

Clippings







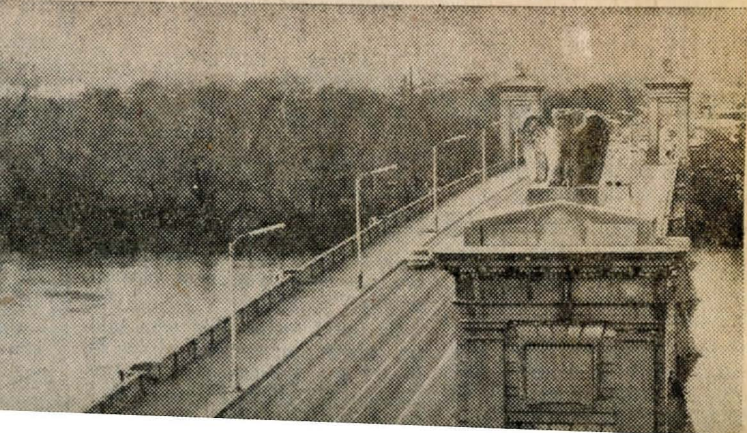




Used as Old Artery Is Reopened



T—A belated Christmas present, but nonetheless welcome, the North Street Bridge carries traffic. Span reopened Wednesday morning to motorists who had been blocked Market Street Bridge since the North Street span was destroyed.



Bridge Opens; Everything Is 'Beautiful'

Police Welcome Smooth Flow of Peak Hour Traffic

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He pointed to a disabled vehicle which had been parked in a restricted lane in front of Magistrate John Bednarz's office since early Wednesday morning. It was removed by Sliker Towing Service to open that vital artery of travel.

But Patrolman Joan Tucker was not as fortunate in her search for the operator of a giant van parked in the same vital lane in front of the Wyoming Valley Veterans Building and which blocked the lane for several hours in the late afternoon. As late as 7 p. m. Wednesday the huge van with motor running was parked in front of the Veterans Building.

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(Photos by Ace Hoffman Studios)

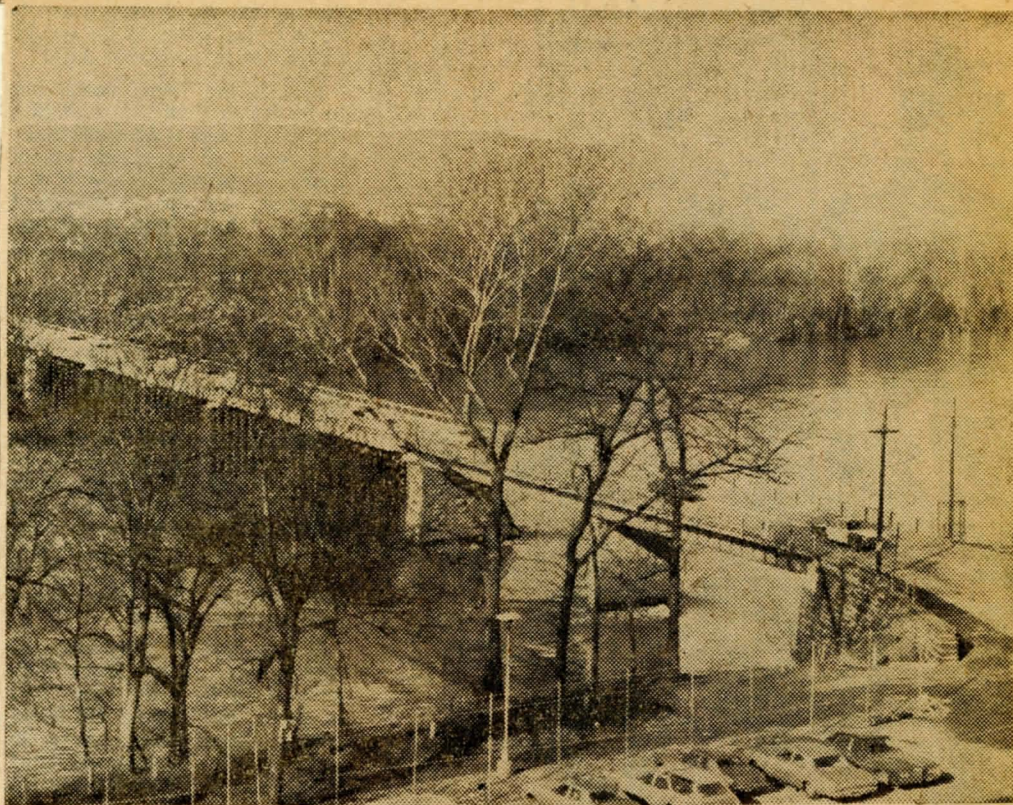
SHAPP WANTS BRIDGING COMMUNITIES—Declaring modernization of government is "the responsibility of local officials," Gov. Milton Shapp Wednesday stressed the importance of consolidation of communities, particularly in flood-ravaged areas, to provide efficient service to residents.

Joining Governor Shapp at a news conference in Hotel Sterling following the ceremony marking the opening of the North Street Bridge, are left, to right, Thomas A. Harrington, northeast district superintendent, PennDOT; Edward Schechter, chairman, Transportation Committee, Flood Recovery Task Force; Jacob Kassab, State Secretary of Transportation, Gov. Shapp; State Sen. Martin L. Murray, and William J. Connor, assistant to Frank Carlucci, the latter having been President Nixon's personal representative in the area when plans for the rebuilding of the bridge were completed with Federal, State and Luzerne County Assistance.

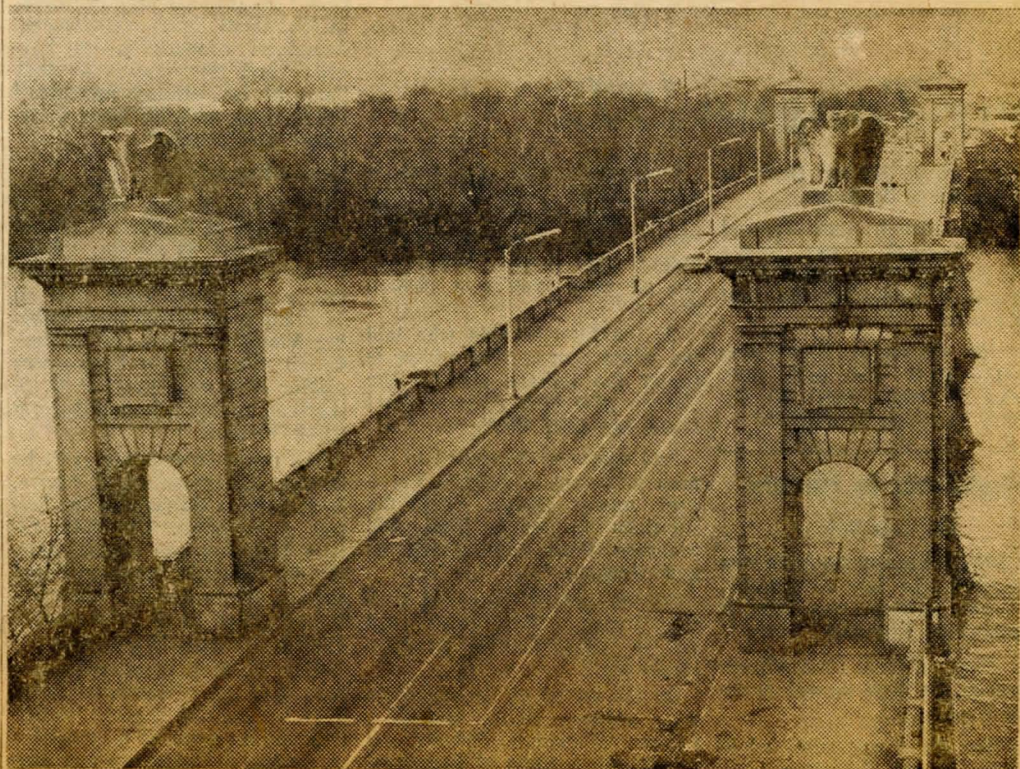
Shortage of Materials Delaying Completion Of 52 Apartment Units

completion of 52 apartments flood, except for installation of and is seeking bids on installation of new kitchens. Majority of

Traffic Eased as Old Art



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LOAD EASED—Market Street Bridge, which carried double its normal burden of traffic since the June flood, is clear of traffic for one of the few times since North Street Bridge was destroyed last June. Scene was taken Wednesday at 3:10 p. m. from Wilkes-Barre side of the span. Before North Street Bridge was reopened Wednesday the Market Street Bridge would have been crowded with traffic of all kinds.

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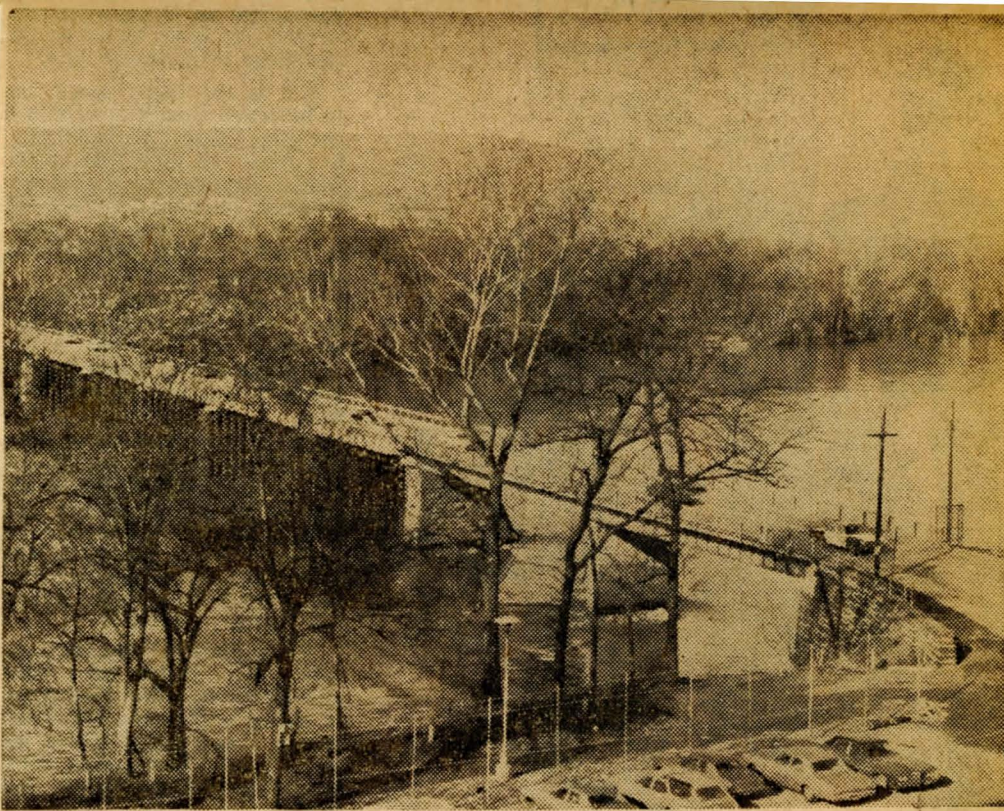
However, traffic moved expeditiously and the only sign of a jam was on North Street where North Street bridgebound traffic heading to the west side was knotted for several blocks between the bridge and North Main Street on up the latter street.

One visitor who traveled the new bridge said he was surprised the steel grid surface "was smooth and there was no vibration."

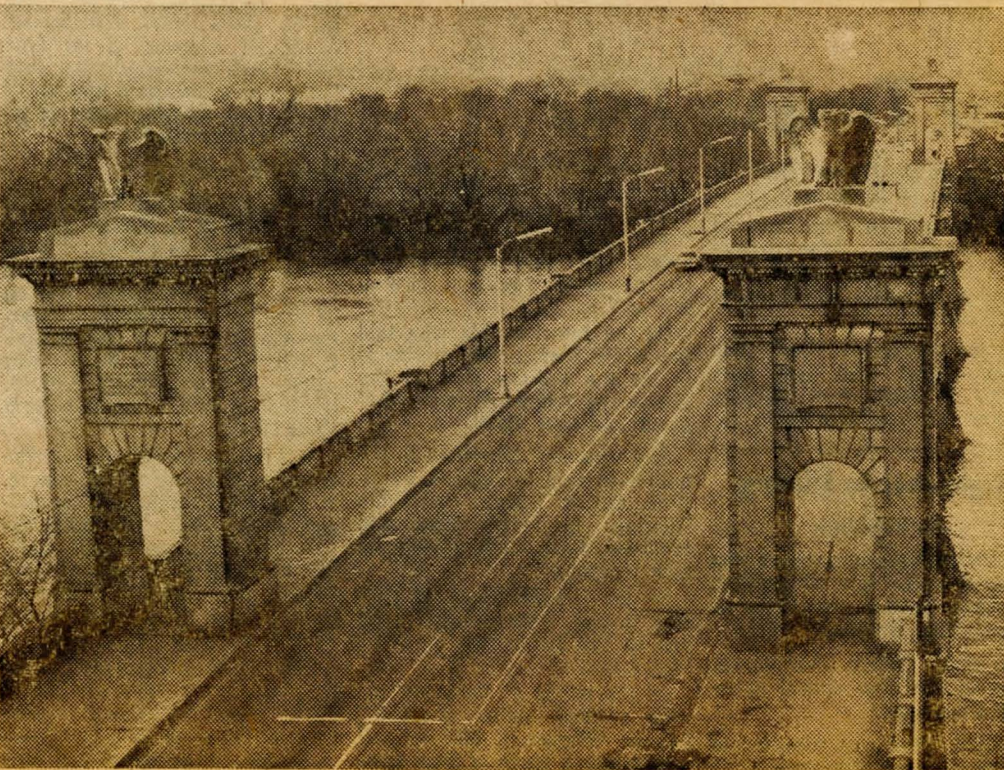
"Well, it's a new bridge, but the approach on the east side follows the old wagon road elevation," observed a native of the area who resides on Water Street. The incline is one of the original landmarks of the span.

The bridge was completed in 120 working days by G. A. F. A. Wagman, Inc., York, which built the structure under a \$979,500 contract, completing the project 15 days ahead of schedule.

At a special ceremony in the Luzerne County Courthouse August 30 attended by U. S. Secretary of Transportation John Volpe, Frank Carlucci and sta



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Gov. Shapp snipped the ribbon at midpoint in the bridge and cited the "excellent cooperation" between the State, Federal and county governments in the bridge project.



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Recovery Action Program

NORTHEASTERN
PENNSYLVANIA



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. I, NO. 2
December 1, 1972

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

The first issue of "Recovery Action Program Bulletin" dealt primarily with flood recovery actions and capabilities of local agencies. Many of these agencies special programs have been made possible by the resources — money and expertise — of the State and federal governments. This issue focuses on the coordination of the State and federal recovery efforts and on a vital planning program for the Wyoming Valley made possible by federal planning funds. It also provides a listing of recently named administrators of municipal flood recovery programs.

SPECIAL ALERT: Corps of Engineers' Public Hearing

A public meeting on Flood Protection Measures for the Wyoming Valley will be held on December 5, at 7:30 P.M. in the Coughlin High School Auditorium, 81 North Washington Street, Wilkes-Barre, PA.

The purpose of the meeting will be to exchange information concerning the Army Corps of Engineers' feasibility report concerning possible solutions to the flooding problem at the four existing Federal flood protection projects in the Wyoming Valley.

According to the Preliminary Draft Environmental Statement prepared by the Corps, the recommended Flood Control Project is a modification of the existing flood control features in the Wyoming Valley. Basic elements of the proposed improvements consist of raising approximately 64,000 feet of levees and sheet pile wall to levels dictated by the requirement that adequate flood protection constitutes levee raising to "Agnes" flood height, plus additional three feet freeboard, and two feet to account for subsidence. Exact height increases and type of construction to be used will be determined during the project preliminary design phase.

All interested parties are invited and urged to be present or represented at this meeting. Oral statements will be heard, but for accuracy of record, all important facts and statements should be submitted in writing to the presiding officer at the meeting.

Additional information concerning the Corps of Engineers' Environmental Impact Statement can be obtained at the offices of the Economic Development Council of Northeastern Pennsylvania, P.O. Box 777, Avoca, PA, 18641 or (717) - 457-7456.

PRESIDENT'S REPRESENTATIVE FRANK CARLUCCI OR WILLIAM J. CONNER, Executive Assistant, Holy Cross Hall, King's College — 825-6811

The office of the President's Representative provides for overall management of the federal recovery effort. Frank Carlucci and William Conner, representing the Executive Office of the President, have direct liaison with the Federal Regional Council (FRC), the Office of Emergency Preparedness, the Army Corps of Engineers and other agencies. In addition to the FRC liaison, there are special staff representatives assisting the office on programs of the Department of Housing and Urban Development and Health, Education and Welfare. The office also provides liaison with the Commonwealth of Pennsylvania to coordinate federal programs with state programs.

FEDERAL REGIONAL COUNCIL (FRC)

Mr. Paul Cain, Executive Director, King's College, Holy Cross Hall, Franklin Street, Wilkes-Barre, 822-7114

On March 27, 1969 President Nixon, through a directive, established a Federal Regional Council in each of the ten standard Federal regions. Each Council is composed of the regional director/administrator of major departments and agencies of the Federal Government including the Department of Health, Education, and Welfare, Department of Housing and Urban Development, the Manpower Administrator of the Department of Labor, the Department of Transportation, the Office of Economic Opportunity, the Environmental Protection Agency, and the Law Enforcement Assistance Administration.

According to the President, the primary mission of the FRC is "to provide a means through which the various arms of the Federal Government can work closely together in defining problems, devising strategies to meet them, eliminating friction and duplication, and evaluating results, and to make it possible for the Federal government to speak consistently and with a single voice in its dealings with states and localities, private organizations, and the public." In addition, it is the goal of the FRC to "develop a close working relationship with State and local governments, to coordinate their grant programs." CONTINUED

In the post-flood period, the Wilkes-Barre office of the FRC is working with local agencies in reviewing flood-related problems and aiding in development and expediting flood recovery and long range programs throughout the region to rehabilitate flood-damaged areas. Ad hoc members have also participated in meetings, including the Economic Development Administration.

GOVERNOR'S COUNCIL OF STATE AGENCIES (CSA)

William H. Wilcox, Chairman, 36 South Washington Street, Wilkes-Barre, PA. 825-6851
Governor's Council of State Agencies for Flood Recovery

The Governor's Council of State Agencies (CSA) for Flood Recovery under the direction of Secretary William Wilcox of the Pennsylvania Department of Community Affairs is composed of representatives of ten State agencies including the Department of Commerce, Community Affairs, Labor and Industry, Agriculture, Transportation, Environmental Resources, Education, Justice, and Public Welfare and the Bureau of Consumer Protection. The Council of State Agencies was organized soon after the June floods to coordinate the State response to the flood and to insure that this response is adequate to aid area residents and local governments in overcoming flood-related problems. In working toward this goal, CSA is soliciting information concerning the problems of flood victims and working toward their resolution. CSA met twice a week in the early days of the recovery effort, but now meets upon call to assist in coordinating the interdepartmental efforts of State government as problems arise.

WILBUR SMITH AND ASSOCIATES (WSA)

Hotel Sterling, River Street, Wilkes-Barre, PA. 824-0818
Wilbur Smith and Associates Selected to Prepare Wyoming Valley Flood Recovery Plan

The Economic Development Council of Northeastern Pennsylvania and the Luzerne County Planning Commission have retained the firm of Wilbur Smith and Associates to prepare a Wyoming Valley Sketch Plan as part of the long-range program to overcome the devastation caused by Tropical Storm Agnes. Wilbur Smith and Associates, chosen from among 13 firms interviewed is an internationally known planning consultant firm with 27 worldwide offices and over 600 employees.

The Sketch Plan is to be completed in two months and will provide a basis for coordinating the 16 proposed urban renewal projects in the Wyoming Valley, in addition to encouraging the best long-term development and re-use of the Valley's land area.

The Consulting firm will develop recommendations for acceleration of both short- and long-range planning programs to maximize the flood recovery effort and promote orderly development of the Wyoming Valley in relation to Luzerne County and Northeastern Pennsylvania, and the East Coast. These recommendations will cover flood control, urban renewal areas, land use, economic development, transportation, community facilities, human resources, and other important factors.

MUNICIPAL FLOOD RECOVERY PROGRAM ADMINISTRATORS

Several local governments in the Wyoming Valley have received Economic Development Administration grants to employ professional, full-time staff to coordinate their flood recovery efforts. The local staff will help elected officials to maximize benefits from disaster programs and other federal and State grant programs. Listed below are the administrators for 11 Wyoming Valley communities whose offices are in the respective municipal buildings:

Kingston Borough - Raymond Lawery, Jr. 288-4576
West Pittston Borough - Michael J. Pugliese, Jr. 654-3116
Hanover Township - Emily Metcalf 822-1158
Swoyersville - Robert J. Schermer 288-9816
Wilkes-Barre City - David Lacy 825-2749
Plains - To be named 824-3575

Wyoming Borough - James Cortegerone 693-0291
Forty Fort - Willard Evans 287-6016
Plymouth - William DeRemer 779-4008
Nanticoke - Nanticoke Redev. Auth. 735-5860
Shickshinny - William Curwood 542-4649 or 542-6043
Edwardsville - To be named 287-6914

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.

Recovery Action Program

NORTHEASTERN
PENNSYLVANIA



Bulletin

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VOL. 1, NO. 3
December 15, 1972

HOWARD J. GROSSMAN, Executive Director

ECONOMIC DEVELOPMENT COUNCIL
OF NORTHEASTERN PENNSYLVANIA
P.O. BOX 777
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PROGRESS SHOWN IN PLANNING AND REDEVELOPMENT EFFORTS

One of the purposes of the "Bulletin" is to report to the people and agencies in flood-affected areas of northeastern Pennsylvania on progress being made toward the region's complete recovery. This issue focuses on some major recovery fronts—plans for parks and open space, flood control plans, an ecumenical organization spearheading elements of the volunteer recovery effort, and an important federal designation for seven northeastern Pennsylvania counties.

SPECIAL ANNOUNCEMENT

EDCNP has received a map from the Baltimore District, Corps of Engineers which provides the first official preliminary information on the 100 year flood plain as a result of Tropical Storm Agnes. The map delineates three lines:

1. The area flooded by Tropical Storm Agnes.
2. The area which would be flooded by a larger flood than that experienced by Tropical Storm Agnes. This is normally referred to as the Standard Project Flood (SPF).
3. The area that would be flooded by an Intermediate Regional Flood (IRF). It should be noted that the Corps of Engineers states, "that leveed areas, within which major redevelopments are planned, are presently protected against the IRF or flood expected on the average of once in any 100-year period."

The Council is in the process of obtaining additional copies of this map.

NORTHEASTERN PENNSYLVANIA REDESIGNATED AS ECONOMIC DEVELOPMENT DISTRICT

The seven county district served by EDCNP has been redesignated as an Economic Development District under the provisions of Title IV of the Public Works and Economic Development Act of 1965, as amended. The Economic Development Administration (EDA) of the U.S. Department of Commerce also designated the Wilkes-Barre/Scranton corridor of communities including the cities and boroughs of Scranton, Taylor, Moosic, Avoca, Duryea, Pittston, West Pittston, Exeter, Wyoming, Forty Fort, Kingston and Wilkes-Barre as the Economic Development Center for the District.

This federal action will strengthen planning and economic development efforts in the region by giving the area a higher priority for federal funds. Eligible grantee organizations in the seven counties—local governments and nonprofit groups—who have proposed public works projects they believe eligible for grant assistance should contact EDCNP at its Avoca offices (457-7456). Public works which are eligible include industrial parks and other construction projects which will contribute to the expansion of long-term job opportunities.

In addition to direct benefits from EDA, certified county and local planning agencies in the seven county area will benefit by having the opportunity for funding 75 percent of comprehensive planning programs rather than the normal 50 percent.

Designation of the Economic Development Center has the effect of making communities on the Lackawanna County side of the Center eligible for the public works loan and business loan programs of EDA, in addition to Luzerne and Schuylkill Counties which were already eligible.

WYOMING VALLEY RECREATION, OPEN SPACE AND HISTORIC PRESERVATION PLANNING PROGRAM

A "Wyoming Valley Recreation, Open Space and Historic Preservation Plan" being prepared by Environmental Design Associates, Harrisburg, Pennsylvania is scheduled for completion in late December. The project, a short-range study focusing on the flood-affected areas of the Wyoming Valley within Luzerne County, will enable the Wilkes-Barre and Luzerne County Redevelopment Authorities and governments in the Valley to plan the acquisition and development of necessary open space, recreation, and historic preservation areas as part of their urban renewal projects.

—CONTINUED—

The flood plains, existing recreation areas and recreation places will be incorporated into the Wyoming Valley Comprehensive Plan, to provide general recommendations at neighborhood, community and areawide levels for needed recreation and to recommend buildings and sites for historic preservation.

INTERFAITH FLOOD RECOVERY – 140 East Northampton Street, Wilkes-Barre 18702 (825-7733)

Interfaith Flood Recovery, a cooperative effort of all major religious bodies in the area, was formed in September to coordinate volunteer flood recovery assistance and provide vital goods and services to flood victims.

In this capacity, "Interfaith" coordinated efforts of some 30,000 volunteers who came to the area to aid in clean-up operations following the flood. The organization is continuing to distribute clothing and small appliances to needy flood victims. "Interfaith" is also conducting "Operation Rebuild" which provides both skilled and unskilled labor to elderly and low-income residents to help rehabilitate their flood damaged homes.

In addition, "Interfaith" is receiving contributions of Christmas merchandise to be used in Christmas parties planned for area families who were victims of Tropical Storm Agnes.

Information concerning these programs can be obtained by contacting Interfaith offices.

PUBLIC MEETING ON DECEMBER 5th HELD ON FLOOD CONTROL MEASURES BY U.S. ARMY CORPS OF ENGINEERS

The proposed flood control project consists of three phases. Phase I is the immediate repair of the damaged sections of the dike and the repair of pumping stations.

Phase II of the project deals with permanent rehabilitation of the levee system. Colonel Louis W. Prentiss of the Corps pointed out that the dikes, built to protect against a flood of similar magnitude to that of 1936, were not at the authorized level in June 1972 since subsidence and erosion had occurred since the dikes were originally constructed. Colonel Prentiss stated that the proposed renovations would raise the dikes, thus bringing them to proper flood level and making the dikes on each side of the river continuous so that there would be no "dips or apparent low spots."

In Phase III, determination will be made of the feasibility of increasing the amount of flood protection provided by the four existing flood control projects.

EDCNP Gives Testimony

Among those offering testimony at the December 5th meeting was Howard J. Grossman, Executive Director of the EDCNP. Mr. Grossman cited the urgent need for clarification of "the 100 year flood plain issue" and the need for a comprehensive statement from the federal government concerning flood control structures, flood plain management, flood plain legislation, and flood insurance.

The EDCNP statement also recommended the following:

1. That flood protection be provided to all municipalities in the Valley, not just those currently protected.
2. That flood control in the Susquehanna Basin be planned basinwide.
3. That the six alternatives listed in the Environmental Statement be immediately evaluated in further detail, in addition to the current proposal to raise the levees to 12 feet.
4. That flood control improvements be coordinated with current efforts toward the completion of a Wyoming Valley Comprehensive Plan by consultants to EDCNP and the Luzerne County Planning Commission.
5. That Pennsylvania enact legislation concerning flood plain management; that municipalities adopt land use planning and flood plain zoning ordinances; and that Congress immediately enact national disaster insurance fund legislation.
6. That esthetic questions raised in the environmental statement be examined carefully through development of a visual design program for the Susquehanna River.
7. That the potential use of culm bank material for levee construction be investigated further.
8. That effects of the "closure" system which would be instituted at Market Street and North Street bridges (which would cause traffic across the Susquehanna River to be halted under high-water conditions) be examined further.
9. That every decision on flood control improvements be expedited in order not to jeopardize urban renewal timetables.
10. That all flood control improvements be coordinated with the short and long range community redevelopment programs underway in the Wyoming Valley.
11. That an advisory task force on flood control be established with representation from federal, state, regional, county and municipal agencies, both public and private.
12. That consideration be given to developing a flood control plan for the Susquehanna River Basin with a subsequent Environmental Statement prepared on a basinwide scale.
13. That the Corps of Engineers release the two-year study originally requested by the Luzerne County Planning Commission concerning flood plain information.

NEW MUNICIPAL FLOOD RECOVERY PROGRAM ADMINISTRATORS

Two new administrators have been named for municipal flood recovery programs. They and their telephone numbers are as follows: Luzerne Borough – Mark Miklich (287-4312); and Duryea Borough – Anthony Zaldonis (457-6784).

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DATE: DECEMBER 12, 1972

DATE: DECEMBER 8, 1972

In San Diego County

Flood Control Means Research, Planning

Flood control — the words usually conjure up visions of concrete-lined channels, culverts, bridges, and levees.

In San Diego County, it means research, planning, design, and a great deal of cooperation with many other governmental agencies, according to Bob

Hoffmaster, deputy director of the Department of Sanitation and Flood Control.

His job as chief of the flood control group, under Director Case J. Houson, is to do the necessary planning to protect the unincorporated areas of the county from inundation.

It's a big job, because Hoffmaster exercises some degree of responsibility over a county that is equal in size to Rhode Island, Delaware, and Washington, D.C., with the Virgin Islands thrown in.

With most of the flood potential originating in the county's mountains, Hoffmaster said his staff works closely with the city governments in the flood paths. He cited the current U.S. Army Corps of Engineers and City of San Diego study of the Mission Valley flood plain. In seeking alternatives to a concrete river channel through the valley, the county responsibilities for the upper San Diego River figure heavily.

Hoffmaster said, "Residents new to our county have trouble realizing that floods can occur in this semi-arid climate, but in 1825, 1862, 1916, and 1927 heavy damaging floods did hit this area.

"Sudden downpours after several days of saturating rains mean real trouble. Usually dry arroyos become swollen creeks moving down the slopes with devastating and lethal velocities. Our rivers, normally trickles at the most, become deep channels of muddy water and debris."

The board of supervisors recently imposed a moratorium on development in the 100-year flood plains of nine major county streams until 1975. During this period, Hoffmaster's staff will be delineating the exact boundaries that can be expected from a 100-year storm. At the same time, maps are being drafted of the 10-year floodways of these streams to determine the precise location of these areas.

Hoffmaster said that there is much misunderstanding about a 100-year storm. He described it as the worst storm that can be expected during any given 100-year time span.

"It could even happen two years in a row," he said. "They would become statistically the two worst storms in a two hundred year period, then."

Most of San Diego County, except for the San Luis Rey and Santa Margarita River basins, is within a special district known as the San Diego County flood control district. These North County areas are in a special tri-county district, but still under the purview of the flood control group.

Hoffmaster said, "Ours is mostly a planning and design role — one of applying known data to specific geographical plots. But we also maintain a network of telemetered rain gauges and streamflow gauges. Some of these are located within incorporated cities, further cementing our cooperative actions. With these automatic devices, we can 'read' what is happening in each watershed on a continuous basis. With this type of technology in operation, we should be able to avert a possible disaster in lives from a 100-year storm. Of course, property in the path of such a flood would suffer the consequences."

When Disaster Strikes

REPRINT BY:
ECONOMIC DEVELOPMENT
COUNCIL OF NE PA

DATE: OCTOBER 31, 1972

SOURCE:
PENNSYLVANIAN

DATE: SEPTEMBER 1972

During the third week in June 1972 Hurricane Agnes fish-hooked up and down the Susquehanna River Basin dumping billions of gallons of water and causing billions of dollars damage. Many communities were badly damaged; many will be struggling for years to recover. What did we do right? What did we do wrong? What would we do next time in a disaster—be it flood, fire, hurricane, earthquake? This article is an excerpt and edited from remarks by city officials deeply involved in the disaster at the 73rd annual convention of the Pennsylvania League of Cities: Frank L. Taggart, City Manager, Lock Haven; Bernard J. Gallagher, City Manager, Wilkes-Barre; and Daniel Rogers, Community Development Director, Harrisburg. William H. Hansell, Jr., Director of Business Administration, Allentown, presided.

RGM

FRANK TAGGERT—LOCK HAVEN

Lock Haven, with 12,000 people, is located on the west branch of the Susquehanna. We have operated under the council-manager form of government since the first of the year. Lock Haven has had a considerable history of flooding—17 major floods since the mid-1800's. Flood stage in Lock Haven at the lowest point is around 18 feet. Mid-city is about 21 feet. The flood we just had was about 31.3 feet which was 7/10ths of a foot beneath the highest flood recorded in 1936. We have four major impoundments on the upper regions of the Susquehanna and Bald Eagle Creek which are supposed to reduce the flood stage in Lock Haven by about 5 feet. I would hate to think of what would have happened if we had not had those four major dams. I think we need a few dikes to supplement the dams.

THE CREST

The '36 flood crested at 32 ft.; this one was 31.3; 1964 we had one at 26; 1950, 28 ft. Lock Haven is flood prone. We didn't really anticipate the June flood. I guess we weren't much different from most of the other communities. We did not have a forecast of a flood even by late afternoon on Thursday. On Thursday afternoon we lost one of our reservoirs. We have four on two different watersheds serving the city. The one that we lost was the oldest in the system and also the smallest. It was directly above one of the residential sections of the city. When it went out it caused considerable damage and I suspect we will have a suit against the city as a result of the damages. The spillway couldn't take it and it spilled over very quickly. About 4:30 Thursday afternoon, June 22, was the first time I personally realized we were faced with something that was quite out of the ordinary. As late as midnight on Thursday the local flood forecasting service

was not projecting any particular magnitude. We felt we were going to have several feet of water in town and could take care of it. At City Hall 2:30 a.m., Friday, June 23, we were receiving river readings from upstream about 25 miles. We studied that information to see what was going to happen in Lock Haven. and by 2 o'clock in the morning it was looking like 1936. At that time in the morning we were in no position to get any information to the people through the news media. We were quite unprepared. Our city hall is right in the center of town. We stayed there until 7:30 o'clock in the morning when we were evacuated. We changed our prime location to higher ground. It is interesting to note that during the entire course of the flood we did not lose our power. We lost our telephones, of course, as soon as the water hit but the power stayed on. It was an eerie feeling going through town in a boat and seeing traffic signals working under water and stores lit up. I have not been involved in a disaster before. One of the things that sticks in my mind was the point at which the water entered our city and seeing the water course through the center of town at 21 ft.

80% FLOODED

We had approximately 80% of the city flooded. During the course of the crisis we city officials were principally involved in the evacuation of people, not only in the city but in surrounding communities. We had very good cooperation from the military, from the police organizations, and above all—from volunteers.

At the peak of the flood we had approximately 4300 refugees in centers being cared for by the Salvation Army and Red Cross. On Friday night, about midnight, I made a request to Harrisburg for National Guard assistance for patrol work, traffic control, security, that type of thing. At

about 6 the following morning we had the local guard units at our disposal. We had a looting problem. We probably made 10-15 arrests. It was very discouraging to be confronted with those police problems when we had a disaster of such magnitude. We had help from the National Guard to rescue people. We could not get to them except by helicopter. The first "chooper" was a large one, and the prop wash knocked some of the people off the roof. Fortunately, we did not have any loss of life as a result of it, or any loss of life during the entire flood.

We had boaters who continually went across the river at the highest point of the flood to evacuate people. There is no way I would have gotten on that river—no way. During the course of the crisis we did many things which we probably would have been hung for in normal times. We commandeered truck loads of food over the objections of the drivers; we had a little problem getting some blankets, cots and that type of things from the CD warehouse because the CD people did not have authorization from their higher office.

As the water was receding on Saturday we had a considerable gasoline spill—a 30,000 gallon tank ruptured. We had a problem because people wanted to return to the city to go back into their places of business. It was at that point that we started to issue passes. The power was turned off in the affected area, and we did not have any fire as a result of the gasoline spill. It was really "touch and go" for a period of time. I was much discouraged at the attitude of some of the people because we did not issue them passes to get into their places of business.

One of the important things we did that put us ahead was the establishment, on Sunday, June 25th, of an Emergency Coordinating Committee. This committee was comprised of all of the agencies who were then on the scene—government people, hospital people, police, military, etc. Starting at 10 a.m. Sunday we met for the first time as a group. We continued to meet as a group, which got considerably larger as time went on, on a daily basis. The intent of the coordinating committee was precisely that—one of coordination. We found that during the crisis period there was duplication of effort in many areas, and we needed to maintain communications to our best advantage. We got progress reports at our 10 o'clock meetings; we attempted to address ourselves to priority items within the next 24 hour period. Obviously, these priorities changed as the days went on, but it was a very effective organization. It was loosely formed—it was formed by 2 or 3 of us who saw a need for it. When various state and federal agencies came on the scene they attended our meetings and asked what we had done in specific areas. We confidently were able to show that we had addressed ourselves to the real problems.

WATER SUPPLY

The major problem, in the first stages, was the complete loss of our water supply system. For four or five days we could not even find where the water transmission lines had washed out—

the terrain had changed so drastically. We thought we might have health problems. We received reports from the hospitals at our daily meetings, but at no point did we get any reading on typhoid or that type of thing. We were prepared for that eventuality.

I might just comment on the Flood Control Center that serves us which is under the auspices of the Bureau of Employment Security. The local Manager, Dick Winters, was in charge of that Flood Control office and did an outstanding job. I can't say enough about the efforts of the Flood Control Center—it served the purpose for which it was set up. People could get answers to their questions. It got "hairly" as time went on because more people arrived on the scene, and there were more people in "authority."

REBUILDING

Insofar as the city was concerned we addressed ourselves immediately to the problem of restoration work. On Sunday we made arrangements with as many local contractors as I could reach to start debris removal Monday morning. We mobilized a total of 18 contractors, approximately 100 pieces of equipment, and in the period from June 26th to July 4th we spent over \$100,000 on debris removal. Fortunately when the Corps of Engineers arrived on the scene they honored all the commitments that I had made for the city. I had authorization from city council to borrow whatever money was needed, but the Corps of Engineers stepped in rather quickly and performed very well. From my standpoint as a Manager, of all the agencies I dealt with, the Corps of Engineers were of the most help to me and to the city of Lock Haven. I don't mean to play down the contribution of the other agencies. The Engineers are interested in getting things done—not in how it is done. They recognized that the city had expertise to do certain things that some of the smaller communities did not. They left us pretty much on our own. They signed the checks. It is a whole lot easier to make decisions when you don't have to sign those checks. I don't mean to say their contribution was just dollars—they were on the scene in the event that we needed any advice on any of our public works restoration projects.

LANDFILL

In debris removal we had major problems at our landfill. We have a city operated landfill that accepts garbage from about 14 communities. We had a maximum of two acres of land left. We are still using that same two acres of land. In the initial stages we trucked it to the landfill and piled it into two very substantial mountains. Later we made arrangements, again with the assistance of the Corps, to get it taken care of on a permanent basis. The Corps and the contractors did a beautiful job—we didn't have any major landfill problems at this point.

It appeared we were going to have to record very carefully the damage in the areas which we were responsible for. We hired private photographers so that we could support our damage survey reports.

COOPERATION

We had the complete cooperation of the state. They brought in building inspectors. They are still in the city and I hope that they will continue for some time to come. We have about 50 buildings which need to be demolished. We are letting contracts for that work now. Unfortunately our own code enforcement man—his home was in the flood—found it necessary to resign so I am without the services of any local building inspection people.

At one stage people in the First Ward of the city, that happens to be the lowest part of the city, were not aware of the help that was available to them. There were all sorts of problems in that particular area that flood victims did not have elsewhere. We hurriedly made a house to house survey. Both the radio and newspapers did a fine job of getting information to the people. There were very few people who did not know that they could go to the Flood Control Center and have their questions answered.

During the entire process the city Council met frequently—on the average, two times a week. It was gratifying to me, as the Manager, to work in the atmosphere of "let's get the work done and we will pick up the pieces later on." The Council did all those things at their public meetings that were necessary for authorization and left us free to do what we felt was appropriate.

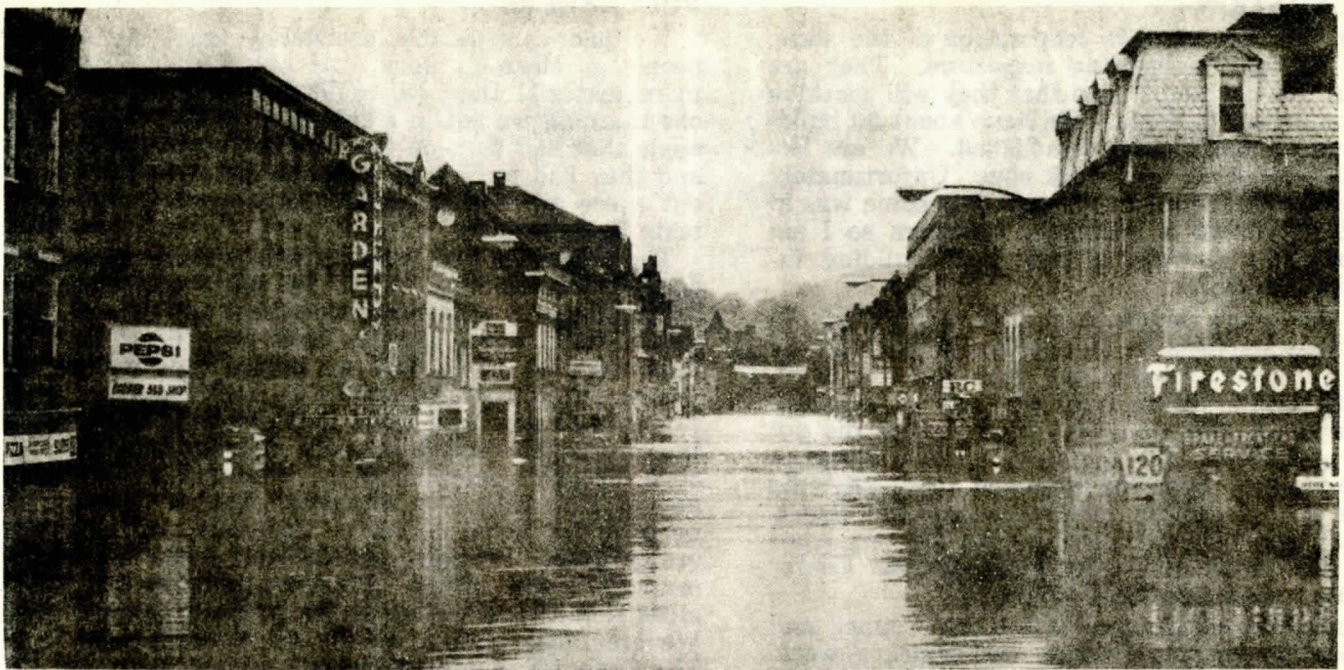
VOLUNTEERS

We had considerable assistance from Amish people on clean-up work. At one time we had more material than we could use. I remember one morning we got in a truckload of fresh pineapple that had been on the road for about 3 days and they had to be used immediately. We found out there are not too many people who have a taste for pineapple.

The volunteer fire organizations were tremendous on the clean-up. All of the units that were not hit came in with their equipment and personnel to wash down streets—that type of thing. Last week for three days we hosted the Central District Firemen's Convention in Lock Haven. I say that to give you some idea of the condition the city is in. This is a group of approximately 3000 firemen. Our motels, our restaurants were able to take care of a convention that had been planned for about a year. Generally, we look pretty good. We have considerable public work projects in the offing. We have not yet made a decision on restoration of the reservoir we lost. We are faced with a variety of legal problems. The Corps of Engineers is still on the scene as are many of the other agencies.

NO CIVIL DEFENSE

We had no CD disaster plan for the County nor for the city of Lock Haven. The city placed no



Lock Haven Business District—A Complete Wipe-Out

emphasis on a CD Director or plan. We have a County CD Director, obviously. I don't know whether it is because of dollars, or what the problem is, but there was no emphasis put on that office. No one knew where to go; no one knew what the logical sequence of events should be, for a disaster of such magnitude. We improvised. Now we are putting together a disaster plan. I am sure that unless we have another flood very soon that we will not be caught short again. The assistance that Lock Haven got from the State and Federal agencies served our needs well.

It is unfortunate, I think, that some local governments did not respond to the disaster as well as state and federal agencies. In the post-flood period, for instance, when housing was, and still is, the critical problem we have those communities who have, for one reason or another, attempted to prevent temporary housing. Of course, that was overcome by a mandate from the State to supersede the local regulations. Above all, to cope with a disaster such as this, you need people who are prepared to make decisions. If you don't have them—if they are reluctant to make decisions—you don't handle your recovery. We did things in the course of the flood that we would go to jail for normally. We made a lot of bad decisions, but the fact is that in the city we made decisions. Good or bad, we made them, and I think our recovery was that much quicker. Too many communities I saw were in complete chaos.

BERNARD GALLAGHER—WILKES-BARRE

I am going to discuss disaster. I am familiar with disaster. I think I can speak with some authority. Disaster usually occurs when we least expect it. To say that they are never considered is incorrect also. Every community prepares at

sometime or other for some emergency activity. It is not possible to prepare for all eventualities.

Wilkes-Barre is in Luzerne County—the largest city in the County, and it has a very active CD group. We have an executive group headed up by General Frank Townsend retired; with Deputy Director, Attorney John McCormick, another retired Army officer, and Executive Director, Flight Colonel Nick Souchick.

All of these men are Reservists, not regular Army, and except for their experience in World War II and Korea they have not been exposed to the types of emergencies you would normally get in army action. They do have one thing in common—they are sold on Civil Defense. This is what we call the executive group.

I see the disaster from my eyes only as Taggart saw the disaster in Lock Haven through his eyes. I had been County Engineer in Luzerne County for a dozen years. My resignation as County Engineer was effective June 23. I became City Manager on June 26. I was in office one week before I got a look at City Hall. Thursday, June 22nd, I received a call from Civil Defense, that there was the likelihood of a flood and highwater—an emergency.

Over a period of years I have been involved in many emergencies and I considered this as a routine. I drove my wife home and went back to the Court House. There was some activity—the Civil Defense group had been called out. We had an emergency CD Center in the sub-basement of the Court House so that we had adequate communications by radio and telephone tied in with all police, fire, hospitals, military, in the entire county. It is an excellent system. It was located in the sub-basement of the court house for a very obvious reason—a nuclear attack.

We were getting calls Thursday night from areas where streams were running over their

banks requiring sand bagging in certain areas to protect some of the houses. Thursday night we had about 3 ft. of water on Route 309, a four-lane road. We have a unique condition in the Wilkes-Barre area—it is a mining area. The mining industry is practically nil. Underground mines fill with water, so, in the Wyoming Valley area we have an underground mine pool that rises and lowers with conditions. At this time it was up to maximum.

One area I might mention is the Colonial Gardens area in the Wyoming Borough—an area that was developed by a typical developer—they bought some property in the bottom of a bath tub, so to speak. They built homes that ranged from \$50,000 to \$100,000. They had been advised that it was a known ponding area. The Colonial Garden area was 536' sea level elevation, and the roadway was 541'—that meant that 5 ft. below the roadway you had a pool. With most homes, as you know, they build basements, recreation rooms, that are usually about 10 feet below grade. We

had a condition where the basements of these homes were actually in a pool of water.

The river reading on Thursday, June 22, was 8.4 ft. at 7 a.m. which was nothing of consequence. At 4:30 in the afternoon it was 17.16—and at 10:30 Thursday night it was 24.8 which is above flood stage. We consider flood stage at roughly 21 feet. We get our flood crews out at about 18 ft. The entire CD unit was out at this time. The Plymouth Borough area was ordered to evacuate Thursday because of a previous breach in the levee which was being repaired but had not been completed. It was known if the river went up the Plymouth area would be the first to break through.

SAND BAGS

7 a.m. Friday, the reading was 35.3—the river was rising about one foot per hour. Around midnight General Townsend called a meeting. He asked me to determine how many sand bags we

would need to raise the levee a foot. I came up with something like a million and a quarter sand bags. I don't know if they ever made a million and a quarter sand bags. He asked me if I thought we could do it and I told him I didn't think we could. We couldn't get the sand bags, and we couldn't get the personnel that quickly. However, he said we would try. The radio communications that we had were excellent. We had radio communications all of the time until we evacuated the Court House to the Wilkes-Barre School Administration building in South Wilkes-Barre—on higher ground. Anything we wanted to get on the air got on immediately. General Townend called for volunteers for sand bagging. "Come in working clothes, bring your own shovel if you have one. If not, we will try to provide one for you. Whatever available sand bags you might have—bring them."

We notified contractors in the area (this was at 1 in the morning—got them out of bed) and within a few hours—by daylight—the trucks were rolling with sand. I directed them to drop the sand at 20 foot intervals along the airport main runway which is parallel to the west bank of the Susquehanna levee system. Also, along Riverside Drive and along the River Street levees on the east side. We got thousands of volunteers. Young people who are sometimes criticized because of long hair, the beads, the mismatched socks, the stained dungarees, and the like—they were there. Except for damage by the flood it was a beautiful thing to see. Volunteer effort—with a true singleness of purpose. One of the things considered in the sand bag operation was plastic bags—the garbage bags which are presently being made. We had department stores, grocery stores, chain stores dumping all their bags into trucks to get them down to the levee. We got on the radio and asked people to put what garbage bags they had on their porch and they would be picked up. All this happened, I would say, between midnight and 7 o'clock in the morning. Pomeroy's in Wilkes-Barre broke out the bright red bags they use at Christmas. The Sterling Hotel broke out all their lovely pillow cases, filled them with sand, and booted them into place. This made a kind of sand bag wall in technicolor, if you wish. It was almost strange to see a regulation sand bag.

EVACUATION

At 10 a.m. Friday the river stage was 37.2 which is above flood stage—above the top of the levee. We ordered evacuation of the entire South Wilkes-Barre area. The CD sirens and the squad cars with their bull horns moved into the area to evacuate it. People knocked on doors to get them out. Some of the people refused to leave and there is not much you can do about that. Doors were kicked in to get people out.

The river stage reached 38.5 and it held all day long. Then at 6 o'clock in the evening it receded to 37 ft. We felt "the ball game is over now—the river is receding—it crested at 38 feet—we

can all pack up and go home." There was not too much damage, but at 10 o'clock it went up again to 38.5 ft. and continued upward. At 7 a.m. Saturday, June 24th, the river crested at 40.6 feet. At 10 o'clock Saturday evening it dropped 1/10th of a foot. The river ran at crest stage for a long time. Sunday, June 25th, at 7 o'clock it dropped to 40 ft. At 1 p.m. it dropped to the dike elevation of 36 ft. Monday at 7 a.m. the elevation was 24.22 ft., and 5 p.m. down to 19.82.

The evacuation, the air rescue, the boats, the volunteer buses that were in the area were beautiful to see because of excellent cooperation.

A couple of women in the Sterling Hotel—when they were being evacuated—came downstairs fully dressed as if they were going to a party. There was a little boat waiting to take them to higher ground. One of the women looked at the boat and said to the operator, "Is that the best boat you could get?"

In the evacuation centers the Red Cross and Salvation Army moved in. In the past, I have been critical of the Red Cross, as many people were. I am no longer critical. Last reports I got indicated the Red Cross had served 850,000 meals during this period. They were housing as many as 5200 people—housing and feeding and clothing as needed.

I mentioned the Executive Group of CD. We also have an Operational Group—public works, engineering, military, communications, public utilities, fire and rescue, transportation, police, local radio stations, evacuation and shelter, medical and mass care.

PLANNING

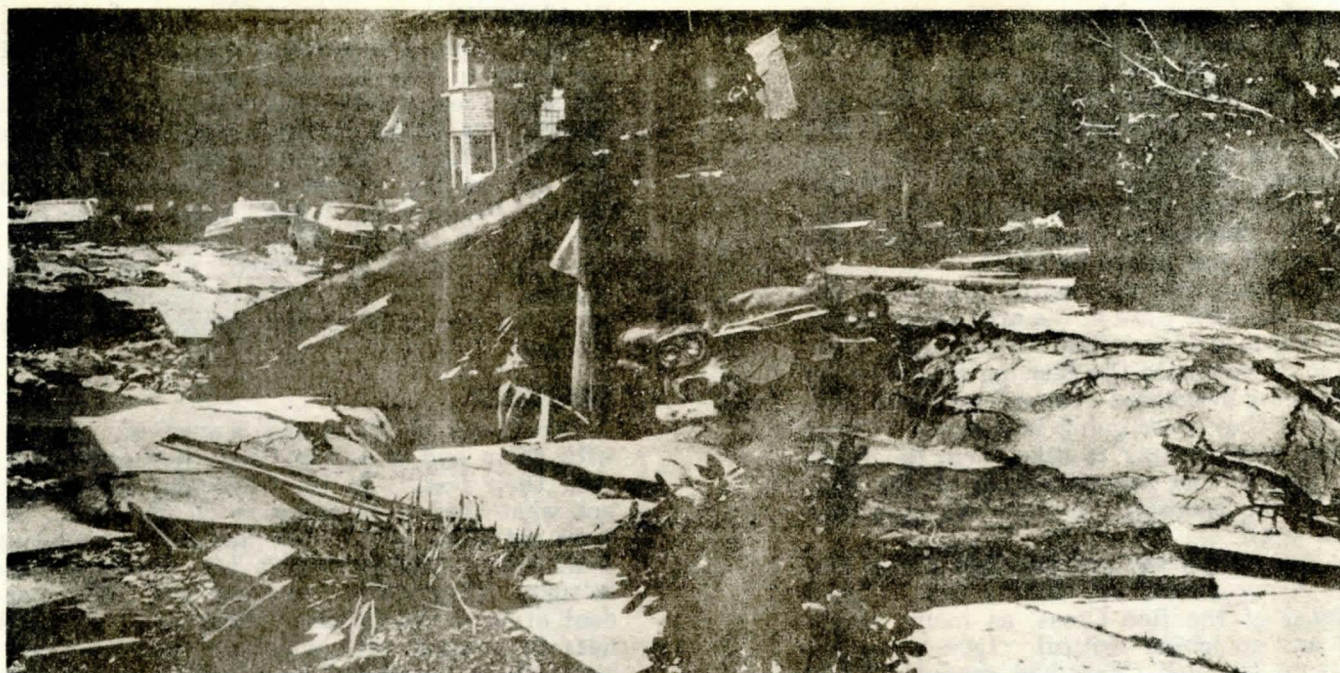
Prior planning is extremely important. If you are going to help the community you must help the whole community—not a portion of it. You have to get people in there who are "gung ho" on Civil Defense. One of the fine operations carried out at the airport was headed up by the Mayor of Scranton. I don't think anyone asked him to do it—he just did it. You need an evacuation plan, set up beforehand. In our whole operation, including the massive clean-up, I would say there were more than a quarter million people involved.

PROGRESS

The Corps of Engineers moved in. We met with them and it seemed that they were "dragging their feet." In the beginning they told us not what they were going to do, but what they were **not** going to do. We had further meetings with them. Finally, like a big wheel, it began to turn. They started to move well. The President ordered the Office of Emergency Preparedness to proceed with whatever measures necessary. HUD proceeded to establish mobile home sites. Zoning regulations were waived to permit mobile homes and campers to be located in driveways and backyards; or on any sites available.

TRAFFIC

We had a massive traffic problem. We had to restrict traffic within the city. We issued passes.



Disaster in Wilkes-Barre

We set up a curfew from 9 in the evening until 5 a.m. We were not under martial law. Under martial law they arm rifles—this was not our case at all. We set up a curfew to prevent looting and from all indications this was kept to a minimum. However, the clean-up operation moved in some pretty fast operators.

We restricted traffic from 8 a.m. to 5 p.m. to prevent being flooded with tourists, photographers and sightseers. We had to keep them out to keep the trucks moving to the landfill.

There had been a lot of open pit mining in the area so we had a lot of open pits for debris. The Department of Health picked some sites, made an inspection of them and opened them up. We had 19 landfills in the area. Trucks moved through the city getting debris out; the Pennsylvania Gas and Water Co. worked to get their gas and water lines repaired; efforts were made to get sanitary lines back in operation; storm sewers in operation; PP&L tried to get back in business; Bell Telephone tried to get back in business; Wilkes-Barre Steam Heat tried to get back in business—each with their own “little row to hoe,” and each in their own right with a very important function to fill in the operation of the city. We had to keep the city operating.

We immediately started a group photographing damaged areas to document damage. We needed positive proof of what it was like with right-of-ways—the roadways, the sanitary, and storm lines. All of these pictures have a story connected to them. They will be documented, located on the map by station. When we present a project application to the office of OEP we have each point documented with the cost of repairs. That is the only way we are going to recover the money we have spent.

CLEAN-UP

During the clean-up operation, Pete Coleman

came into my office at 11:30 one night and said he was representing Governor Shapp. He said he had \$200,000 the Governor had appropriated, and he wanted to get workers in to clean up homes. I said, “When do you want to get started?” He said, “We would like to start tomorrow morning, if possible.” I got Jim McClelland, who is director of our Recreation Bureau, to handle the manpower end of it. We broadcast a call for workers, to be at the City Garage at 7 a.m. We put 100 men to work that morning. They would work a full day and get a check at the end of it. It meant that Peter Coleman and his group had to sit down and write checks. This continued until we used up what money they had. At the time when that program was phasing out, the Bureau of Employment Security moved with another program called “SPEED.” They had some funding—so men who had gone off the Governor’s program came back on the BES program. They are still working. We had Mennonites, Lutherans, Methodists—all working on a volunteer basis. I had a call from a Lutheran minister who told me that he had a group of volunteers he wanted to put to work. I suggested that since we were on this State program with some funding that they be put on the payroll. He said that wasn’t their intention. He felt if we put these people on a payroll it would destroy the volunteer initiative, which was a good thing. They didn’t want to be on a payroll. I don’t know if that applied to all of the volunteers, but the point is that there were some people who were extending themselves. If you think cleaning mud out of the basement of a home is a pleasant thing—it isn’t. The river mud deposited is a very fine mud—a quicksand, really—very powdery, about the consistency of a heavier grain talcum powder would be. When you wet that it gets very fluid—well lubricated. It is extremely hazardous—has a terrible odor—it isn’t any odor

such as you get from raw sewage—it is a strange odor. You have to be in a flood area to fully appreciate it.

One third of the city of Wilkes-Barre was under water. That included our business district. For any of you people who are involved in tax structures—you know what this means. It meant that our tax base was shot. There is a Disaster Act of 1970 where we can recover some monies from our property tax. But, we have many taxes in Wilkes-Barre other than property taxes. At the moment, we have no possible recovery for any of those taxes.

Two colleges in the area, Kings and Wilkes College, have repair bills of about \$14 million. These are private colleges. Every library in the city was seriously damaged. Our Wilkes-Barre area school district suffered damages of about \$15 million. Wyoming Valley West school district was wiped out. The total loss in the flood area is over a billion dollars. In the Wilkes-Barre area alone we have 6,000 homes damaged. Some completely demolished. The business district has to be rebuilt.

At the beginning of this disaster many business men saw the water in their basements, on the first floor, and realized that their inventory would be going out to the landfill. Very probably they said to themselves, "This is it! I'll leave! I'll go somewhere else where I won't be bothered with this." However, after some second thoughts, I am sure they began to realize if ever there was a time in the Wyoming Valley area there would be a business bonanza—it would be this time. With a third of the city under water—there might be a business boom in the area with the purchasing of housing, clothing, utilities, kitchen utensils, etc.

For the first time that I can recall, we found people working together with a singleness of purpose—really extending themselves. We are pulling out of it gradually. The City of Wilkes-Barre is pretty well cleaned up. I certainly never expected to be able to ride around Public Square in a motor boat, but I did! We had about 8 ft. of water in the Square. We had to duck under some of the traffic lights on some of the side streets.

We have an ambitious redevelopment program in the central city area. Also the South Wilkes-Barre area. A \$108 million program of rebuilding—that we hope will come to pass. We hope to have a Model City throughout the entire City of Wilkes-Barre.

We had a group up from Biloxi, Mississippi, who were involved in Hurricane Camille. They came up to lend assistance, and to pass on any information they could. They came on a volunteer basis—paid for their own transportation. They chartered a plane to come here to help. Mayor Van Dyke, of Biloxi, was a very personable lad and apparently a pretty good vote-getter. He has been in office for 12 years—that means he must be doing something right. The words he used—he said, "With the help of God, and lots of federal money—we will rebuild."

DAN ROGERS—HARRISBURG

Fellow flood victims, and we all are flood victims, either directly or indirectly—I see to my left my former boss, Joe Barr. He was a real flood victim. I went past his house a few days after the flood and all his personal possessions from his first floor were in front of the house drying out. I see Al Schmidt, Harrisburg City Councilman, and Dick Marden also suffered from the flood. The rest of us have been suffering for two months, recovering from it, hearing about it, seeing it, so that I think most of us are pretty well flooded out.

Although Harrisburg had about 36% of its area under water, City Fathers a long time ago planned the downtown and the capitol areas so that it was above water. In this flood—it was an island. South Harrisburg was under 14-15 feet of water.

The lessons to be learned, I think, can be summarized in a few points.

Mayor Swenson was one of the most serious flood victims because his health was badly jarred by it. The Mayor worked night and day, slept on a cot in his office. When he wasn't in his office he was in his car using the car radio, or in the command post. He has been in the hospital unable to eat for the past 10 days. I went to see him yesterday and he has come up with some ideas that I think would apply to any community preparing for future disaster. It might not be a flood next time—it might be a major fire—there are a number of things that could happen. All of them will cause a need for certain things. I think you will always need housing, after a flood; you will always need communication during a flood. One of the things we found in Harrisburg is that we need better communication and coordination between the many, many small communities that are surrounding us. Harrisburg, for instance, is fortunate in having an excellent water supply. Even though the filter plant was completely wiped out our alternate system had plenty of water. Harrisburg had drinking water to spare while the communities around it had to get water trucked in and had to boil their water. At one place we hooked the hydrant from the city water supply to the hydrant of the township so they could draw water from Harrisburg. I think this is something we have got to think about in the future. We must coordinate community services on a regional basis.

LESSONS

The lessons, I think, are first, TAKE CHARGE. Because Harold Swenson isn't here I can say this without his ears getting red—the Mayor of Harrisburg, being a strong mayor, was able to take charge immediately and he was backed by the City Council very quickly. They met during the height of the flood to pass necessary resolutions,

for the signing of papers for the federal government, to designate a coordinator for that aspect of the program, and indicated that they were backing the Mayor. Taking charge immediately is, I think, the first and most important point to remember. Otherwise, you have a divided command, confused responsibility, and this will make the disaster much more disastrous. We had a radio station that was broadcasting information to the general public—the Mayor was on TV and radio a number of times. In spite of this there was confusion. It occurred to me what a terrible catastrophe we would have if this was an atomic attack. An enemy trying to land on our shores, broadcasting on our frequency all sorts of misinformation, purposely putting out confusion—people were confused enough. If this had been a deliberate attempt—this would have been horrible.

COMMAND POST

The second point (I note the other communities certainly stressed this) establish a **CENTRAL COMMAND POST**. Assemble the people that you need there, maintain a situation map, and provide easy access between the people who are working out of this command post. Harrisburg has a good communication system. Fortunately it was high enough to be above water. City Hall was without electricity but we had emergency power and were able to operate that command post. The rest of downtown was without electricity, and except for a few emergency places the downtown did come to a complete halt for several days. Our Command Post and communications were able to operate from when the flood first hit the outskirts of Harrisburg.

COMMUNICATE

The third thing is **COMMUNICATE WITH THE PUBLIC**. I have touched on that. In Harrisburg we did not have a complete and lucid forecast until close to the flood period. People who remembered back to the '36 flood said, "Oh, it will never reach my house." This flood caught many people off guard although they were told it was going to be a bad flood. The Mayor had it on the radio. It was hard to establish actual levels, but as early as Saturday the city engineer was out with his crews showing where the flood was likely to get to. Several firms that had large numbers of cars moved them above this site and were able to save them. This illustrates the advantage of quick communication. We had communication with the public, the State Police, with the Civil Defense. Harrisburg has two CD headquarters—one for the State and one for the County. The Red Cross had part of their liaison right in our Command Post.

KEEP COOL

The next thing is to **KEEP COOL**. The Mayor and the whole city government kept cool. When the Mayor broadcast a report to the public his attitude gave confidence. I believe this is why, during the flood, the people of Harrisburg did not panic. (This was mentioned by several of the newspapers.)

RISK

The next thing is to be **WILLING TO STICK YOUR NECK OUT**. This was mentioned by the previous speakers. I think we got ahead in the flood program because the Mayor raised the predicted figures when talking to the people and got the city vouchers ready so that we could do as Lock Haven and Wilkes-Barre and have trash hauled away by Monday morning. We tried to keep—and this is part of keeping cool and taking a risk—we tried to keep all the city services going as though nothing had happened. On Monday morning all the areas of the city that had not been flooded were receiving their normal trash pick-up. All playgrounds except two opened up with their normal complement on Monday morning. The river beach was unusable as a swimming place but the two city pools were in full operation on Monday morning. Looking at the entire situation as a whole there are things that normally don't occur to you immediately. But, if you can sit down with a number of staff people, or a committee, such as Wilkes-Barre, things will be brought out that one head of a government does not think of. We got an offer from Mayor Rizzo of Philadelphia asking, "What can I do to help?" Within a day or so we had Philadelphia send six trucks to wash the streets down. In another section of the city we had Philadelphia rat control people. At one place we counted 5,600 bodies. Do you know how many rats that would be, many, many times that. The rat situation was entirely out of proportion.

Another thing we discovered is that the island in the river is now a haven for copperheads. Before we have our Kipona on September 3rd, our fireworks, and our rock and roll bands on the island, we will have to get rid of copperheads.

Putting it all together—**WHAT DO WE DO NOW?** The Susquehanna River Control Basin Commission must complete a comprehensive study for the whole basin. Pressure has already been put on our senators and congressmen. Not only by the Mayor of Harrisburg but other officials in Harrisburg.

We employ, in the city, a new official which we have never had before. He is an Industrial Development Specialist who is going through the flooded area to business and industrial firms. He is talking to people like Harsco (Harrisburg Steel), trying to determine their particular problem. Of course, money is always a problem but there are other things that are irritants to them. Trash that they can't dispose of, a chance to acquire land, parking, things which should be brought to City Hall so that we can keep our industrial relations on a personal basis.

Due to the foresight of the Mayor and City Council, Harrisburg had flood insurance, effective last March. Whether we keep it or not, and still keep what we have in Harrisburg in the way of buildings, is a question that will have to be answered. I know you have your own special flood problems. Creeks, like we have Paxton Creek. We consider that a Congressional problem. We are going to our Congressman to see if something



Photo courtesy of Community Development, City of Harrisburg

Debris and destruction in Harrisburg

can't be done to Paxton Creek. It came from behind and gave Harrisburg a stab in the back with water, much oil, and acid mixed in it. This creek actually did more dollar damage than the Susquehanna River. We have got to look at these streams and see what can be done to them.

We have got to use Urban Renewal as a bigger tool. Fortunately, the State has provided Harrisburg with two million dollars. We are using that money in the South Harrisburg area for an Urban Renewal program started 3 weeks ago. We have already bought over 400 properties with uninhabitable houses using state money. Only one person has refused to sell. Appraisals are made on a pre-flood value by appraisers employed by the city. We have applied for federal money and we hope when approved we will have money for further purchases.

I come back to my first statement that housing will always be one of the major problems. People went from the evacuation centers to mobile homes. Harrisburg has two mobile homes parking areas. We are thinking now of a milestone—and that is permanent housing. Harrisburg is ordering 135 units of modular housing—strangely enough, from the Wilkes-Barre area. We are going to use that as permanent housing.

I hope in the long run, Harrisburg will come out, maybe not thankful for the flood, but using the flood lever to its best advantage.

QUESTIONS AND ANSWERS

Question: Who should be in charge during an emergency? The mayor, manager, disaster coordinator, civil defense, National Guard, OEP? Who is in charge?

Gallagher: At the outset of an emergency I would say the Civil Defense Director should handle the program. This is the way it happened

in the Wilkes-Barre area. The Mayors in their individual municipalities where flooded did have to handle their detailed end of it, but the overall commander of the operation was General Townsend.

Taggart: I think it is pretty much up to the individual community who they want to be in charge, quite frankly. Council had in our case chosen to make the office of the Manager responsible for the recovery period. Obviously, I have a lot of help to draw upon in the way of state and federal agencies, but it is a combination of the Manager's office and elected people in Lock Haven. I acknowledge the fact that during the crisis period the CD organization is the one to call in if you have one. We didn't.

Hansell: Maybe one of the things we are looking for is a comprehensive plan that says—"no matter who is in charge **somebody** is going to be in charge." It is a decision that is reached rationally before you are in the midst of a crisis. The same thing might be said about surplus or needed equipment. Not so much that you need to stockpile it but that there is a plan to procure it, the kind of things you are going to be looking for, and where you can secure them.

Question: Does this disaster point up a need for the stockpiling of emergency supplies and equipment?

Gallagher: Stockpiling becomes a matter of economics. Stockpiling is a difficult thing. Items needed at a certain time may be inoperative or obsolete. They have to be constantly maintained. Someone has to pay for the maintenance, someone to initially buy it. You can buy surplus equipment but the question of having it when needed is there. I would suggest that in an emergency the first thing to do is to get help from your National Guard which has equipment.

N/B Record 12/14/72

Mass Transit System Views Financial Aid

The Luzerne County Transportation Authority held a public hearing Wednesday night in the Luzerne County Court House for the purpose of considering a project for which financial assistance is being sought from the Urban Mass Transportation Act of 1964.

Hearing was another step required in obtaining a capital improvement grant.

Robert Leonardi, chairman of LCTA, presided at the session attended by representatives of local bus companies, the press and several agencies.

Atty. Joseph A. Quinn, Jr., authority solicitor, presented a reading of the description of the project, carrying a total project cost of \$2,203,798, and a breakdown of the estimated costs of the various segments of the project.

There are eight sections of the project, ranging from the bus to signs designating routes. Involved will be the Wilkes-Barre Transit Company, 315 Northampton St., Kingston, and the White Transit Company, Old River Road, Wilkes-Barre, and the two companies' existing routes.

Following Leonardi's opening remarks, Atty. Quinn explained the LCTA adopted the resolution to apply for a capital improvement grant to the U. S. Dept. of Transportation Oct. 18. The solicitor then gave a run-down of the eight sections of the project and estimated costs:

1. Purchase of 43 new 45-passenger air-conditioned, diesel-powered buses with the latest emission control devices, less tires. Atty. Quinn stated that General Motors Corporation estimated that each bus, equipped with air-conditioning, a V-8 diesel engine, low-sac injectors and destination signs, would cost \$42,000, or \$1,806,000 for 43 buses.

2. Purchase and installation of a new bus washing and cleaning facility. It was stated Ross and White Company estimated that an exterior washing unit, capable of washing the entire bus, will cost \$9,483. A unit for cleaning the interior of the vehicles will cost \$5,566. Installation of the devices will cost \$7,000, bringing the total of this portion of the project to \$22,049.

3. Purchase and installation of 37 bus shelters. The approximate cost for each shelter, based on estimates by Melrose Distributing Products Company and Co-

purchase of new equipment for the Wilkes-Barre Transit Company.

6. Two-way radios for mobile units and a base station. Mobile units will include 46 for buses and three for service units, at a cost of \$1,000 each. The base station will cost \$8,000 for a total to \$57,000.

7. Purchase of 300 signs with route numbers. Based on a White Transit Company purchase of several years ago, the 300 signs will cost about \$40 each, or a total of \$12,000.

8. Rehabilitation of bus garages and fueling facilities. Total cost of this segment of the overall project will run around \$62,995, with the Wilkes-Barre Transit Company facilities, more heavily damaged by the flood, requiring some \$40,000 and the White Transit Company needing some \$22,995.

These estimates total approximately \$2,085,500.

Gabrielle Ramsauer, regional planner for the Economic Development Council of Northeastern Pennsylvania, read a communication pledging council's support of the move to obtain the capital grant and the purpose of the LCTA to establish an

Times Leader - 12/12/72

March 1 Start on Expressway Embankment Is PennDot's Hope

While work was being pushed Monday to complete the temporary North Street Bridge for opening shortly after Jan. 1, plans were proceeding for getting started on Legislative Route 1052, the North Cross Valley Expressway from the West Side to Plains Township.

A March 1 starting date for building the embankment from Rutter Ave. at the Kingston-Forty Fort line, to a point about half way to the Susquehanna River is the aim of Pennsylvania Department of Transportation engineers.

This would comprise Phase 1 of the project for building the highway between Rutter Avenue and River Street in Plains Township, which engineers hope could be open to traffic late in 1974.

May Seek Bids This Week

According to Raymond R. Radomski, liaison engineer for PennDot, it is anticipated that bids for the embankment part of the project would be advertised this week and opened by the end of the year. He said it is hoped that Federal Highway Administration will relax its normal advertising time qualifications in the interest of getting the project — which has a vital priority — started.

While the earth fill is being set in place for the super-highway Wyoming Valley Crossing, bids would be advertised and contracts let for Phase 2, the building of bridge piers on the re-

mainder of the West Side stretch, and across the river.

Phase 3 of the project would consist of completion of the bridge superstructure and the ramps for the highway entrances and exits at Rutter Avenue and River Street.

'Half-Diamond' Interchanges

Present plans call for "half-diamond" interchanges at both

Rutter Avenue and River Street, allowing traffic to enter and leave at these intersection points.

Radomski explained that building of the West Side-Plains Township stretch of the super-highway is being pushed since the area west of Rutter Avenue, which would eventually bring the expressway out to the Harveys Lake Highway, is tied up in red tape over environmental considerations.

The official estimated that 1.5 million cubic yards of material will be needed in raising the embankment to a top height of more than 50 feet to meet the bridge structure carrying the roadway across the river. He estimated the three phases of expressway construction would cost in the neighborhood of \$8,000,000.

California Court Decision May Open Way for Upsurge of Suits to Stop Highway Building

By MICHAEL J. SNIFFEN
(Associated Press Writer)

A little noticed federal court decision in California may open the way for an upsurge of court suits to stop highways around the nation.

The decision, dealing with payment of the costs of such suits, if upheld would significantly expand the arsenal of the increasingly successful antihighway lobby, which in October helped kill a biennial federal highway aid bill in Congress for the first time since 1956 when the federal interstate highway system was established.

The victories in Congress and in the California court are a high water mark in the sophistication of a movement once symbolized by the little old lady waving a shotgun at a bulldozer about to remove her house from a highway right of way.

The movement that began as an amalgam of persons unwilling to have a highway next door to their house now also includes those worried about the loss of low income housing and those worried about the loss of public parks and the natural environment.

While they still go to court and even to the streets to block individual highways, they anticipate a more fundamental victory when Congress convenes next year—changing the pattern of federal transportation funding to give more money to mass transit.

In what legal experts call a very significant opinion, U. S. District Court Judge Robert F. Peckham ruled Oct. 19 that the environmentalists and impoverished Mexican-Americans who stopped the Foothill Freeway in Alameda County east of San Francisco Bay can collect attorney's fees and expert witness fees from the state of California.

The ruling, if upheld on appeal, would make it possible for far more poor people to attempt the expensive and exhausting court battles required to block highways, which in urban areas usually run through poor neighborhoods because the land is cheaper there and the political resistance less potent.

Acknowledging that "the general American rule is that attorney's fees are not ordinarily recoverable as costs," Judge Peckham nevertheless awarded them, along with expert witness fees, because the plaintiffs were acting as private attorneys general to enforce a Congressional mandate, to benefit numerous persons in addition to themselves, and to bring an action no public body could be expected to bring.

thing will continue as long as that large pool of money is there and is earmarked only for highways."

Joseph Bosco, special assistant to Volpe, sees a similar problem in terms of overall transportation planning.

"The secretary believes that the time has come for some changes in the way we plan and implement transportation programs and policies," he says. "Funding is key; unless you change the funding you never get chance in planning. Things would go on as they were with deteriorating situations in many urban areas."

And even such pillars of the highway lobby as Mobil Oil Corp., Henry Ford and the Teamsters Union have in the past year supported opening the trust fund to mass transit.

The Highway Action Coalition currently counts citizen court battles against 26 segments of the interstate highway system, most of them in big cities.

The Federal Highway Administration FHWA lists 37 controversial segments of the interstate system, totaling 459.8 miles at a proposed cost of \$5.25 billion in 17 states and the District of Columbia.

These include nine rural segments, totaling 317 miles and \$813.8 million or almost 69 per cent of the mileage but only 15 per cent of the cost of controversial segments. Among the rural sites in Interstate 75, a route in Florida from Miami to Ft. Myers which conservationists want to keep out of the Everglades. Its 131.9-mile route will cost \$1.58 million per mile while the most expensive of the controversial urban interstates, the K Street section of I-66 in Washington, D.C., will run 2.9 miles at a cost of \$84 million a mile, or a total cost of \$34.8 million more than the 131-mile stretch of I-75.

Of these 459.8 controversial interstate miles, acting Federal Highway Administrator Ralph Bartelsmeyer estimates that only 100 miles will be scrapped as a result of the protests, most of which are over route location.

So far, the 42,500-mile interstate system is almost 80 per cent open to traffic and only 880 miles or 2 per cent have not reached at least the public hearing stage.

The system's total cost is expected to reach \$68.3 billion. In addition, since July 1, 1956, \$23.74 billion in federal aid has gone to construction of 250,741 miles of primary, secondary and urban roads, known as ABC roads.

In 1970, by contrast, Congress

mending that an annual average sum of \$300 million be allocated for 10 years on urban bus transportation equipment and facilities.

At this stage, Kramer is very hopeful. "We are on the verge of a major breakthrough," he says. "There is no question that transportation decisions made at the federal level are going to be radically altered next year. We're on the verge of a thorough reordering of national transportation priorities in which the grip of the highway lobby over

America's transportation once and for all be broken."

Here is a list of controversial segments of the interstate highway system, prepared by the Federal Highway Administration.

Most projects are not under construction but are in the route-location stage. The highway administration says that, despite the citizen protests, most of these highways will be built. Costs are given in millions of dollars.

	Route	Miles	Cost
CALIFORNIA			
Hawthorne-Century Fwy.	I-105	3.3	\$ 76.1m
CONNECTICUT			
East Hartford	I-86	3.5	19.1m
West Hartford	I-291	3.3	16.0m
Willimantic to R. I. line	I-84	21.7	75.7m
DISTRICT COLUMBIA			
Three Sisters Bridge	I-266	0.2	14.0m
Potomac River Freeway	I-266	1.2	81.4m
K Street	I-66	2.9	243.6m
North Central-Northeast Fwy.	I-95	4.2	160.9m
East Leg	I-295	4.3	134.8m
South Leg	I-695	1.9	77.8m
North Central Freeway	I-70S	2.3	68.4m
FLORIDA			
Miami to Fort Myers	I-75	131.9	208.7m
GEORGIA			
Callaway Gardens	I-185	14.3	18.7m
Morningside-Lennox, Atlanta	I-485	5.5	72.0m
HAWAII			
Honolulu-Moanalua	H-3	10.0	153.4m
ILLINOIS			
Chicago-Crosstown Expwy.	I-494	19.9	965.2m
LOUISIANA			
Shreveport-Cross Lake	I-220	1.5	12.9m
MARYLAND			
Baltimore-Leakin Park	I-70N	3.4	91.8m
Baltimore-Harbor Crossing	I-95	4.7	383.5m
Baltimore-Fells Point	I-83	3.4	127.5m
North Central-Northeast Fwy.	I-95	5.4	71.2m
Washington-North Central	I-70S	3.4	102.9m
MASSACHUSETTS			
Boston-Canton Lynnfield	I-95	22.5	491.1m
Boston-Cambridge	I-695	4.4	307.1m
Rehoboth-Swansea	I-895	19.2	51.8m
NEW HAMPSHIRE			
Franconia Notch	I-93	11.7	50.6m
NEW JERSEY			
Montville to New York line	I-287	19.8	133.7m
OHIO			
Cleveland-Shaker Heights	I-290	8.7	114.6m
PENNSYLVANIA			
Philadelphia-Cobbs Creek	I-695	6.8	164.7m
Pittsburgh-Northside Expwy.	I-279	3.2	51.3m
RHODE ISLAND			
Warwick-Barrington	I-895	12.1	134.3m
Foster	I-84	17.3	36.3m
VIRGINIA			
Arlington	I-66	9.7	95.8m
Three Sisters Bridge app.	I-266	0.4	11.9m
WASHINGTON			
Seattle and Mercer Island	I-90	6.3	330.6m
WISCONSIN			

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The plaintiffs blocked the Foothill Freeway in court in November, 1971, on three grounds—lack of an adequate environmental impact statement; lack of certification that the proposed route could not avoid taking three parks; and lack of adequate relocation plans for 5,000 people. The state has appealed the ruling.

The court ordered their lawyer, Anthony Kline, and the California Highway Department to negotiate a figure for the fees. Kline, who expects an appeal of the decision, plans to seek \$75,000.

Kline, a 34-year-old former Wall Street lawyer who set up a nonprofit public interest law firm in San Francisco with funds from nine foundations, has been particularly successful in taking highway cases. In the last 10 months he has blocked \$3 billion worth of highways in five states.

And he is not alone. John Kramer, co-director to the Highway Action Coalition in Washington, which dispenses information to local antihighway groups and

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In 1970, by contrast, Congress authorized \$3.1 billion over a five-year period for urban mass transit and promised \$10 billion over 12 years. But Congress appropriated only \$1 billion in each of the first two fiscal years under the act—still more than had been appropriated for the previous six years. A third of that was impounded by the administration to control spending, however.

Not only is there less money for urban mass transit than for highways, it also comes in a less attractive package. One dollar spent on state or local governments for transportation will bring nine federal dollars if spent on an interstate highway. A local dollar also will bring one federal dollar if spent on an ABC road now and \$2.33 after July 1, 1973. But if the local or state dollar is spent on mass transit it will bring only \$2 in federal aid.

It appears likely that the federal matching share is mass transit will increase next year to at least 70-30, which the Nixon administration supported this year, or even higher as anti-

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FLORIDA			
Miami to Fort Myers	I-75	131.9	206.7m
GEORGIA			
Callaway Gardens	I-185	14.3	18.7m
Morningside-Lennox, Atlanta	I-485	5.5	72.0m
HAWAII			
Honolulu-Moanalua	H-3	10.0	153.4m
ILLINOIS			
Chicago-Crosstown Expwy.	I-494	19.9	965.2m
LOUISIANA			
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WASHINGTON			
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Milwaukee-Green Bay	I-57	78.9	84.7m
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And he is not alone. John Kramer, co-director to the Highway Action Coalition in Washington, which dispenses information to local antihighway groups and fights the Highway Trust Fund in Congress, estimates that there are currently 300 highway battles in progress in the United States today, against county and state roads as well as federally aided interstate highways or roads.

Founded by Environmental Action and the Sierra Club in early 1971, Highway Action Coalition now claims to represent 19 organizations with 1.9 million members. And this fall it killed the highway bill, a major step in its effort to "bust the Trust," that is, the Highway Trust Fund which since begun in 1956 has taken 4 cents tax on every gallon of gasoline sold and various taxes on various motor vehicles, parts and services. The trust fund now generates \$5 billion annually to be used solely to build highways.

Earlier antihighway lobbyists had won two major victories. In May, Transportation Secretary John Volpe supported opening a portion of the trust fund to the option of being spent on mass transit in urban areas, the first administration ever to propose that. Then this fall, the Senate voted to alter the biennial highway bill so that \$800 million from the trust fund would be available for either highways or transit equipment. The House refused to go along and the bill died, though Kramer maintains House opposition to "busting the trust" was preserved solely by a procedural vote that the forces lost. Thus a new highway aid bill will have to be prepared when Congress convenes next year. Trust funding is now available only through June 1973.

The Highway Trust Fund, established at the same time the interstate system was authorized in 1956, is the major target of Kramer's efforts.

"There are communities that have fought a highway for nine or 10 years successfully and yet the 11th year they are confronted again with the same highway," Kramer says. "That kind of

names or primary, secondary and urban roads, known as ABC roads.

In 1970, by contrast, Congress authorized \$3.1 billion over a five-year period for urban mass transit and promised \$10 billion over 12 years. But Congress appropriated only \$1 billion in each of the first two fiscal years under the act—still more than had been appropriated for the previous six years. A third of that was impounded by the administration to control spending, however.

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It appears likely that the federal matching share is mass transit will increase next year to at least 70-30, which the Nixon administration supported this year, or even higher as antihighway advocates wanted.

So far only one segment of the interstate system, one that would have run through the French Quarter along the Mississippi River in New Orleans, has been deleted because of citizen protest. But the movement has come a long way from its first major victory in 1959.

In that year, pressed by citizen opposition to highways, the San Francisco Board of Supervisors voted to halt the Embarcadero Freeway on the city's waterfront rather than complete it to the Golden Gate Bridge. The existing freeway now ends in an exit ramp beside the four-lane, double-decked roadway that just stops 100 feet in the air as though chopped off with a knife — sort of a permanent monument to the anti-highway movement.

The argument continues: Interstate highways have reduced travel time between cities an average of 10 per cent. But auto-related pollutants may force Chicago, Denver, Los Angeles, New York, Philadelphia and Washington to restrict auto use somehow to meet 1975 ambient air quality standards set by the Environmental Protection Administration.

On the other hand, one out of every five jobs is directly or indirectly related to highway transportation. But the old, the young, the infirm cannot drive and their transportation needs are not met by highways. And on and on.

The powerful Highway Users Federation for Safety and Mobility, the giant of the highway lobby representing more than 600 organizations including some very large industries, estimates that \$600 billion should be spent on highways by 1990, most of it in improving the quality of present roads. But the Highway Users admit "\$600 billion simply is not available, nor in sight." And in March 1972 the organization for the first time backed using part of the trust fund for a form of mass transit, recom-

WASHINGTON			
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WISCONSIN			
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Total		459.8	\$5,253.4m

Urban Busing →

Project Set For Hearing

Transportation 11/8

Authority Cost 72

Is \$2,203,798

Luzerne County Transportation Authority will hold a public hearing Dec. 13 at 7 p. m. in the county commissioners' meeting room to consider a project for which financial assistance is being sought from the Urban Mass Transportation Act.

According to Atty. Joseph Quinn, authority solicitor, the total project cost will be \$2,203,798.

Distribution of the costs is as follows: Urban Mass Transportation Administration, \$1,467,730; Appalachian Regional Commission, \$295,309; Wilkes-Barre City Demonstration Agency, \$72,725, and Pennsylvania Department of Transportation, \$368,034.

The capital grants are being sought for:

- Purchase of 43 new 45-passenger air-conditioned Diesel buses with the latest emission control devices, less tires.

- Purchase and installation of a new bus washing and cleaning facility.

- Purchase and installation of 37 bus shelters.

- Purchase of one utility truck with snow plow.

- Purchase of new garage shop equipment.

- Purchase of two-way radios for 40 mobile units and a base station.

- Purchase of 300 signs with route numbers.

- Rehabilitation of bus garages and fueling facilities.

The project is located in the Wilkes-Barre urbanized area. It includes the existing routes of Wilkes-Barre Transit Corporation and White Transit Company in addition to special routes to flood emergency trailer parks.

Project routes are convenient to areas of senior housing projects, it was stated by the authority. No especially designed facilities or services for the elderly or handicapped are proposed, except this will be considered in the design of the buses.

Referring to environment, the authority noted replacement of older buses with new buses will alleviate most of the air pollution caused by the older vehicles. None of the other capital items will have a significant environmental impact on the urban area.

A copy of the application for the Federal grant together with an environmental analysis and the transit development plan for the area is available for public inspection at the offices of the Luzerne County Planning Commission on the first floor of the courthouse Monday through Friday from 9 a. m. to 4 p. m.

In the meantime, Atty. Quinn said an agreement reached with White Transit Company to provide services during the 21-month

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- Purchase of one utility truck with snow plow.

- Purchase of new garage shop equipment.

- Purchase of two-way radios for 40 mobile units and a base station.

- Purchase of 300 signs with route numbers.

- Rehabilitation of bus garages and fueling facilities.

The project is located in the Wilkes-Barre urbanized area. It includes the existing routes of Wilkes-Barre Transit Corporation and White Transit Company in addition to special routes to flood emergency trailer parks.

Project routes are convenient to areas of senior housing projects, it was stated by the authority. No especially designed facilities or services for the elderly or handicapped are proposed, except this will be considered in the design of the buses.

Referring to environment, the authority noted replacement of older buses with new buses will alleviate most of the air pollution caused by the older vehicles. None of the other capital items will have a significant environmental impact on the urban area.

A copy of the application for the Federal grant together with an environmental analysis and the transit development plan for the area is available for public inspection at the offices of the Luzerne County Planning Commission on the first floor of the courthouse Monday through Friday from 9 a. m. to 4 p. m.

In the meantime, Atty. Quinn said an agreement reached with White Transit Company to provide services during the 21-month demonstration program has been submitted to UMTA at Washington, D. C. for that agency's approval.

An agreement in principle reached with the Wilkes-Barre Transit Corporation now has to be reduced to writing, Atty. Quinn said. Drafts of the authority and the bus company have to be combined after which the proposed contract will be submitted to UMTA for approval.

On Oct. 16, the newly-formed county transportation authority received a \$1,500,000 grant from the Federal and State governments to conduct a 21-month demonstration program. It has been stated the nation will be watching the local project and awaiting its outcome.