Satisfactory
Bridge and Highway Connections						
e St. from Rt. 11 to Third St. ngston.	279 Ext.	17			* 1.0	Need funds for engineering, right of way and construction.
St. Bridge (Third St. in King- to Pa. Ave. in Wilkes-Barre).	279	17	* Ent Rq'd.		* (5.53)	Need funds construction money from Third St. to Bridge in Kingston, and River St. to Pa. Ave. in Wilkes-Barre.
St. from Pa. Ave. to Int. 81	278-279	18 & 19		* .41	* 5.57	Need funds for right of way and construction.
ograms						
s - Wilkes-Barre City	285,286, and 287		*	* .5		Satisfactory
s outside Wilkes-Barre					* ?	Need funds for engineering, right of way and construction.
Distributor						
Section (Pa. Bvld. to L R 1052)	128-277	E-1			* 14.2	Need funds for engineering, right of way and construction.
Section (Pa. Bvld . to L R 786)		E-2			* 12.8	Need funds for engineering, r-o-w and construction.

STATUS OF URGENTLY NEEDED PROJECTS REGARDING THE STATE CAPITAL BUDGET FOR HIGHWAY IMPROVEMENTS

FOR THE ECONOMIC RECOVERY OF THE WYOMING VALLEY AREA

Priority Number	Project Name	State Map #	Other Identification	Prior to 1972	Capital Budget 1972-73 Proposed By Penn DOT	Capital Budget Not in Capital Budget	
	River Street in Wilkes-Barre						
8	North Street to L R 1052					* 7.5	Need funds f of way and c
10	North to South Streets	105	14	*			Satisfactory
13	Route 309 Relocated (Spring St Bypass, Wilkes-Barre City and Twp.).	109	20		* .67	* 12.6	Needs funds construction
					14.82	56.	

STATUS OF URGENTLY NEEDED PROJECTS REGARDING THE STATE CAPITAL BUDGET FOR HIGHWAY IMPROVEMENTS

FOR THE ECONOMIC RECOVERY OF THE WYOMING VALLEY AREA

Project	State Map #	Other Identification	Capital Budget: Prior to 1972	Capital Budget: 1972-73 Proposed By Penn DOT	Capital Budget: Not in Capital Budget	Remarks
Street in Wilkes-Barre rth Street to L R 1052					* 7.5	Need funds for engineering, right of way and construction.
rth to South Streets	105	14	*			Satisfactory
ute 309 Relocated (Spring St pass, Wilkes-Barre City and .).	109	20		* .67	* 12.6	Needs funds for right of way and construction.
				14.82	56.	

Urban Mass Transit People

Ed Madden
Alex DeMarchi

FHA
Whitty Frisen. Bult.
Roper Barg. — Hamilton

Full time coordinator
w/ decision making
Bill Vipperman.

Prompt application

Advance Legislative Tax