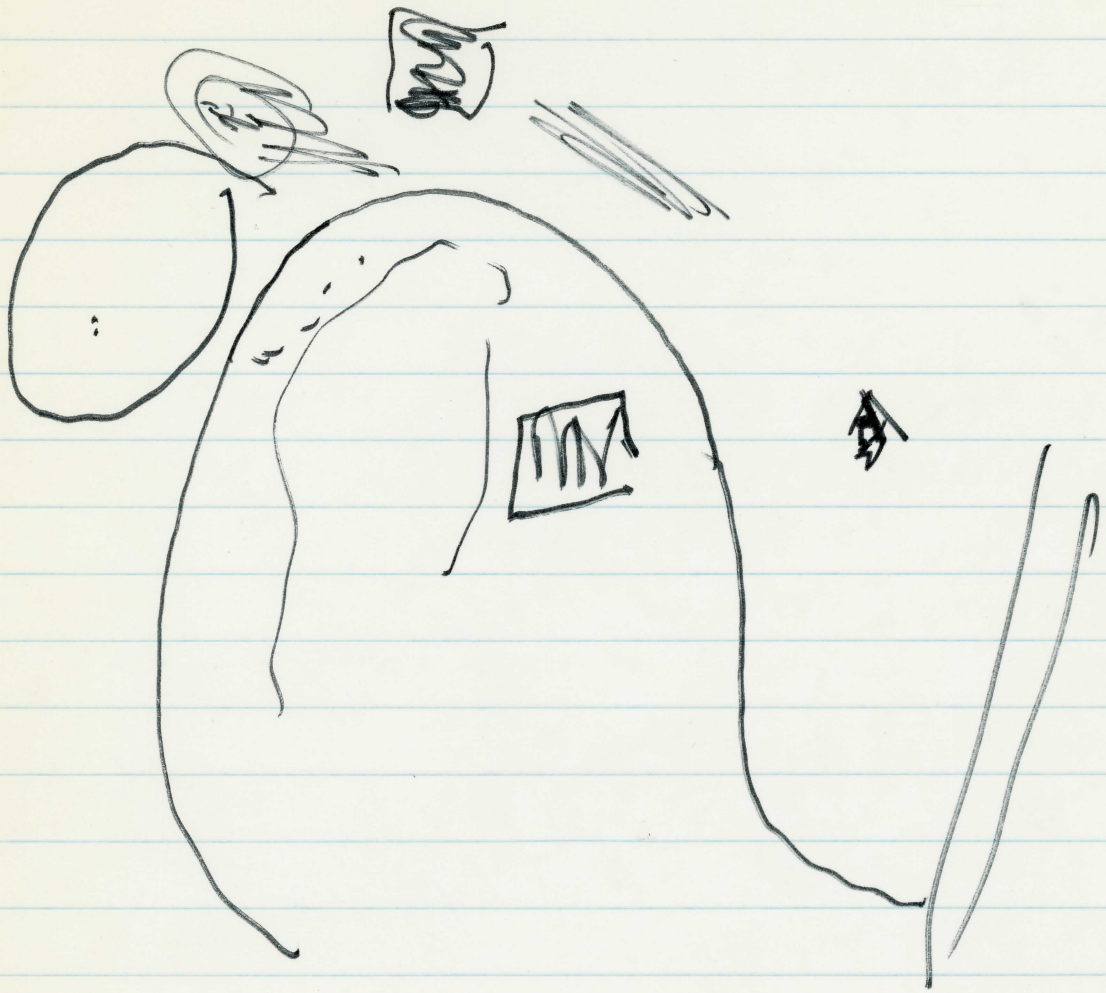
Flood Recovery Task Force, Inc. Subcommittee on Transportation. 1973 January: Meeting Notes

Meet. Notes

45

Meet. Notes



1. Edgar. L. comments:
- discouraged many industries - relocations
- LCCC - very far along the way. - egg hatched. -
- not fragmented indust. dev. - only Pittsburgh WB. -

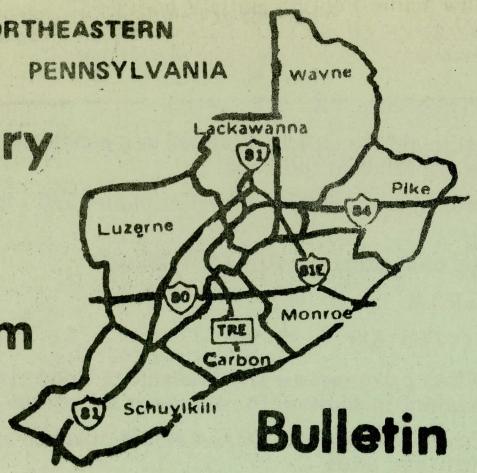
L.R. 1. Gov't. L.R. Goal.
S.R. 2. What to me the states $130 ± / million.
elderly - relief -

S.R. 3. ✓ Recovery Fair.
L.R. 4. ✓ Flood Plain - Sq. River Red. ~~Cuth~~ Basin Auth. -

L.R. 5. ✓ Transportation + Traffic. -

6. Steam Heat Co.

7. Redevelopment Program.
Guide Judgement.



Recovery Action Program Bulletin

JOHN B. HIBBARD, President
ASA L. DAY, JR., Vice President
THOMAS P. SHELBURNE, Vice President
STUART F. PIPHER, Secretary
FRANK L. WILLIS, Treasurer and
Vice President of Fiscal Affairs

HOWARD J. GROSSMAN, Executive Director

VOL. II, NO. 2
January 19, 1973

ECONOMIC DEVELOPMENT COUNCIL
OF NORTHEASTERN PENNSYLVANIA
P.O. BOX 777
AVOCA, PENNSYLVANIA 18641
(717) 457-7456

This issue of RAP focuses on various assistance programs available to the flood-affected homeowners of the Wyoming Valley. While the staff of RAP recognizes that many residents are well aware of the home-repair programs available to them, it also recognizes that a number of homeowners may still be uninformed or misinformed concerning the services offered by the various programs, and the points of contact for information concerning thos programs. Preliminary information concerning various urban renewal projects is also included in this issue.

INTERIM ASSISTANCE PROGRAM (IAP)

Mr. Carl Scarentino, Luzerne County Redevelopment Authority, 272 Pierce Street, Kingston, PA. 18704 (288-9351)

The Interim Assistance Program is designed to provide permanent repairs to flood-damaged homes and to make them suitable for occupancy.

The services provided by the program include necessary replacement or repair of: (1) plumbing systems, including water heaters; (2) electrical wiring; (3) heating systems; (4) exterior steps or porches; (5) windows and exterior doors; and (6) other items necessary to eliminate health and safety hazards.

The Interim Assistance Program is available to all flood-affected residents of those communities in which the municipal council has requested that the Luzerne County Redevelopment Authority implement the program.

ALLOCATION OF INTERIM ASSISTANCE FUNDS

The Interim Assistance Program has been one of the most extensively utilized programs for aid to homeowners in recovering from the affects of the flood. The following chart designates the amount of funds allocated for the program by the federal and State governments in area municipalities.

The dollar amounts noted are those announced by the U.S. Department of Housing and Urban Development and the Pennsylvania Department of Community Affairs.

	(Federal Contribution)	(State Contribution)
Kingston Borough	$2,666,667	$1,333,333
Hanover Township	2,044,444	1,022,222*
Swoyersville	1,667,246	625,218
Forty Fort	977,778	498,463
Plymouth Borough	776,300	498,463
South Wilkes-Barre	3,900,000	1,950,000**
West Pittston	640,000	N/A
Edwardsville	555,160	208,188
Shickshinny	378,725	142,023
Plymouth Township (including West Nanticoke)	289,794	108,673
Luzerne Borough	252,180	58,905

*Amount as projected in federal application
**State matching funds announced to date
N/A—Not Available

PROPERTY IMPROVEMENT PROGRAM (PIP)

Mr. Carl Nardell, Director, 421 N. Main Street, Wilkes-Barre, PA. (825-7563)

In light of homeowner complaints about work being done in the Wyoming Valley by some contractors, the Property Improvement Program (PIP) is screening contractors to insure that reputable contractors are available to flood-affected homeowners. PIP employs inspectors to determine if the work done by contractors has been completed satisfactorily. PIP also offers assistance and information to flood-affected residents regarding contract specifications. Further information concerning the Project Improvement Program is available at 825-7563.

SPECIAL ALERT

The Flood Victims Action Council will meet on Thursday, January 25, 1973, at 7 p.m., at the Gus Genetti Hotel, Wilkes-Barre, to hear a presentation on the Wyoming Valley Plan prepared by Wilbur Smith and Associates. The Economic Development Council of Northeastern Pennsylvania and the Luzerne County Planning Commission Staff members will be present.

—OVER—

HEP-CEP CLEAN-UP PROGRAM
CONCENTRATED EMPLOYMENT PROGRAM, 2 North Main Street, Wilkes-Barre, PA. (822-1101)

The Concentrated Employment Program is conducting a program to aid the elderly, (defined as a person 55 years or older) the handicapped, and one-parent families still in need of clean-up services as a result of the flood.

Included in HEP-CEP services are the cleaning of floors, walls, cellars, etc. and the removal of plaster and other damaged materials. These services are provided at no cost to eligible persons.

Additional information regarding the program can be obtained by contacting the HEP-CEP Offices.

EMERGENCY EMPLOYMENT ACT (EEA) FLOOD RECOVERY PROGRAM

Luzerne County Courthouse, N. River Street, Wilkes-Barre, PA. 18701 (823-6161)

The services of Luzerne County Emergency Employment Act (EEA) personnel are still available to flood victims of Luzerne County. EEA provides services of electricians, carpenters, and painters, in addition to manpower for general clean-up work.

East Side Community residents who desire information about the program should contact Jim Montecello at the Morgan-Williams Park, Scott Street, Wilkes-Barre, Pennsylvania at 825-6881 (ext. 350).

West Side Community residents may contact Tom Kutney, at 288-1687,at the Church Street School.

MAGNITUDE OF URBAN RENEWAL PROGRAMS

As is well known, massive urban renewal projects are being undertaken throughout the area as a result of the flood. The following table contains preliminary information taken from survey and planning applications and the U.S. Department of Housing and Urban Development (HUD) concerning the various urban renewal projects including the total acreage affected by the flooding in each project area, the number of damaged and destroyed structures, and the estimated costs of each project. The table also lists the amount of funds for each project.

NORTHEASTERN PENNSYLVANIA PROPOSED URBAN RENEWAL DISASTER PROJECTS: CONDITIONS AND FINANCIAL NEEDS (PRELIMINARY)

Municipality	Acres Total	No. Structures Total	Condition of Structures: Destroyed Non Res	Destroyed Res	Damaged Non Res	Damaged Res	Federal*	Estimated Cost: Total Cost+ State/ Local	Federal Grant Reservation
Edwardsville	403.41	648	0	6	106	520	$6,961,729	$2,260,576	$5,431,699
Forty Fort	450.76	2,034	10	200	59	1,440	12,450,500	3,948,500	7,702,001
Hanover Twp. (exc. Oxford NDP)	391.80	755	10	56	30	659	14,050,500	4,508,500	13,671,855
Kingston	1,381.22	6,629	20	130	387	6,092	44,850,000	12,850,000	43,741,913
Luzerne	58.9	279	0	0	24	179	2,387,425	745,808	2,116,088
Conyngham Twp. (Mocanaqua)	41.0	124	0	5	1	109	2,719,140	881,380	TBA
Plymouth	303.1	1,620	5	15	86	1,093	14,094,214	4,623,071	11,225,550
Shickshinny	197.3	372	3	9	21	316	5,438,892	1,737,964	TBA
Swoyersville	711.2	1,857	4	31	56	1,580	17,396,368	5,598,789	13,157,528
Plymouth Twp. (West Nanticoke)	106.4	236	1	5	28	188	6,240,997	2,037,328	TBA
West Pittston	170.38	625	5	45	14	476	4,452,750	1,274,250	TBA
Wyoming	170.30	64	3	19	3	26	643,500	1,930,500	TBA
Wilkes-Barre–Downtown	200.55	758	95	142	185	336	65,812,850	21,820,950	43,155,025
Wilkes-Barre–South	983.70	3,664	0	70	35	3,070	44,798,750	14,641,250	29,518,299
Hanover Twp. (Oxford)	N/A								TBA
Wilkes-Barre–Iron Triangle(Phase I)	22.0	N/A							5,542,750
Nanticoke (Lower Broadway)	59	77	0	0	13	62	2,855,678	951,893	TBA
Plymouth Twp. (Redevelopment area 2)	49.3	52	2	2	3	43	2,199,000	733,000	TBA
Plains Twp.	62.8	100	2	17	7	61	1,800,000	616,289	TBA
West Wyoming	5.25	12	0	8	0	4	969,609	323,203	TBA
Schuylkill Haven	19.9	75	0	0	12	56	2,076,175	668,725	TBA
TOTALS	5,788.27	19,981**	160	760	1,070	16,310	$252,198,077	$82,151,976	$175,262,708

*Rehabilitation grants included
**Since all structures in a particular urban renewal area did not receive flood damage, the totals of destroyed and damaged structures do not correspond to the total number of structures in a particular urban renewal area.
+Total costs=Planning cost + Execution costs
NA: Not available
TBA: To be announced
Source: Survey and Planning applications prepared by Redevelopment Authorities; U.S. Department of Housing and Urban Development

Recovery Action Program is a periodic publication of the Economic Development Council of Northeastern Pennsylvania designed to inform the region's residents and public officials of actions being taken and progress made toward recovery from the ravages of Tropical Storm Agnes. RAP will be issued periodically as the recovery effort progresses.

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FIRST EVER
Federal Operating Aid Bails Out Wilkes Barre

BY GINA ROBICHEAUX
Managing Editor
PASSENGER TRANSPORT

WILKES BARRE, PA.—There's an old saying that every dark cloud has a silver lining. In any event, that's the case for the industry, now that flood waters have subsided in Wilkes-Barre, Pa.—and an emergency transit project represents the first federal operating subsidy for urban mass transit.

While Jack Holt of Wilkes-Barre is grateful for this, he's also grateful that no black cat crossed his path Halloween night. More so than most folks.

SURVEYING HIS BADLY damaged office, which once had a beautiful desk and lovely appointments, is Frank M. Henry, president of White Transit Co. at Wilkes – Barre, who suffered $200,000 in personal damage during the June flood.

"Bad luck just seems to follow me around," explains the Wilkes-Barre Transit vice president, punching at silt covering the interior of a bus, then pointing to where his prize mounted fish got washed from his wall.

"I wasn't here during the other flood back in '36," continues the 36-year transit veteran and civic leader, who played a key evacuation role following the June flood here—the worst natural disaster in American history. "But I was at Penn Bus Company in Chester back in '47 when 35 pieces of our week-old equipment were destroyed by fire. And I'll never forget Feb. 10, 1940 when a tornado dipped down at Albany, Ga., destroying 17 pieces of our (Modern Trailways) equipment..."

It was this past June 23 that this picturesque, urbanized area, her coal mines inoperable after an earlier flood, was singled for a merciless, double pass by Hurricane Agnes. As the mighty Susquehanna went on a rampage, crashing through her dike, she left in her wake thousands of destroyed or damaged homes and businesses and an inundated and heavily damaged central business district.

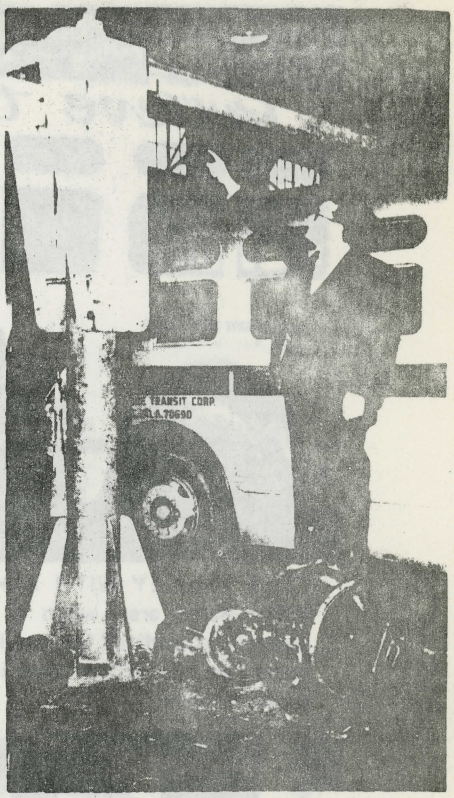
Transportation, of course, was chaotic.

"This has been the worse thing I have ever been through in my life," recalls Holt, who was instrumental in setting up a no-fare system financed by the Office of Emergency Preparedness. "Many roads were impassable. Hundreds of cars were inoperable. I saw a grand piano in a pile of debris. Drivers were coaxing people wandering around in a daze to get on the bus so they could take them to evacuation centers.

"We All Shoveled"

"We all shoveled mud—the whole force. I'd estimate that 75% of the employes were directly affected, themselves, but they all came to work. It dawned on me that I needed to send my weekly report to Cincinnati (ATE Management and Service Co.). I told them we were all shoveling mud...

"...We got the equipment out. Then the levee eroded and the drivers evacuated homes and hospitals, getting everybody to higher ground.



'THE WATER WAS THIS HIGH,' recalls Jack Holt, vice president of Wilkes-Barre Transit Co., standing atop a bus part in the garage still undergoing clean-up.

"I went back to get the company records. We got caught between two tidal waves and I lost my car. They rescued me from a roof four and a half hours later. I was a mess, standing up there waving my coat at a helicopter with my fishing box in my other hand."

The fact the Holt, himself, lost his personal car in the flood, is ironic. For one purpose of an emergency transit demonstration grant just announced to return normal transit to Wilkes-Barre is—retaining a maximum number of the emergency-generated riders and taking restrictive measures to reduce automobile congestion.

The Urban Mass Transportation Administration grant of $300,000 to the Luzerne County Transportation Authority begins as the free service provided by Wilkes-Barre Transit, and White Transit, owned by Frank Henry, terminates (Oct. 18).

Henry, whose family has operated Pennsylvania's oldest bus company since 1908, recalls damage wrought by the other flood in 1936. Well aware that his transit property is in the flood plain, Henry got his equipment to higher ground 12 hours before the disaster.

"THE VALLEY WITH A HEART" proved to be an apt description of the Wilkes-Barre area when a coordinated, community effort, including free, federally-subsidized bus service, got it through its darkest hours. Here Jack Holt stands by one of the buses involved in a federal-state demonstration project to retain ridership.

CHAIRMAN OF THE Luzerne County Transportation Authority, which just received an UMTA grant for the transportation demonstration project in Wilkes-Barre, is Robert Leonardi (left), shown with Jack Holt (center), vice president of Wilkes-Barre Transit, an ATE subsidiary; and Frank Henry, president of White Transit Co., as an unidentified passenger boards a bus. Other members of the LCTA are Edward Schechter, cochairman; and Thomas R. McGeehan, James Conahan, Russell W. Lackie, Robert Miscavage, Joseph O'Arma, Edward Heiselberg and George P. Sailus.

While both transit systems suffered extensive property damage, both feel they were lucky. Although the local death toll was kept down by quick evacuation following continuous public service announcements, what about the poor river-bottom farmers with no homes or tomatoes to sell?

Good Luck Charm

While Jack Holt considers himself a possible hex, the help of the federal government has been Wilkes-Barre's good-luck charm.

Local transit ridership tripled from 10,000 to 30,000 daily trips under the emergency no-fare system. So now Wilkes-Barre and the two transit properties find themselves in the unique position of trying to maintain a high transit ridership—as auto availability increases.

And since the federal portion of the emergency transit demonstration project begins at termination of the free bus service, it represents, in essence, good luck for the industry: the first federal subsidy of urban mass transit.

The $1.5 million project, announced Oct. 17 by Frank Carlucci, a special representative of President Nixon, is being jointly financed by UMTA, Housing and Urban Development (HUD) and the Pennsylvania State Department of Transportation.

From the project will emerge something of vital industry interest: a Transit Operations Manual for the nation's future civil emergencies.

In addition to efforts to retain ridership and curb automobiles, the UMTA grant seeks to reduce the transit operating deficit to a level within a financial capacity of state and local interests.

Exclusive Busways

Capital improvements will be introduced into both transit systems, and special programs will be instituted, such as exclusive busways and preferential bus lights at intersections.

According to the UMTA project officers, the fare structure is to increase from a basic 15¢ to a final rise of 25¢ during the 21-month period of the demonstration project. To offset the fare rise, marketing will be emphasized, and the new capital improvements introduced, the project summary states.

During the free riding period, an initial origin and destination survey was conducted to provide trip characteristics, with all routes surveyed simultaneously.

A master plan is to be formulated for each phase of the project. This will include a system diagnosis of both involved transit properties.

Later on, Holt says, attention will be given to off-peak and/or off-route service, such as shop-and-ride, park-and-ride, [illegible]

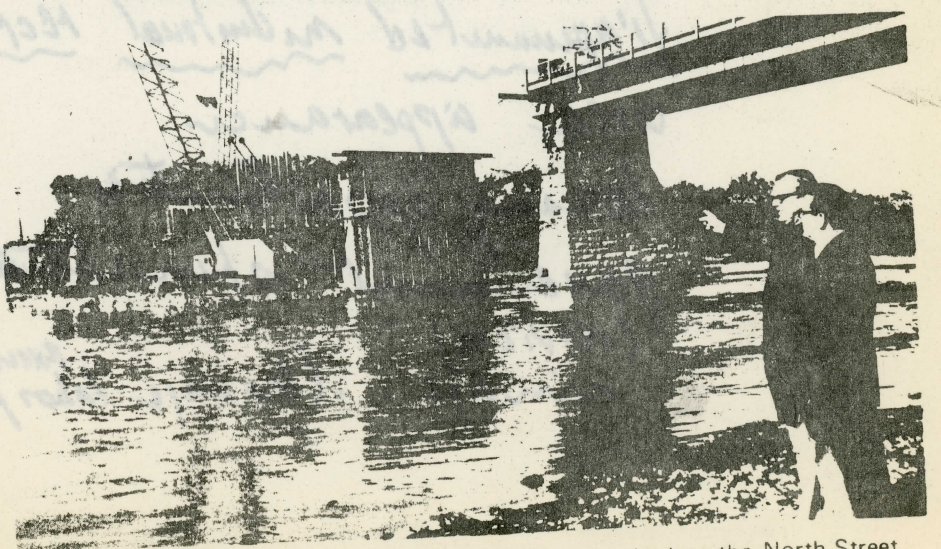
Forty-three, 45-passenger buses, air-conditioned and radio equipped, are on order for use by the two transit companies.

Both Holt and Henry are effusive in their praise of federal and state involvement in the Wilkes-Barre disaster, and of the coordinated community teamwork that has buoyed Wilkes-Barre through its darkest hours.

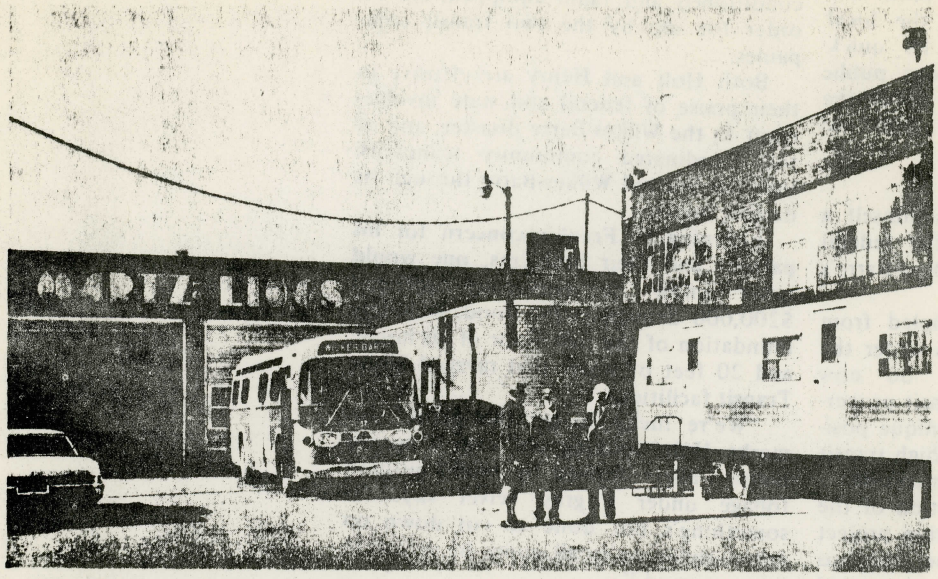
Listening to Frank's concern for his patrons and their problems, one would never know he personally suffered $200,000 damage in the flood, including inundation of the first floor of his home, and 20 feet of water that ravaged White Transit facilities.

"We're lucky to get this grant," remarks Holt, looking out over a sea of house trailers, framed by bright autumn foliage under a gray velvet sky. "If something's not done to cut down on automobiles we're all going to drown in our own mud."

Continuation of transit service under the Department of Transportation's demonstration grant is a result of President Nixon's high priority program to save and improve transit systems nationwide...
—Secretary Volpe



DISCUSSING TRAFFIC PROBLEMS which worsened when the North Street Bridge washed out during the flood by the rampaging Susquehanna are Frank Henry (pointing) and Jack Holt, vice president of Wilkes-Barre Transit Co. Both played key evacuation roles in the worst natural disaster in American history.



TRANSIT DECISIONS are being made from a trailer by Frank M. Henry (center left), owner of White Transit and Martz Lines in Wilkes Barre, which suffered extensive damage in the June flood. He recalls that the water was high as the Martz Lines sign in the background. Here he chats with his supervisor, George Staskevicz (center), and his superintendent of transportation, Ervin Patton.

not what or where – but HOW!

– Def'nic types of new industries to encourage coming in.

Liabilities.

Fragmented industrial recruitment } 8 or ten
area appearance
housing opportunities
government structure 45 min 500 □ mi's.
(services)
image . . (low wage labor force excess)

Recommendations by Dick Miller for Task Force Actions.

1

Dick Miller of Wilbur Smith and Associates recommends that the Task Force address itself to two specific needs of the area:

1) the need for developing a coordinated approach to recruitment of quality industry.

a) this includes need for leadership in restructuring vocational training with a view to providing ~~the kind of~~ a labor force with the kinds of skills quality industray requires.

b) it also includes leadership in making the kinds of changes that will convince the area's young people to stay here: this important to guard against a too-old labor force.

2) the need for taking advantage of the ~~once-in-a-lifetime~~ once-in-several-lifetimes opportunity to plan valley-wide land use.

a) in this regard/the valley's historic high regard for neighborhoodness is an asset of incalculable value ..... planning must retain ~~this~~ and emphasize historic neighborhoods. It must demonstrate thata neighborhoods can retain ~~their~~ its identity, ~~while~~ and, at the same time, benefit greatly from ~~coordination of services that would result from~~ erasure of outdated municipal boundaries that would result in efficient, productive coordination of services

Dick Miller thinks the Task Force would do well to use its monies to do whatever is necessary to further these two projects....for instance, hire consultants who would do a pilot project of mapping out land use for a specific neighborhood like Forty Fort. Such a project would emphasise the neighborhood aspect of the area by planning green spaces around the historic center of activity like the Forty Fort meeting house.for instance, make the studies necessary to determine how the ~~curriculum~~ curricula of the area's vocational schools should be changed to meet the needs of industry the area wants to attract.

1. — 1/11/73 — Jim Costantino. —

1.1. To thanks us for last weeks party and reception. — very favorable reaction from all he has talked to and with.

1.2. To ask about 2 way pair of Scotch Kidder Steels. — Karl Snyder feels it makes all the rest of Topics unworkable. I explained the political background at length. He understood and said he will discuss with Snyder. I pleaded with him to get Snyder to continue Topics with all the one-way pairs. I offered to call Snyder myself. He said I should leave it with him, and he felt he could handle the matter now that he knew the story. —

1/4-5/73

6.25
120
12500
637.50
3

212.50
4X

510.20
283.80
79400
265
53.
64
65.

100.
100
100

65 Klinebach - Franklin Pk
65 Lily Nat. H. Rose.
65 Bob Jones.
65 Tom Kiley.

510.20 = 3.50 = 420.
120

Tax 25.
Tip. 65.00

510.20

238.80
45.
283.80

12/28
FRTF Luncheon.
Re 11/13/73 Luncheon.
1. Ribbon cutting —

Tiles
Schneider
Ramsaur Radiance

Moran
Bridges
Williams
Conyngham
Corbett
Ramsaur Radiance

Contact...
Corbett - State & local police -
FRTF - phone call...

Ribbon & shears from WWHC.

2. Birthday cake for Jacob Kaplan. — FRTF. call -

Mayor Peters — ES. — 342-0268
Congressman McCulloch — call Flood 822-2194
call Friday.

Plane. —

Fadis
Constantino
Fentan
+4
+2

FRTC
1. Rooms.
2. cake
3. call
4. Moran re Nat. Press Service

Moran
- 822-8413 -

How is gov. coming.

Tim: Rooms. — Adams, Bar, Blue Room

Timing. — 11. — Bridge 11:15. —
Governor's
11:30 P.C. — 12. —
12. — Drive. 45. —
Lunch 12..45. —
Speaker — Connor
Kanab
Constantino

12/27- Mtg. FRTF P+Dev. Comm. + Exec. Comm.
Wilbur Smith Assoc.

1. Len J. – re Rapid City N.D.
   a) Planning group has wider political base than EDC gave Pa.
   b) Close interrelationship btw local group + F.R.C.
   c) very strong leadership by Mayor of R.C. –

   d) Made early decision to acquire total area in flood plain – paid post flood value. –
   75% > 10,000 income – forced fed + state to agree. – 1000 structures.
   3800 acres for recreational, tourism, green space. –

   e) Had flood plain delineated in / mon

   f) Interplay between fed + local + state people in exchanging land-facilities.

   g) Have used the flood to come back bigger and better. –
      – Strong leadership –
      – Moratorium on rebuilding within flood
      – forced state and local agreement.

12/27 (con't)

2. Dick Miller - W-S Associates.

Project Director. -

a) Emphasized Moratorium importance. -

b) Planning - 1977 & 2000

1) updating data & statistics - 45 municipalities

2) guessing economic flood effect. -

3) Needs - coordination of economic dev. -
- human resources dev.

4) School.

5) Govt organization & Cap. Imp. Functional recording of services.

6) Pop. & housing (very low % of disposable income spent on housing.)

7) Transportation.

not a comprehensive analysis.

1. feasability of Wy V. Freeway (Legare)
2. Rights of way in Urb. Renewal areas -
3. Comments & suggestions on Transit.

8) Land use -

Establish short & long term planning strategy. -

Observation Short: 1) flood recovery & diversification
2) Economic development.

~~3)~~

Long: 1) General reordering of physical environment - systematic restructuring.

1/11/73 - 7 RTF - TC Mtg. -

1. PR for 1052.
   Brochure - express need. -
   ~~was~~ EDC - report. -

2. Extension of N. S. — [$ from AAA. -]

   Entire system.

3. Penn DOT local office plans ?
   Ray Redcay.

4.

12/21 cont'd.
FRTC-TC mtg (continued)

6. Introduced Jerry Eddy who discussed T.A. and answered questions.

B. Called Kansas. –
Governor Schaap will probably come.
He (Kansas) will invite senators.
Flood can't come. – complications w/opening of H.R. –
Rand talks, no head talk good solution. – Governor will like the informality.
He has called Rand in an effort to persuade him to come.
Gave him Tom Moran home & phone as our PR contact.

C. Ermi re TA.
1. I can't be at 1/10 mtg – but do not want to be elected Chairman

A. 12/21. - MHQ. FRTF.

Tarrity, Moran, Ray Radaumsh, Dave Webber, T. Cunningham, Tom Bigler, J. Schmidt, Gabrielle Ramsenner, Tom Kiley, Jimmy, Eddy, Cliff Bigelow, EDC.

1. ~~MHQ~~ N. St. Bridge opening -
reviewed list - agreed to letter - News Conf. assigned committees. Bigler + Moran. P.R. Bigelow - Ribbon Cutting at Bridge; ES + FRTF Staff for lunch. -
ES to arrange seating
ES to arrange speakers - Gowman to control.
ES to M/C party. - Rosen ?
Repeated PR effort is PR committees responsibility.
2. Naming of Bridge. - all against Cliff State or Fraternal Memorial. -
3. EDC report on emergency LR1052. - Final copy submitted + distributed. Will get out next Tuesday 12/26 To Kaufmann first - then to media & he does not object. -
4. Problems w/ Plain Twship & NW Valley only 1/2 interchange at River St. - We'll let it come and I will talk to Musto. -
5. Kaufmann: - 1/3 date ok for N. St. Br. 5/12/73 date for 2nd on LR1052 fill. -

/liat FRTF Sponsor and be lead agency for the party. –
Was advised M. R. wants date changed to 1/4. – Wants structure named "Friendship Memorial" or "Gulf Memorial Br." Called Wiley. – He agrees w me against M.R. name suggestion
12/20 ① Kassab. – wants to keep 1/3 date so as not to delay opening one day more than necessary. Gov. may be able to come, but must return to Harrisburg for a 7:30 speech to joint session of Leg. –
Kassab will call & invite Flood, Wood & Murray. –
Kassab will also invite Pa DOT & Fed DOT people. –
Others up to us. –
Re: name – he doesn't care. – definitely does not want it called "Kassab"; doesn't understand "Friendship" or "Gulf" How absent a competition?
② Called Castantino and advised him. OK.
③ called Bigelow and agreed on list. –

12/19
@ EDC. - Buck Mtg;

Remodeling existing development. -
or
" new development. -

Subsidence - conj doctrine
FRC → double - jeopardy -- flood subsidence -

12/18 - Kanab called to suggest ~~party~~ bridge opening ceremony 1/2 11:AM. Agreed to press conference thereafter and drinks - lunch, etc. - We to organize. - I agreed. - Notified Shaw, Bigelow, Weidman, Dennis, Riley, Bigler, etc. Bigelow & Schuster will draw up list. - Notified Dave Schooley. - He will pay for drinks. - AAA wants to pay for entire party (Bigelow). Shaw will have Marcus assist on P.R. ~~Schooley to~~

12/19 -

Kanab called - wants mtg on 1/3. - Schoop can't possibly make it 1/2 because of opening of Leg. Will try to make it 1/3 but can't promise. I agreed to 1/3. - notified Bigelow and A.S. also Weidman. B.S. advised Rosen. Schooley will host drinks. Shaw & I decided, because K. has called me twice and often referred to TASK FORCE as AAA as sponsor

11/30/72

Transportation Comm.

Trapasso
Biggar
Corbett
Ramsauer
Crowe
Schweiker
Cunningham
Papoutsis
Schmidt
Markowski

1. Complaints on Lines to Mall were frequently from 12 heights
2. The bill will not pass.

11/16

Transportation Committee Mtg.
11/16/72. —

Grossman
Brigolow
Bigler
Radanovich
Corbett
Schmidt
Gabrielle Mammoser
Kelley
Evans
Tenacity. —
Schmulbach.

24.70

WBSR Adv.
7-8 — 10/25

Mary

1052. — CPC report.
ES to Radnich.
TK to Mantica Mammy
Bigler — to O'Connell.
Corbett to City Council
" " O'Brien.

Next
Fri. Day Mtg.

11/16

1. Kansas - surprised that we were not on schedule of 4@74. Should 4@76 projection. I agreed to write him on subject.
Budget passage a problem but he is getting all coop he can from M. Mooney and B. O'Brien.
Flos just gotten permission to go ahead with fill on W. side of Sec 2 Without tieing it in to Sec 1 E/S #4. —

Notes from Dave Schooley 11/16/72

NXV 1052

Sec/ Connally + Pk Place.

Sec 3 - Defense Dept wants enough money to get a comparable facility -

NSA. — Fed. Finding.
Two EIS yet.
Corridor study complete.
Stemming over R.R. + D.T.
Dist.

D-T Dist.
Corridor study completed.
Low priority.
Design budget knocked out.

Budget - being held up in Schaaps office. -

11/20 – Edgar Lockyer says O'Brien & Gov. Sherman is holding up submission of highway budget He has called State C of C and will get answer from them today. – He is trying to contact Martin Murray to get the B.I. released to the House of R.

Flood Recovery Task Force, Inc. 11/24/72
Transportation Subcommittee Meeting 11/24

The meeting was devoted exclusively to a discussion of LR-1052. E. Schechter reported conversations and letter with Kassab indicated that there was now some misunderstanding concerning the promised completion of the bridge section of 1052. He expected that this misunderstanding would probably be cleared up by next week. Leo Corbett reported that he had discussed the matter with O'Brien and received the same information - the secretary did not feel there was any delay on the scheduled completion of the work. Tom Kiley had not yet been able to talk to Murray but felt he would get to him today. Cliff Bigelow presented a memo concerning his discussion with AAA, Harrisburg. It was reported that LR-1052 was not eligible for emergency funding, that the structure would be bound by the legal requirements of the environmental law, that the legislation still has not acted on the capital improvement budget for 1972-1973, which contains the funding for section 2, and made a suggestion concerning alternate funding through priority switches on the Transportation Commission.

Crews reported that he had checked with Jim Costantino's office and found there was no hope for ER-100% funding on 1052 and that neither the 4F nor EIS statements could be waived. He again assured the committee that expeditious handling would be given to all these procedural papers. He reported that EIS on section 3 is now out of PennDOT and on the way to its first submission for FHWA approval, and the revised EIS and 4F statements on section 1 are now returned to FHWA.

The committee agreed to continue to develop information for another week on these subjects.

Miss Ramsauer (EDC) submitted a draft memo from EDC to the FRTF Transportation Committee, establishing a justification for considering LR-1052 as a flood related emergency measure. This memo will be reviewed by the committee and comments made next week.

No action will be taken by the committee until additional information is available at the next meeting.

E. Schechter

Present: J. Conyngham, T. Kiley, H. Grossman (EDC), G. Ramsauer (EDC), Leo Corbett, T. Bigler, J. Schmitt, E. Schechter, T. Crews (DOT-F.R.C.).

11/3- 1. To Andrea Hornett re changes in schedule of TA necessitated by budget restraints and our present awareness that level of service at the time of takeover (10/19). was much higher than had been assumed; 2,200,000 miles per annum vs 1,900,000 mpa. and that we would be making a drastic 25% cut about 11/25. — She understands, will advise Connor, will expect to meet w/ Amin - Schreiner next week. -

2. Phone from Tom Crews - Webber advises a letter has been sent to FHWA Harrisburg - Connecticut indicating OMB has denied request for special funding (ER?) and special waiving of ER on 1052; however all efforts will be made to expedite clearance of ERs at earliest date. -