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# IMPROVEMENT OF PENNSYLVANIA ROUTE 219

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## HEARING

BEFORE THE

COMMITTEE ON TRANSPORTATION

OF THE

COMMITTEE ON PUBLIC WORKS

### USE OF REPRESENTATIVES

NINETY-THIRD CONGRESS

SECOND SESSION

JOHNSTOWN, PA., SEPTEMBER 27, 1974

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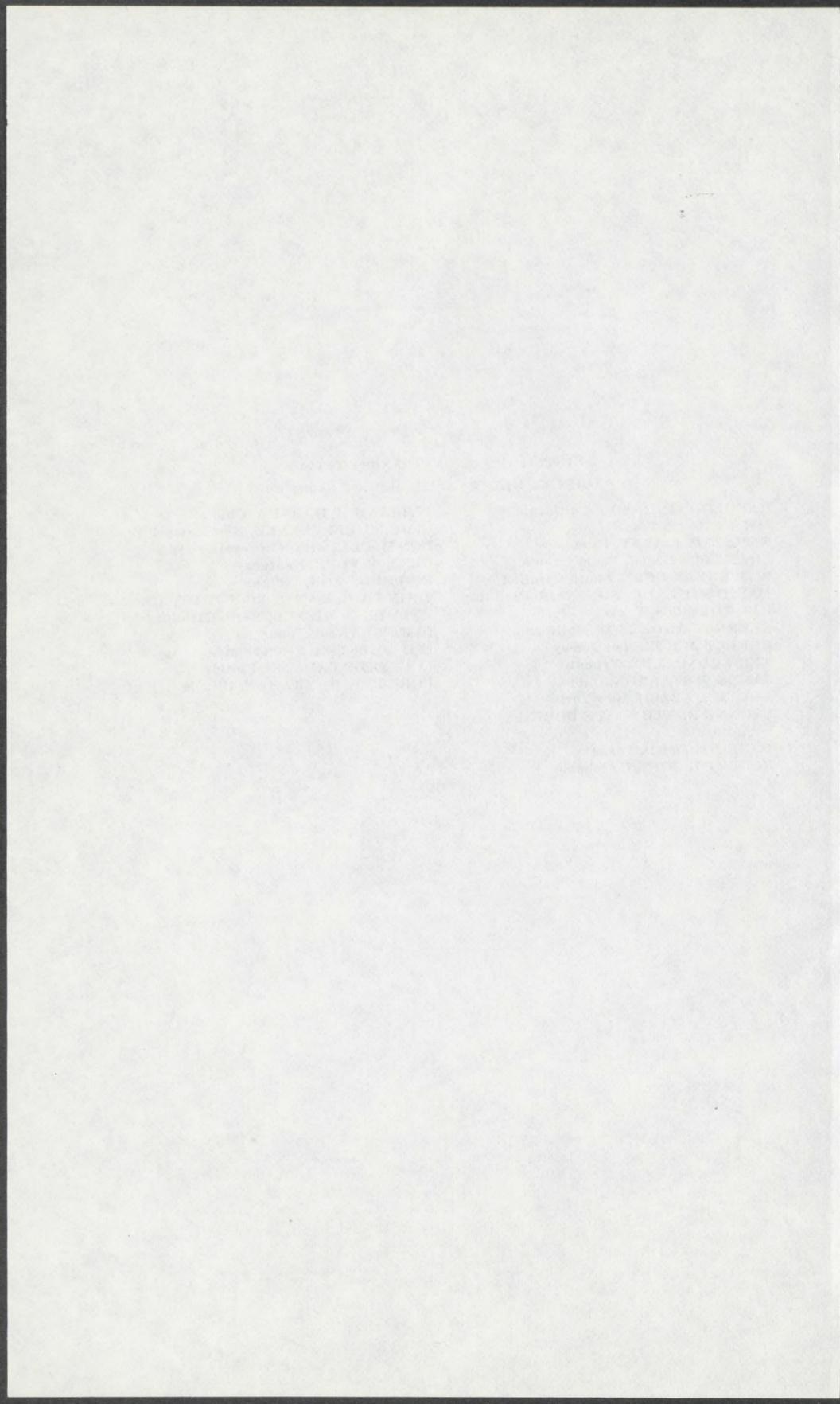
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## IMPROVEMENT OF PENNSYLVANIA ROUTE 219

FRIDAY, SEPTEMBER 27, 1974

HOUSE OF REPRESENTATIVES,  
SUBCOMMITTEE ON TRANSPORTATION  
OF THE COMMITTEE ON PUBLIC WORKS,  
*Johnston, Pa.*

The subcommittee met in open session at 9 a.m. at the Sheraton Motor Inn, Johnstown, Pa., Hon. Frank M. Clark presiding.

Present: Congressmen Clark and Murtha.

Staff present: Clyde Woodle, staff assistant; and Lis Forshay, staff assistant and Gordon E. Wood, assistant minority counsel.

Mr. CLARK. The Subcommittee on Transportation of the Committee on Public Works, U.S. House of Representatives, is in Johnstown today at the invitation of your Congressman, John Murtha, to hear testimony on the needs for improving Pennsylvania Route 219 to higher construction standards.

We expect to hear from your Congressman, your State officials, and a number of other witnesses today on many of the special problems which have developed as a result of the substandard condition of this route.

We are here to listen to these problems, to give you a fair hearing, and to take your message back to Washington.

The modernization of Route 219 is not a new issue with the Public Works Committee. The 2,700-mile Appalachian highway system authorized by the committee in the Appalachian Regional Development Act of 1965 included 64 miles of Route 219 from Ebensburg, Pa., south to the Maryland State line as a part of the Appalachian highway system.

Under this program, 29 miles of Route 219 have already been upgraded at a cost to the Federal Government of \$23 million. Thirteen miles were already constructed to Interstate standards, and the remaining 22 miles south of Somerset, Pa., to the Maryland State line, are now under design, and the Federal share of the cost to complete this section is estimated at \$26.5 million.

The remaining mileage north of Ebensburg is not a part of the Appalachian highway system, but it is eligible for funding under the regular Federal-aid highway program.

Members of Congress from Pennsylvania, New York, Maryland, and West Virginia have testified before our committee, having previously introduced legislation to add Route 219 to the Interstate System, and have worked hard for many years to upgrade the remaining mileage on this route.

The Public Works Committee report on the Federal-Aid Highway Act of 1970 draws attention to the fact that this section of 219 is

badly in need of improvement. The Public Works Committee report on the Federal-Aid Highway Act of 1973 suggests that Route 219 be included as a part of the newly created priority primary system, and we understand the State has added this route to the system. Unfortunately, however, the administration's practice of impoundment has undermined our efforts in this area, forcing competition between this program and other Federal-aid highway programs. It is regrettable the administration has not provided the funding necessary to carry out the highway programs enacted by Congress.

Disagreements between the executive branch and the Congress on the impoundment of funds for highways and other programs was one of the principal reasons for the passage of the Congressional Budget and Impoundment Control Act of 1974. Under the terms of this act, the President will not be permitted to impound funds lawfully available for obligation if one of the two Houses of Congress takes action to disapprove the proposed impoundment. In passing this act, Congress has reasserted its constitutional authority and is now in a position to more actively participate in the difficult decision-making process of developing the Federal budget.

The Committee on Public Works is dedicated to the proposition of an adequately funded Federal-aid highway program. Although highway improvements alone will not solve the economic development problems in the underdeveloped areas in the country, good transportation is absolutely required if the problem is to be solved at all. Good transportation, providing access to jobs, health and educational facilities, and other services is vital to stimulation of economic activity throughout our great country.

We welcome the opportunity to hold this hearing today, to receive information on this problem, and to hear your recommendations.

Our first witness today is Hon. Jack Murtha, representing this district. And, Jack, if you will take the stand. And for all other witnesses I am going to tell you that we are going to adhere to the 5-minute rule, because we have over 30 witnesses, and if we are going to get done today, we are going to have to do that.

And, Jack, it is my pleasure to be up here today. And as most of you know, he is a freshman Congressman, but he does have a lot of weight down there—not in bigness and physical shape, but also everybody respects Jack Murtha in Congress, although he has only been there a short time.

And we do want to say that, as a freshman Congressman, we in the Public Works Committee welcome you, and we are very happy that we are able to be up here this morning.

#### **STATEMENT OF HON. JOHN P. MURTHA, A REPRESENTATIVE IN CONGRESS FROM THE STATE OF PENNSYLVANIA**

MR. MURTHA. Thank you very much, Mr. Chairman. In the last 30 years, the 12th Congressional District has lost approximately 42,000 people.

I will be perfectly direct to the subcommittee and say that what Route 219 means most to our area is jobs. As I have talked to businessmen about locating their plants in the area, the No. 1 stumbling block is always our lack of transportation facilities.

We can provide an employer with a skilled work force and an outstanding community, but we cannot offer him a simple way to get his

product to market. We need a simple way to transport the materials he needs into the area. And we need quick, easy access for the experts and clients he must bring to his plant.

A top priority of mine, as the Congressman of the 12th District, has been to upgrade our transportation facilities. We have started to improve the Johnstown Airport and are discussing modifications in the Somerset Airport with FAA officials. But our major transportation problem is the East-West Interstates that go through Pennsylvania, and to the industrial and consumer centers in New York, Maryland, and West Virginia.

The bills we are today considering hold the key to a new era for this area of Pennsylvania. I sponsored these bills because they will mean new life and a new future for the people of the 12th Congressional District.

Studies show that jobs increased 18 percent faster in cities near Interstate Highways. Studies also show that cities near Interstates in the last 10 years have had their job market increase twice as fast as cities away from road transportation.

While I have stressed the job aspect of these roads, it is important to note that these bills do not simply affect our immediate geographical area. One million of the citizens of Pennsylvania live close enough to this proposed road to feel its economic impact. Considering the entire possible route from New York to Maryland or West Virginia, we are talking about an impact on 2½ to 3 million people.

And that impact is not limited to jobs. It means fewer automobile accidents because we will have a safer route to travel; it means convenience for citizens traveling north-south through Pennsylvania; and for truckers it means quicker travel over safer routes using less fuel; it means the potential for economic growth in each area the road affects, not only through highway usage but in community planning and development; it means land planning that will aid our environment; and it means economic stimulation because for each dollar we spend in highway construction, our economy benefits by the return of \$1.50 in economic growth.

Mr. Chairman, what we need to insure is a positive employment and economic picture for the area contained within these bills. We need a north-south highway route to link our area with the production, distribution, and consumer areas of the Northeast.

I urge this subcommittee to use this hearing and your investigative powers to judge the importance of this road to this area, to Pennsylvania, and to the Northeastern section of the United States. When you fully uncover that importance, I believe you will agree on a final form for this legislation and urge its passage to Congress.

On behalf of the people of the 12th Congressional District, I want to thank you for coming here to listen to us, and for your interest in this project. Your subcommittee holds a major key to the future of our region. I am confident you will work to help us.

Mr. CLARK. Thank you very much, Jack. We do appreciate your testifying here and, if you will, we would appreciate your coming to the witness stand and being able to hear the rest of the witnesses today.

Mr. MURTHA. Thank you, Mr. Chairman.

Mr. CLARK. We now would like to call on local greetings from Joseph P. Roberts, chairman, Cambria County Board of Commissioners.

STATEMENT OF JOSEPH P. ROBERTS, CHAIRMAN, CAMBRIA  
COUNTY BOARD OF COMMISSIONERS

MR. ROBERTS. Thank you, Mr. Chairman. My topic this morning is the importance of Route 219 to the economic future of Cambria County.

Improving job opportunities for citizens of our area must be a high priority concern for business leaders and public officials. It is commonly recognized that a modern transportation system is absolutely essential to making an area attractive to new industry. Route 219 is a critical part of Cambria County's future transportation system.

During the last decade Cambria County has suffered a severe loss of population, from 203,000 in 1960 to 186,000 in 1970, a decline in excess of 8 percent. By comparison the population of Pennsylvania increased by 4.2 percent and the population of the United States increased by nearly 11 percent.

The principal reason for our loss of population is the outmigration of people who must leave our area to find a job.

The total number of persons employed in our county decreased by nearly 1 percent between 1960 and 1970. Because of the decrease in total jobs there are very few new job opportunities for our young people. Our outmigration is highest among our most potentially productive age groups. According to a study by the Cambria County Planning Commission and the Office of State Planning and Development, 14,674 persons between the ages of 20 and 30 moved from our county during the 1960-70 decade. We must do everything within our power to reverse the loss of our young people by providing new employment opportunities within our county.

Attracting industry to our area involves at least two essential ingredients: (1) To provide public and private investments within our community which will make the area attractive to new industrial prospects; and (2) to provide an adequate transportation system so that goods and services produced in our area can be transported to surrounding markets.

For the past decade, many public and private investments have been made in the Cambria County area. Educational facilities have been improved through major construction at our colleges of St. Francis, Mount Aloysius and the University of Pittsburgh at Johnstown. A tremendous investment has been made in vocational-technical schools at both Admiral Peary and the Greater Johnstown Area Vocational-Technical School. We have made the investments for an outstanding countywide library system. We have invested in upgrading and improving our airport facility. Millions of dollars have been invested in improving and upgrading water supply systems and sewage treatment plants throughout the county.

We believe that these collective investments have provided the facilities to make our area attractive to new industrial prospects. We have now reached the stage where investments and investment decisions by others must be made in order that we can realize our goal of creating new job opportunities for our young people.

Route 219 is a prime example of that necessary decision. In conjunction with our other needed highway improvements such as Route 22, Route 219 is absolutely necessary to provide a basic link between our area and potential markets for goods and services which can be pro-

duced in our community. The extension of Route 219 north to the Keystone Shortway and ultimately to the Buffalo area will open new markets for products which can be produced in our community. Likewise, extending Route 219 south to Route 40 down through West Virginia to the Princeton area will link our community to the emerging markets of the South. Route 219 will also intersect major East-West highways such as the Keystone Shortway and the Pennsylvania Turnpike and would give us vastly improved access to markets both east and west of Cambria County.

Obviously, we cannot improve access to Cambria County and take full advantage of the investments that this community has made without a great deal of help from the State and Federal Government.

Improved highway development is a major objective of the Cambria County Commissioners and accelerated highway construction has been a primary concern for many years. To accelerate highway construction it is apparent that additional moneys must be made available. These moneys can only be made available by the Congress of the United States working through the Commonwealth of Pennsylvania.

Because of the critical importance of Route 219 to our future economic growth, we ask you to do everything within your power to secure passage of the Route 219 bills as introduced by Representative Murtha so that we can proceed to provide new job opportunities for our young people and stop the outmigration of our most vital resource.

Thank you.

Mr. CLARK. Thank you very much. We do appreciate your coming this morning.

Our next witness is Herbert Pfuhl, mayor of Johnstown. Mayor Pfuhl.

#### STATEMENT OF HERBERT PFUHL, MAYOR OF JOHNSTOWN, PA.

Mr. PFUHL. Congressman Clark, good friend John Murtha—I had to say John, because he was in the same outfit as I was for a while. That is why he went to the Marine Corps, you know—he couldn't stake us anymore.

First of all, ladies and gentlemen of the panel, distinguished people on the panel, I do want to welcome you to what we think is the greatest city in the Commonwealth of Pennsylvania and one of the finest cities in the United States—and that is the city of Johnstown, Pa., the all-American city.

But you are not here for me to tell you how great this city is, because we all have major problems. You have them on a Federal level, we have them on a State level and I have them on a local level.

And, as mayor of the city of Johnstown, I felt it my duty to appear as a witness at this hearing to express the great importance of Highway 219 to this area and the impact that lies in the outcome of the hearing as to the future of Johnstown and the surrounding areas.

As we are all well aware, before the construction or development of any major object of importance to a community or business, for that matter, there are certain major steps or goals which must be considered and strived for to encourage the betterment of the area in consideration.

As we view the construction of a highway we must also consider our goals which are necessary to achieve.

1. Many are aware the overall goal of cities and States is to attain an integrated system of highways including major north-south and east-west arterials along with connecting routes that will best serve business and industry in the area.

2. We need a highway that will encourage the future of expansion and attract new industry.

3. We need a connective route to provide modern, efficient, and safe transportation in urban centers and rural areas for motorists traveling to work, to school, and recreational centers.

4. A modern north-south highway is of prime importance in the area as a means of providing better access to major east-west routes, including the turnpike, Route 30, Route 22, and the Keystone Shortway.

Therefore, it is my belief that Route 219 meets these goals for the city of Johnstown particularly. The link of Johnstown Expressway to 219 has developed into a major key for the city in aiding in industrial movement.

U.S. Route 219 currently extends from Somerset on the Pennsylvania Turnpike to Ebensburg. Ultimately this route is to be extended south to the Maryland border and north to Interstate 80—the Keystone Throughway—at the New York border.

The completion of U.S. Route 219 from the border of Maryland to New York will provide a modern north-south highway through an isolated portion of southwestern Pennsylvania. From an economic standpoint, to this metro area, the highway will provide much needed transportation. It will link also to much needed industrial expansion and absolutely will link the natural and human resources of the region to the markets of the Great Lakes and to other areas.

Because of this, members of the panel, it is ultimately important that you consider and continue to consider the importance of 219 as a major arterial expansion north and south through the Commonwealth of Pennsylvania, and especially to the city of Johnstown.

Thank you very much.

Mr. CLARK. Thank you very much.

Our next witness is Robert C. Dilks, public information director, Route 219 Association of Pennsylvania.

#### **STATEMENT OF ROBERT C. DILKS, PUBLIC INFORMATION DIRECTOR, THE ROUTE 219 ASSOCIATION OF PENNSYLVANIA**

Mr. DILKS. Thank you very much, Mr. Chairman, members of the panel.

My name is Robert C. Dilks and I am the public information director of the Route 219 Association in Pennsylvania.

As a representative of the Route 219 Association, which is called the North Star Way, I want to review the U.S. Route 219 corridor and explain why there exists an urgent need that 219 be incorporated into the National System of Interstate and Defense Highways.

A completed north-south expressway from Buffalo, N.Y., to Princeton, W. Va., could have a significant positive impact upon millions of people on the National, State, regional, and local levels. There appear to be overwhelming reasons to fill the void that has so long been left unattended.

In May 1970, the Route 219 Association had the opportunity to appear in Washington, D.C., to speak in favor of concurrent resolu-

tions to incorporate U.S. Route 219 into the National System of Interstate and Defense Highways. Unfortunately, the time was not right and no positive result developed. Nearly 3 years later, the 1973 Federal-Aid Highway Act included the concept of priority primary routes. Subsequently, Route 219 in Pennsylvania was given that designation. The purpose of the concept was to build a supplementary system of highways to tie-in to the existing Interstate System, as I understand it. There is an obvious gap in the map for the Interstate System and I would suggest that it is a very tragic gap when one considers that the Route 219 corridor is in the hard core of Appalachia. I would also suggest that the completion of a highway grid with north-south 219 would guarantee efficiency and speed of movement of vehicles and provide greater flexibility in the use of the east-west arteries in time of peace and in time of emergency.

Perhaps with the exception of Johnstown, the entire Route 219 corridor, a total of 522 miles, traverses a predominantly rural region, but intersects at least seven major east-west superhighways, namely, starting from the north, Interstate 90 and Route 17, which is going to be modernized as a four-lane road by 1980, in New York State, Interstate 80 and the Pennsylvania Turnpike in Pennsylvania, the National Freeway in Maryland and Interstate 64 and 77 in West Virginia and Virginia. A modern four-lane 219 would complement these important highways and complete the highway network in that region.

At present, there is access to the North and South through the entire 219 corridor, but it can in part be described as a circuitous trail and often avoided by the long distance traveler who often goes as far out as 80 miles to avoid a treacherous roadway. The public, the trucker, the businessman—all think in terms of time and convenience when they transport or travel.

At present, Route 219 does not provide modern accessibility into and through the Appalachian region of New York, Pennsylvania, Maryland, West Virginia, and Virginia.

To the people of Route 219 corridor, mass transportation is motor transportation.

In the early 1960's the President's Appalachian Regional Commission, a task force representing State governments and Federal agencies, drew the following conclusions:

Although rich in resources, the Appalachian Region has not reaped the rewards of its natural wealth. It has suffered for many years as a result of isolation and lack of transportation access to and from more highly developed areas surrounding it, sweeping shifts away from farming and mining without any replacement for that loss of employment, and inadequate public facilities and services.

Then in March 1970, a report was given on the President's Task Force on Rural Development and included recommendation as to what might be done in the private and public sectors to stimulate rural development. Such a report has a particular relevance to the 219 corridor which is predominantly rural.

The task force recommended that high priority be given to a national policy on the geographic distribution of population and growth.

It is recommended that the Nation's industries launch a campaign to establish jobs and new plant locations in countryside America.

Then the task force urged that public transportation systems outside of metropolitan districts be organized to give priority to the economic growth of rural development areas.

As a modern expressway, Route 219 would help existing industries move their products and promote industrial, recreational and residential development. It would create more jobs, provide better access to recreational and tourist facilities and link the entire area to the major markets of the Nation over east-west connecting routes.

There are other considerations, but there is not time. In my written testimony that I have submitted, we consider the impact on road safety, the environment and the economy. And I just regret that I will not be able to get into that in detail.

Thank you very much.

Mr. CLARK. Thank you very much. Your prepared statement will be entered in its entirety into the record.

[The statement referred to follows:]

STATEMENT OF ROBERT C. DILKS, PUBLIC INFORMATION DIRECTOR, THE ROUTE 219 ASSOCIATION (NORTH STAR WAY)

As a representative of the Route 219 Association (North Star Way) I want to review the United States Route 219 corridor and explain why there exists an urgent need that 219 be incorporated into the National System of Interstate and Defense Highways.

A completed north-south expressway from Buffalo, New York, to Princeton, West Virginia, could have a significant positive impact upon millions of people on the national, state, regional and local levels. There appear to be overwhelming reasons to fill the void that has so long been left unattended.

In May, 1970 the Route 219 Association had the opportunity to appear in Washington, D.C., to speak in favor of Concurrent Resolutions to incorporate U.S. Route 219 into the National System of Interstate and Defense Highways. Unfortunately, the time was not right and no positive result developed. Nearly 3 years later the 1973 Federal-Aid Highway Act included the concept of "priority primary routes". Subsequently, Route 219 in Pennsylvania was given that designation. The purpose of the concept was to build a supplementary system of highways to tie-in to the existing Interstate System. There is an obvious "gap in the map" for the Interstate System and I would suggest that it is a very tragic gap when one considers that the Route 219 corridor is in the hard-core of Appalachia. I would also suggest that the completion of a highway grid with north-south 219 would guarantee efficiency and speed of movement of vehicles and provide greater flexibility in the use of the east-west arteries in time of peace and in time of emergency.

The Route 219 corridor (a total of 522 miles) traverses a predominantly rural region, but intersects at least seven major east-west super-highways, namely, Interstate 90 and Route 17 (modernized as a four-lane road by 1980) in New York State, Interstate 80 and the Pennsylvania Turnpike in Pennsylvania, the National Freeway in Maryland and Interstate 64 and 77 in West Virginia and Virginia. A modern four-lane 219 would complement these important highways and complete the highway network in that region.

At present, there is access to the north and south through the entire 219 corridor, but it can in part be described as a circuitous trail and often avoided by the long distance traveler who often goes as far as 80 miles out of his way to avoid a treacherous roadway. The public, the trucker, the businessman—all think in terms of time and convenience when they transport or travel.

At present Route 219 does not provide modern accessibility into and through the Appalachian region of New York, Pennsylvania, Maryland, West Virginia, and Virginia.

To the people of Route 219 Corridor, mass transportation is motor transportation.

In the early 1960's the President's Appalachian Regional Commission, a task force representing state governments and Federal agencies, drew the following conclusions:

"Although rich in resources, the Appalachian Region has not reaped the rewards of its natural wealth. It has suffered for many years as a result of isolation and lack of transportation access to and from more highly developed areas surrounding it, sweeping shifts away from farming and mining without any replacement for that loss of employment, and inadequate public facilities and services."

Then in March 1970 a report was given on the President's Task Force on Rural Development and included recommendation as to what might be done in the private and public sectors to stimulate rural development. Such a report has particular relevance to the 219 corridor which is predominantly rural.

The Task Force recommended that high priority be given to the national policy on the geographic distribution of population and growth.

It is recommended that the nation's industries launch a campaign to establish jobs and new plant locations in countryside America.

Then, the task force urged that public transportation systems outside of metropolitan districts be organized to give priority to the economic growth of rural development areas.

As a modern expressway, Route 219 would help existing industries move their products and promote industrial, recreational and residential development. It would create new jobs, provide better access to recreational and tourist facilities and link the entire area to the major markets of the nation over east-west connecting routes.

It might be well to consider three areas of concern when anticipating the modernization of Route 219 to expressway standards. Let us deal with (1) the impact on road safety, (2) impact on the local economy, and (3) the impact on the environment.

#### I. ROAD SAFETY

(The following data is primarily from U.S. Department of Transportation publication entitled "Fatal and Injury Accident Rates".)

There can be no doubt that a driver on an Interstate Highway System is less apt to have an accident or die in a crash than a driver on other type roads.

The number of deaths on non-interstate roads in 1972 was 4.75 per 100 million vehicles miles. Fatalities on Interstate roads were 2.43 per 100 million vehicle miles. Only half as many people died on Interstates as on other roads per mile driven.

On Interstate highways through rural areas fatalities were less than half the number on other rural roads. 2.96 deaths per 100 million vehicle miles on Interstate. 6.68 deaths per 100 million miles on other rural roads.

The Interstate System's record for non-fatal injury accidents is even better.

In 1972 there were only 82.5 non-fatal injury accidents per 100 million vehicle miles on Interstates compared to 245.39 on other roads. That means the Interstates are three times safer in terms of non-fatal injury overall.

The rural record—184.13 injuries for non-interstate rural roads, 64.04 for Interstates in rural locales.

Fatal accidents in Pennsylvania 1972 :

Interstate—1.97 per 100 million vehicle miles

Non-interstate—3.73 per 100 million vehicle miles

Rural fatalities in Pennsylvania 1972 per 100 million vehicle miles :

Interstate—2.33

Non-interstate—4.01

Non-fatal injuries in Pennsylvania 1972 per 100 million vehicle miles :

Interstate—89.40

Non-interstate—219.05

Rural non-fatal injury rates in Pennsylvania 1972 per 100 million vehicle miles :

Interstate—76.75

Non-interstate—179.69

The following analogy was obtained from a study made by the Clearfield County Planning Commission as to a comparison of accidents on I-80 and the road it replaced—Route 322.

#### FATALITIES ON T.R. 322

1969—before I-80, 9 fatalities ;

1971—after I-80, 0 fatalities ; and only 1 fatality on I-80.

#### ACCIDENT COMPARISON

1. There was one (1) accident every 2,217 vehicle miles on I-80 as compared to one (1) accident every 594 vehicle miles on T.R. 322, which means that I-80 is 3.73 times safer than T.R. 322.

2. There was 5.3 times as much traffic on I-80 as on T.R. 322 with only 50% more accidents than T.R. 322. Considering the accident rate on T.R. 322, there would have been 1,071 accidents on T.R. 322 instead of the 202 accidents, if traffic had used T.R. 322 instead.

## II. ECONOMY

This section is divided into two parts (1) the effect of interstate type highways on industrial and rural development (2) a look at the local economy of the Clearfield County Pennsylvania area.

### 1. *Industrial and rural development*

Numerous studies have shown without exception that highways have a positive effect on industrial growth. While many factors go into deciding a plant location (labor market, availability of a site, nearness to raw materials, nearness to market) the presence of good highway facilities ranks at or near the top. The Connecticut Expressway served to turn around the sagging economy in eastern Connecticut. The impetus provided by that road resulted in an improved economy for that area while the rest of the State in fact underwent a decline. Expressways have resulted in large scale industrial expansion in Massachusetts, Maryland and Virginia to mention a few areas.

Highways lead to higher land values and a broader labor market.

An improved highway system is recognized as an integral part of reviving the Appalachian region.

Highways have been shown to increase economic competition resulting in more competitive pricing for consumers and increased business activity.

In rural areas, a good road makes it feasible for workers to drive further to work in a town. A North Carolina study found that the increased mobility provided by highways to farmers not only extended their markets geographically but also facilitated part-time or full-time employment of farm residents.

Although increased mechanization and consolidation have had disastrous effects on many farm operations, good roads have given the farmer the opportunity to be more competitive through better transport.

A study entitled "The Transportation Needs of the Rural Poor" indicates generally poor land-service roads and lack of either public or private transportation have had a severe impact on residents of rural areas not only in relation to access to employment but also in relation to the capability of participation in the full range of social and community activities.

Let us look at some tragic facts as to population and net migration, particularly in the counties of Pennsylvania and West Virginia through which 219 passes. Chart I indicates that during the nineteen fifties and sixties all counties experienced losses, with Elk County being the exception, showing a modest one per cent gain in the last decade. Chart II, indicating net migration, shows minus figures all the way down the Route 219 corridor.

In addition, let us look at the income level of the inhabitants of the corridor. Chart III, indicating per capita personal income, shows that the level in many counties along the Route 219 corridor is only half the United States average.

### 2. *The Local Economy—Clearfield County, Pa.*

The economy of Clearfield County and indeed many of the areas along Route 219 is not stable. It is not stagnant. It is deteriorating. Clearfield County originally had an economy based on natural resource industry—lumbering and mining. When those resources played out, there was no sufficient alternate to maintain the economic level. Between 1940 and 1970, the county lost 20 percent of its population. The number is more astounding when we consider that the population of the United States increased by 50 percent in that period.

Between 1950 and 1960, 15,000 people moved out of Clearfield County. Another 12,500 left between 1960 and 1970.

Workers in Clearfield County have a lower per capita income than the average American.

Unemployment in Clearfield County is twice the National Average.

From 1960 to 1970 farm land harvested dropped by almost 25 percent.

There has also been a considerable decrease in the number of commercial establishments.

The North Star Expressway will not reverse the trend overnight. The mere existence of a road will not mean prosperity. However, the national experience indicates that prosperity will not even be a possibility without the road.

## III. ENVIRONMENT

Environmental impact is a matter of prime concern in all development in 1974. Justifiably so, since for so long it was so totally ignored. The North Star highway will affect the areas it passes through. The extent to which that affect is damaging to the natural surroundings and resources depends entirely on location and design of the road.

For the purpose of minimizing damage where it could not be altogether avoided, an environmental impact study of the proposed highway was made to investigate likely environmental changes. For the same reason a number of possible alignments have been prepared. Meetings have been held and will continue to be held to get the necessary public input to arrive at a satisfactory design. The highway can be built without destroying water sheds or areas of great natural value.

Aside from the environmental affects of actual construction the most important considerations are the probable affects of usage—affects on air quality and noise.

#### AIR POLLUTION

The primary method for reducing air pollution from cars and trucks lies in automotive design. Indicated solutions are smaller cars and more efficient engines. The primary thrust of the campaign to reduce air pollution has been a program to reduce the pollutants emitted in automotive exhaust. In 1968 the first legislation was passed by the Federal Government to limit motor vehicle pollution. By 1970 pollution devices were in use which cut hydrocarbon emission by 80 percent and carbon monoxide emission by 70 percent. In 1970 the Federal Clear Air Act was amended and set standards which when they are fully implemented will reduce carbon monoxide and hydrocarbon emissions by another 90 percent.

A second line of attack on air pollution centers on automotive usage—a reduction in the number of vehicles on the road, a cut in the number of miles driven, and an increase in auto and truck efficiency through good driving habits.

A healthy mass transit system is seen as the solution to the problem of getting cars off the road, particularly in urban areas each individual uses his own car to get to work.

Achievement of the other two aims, reducing driving distances and increasing driving efficiency is often seen principally as a matter of education and encouragement. Any system depending on the cooperative spirit of an individual on any given day is at best a chancy one. Good highway planning and design are surer methods for attaining these goals. It is in this area of pollution reduction that the North Star Expressway plays a role.

By reducing the driving distance between cities, the expressway will achieve the goal of reducing miles driven. By reason of design and the fact it will bypass population centers the expressway will increase driving efficiency through elimination of situations where drivers must reduce speed for curves or engage in the inefficient practice of stop and go driving.

#### EVIDENCE OF THE EFFICIENCY OF CONSTANT SPEED DRIVING

1. An automobile operating at its cruising range emits less than 2 percent of the total fuel supplied to the engine unburned through the exhaust pipe.
2. During deceleration, 18 percent of the fuel passing through the engine is exhausted unburned.
3. An automobile traveling at 30 miles per hour yields two-thirds the emission of an automobile traveling at 20 miles per hour.

In short, cars and trucks traveling on the North Star Way will pollute less and use less gasoline than cars traveling on existing U.S. Route 219.

#### NOISE POLLUTION

Studies of expressway affects indicate that noise is a problem within 200 feet of the highway. Beyond that distance noise has been shown to have negligible affect on land use.

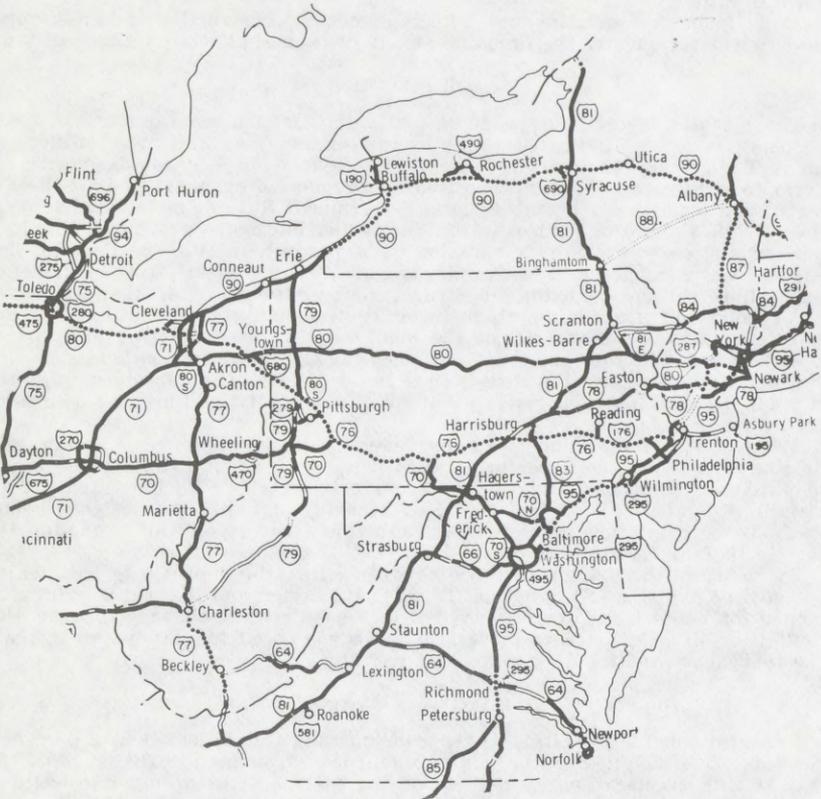
Noise is among the concerns most often voiced before construction. In one study of residents near an expressway, 45 percent of those questioned expected noise to be a problem before construction. 14 percent indicated increased noise after construction. This would indicate that residents near a highway generally contemplate greater noise levels than highways in fact create.

Studies also show noise is a greater problem upon residential use near a highway than other uses, e.g. schools, businesses. Good land use planning and location of the expressway to avoid residential areas minimize the affect of noise.

The North Star Expressway does not pass through extensive residential areas and hence noise would not be the problem it is cracked up to be.

In regard to noise affect, the expressway compares favorably to the present 219. There are many more residences in close proximity to the present road than the proposed road. In addition the constant speed characteristic of the expressway eliminates the most disturbing peak noise levels caused by acceleration and deceleration experienced along the present 219.

## THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS



## THE MAP WITH THE GAP

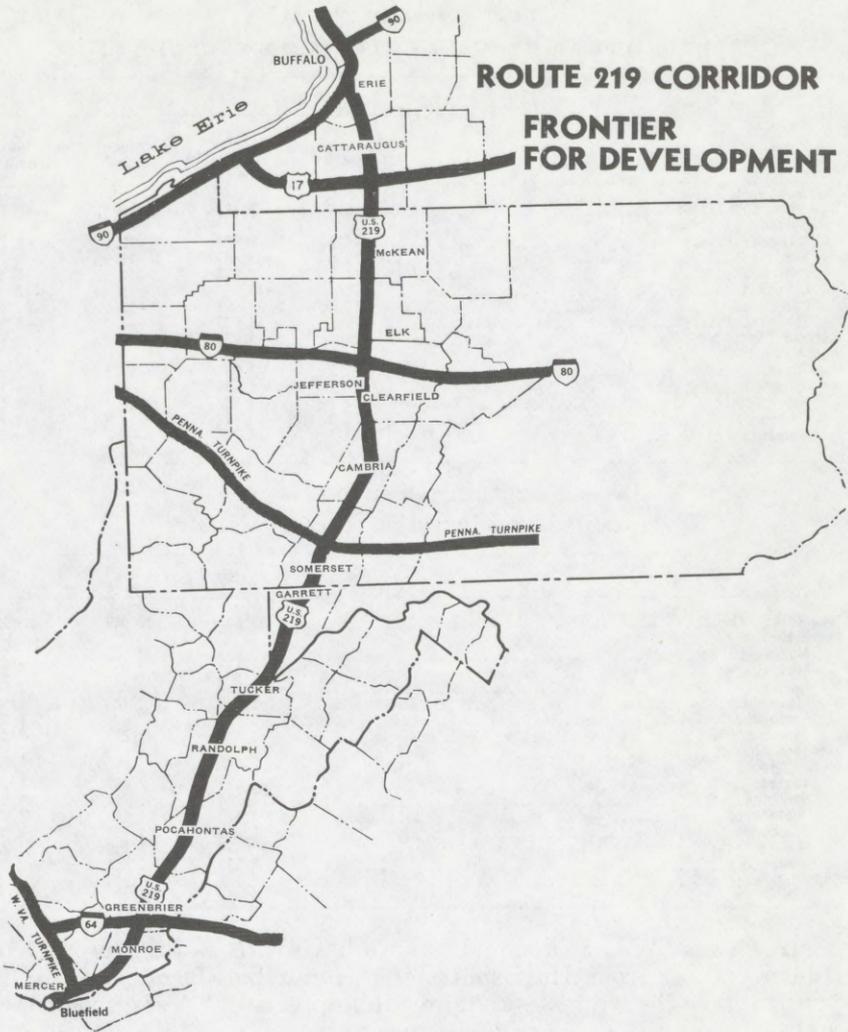


CHART I.—ROUTE 219 CORRIDOR  
POPULATION AND PERCENTAGE OF CHANGE, SELECTED COUNTIES, 1950-70

	Population			Percent of change	
	1950	1960	1970	1950-60	1960-70
<b>Pennsylvania:</b>					
McKean.....	56,607	54,517	51,915	-3.5	-4.1
Elk.....	34,503	37,328	37,770	+8.2	+1.0
Jefferson.....	49,147	46,792	43,695	-4.7	-6.6
Clearfield.....	85,957	81,534	74,619	-5.1	-8.1
Cambria.....	209,541	203,283	186,785	-2.1	-8.3
Somerset.....	81,813	77,450	76,037	-5.2	-1.8
New York: Cattaraugus.....	77,901	80,187	81,686	+2.8	+1.8
Maryland: Garrett.....	21,259	20,420	24,476	-3.9	+19.8
<b>West Virginia:</b>					
Tucker.....	10,600	7,750	7,447	-26.8	-3.8
Randolph.....	30,558	26,349	24,596	-13.3	-6.7
Pocahontas.....	12,480	10,136	8,870	-16.6	-12.5
Greenbrier.....	39,295	34,446	32,090	-12.7	-6.8
Monroe.....	13,123	11,584	11,272	-11.3	-2.7
Mercer.....	75,013	68,206	63,206	-9.4	-7.2

CHART II.—ROUTE 219 CORRIDOR  
NET MIGRATION AND POPULATION REFLECTION, SELECTED COUNTIES, 1950-70

	1950-60		1960-70	
	Net migration (percent)	Actual number	Net migration (percent)	Actual number
New York: Cattaraugus .....	-9.6	-7,478	-6.4	-5,131
Pennsylvania:				
McKean .....	-14.9	-8,433	-12.5	-6,789
Elk .....	-10.6	-3,657	-13.0	-4,843
Jefferson .....	-14.8	-7,273	-11.2	-5,230
Clearfield .....	-16.4	-15,095	-15.4	-12,531
Cambria .....	-17.0	-35,621	-13.6	-27,620
Somerset .....	-16.2	-13,253	-7.0	-5,450
Maryland: Garrett .....	-17.8	-3,784	-4.7	-954
West Virginia:				
Tucker .....	-34.3	-3,635	-14.3	-4,948
Randolph .....	-27.1	-8,281	-6.1	-711
Pocahontas .....	-29.3	-3,657	-16.7	-1,697
Greenbrier .....	-26.6	-10,442	-14.2	-3,735
Monroe .....	-20.7	-2,716	-8.7	-673

CHART III.—ROUTE 219 CORRIDOR  
PER CAPITA PERSONAL INCOME FOR SELECTED YEARS 1959-70

	1959	1967	1970
New York: Cattaraugus .....	\$1,644	\$2,949	\$3,267
Pennsylvania:			
McKean .....	1,903	3,108	3,136
Elk .....	2,032	3,070	2,896
Jefferson .....	1,664	2,470	2,644
Clearfield .....	1,575	2,400	2,597
Cambria, Johnstown			2,555
Somerset SMSA .....	1,176	2,299	2,353
Maryland: Garrett .....	1,135	2,040	2,929
West Virginia:			
Tucker .....	1,071	2,059	1,769
Randolph .....	1,285	1,701	1,916
Pocahontas .....	1,119	1,645	1,734
Greenbrier .....	1,316	1,733	2,071
Monroe .....	850	1,289	1,726
Mercer .....	1,390	2,214	2,340
United States .....	2,161	3,159	3,924

Mr. CLARK. We are honored now to have with us the secretary of transportation from Harrisburg, the Honorable Jacob Kassab. If you will take the witness stand, we will appreciate it. Very good to see you.

### STATEMENT OF HON. JACOB KASSAB, PENNSYLVANIA SECRETARY OF TRANSPORTATION

Mr. KASSAB. First of all, my I say it is an honor to welcome you to this area of the country to see how the other half of the world lives here. It is really a pleasure to be here.

As many of you probably know, this is my home country, and so I have a little added reason for being so anxious to make this presentation here.

Thank you for this opportunity to present the position of the Commonwealth of Pennsylvania on the addition of U.S. 219 to the Interstate System. We are in complete agreement with this proposal and urge that all of U.S. 219 in Pennsylvania be added to the Interstate System.

I personally, along with Jack Murtha, have put many, many hours and days in trying to make this a reality, because of the great need of this area. And I am glad to see that Jack Murtha has been able to arrange to have this committee here to follow up on what he started before he went to Washington.

As you may know, we have been advocating Interstate designation for U.S. 219 for a number of years. In 1968, we included U.S. 219 in our recommendations for additions to the Interstate System authorized in the Federal-Aid Highway Act of 1968 which provided for the establishment of 1,500 miles of new Interstate routes. Even though our efforts were unsuccessful at that time, we have continued to endorse the Interstate designation for U.S. 219 because of the genuine need for a new U.S. 219.

Governor Shapp and the Pennsylvania Department of Transportation has committed itself to the upgrading of U.S. 219 to a four-lane freeway. All unconstructed sections of U.S. 219 from the Maryland line to the New York line are being recommended for inclusion on the new 12-year highway improvement program of projects to be advanced to construction within the next 12 years and are included on the preliminary interim statewide highway plan as a major inter-regional highway to be built before 1990.

We have already built or have under construction about 45 miles of relocated U.S. 219, 42 miles of this having been built south of U.S. 22 with Appalachia funding. Within the present Appalachia corridor from the Maryland line to U.S. 22 at Ebensburg, about 21 miles remain to be built, of which 15 miles are in final design and 6 miles are in the design location phase.

North of U.S. 22 to the New York line, we do not have the benefit of Appalachia funding but are nevertheless advancing projects toward construction. Of approximately 122 miles of four-lane relocation to be done, 57 miles are in the final design or design location phase, and 65 miles are in the corridor location phase study. These numbers demonstrate that we are in fact committed to an early improvement of U.S. 219.

Naturally, such a commitment creates a certain hardship in other areas of the Commonwealth, as we must make tradeoffs between the benefits of improving U.S. 219 and the benefits to be accrued by using that \$264 million of non-Appalachia funding to meet other critical needs. We have examined these tradeoffs and have determined that the capital investment in improving U.S. 219 is justified. Of course, our burden would be greatly lightened if U.S. 219 were to be designated Interstate, allowing us to take advantage of Interstate funding to build U.S. 219 and also have funds available to solve other critical needs in the Commonwealth, such as Route 220 and Route 22, which also serve high unemployment areas that must have better highways, if they are to ever survive.

Governor Shapp has made this difficult decision to commit this large amount of severely limited highway construction funds to the improvement of U.S. 219, because a new U.S. 219 is vitally important to the economic growth of west-central Pennsylvania. Such an investment in this region's highway system is a necessity if the population of the region is to share in the economic growth of the Commonwealth and enjoy the advantages of a modern highway system already in existence in many other parts of the Commonwealth.

The geographic area influenced by U.S. 219 contains a significant portion of the Commonwealth's population and economic activity. If we define the traffic shed for U.S. 219 as those counties which would be expected to rely primarily on U.S. 219, when a freeway, for long-distance north-south travel, the designated area contains over 804,000 people, which is in accordance with the 1970 census.

Employment in 1970 was 274,000, with total retail sales in 1967 of \$1.08 billion and 1967 wholesale sales of \$577 million. Value added by manufacturing in 1972 was \$1.06 billion. This region produced 26 million tons of coal in 1971. Projections by the Office of State Planning and Development indicate a 1995 population for the region of 938,000 people.

The region through which U.S. 219, 220, and 22 pass has been on the economic decline for many years. Examining economic and population data of the six counties containing U.S. 219, those counties which rely most on the route, in the period 1960 to 1970, the region experienced a net decline of 30,000 people, a 6-percent decline, while the State grew by 4.2 percent. In 1970, the median family income of these counties ranged from \$7,488 to \$8,563, well below the State median family income of \$9,558. Likewise, unemployment rates ranged from 4.4 to 6.9 percent compared to a State average of 3.7 percent.

Much of the economic decline of the area can be related to the region's relative inaccessibility. Because of the rugged topography, the region's highway system has never been highly developed, with most of the existing roads built prior to the advent of modern design and construction methods. Consequently, the roads had to be built to fit the topography and now tend to discourage long-distance travel, particularly north-south travel. U.S. 219 is the only continuous north-south route through the region and is typical of the roads in the area. While better east-west routes have been built, U.S. 219 remains the major north-south route.

Because of its poor access to major freeways, the region is unattractive to new industry and with rising costs becomes increasingly unsuitable even for existing industry. What potential exists for future development is stifled by poor access. Establishment of a sound economic base through this region cannot be effected without an adequate highway system to provide the much needed access to the region. Construction of a modern four-lane freeway to Interstate standards will provide the much needed stimulus to new economic activity in the region.

Because of the many undeveloped areas in the region, a great potential exists in the region for development of the recreation industry. The region is advantageously situated reasonably close to many urban areas, which will generate significant quantities of people seeking recreational opportunities in the future. The growth of the recreation industry will not be realized, however, without adequate access to the area. Improved access to the potential recreational areas is mandatory for this potential to be developed. An improved U.S. 219 will provide this access.

The presently poor economic condition of the region is verified by the fact that one section of U.S. 219 has been chosen to be included in the economic growth center development highway program. The concept of this program is to provide additional construction funds for highways in economically depressed areas which can be reasonably expected

to foster economic growth. The U.S. 219 relocation from Ebensburg to Hastings qualified for this program and construction of this section is being supplemented with economic growth center program funds.

The present route, with its poor horizontal and vertical alinement and capacity and safety deficiencies, actually discourages long-distance travel, forcing travelers to select alternate though longer routes. The route can be expected to carry a much higher proportion of long-distance trips from within and outside the State once the barriers to long-distance travel are removed. The route is the shortest route between the cities of Buffalo, Niagara Falls, and Toronto, and the southern part of the country including Washington and Baltimore. While the trip from the New York line to the Maryland line took about 4.8 hours before any improvement was made to U.S. 219, the same trip will only take 3.5 hours when U.S. 219 becomes a freeway.

Our estimates of future travel (1993) on U.S. 219 as a four-lane freeway range from 8,700 to 17,000 vehicles per day. If U.S. 219 were a freeway today, nearly \$170 million could be realized in time savings and \$149 million in accidents prevented in the next 20 years. By correcting the existing capacity deficiencies, over \$80 million in operating costs could be saved. This level of demand and these savings justify on economic and safety grounds a four-lane freeway in the U.S. 219 corridor. With the high proportion of long-distance trips expected, this demand would best be met by an Interstate highway.

PennDOT has the responsibility to provide all citizens with comparable levels of transportation service by assuring that all citizens are within reasonable distance of each class of highway. Thus, we must attempt to have all citizens within suitable distance of major freeways should they desire to take the longer trips for which the higher type facilities are best suited. We see the development of U.S. 219 as a four-lane freeway as necessary to fulfill this responsibility. Looking at the spacing of north-south freeway type facilities across the Commonwealth, we see I-79 to the west and U.S. 15 and I-83 and I-81 with the Northeast Pennsylvania Turnpike to the east. Conspicuously absent is a major four-lane freeway in the west-central portion of the Commonwealth. I-79 and U.S. 15 are separated by about 150 miles, leaving a critical gap in freeway service to this region. U.S. 219 as a four-lane freeway will provide a much more desirable spacing of freeway facilities across the Commonwealth, leaving no citizen less than 40 miles from a major north-south freeway.

Thus, these north-south facilities, coupled with the east-west facilities already in existence, will provide a much more equitable distribution of freeway service in the Commonwealth. Without U.S. 219, however, a serious gap in service exists.

As an Interstate highway, U.S. 219 would be a valuable addition to the defense highway network by providing a better link between defense installations in the Buffalo and Great Lakes areas to installations in Pennsylvania and the South. The gap in major freeway service in this region is particularly prominent from the defense standpoint. In the event of a national emergency, movement of men and materials would be seriously hampered by the poor condition of existing U.S. 219 with alternate routings being circuitous and time-consuming. The improvements of U.S. 219 would thus be of benefit to the U.S. defense efforts.

A major advantage of Interstate funding of U.S. 219 would be our ability to advance the projects to construction much earlier than we now envision under our present capabilities. Even with U.S. 219 in our interim plan and 12-year program, the route will not be complete and in service for at least 12 to 15 years.

Our present fiscal situation for funding highway construction is precarious and may worsen should the energy crisis continue, should changes be made to the Highway Trust Fund for other modes, or should anything else occur which would decrease the funds available for highway construction and maintenance.

I recommend that funds that were allotted to the Cobbs Creek Expressway and were transferred for mass transit purposes in Philadelphia be now transferred to this area as Interstate funds, which would be, I think, of great benefit toward benefiting this area—and I think would help this committee, seriously, in a great way toward finding available funds immediately.

You might hear people say that that money has been transferred already to mass transit, but it has been transferred in this manner—it has been transferred back to Washington as Interstate money, but the money that came back through for the funding of the mass transit system in Philadelphia in an equal amount was not the Interstate money. This particular Interstate money will be transferred to some other area or some other State, and it can be by law, from what I understand, be transferred right here to 219.

Thus, construction of U.S. 219 in 12 to 15 years is rather optimistic though realistic at this time. Interstate funding would remove much of the uncertainty for funding for the route and allow the route be built much sooner than possible by our present capabilities.

As a former resident of this area, I am very familiar with the condition here. And, believe me, myself as well as many other fellows left this area because of the road situation in this area, knowing there was no future to be had unless something was done.

And one of the things that I vowed when I took this job as Secretary of Transportation was to try to correct the undesirable situation that exists here because of the lack of roadways in this area.

There have been many people who say to me, why do you spend so much time and are so concerned with the Altoona and Johnstown area—they have Republican mayors. Believe me, these highways do not belong to the Republicans or Democrats, they belong to the people. And this area here is deserving of this type of highway regardless of politics.

Based on the need for U.S. 219 as a major four-lane freeway, we urge Congress to act favorably by designating all of U.S. 219 in the Interstate System, because it is a critically needed highway. Then it will give us more money than we can apply to two other critical highways in this area—and that is Route 220 and Route 22, that is very much needed for the survival of this whole area.

Thank you very much.

Mr. CLARK. Thank you very much.

VOICE. Mr. Chairman, I have a point of order as to your timing methods. Now, I don't know if there is an exception for Mr. Kassab or not, but some of us drove from Elk County, spent a lot of time on the road—

Mr. CLARK. We are in good shape on the timing, I am watching the timing. And the Secretary, of course, is the one that just gave us some good news and I think that it was well worthwhile to have him be heard to his completion of his statement.

VOICE. Whether this is good news or not, I would not be a judge.

Mr. CLARK. You are out of order.

VOICE. Point of order. We have letters from people who have submitted and were given time to speak here and they are grouped under the same time period. They represent different groups, different occupations.

Mr. CLARK. I don't know why you are all worried about the time. As far as my time is concerned, I am on time with my schedule. And if we are going to start arguing about who is going to get what time, well, then, we might as well dissolve the hearing right now.

VOICE. My only argument is, will we be heard?

Mr. CLARK. You will be heard. Everyone will be heard for their 5 minutes.

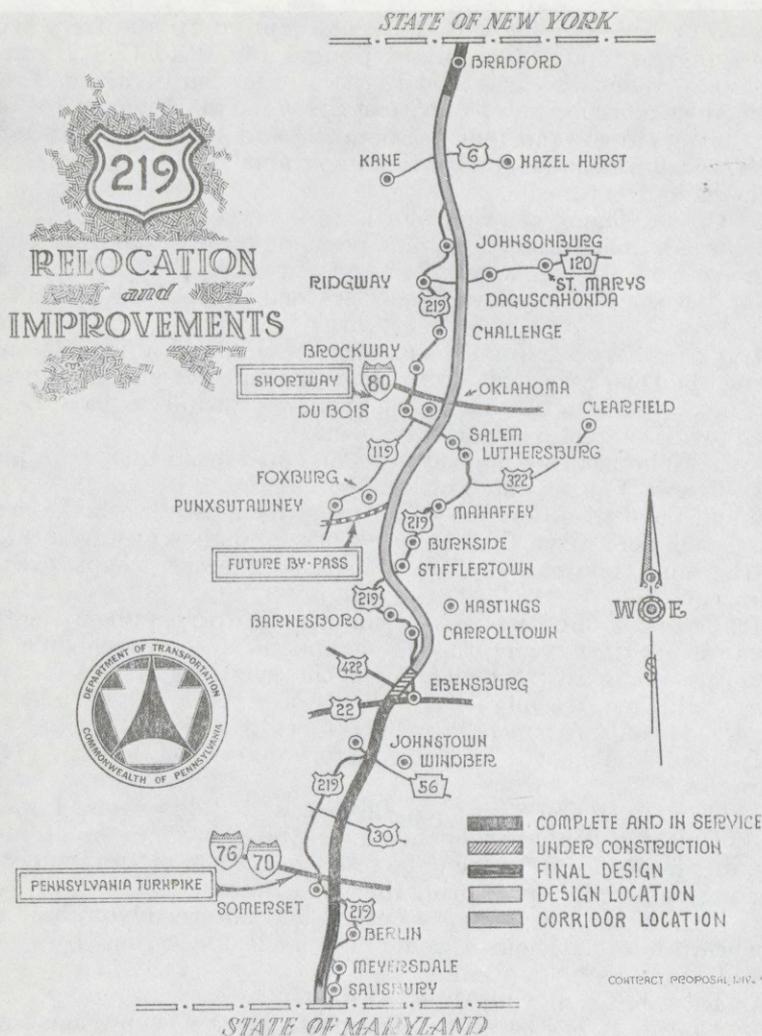
Mr. KASSAB. I am sorry, Mr. Chairman, I didn't know I was allotted time, but representing the whole State here in a situation like this, it is pretty hard for me to be restricted to a 5- or 10-minute time. I am here, after all, representing the whole State.

Mr. CLARK. Mr. Secretary, as far as I am concerned, you could have been heard for a half hour. I would have made up the time if we would have had to sit here this evening.

Mr. KASSAB. Thank you, Mr. Chairman.

Mr. CLARK. It has been our pleasure to receive your remarks, Mr. Kassab. The map to which you referred in your testimony will be made a part of the record at this point.

[Map referred to follows:]



Mr. CLARK. Next, we have Pat Valentine, secretary of the Route 219 Association, to present Secretary Kassab with a petition signed by 5,500 residents urging the completion of Route 219.

It is good to have you with us, Pat.

#### STATEMENT OF PAT VALENTINE, SECRETARY OF THE ROUTE 219 ASSOCIATION OF PENNSYLVANIA

Mr. VALENTINE. Thank you; nice seeing you again. Incidentally, I left Du Bois at 20 minutes to 7 to get here and just arrived. It is a good highway, but it is slow getting from one place to another.

In fact, I am glad Jean—my wife Jean is here with me today—I am glad Jean was doing the driving.

Secretary Kassab, as you know, a small but vocal group of citizens is attempting to delay the construction of a new Route 219 by proposing a change in the corridor location—even though that corridor already has been approved by State and Federal officials.

To demonstrate to you and to Governor Shapp that a vast majority of the residents of west-central Pennsylvania favor the completion of this modern expressway as early as possible, we asked the members of our association to circulate petitions in support of 219.

The response was surprising. Without any special effort, a total of nearly 6,000 signatures were secured on these petitions within a short time in all six counties which will be served by this highway. In fact, the supply of petitions was far short of the demand.

On behalf of the Route 219 Association, I would now like to present these petitions to you, Mr. Secretary, and ask you to show them to Governor Shapp. They explain briefly why we need 219 and why it is so important that work on this project be expedited.

Thank you, Mr. Kassab, for your time and for your support.

Mr. KASSAB. Mr. Valentine, Governor Shapp is very much in favor of this project. And, I assure you, these are the people we have to sell to try to find some other way to finance it.

Mr. CLARK. Thank you very much, Pat. Good to see you again.

Our next witness is Charles Kunkle, president, Johnstown Area Regional Industries.

You may proceed.

#### STATEMENT OF CHARLES KUNKLE, PRESIDENT, JOHNSTOWN AREA REGIONAL INDUSTRIES

Mr. KUNKLE. My name is Charles Kunkle. I am president of Laurel Management Co., and chairman of JARI, Johnstown Area Regional Industries, Inc.

There is only one reason that I am here today, and that reason materialized on June 13, 1973, some 15½ months ago.

For those of you who don't recognize that date, it holds for us here in Johnstown the same significance as May 31, 1889, the date of the devastating Johnstown flood. That was the day our largest employer, Bethlehem Steel Corp., announced its intentions to reduce local steel ingot production by 56 percent, and employment by 40 percent, or 4,700 jobs.

I would like to read for you some excerpts from the corporation press release dated June 13, 1973:

Intensive Johnstown plant studies, the company explained, project that expenditures of well over \$300,000,000 with poor return on investment, would be necessary to continue operating the plant at the current rated capacity. Bethlehem emphasized, however that other important considerations were covered in the studies. These included changing markets, age, location, and physical layout of the plant, higher future product quality requirements, and more costly and restrictive transportation facilities for receiving raw materials and shipping plant products.

Even if Bethlehem equipped all existing plant production facilities with pollution control devices capable of meeting existing and proposed environmental standards, there still would be problems of market opportunities, transportation, which would affect its future character.

As you undoubtedly know, the demand for steel has changed enough in the last year to cause Bethlehem to reverse its decision. According to Fred Daggett, the General Manager of the Johnstown Plant, "Today, you can sell anything that even looks like a ton of steel."

However, even though the demand has changed, noted economists and industrialists have cautioned us that "while business now looks bright, there is no guarantee that the bottom might not fall out again.

JARI has come into existence in response to that June 1973 announcement. JARI is broadly representative of the Cambria-Somerset County area, encompassing some 1,770 square miles and 263,000 people. Every walk of life in this area is represented on JARI, from farmer to physician, laborer to industrialist. Basic among an elaborate list of goals for the future, JARI is committed to expanding and diversifying the economic base of Cambria and Somerset Counties by creating 10,000 new jobs in the period 1973 to 1983.

We have spent considerable time and money trying to identify the obstacles to attaining that goal, and I can assure you the lack of an adequate highway system is the No. 1 obstacle.

We hired professionals, the Urban Land Institute of Washington, D.C., to help us design the road map JARI should follow from 1973 to 1983. A copy of their report has been presented to your chairman. I would like to call your attention to page 31, the section titled "Improving the Transportation System." It reads as follows:

Transportation is a critical element in the sound development of any community. Without adequate access to jobs and markets, the economic potential of an area is significantly hampered. Such has been the case with Johnstown and neighboring counties which have suffered in recent years because of an inadequately developed transportation system.

In its heyday of growth between 1890 and 1910, Johnstown had a positive advantage provided by its location on the mainline of the Pennsylvania Railroad. In more recent years, however, air and highway transportation has grown at the expense of rail. It would not be too much to say that Johnstown's present economic problems derive as much from a lack of adequate modern transportation as its almost exclusive reliance upon a single economic activity, primary metals.

The real need for an improved highway system can be documented in other ways as well. In man's everyday quest to provide for his needs, a job and income are basic. Income, in turn, flows into the local economy creating taxes for government, as well as profits for expansion and a demand for additional jobs. The cycle, in theory, is unending.

In reality, however, our cycle has been running like a steel-belted radial with defective cords. While the population of the State has increased by 4 percent from 1960 to 1970, the natural increase in population of Cambria County—births minus deaths—has increased by 6 percent and Somerset County by 5.4 percent. Allowing for in- and out-migration, 26,832 Cambria Countians left the area, and 5,639 Somerset Countians followed, leaving an adjusted decrease in population of 13.3 percent in Cambria County and 7.3 percent in Somerset County. The big reason our unemployment is seemingly stable at 6 percent is not because everyone has jobs, but because most employables left as part of the 32,000-33,000 outmigrations.

Not at all surprising is the fact that the percentage of our population aged 20-29 is decreasing, while our population aged 60 and over is increasing.

Several years ago, an economic report was prepared for the Johnstown Area Highway Coordinating Committee. The contents of that report are reflected in this single paragraph.

When we consider the vast tonnages of coal, iron, steel, and other products to be delivered to outside markets, as well as those of incoming supplies and raw materials, we recognize that future dependency on rail transportation to

alleviate this to any great degree is unrealistic. For example, one major manufacturing facility within the confines of the city of Johnstown presently ships 85 percent of its total tonnage by highway. Approximately 80 percent of the incoming and outgoing traffic of another major manufacturer is by truck. Future indications are that these percentages will increase rather than decrease.

Gentlemen, these words are prophetic. As the original Bethlehem Steel Corp. announcement indicated, reaching markets from this area is quite a task. Even though the demand for steel has changed, reaching the markets is still quite a challenge. In fact, distributing any product, not just steel, from this area, is quite costly. Just as severe a problem is bringing in needed raw materials.

For example, Buffalo is some 230 miles due north of Johnstown via Pennsylvania 403 to U.S. 22; Pennsylvania 119 to U.S. 219 to Buffalo. Taking 219 directly from Johnstown, it is 248 miles. By car, you can make this trip in about 5½ hours, with a little luck.

For comparison purposes, you can go westerly via 271, 711 and 30 to the Turnpike; west to Interstate 79, north to Erie and Interstate 90, and back east to Buffalo by car in 4½ to 5 hours.

Taking a truck to Buffalo via the first route involves some 7 hours, and a lot of downtime for both driver and truck.

If JARI is to be successful in its efforts to expand our employment base, a more realistic and functional route to both northern and southern markets is a must.

JARI has just completed a highly successful fund-raising effort which has exceeded the \$3-million mark. We can't, but if we spent the entire \$3 million on extending 219 at the present rates of construction costs, we could add about 1.3 miles to the existing 219.

There is no way, without your help, that 219 can become a reality. We ask for your consideration of our problem.

I want to say we are very grateful for your coming and I also want to add a word of thanks to Jack for having extended an invitation to the committee to come here.

Mr. CLARK. Thank you very much. We are very appreciative of you and all the other witnesses that we will hear today, and we do appreciate your coming. Thank you very much.

Our next witness is James M. Edwards, Sr., president, Greater Johnstown Chamber of Commerce.

Good to have you with us, Jim.

#### STATEMENT OF JAMES M. EDWARDS, SR., PRESIDENT, GREATER JOHNSTOWN CHAMBER OF COMMERCE

Mr. EDWARDS. Before I begin my testimony, I want to express our appreciation to you, Congressman, for accepting Congressman Murtha's invitation to hold these hearings in Johnstown and for giving the people of this area an opportunity to express our deep concern personally and our need for 219.

We hope those of you who are not residents of this area enjoy your stay and hope you have an opportunity to return some time in the future.

I am James M. Edwards, president of the Greater Johnstown Chamber of Commerce, and I am pleased to present testimony this morning on behalf of the chamber of commerce and its industrial development committee.

There is no question that the completion of limited-access Route 219 through the Commonwealth of Pennsylvania will be considered no less than a godsend in direct benefits to the Greater Johnstown region for both its business and commercial enterprises as well as for vitally needed industrial development and diversification. Presently our area is suffocating because of inadequate transportation access to the north and south. Not only is good highway access a vital criterion for location by new industry to our region, but it is also a specific factor in present expansion and perhaps even continuation in the area by existing business and industry.

One of our largest disadvantages pointed up in every reliable study or investigation in recent years is the lack of adequate highways for transportation to and from our area.

While our dire needs are not limited to the proposed Route 219 highway alone, we are certain this accomplishment is our keystone in an overall highway modernization program. Johnstown area business and commercial enterprise cannot help but grow and prosper as a result of the opening up of easy access for use of our neighbors to the north and the south. We know that even with our present poor highways, Johnstown retail establishments do attract customers from as far south as Cumberland, Md., and Myersdale, Pa., and from Cambria and Blair County communities in the north. We are certain that a completed Route 219 to Buffalo would encourage substantial numbers of Canadian and American tourists to pass through our region, giving us opportunity to attract their interest and dollars. This tremendous tourism potential for visitors affects our whole region which boasts some of the finest recreational and historical sites in the Nation. Our businessmen realize the importance to their business growth of a completed Route 219, and I assure you they will echo a strong amen to these thoughts.

Undoubtedly, we have lost potential new industry because of our poor highways and we are just as certain the region has enticed new industry just on the basis of the completed portions of Route 219 alone. Industrial prospects view with dismay our lack of proper access to the Nation's markets in the Northeast and Midwest. In spite of the incomplete highway, the Johnstown Industrial Park can attribute its growth and development over the past 5 years to that road's existence less than a quarter mile from the park's entrance. The substantial plant investment and corresponding employment in the park is a direct result of the highway's completion to the Pennsylvania Turnpike at Somerset and to Route 22 to the north at Ebensburg. Just think of the additional potential of a connection to Interstate 80 for not only the Johnstown Industrial Park, but industrial sites in Somerset and Ebensburg, Pa., as well. The Greater Johnstown Chamber of Commerce and its concerned committees in highways, transportation, industrial development and tourism are fully committed and dedicated to this important goal.

We are coming to realize, gentlemen, that the Federal Government has become our final court of appeal since efforts with the Commonwealth of Pennsylvania and other potential sources of assistance, such as Appalachia, have been exhausted.

We need Route 219 now, we can't wait for it to serve the needs of our grandchildren. The suggested Federal legislation now rests as the one best hope in the foreseeable future for 219's completion.

We urge this committee's support of our objective and earnestly request your assistance in making the dream a reality.

In closing, I would like to read into the records of this hearing a letter from James I. Crotzer, business manager of Local Union 910, Construction and General Laborers, AFL-CIO.

[The letter referred to above follows:]

CONSTRUCTION GENERAL LABORERS,  
LOCAL UNION No. 910  
*Johnstown, Pa., September 20, 1974.*

To the Congressional Committee: This is to inform the Congressional Committee that Construction General Laborers, Local No. 910 Johnstown, Pennsylvania, will go on record as backing-up the "Four-Route-219 Bills" introduced by Congressman John P. Murtha. We are particularly concerned with the one Bill: "H.R. 16188" which calls for the addition of Route 219 to the Interstate System from Buffalo to Bluefield, West Virginia.

Many of our members live in Cambria County, Jefferson and Clearfield Counties, and they feel that an improved Route 219 through these areas will be a benefit to their communities.

I would also like to stress that anybody that has driven from Johnstown to Buffalo on Route 219 surely would admit that a drastic improvement must be made to Route 219.

I would like to remind all parties concerned that back in the late 1930's and early 1940's when the Pennsylvania Turnpike was being built, the people from Somerset, Pennsylvania, and Bedford, Pennsylvania, did not want the Turnpike to go through their communities. They said it would "wipe them off the map", but the Pennsylvania Turnpike did go through, and those two communities have prospered, and are in better shape business-wise than they have ever been.

I can also say that the same gain and improvement occurred when Route 80 was constructed, which goes from east to west in the northern part of Pennsylvania. The communities within reach of that highway have also benefited.

In my 21 years of experience, any major highway that was improved, or any addition of newly built highway benefited all of the involved communities.

I would also like to advise to those parties concerned about Route 219 that construction is the backbone of our Nation. Without new construction, this country will not go forward, and the people will suffer.

Sincerely,

JAMES I. CROTZER,  
*Business Manager, Local Union No. 910,  
Construction & General Laborers.*

Mr. CLARK. Thank you very much, Jim, for an excellent statement. Our next witness is A. M. Reynolds, chairman of Johnstown Industrial Development Committee.

Mr. EDWARDS. My testimony was on behalf of Mr. Reynolds, too.

Mr. CLARK. All right, thank you. The next witness is Robert L. Westfall, president, U.S. Route 219 Association of New York.

VOICE. He has not arrived. Three people from New York are driving down this morning.

Mr. CLARK. All right, we will delay his until he arrives.

Our next witness is Paul Bolt, Boston, New York Chamber of Commerce.

VOICE. He is in the same category. He is one of the three—and Harlan Milleville.

Mr. CLARK. Our next witness, then, is State Senator J. D. Hinkle, Buckhannon, W. Va.

Thank you for coming, Senator.

STATEMENT OF STATE SENATOR J. D. HINKLE, BUCKHANNON,  
W. VA.

Senator HINKLE. It is my pleasure being here, Mr. Chairman. Mr. Chairman, Congressman Murtha, ladies and gentlemen, I think my presence here demonstrates my strong desire to see Route 219 corridor made a part of the Interstate System. As a member of the West Virginia Legislature, I can assure you the representation of the eight counties through which Seneca Trail (Routes 219-92) runs strongly supports this effort. This area has much to offer in future development and it will greatly improve all aspects of the area now being served by Route 219 and Route 92.

As an example, Snow Shoe, a totally funded private enterprise is spending \$90 million in Pocahontas County in the State of West Virginia. And the only access and the main access to this project is Route 219, so it is very important to this particular area and to the entire area of the State of West Virginia.

It is a well-known fact that this area has been blighted by lack of highways in and out of the area. Manufacturers have been reluctant to locate in these counties because of transportation problems. This fact keeps several sections of these eight counties in a financially depressed condition.

I have talked with the Governor of the State of West Virginia, a former Congressman and perhaps colleague of yours, Arch A. Moore, Jr., who is 100 percent in support of this program. I also spoke yesterday with the president of the senate of the State of West Virginia, who is of a different political party, and he is strongly in support of this resolution, this H.R. 16188.

And I would assure you, gentlemen, that when the Governor of West Virginia and the president of the senate agree, it has to be something good for all, when they agree on it.

I would further say, I have a statement from the president of the Seneca Trail Highway Association, which is Route 219, and a resolution from the county court of one county and some supporting data that I would like to submit with my written statement for the record.

And I would like to personally say that in my experience in government I know of no other projects in this country that does so much for so many, and puts more money back into the government tills, financially speaking, of local, State, county, and Federal Government, than these public works projects.

As an example, we had a project in my home town for road construction or street paving of \$600,000 with a grant of \$300,000 from the Federal Government. We processed that through to its completion, and it was to our estimation and belief that the Federal Government received more in returns than they put into the project.

Mr. Chairman, thank you.

Mr. CLARK. Thank you very much, Senator. We will take the memoranda that you have there and have them inserted in the record.

Senator, also we have received a letter from Congressman Staggers supporting this Route 219, and it will appear in the record at this point.

[Letter from Congressman Harley O. Staggers follows:]

CONGRESS OF THE UNITED STATES,  
HOUSE OF REPRESENTATIVES,  
Washington, D.C., September 19, 1974.

HON. FRANK M. CLARK,  
*Chairman, Subcommittee on Transportation, House Public Works Committee,  
2165 Rayburn House Office Building, Washington, D.C.*

DEAR MR. CHAIRMAN: I regret it is not possible for me to attend personally the hearing on H.R. 16188, to be held by your Committee at Johnstown, Pennsylvania, on September 27. This bill was introduced by the Honorable John P. Murtha and cosponsored by myself and a number of other Members.

The bill provides for the addition of a new route, to be known as Route No. 219, to the Interstate Highway System. It extends from Buffalo, New York to Princeton, West Virginia.

The particular advantage of this proposed route is that it provides the shortest possible route from the Great Lakes area to the eastern Gulf region and Florida. It crosses the Appalachian mountain chain in West Virginia instead of following the northeast and southwest direction of the mountains.

While the present bill extends the route only to Princeton, West Virginia, it seems logical that it will eventually go on to the Gulf over routes already planned or in existence.

Such a route will be of advantage to industry in the Great Lakes area and in Florida and the Gulf area, to the development of rich natural resources in the middle Appalachian areas, and to tourism all along the line. It will intersect major east-west highways, and thus help to meet the important military objectives of the Interstate Highway System. No existing Interstate route offers all these advantages.

The key to the matter lies in the easy passage across the Appalachian Mountains instead of a tortuous path around them.

It seems important to have this desirable route identified as soon as possible. Since no funds for construction are asked for at this time, it will not violate economic considerations so much in the forefront of consideration today.

While we are attempting to improve our rail facilities, we must accept the fact that highways and railroads support each other. They are not competitors. Both are expensive to build. After construction, the highways can keep themselves in repair from taxes already approved by the public while the railroads will depend on private maintenance. Both are here to stay, if this country is to prosper.

Now is the time to assure the public that needed transportation facilities are being planned. This bill is a step in that direction.

Thanking you for your favorable consideration and with best wishes to you and Members of your Committee, I am

Sincerely yours,

HARLEY O. STAGGERS.

Mr. CLARK. Without objection, Senator Hinkle's statement with attachments and Mr. Zinn's letter with resolution will appear in the record at this point.

[Materials referred to follow:]

SENECA TRAIL HIGHWAY ASSOCIATION (ROUTES 219-92),  
*Buckhannon, W. Va., September 26, 1974.*

Re Public Hearing House Bill No. 16188, Johnstown, Pa., September 27, 1974.

HON. FRANK M. CLARK,  
*Chairman, Subcommittee on Transportation, Public Works Committee, House  
of Representatives, Washington, D.C.*

DEAR MR. CLARK: My presence here demonstrates my strong desire to see Route 219 Corridor made a part of the Interstate System. As a member of the West Virginia Legislature, I can assure you the representation of the eight counties thru which Seneca Trail (Rt. 219-92) runs strongly supports this effort. This area has much to offer in future development and it will greatly improve all aspects of the area now being served by Route 219 and Route 92.

It is a well known fact that this area has been blighted by our lack of highways in and out of the area. Manufacturers have been reluctant to locate in these counties because of transportation problems. This fact keeps several sections of these eight counties in a financially depressed condition.

I would like my remarks to contain the supporting data included with my written presentation.

In talking to Governor Arch A. Moore, Jr., he assures me he is wholeheartedly in support of this project.

Sincerely,

J. D. HINKLE, Jr.,  
State Senator.

Enclosures.

SENECA TRIAL HIGHWAY ASSOCIATION

GREENBRIER COUNTY

CURRENT FACTS	WITH NEW FOUR LANE HIGHWAY
Number of tourists in Greenbrier last year (1973) as a result of the following—100,000.	250,000
The Greenbrier, Inc.	
Lost World, Inc.	
Greenbrier Scenic Railroad.	
Other historical points of interest.	
Greenbrier Valley Airport (1973) 27,400 landings and takeoffs 90,000 passengers. Two million dollars input to area.	20% increase immediately
Population growth since 1970 census 2 percent or approximately 800.	10% increase immediately
Additional Industries and job impact 1973 :	The new highway would create more jobs and cut transportation costs in half.
Kellwood Corp., 300 new jobs	
Hanover Shoe Co., 300 new jobs	
Gamble Brothers Inc., 150 new jobs	
T. H. Brown Industries, 75 new jobs	
Employment: Civilian work force 13,000. Unemployment 6.7%.	New road would cut unemployment and increase work force.
NEW INDUSTRIES FOR 1974 COMPLETION	
New 125 bed Greenbrier Valley Hospital completed and open.	
Greenbrier College of Osteopathic Medicine	
Allegheny Forest Products Corp.	
Retail sales.—1972, 49 million; 1973, 55 million.	80 million
Spendable income.—1972, 84 million; 1973, 90 million.	150 million

MERCER COUNTY

Statistical data : Population, 63,206 ; Number of households, 20,282 ; Per capita income, \$2,340 ; Employment, 20,230.

Tourist and recreation attractions : Pipestem State Park Resort, Pinnacle Rock State Forest, Camp Creek State Forest, Mercer Anglers Club, Glenwood Park, Concord College.

Proposed : none at this time.

MONROE COUNTY

*Tourist Attractions*

Old Rehobeth Church, Sweet Springs, McClungs Mill, Indian Creek Covered Bridge, Dixons Farm Museum.

Moncove Lake : 144-acre Lake, 25 Picnic Areas, 45 Standard Camper Pads, Central Bath and Flush Toilets, Fishing and Boating.

Home of Andrew S. Rowan.

Mercer Anglers Club, Lindside, W. Va.—2,700 Members.

*Industry*

Rubber Fabricators, Union, W. Va.—Employees 300.  
 Gap Manufacturing Company, Alderson, W. Va.—Employees 40.

*Other*

Andrew S. Rowan Home for the Aged, Sweet Springs, W. Va.—Employees 133.

*Proposed*

Walker and Company, Gap Mills, W. Va.—4,600 Recreation Projects: 300-acre Lake, Golf Course, Trail Riding, Cottage Sites.

*Industry Bordering Monroe County*

Celanese Corporation, Pearisburg, Va.—Employees 2,200.  
 Glen Lynn Power Plant, Appalachian Power Company—Employees 125.  
 W. Va. Pulp and Paper Company, Covington, Va.—Employees 3,000.  
 Herculese, Covington, Va.—Employees 1,500.

## POCAHONTAS COUNTY

## Current Facts

*Existing Major Attractions—1973*

Droop Mt. Battle State Park, 33,495 Guests or Visitors, High Potential Growth.  
 Watoga State Park, 73,634 Guests or Visitors, Medium Potential Growth.  
 Seneca State Forest, 42,665 Guests or Visitors, High Potential Growth.  
 Cass Scenic Railroad, 74,235 Guests or Visitors, High Potential Growth.  
 National Radio Astronomy Observatory, 24,500 Guests or Visitors, Medium Potential Growth.  
 U.S.F.S. Visitors Center, 28,000 Guests or Visitors, High Potential Growth.  
 Highland Scenic Highway, Unknown Guests or Visitors, High Potential Growth.  
 Falls of Hills Creek, Unknown Guests or Visitors, High Potential Growth.  
 Limestone Caves (100), Unknown Guests or Visitors, High Potential Growth.  
 Developed Campgrounds, Unknown Guests or Visitors, High Potential Growth.  
 300,000 Acres of U.S. Forest Land, Public Hunting, High Potential Growth.  
 140 Miles of Trout Streams, Public Fishing, High Potential Growth.  
 Buffalo Lake—22 Acres, Trout Fishing, High Potential Growth.

## PLANNED DEVELOPMENTS AND ATTRACTIONS

*Pearl S. Buck Birthplace:* Opening on May 4, 1974, to the public on a year-round basis. Located on U.S. 219 at Hillsboro. 1978 plans call for completion of a Cultural Center—\$500,000. Projected 50,000 visitors annually with tremendous potential growth.

*Eagle Lake:* U.S. Forest Service development. Located on the headwaters of Hills Creek above the falls. 50 acre cold-water impoundment with trout fishing, boating, swimming beach, and picnic areas. Thousands of visitors expected.

*Snowshoe Recreational Development:* \$90 million project is designed as a year-round recreational complex with swimming, tennis, golf courses, ski slopes, boating, fishing, hiking, and other outdoor and indoor recreation. Annual influx of 1 million guests and visitors and 1,000 to 1,200 permanent employees projected when completed. Principal access road is from the Seneca Trail Highway at the foot of Cheat Mountain.

## INDUSTRIAL DEVELOPMENTS AND HIGHWAYS

*Lumber Industry:* Big Business. Statistics from one local trucking firm indicates that firm is moving one million board feet of green lumber per month out of the area on U.S. 219, 50 percent of that being moved. Most hardwood going to southern and northern furniture factories. Ideal place for some of these factories.

*Livestock Industry:* Potential Growth Could Be Doubled. Highland area along the Seneca Trail Route constitutes the bulk of the livestock industry in W. Va. 6,000 head of cattle and calves and 24,000 market lambs go to slaughter plants of the East and the feed lots of the Mid-West each year. Lack of decent highway reduces buying power and increases freight rates; both reduces the selling price to the producer.

## FUTURE INDUSTRIAL POTENTIAL

*Virginia Electric and Power Company:* \$500 million Hydro-Electric Pumped-Storage Generating Project. Scheduled to get under way in 1974 (6-8 years to complete). Over State line in Va., less than 25 miles from Marlinton. Project will attract about 5,000 people, including 2,400 workmen, during construction. Pocahontas County is expected to absorb about one-third of these people.

*Hanover Shoe Company:* Three years ago, Pocahontas County Development Corporation made available a 11.5 acre industrial site to company on a long-term lease. Hanover opened a pilot plant, cutting shoe soles and heels for near-by factories. 50 employees. If full-fledged factory opens, it will employ about 300. Transportation system could be the determining factor.

*Summary:* The mentioned developments, if and when materialized, will increase housing developments, service facilities as well as business and commerce. Already one of the large food chains is in the process of opening in the area, and a large developer is looking for a suitable site for a small-town shopping center. With new growth of the area because of the Seneca Trail Highway, young people will not want to move away, but will want to stay and help to develop the area.

## TUCKER COUNTY

*Current Facts*

Population: 7,000 (estimated). Tucker County is served by: Railroads, Western Maryland Railway; U.S. Highways, Routes 219, 72, 32 and 38.

*Businesses**Business and employees:*

	<i>Product</i>
Parsons Tanning Co., 150-----	Heavy leathers
Parsons Footwear Co., 120-----	Canvas and rubber footwear
Hinchliff Lumber Co., 100-----	Dimension lumber and wood pallets
Kings Ford Co., 100-----	Charcoal briquettes
Mullenax Lumber Co., 35-----	Select hardwood dimension lumber
D & W Trucking Lines, 35-----	Local and long-distance heavy hauling
W. Va. Forest Nursery, 40-----	Seedlings
Tucker County Hospital, 80-----	Surgical-hospital and medical care
Fernow Experimental Forest and Water Quality Laboratory, 30--	Timber and water research
Surface Mining, 50-----	Coal

*Recreational Areas*

Black Diamond Junction, Thomas, W. Va. Recreation and sales complex.

Canaan Valley State Park: 5 ski trails, 2 power chairlifts, 1 ski pro-shop, 1 ski restaurant and complex, and 15 cabins (furnished and heated).

One 18-hole championship golf course: 1 pro-shop, 1 snack bar, 1 golf cart shop and tennis courts and riding trails.

Blackwater Falls State Park: 50 employees, 55-room lodge and dining facility, 25 furnished cabins, toboggan slide, riding trails and hiking trails, swimming and boating area, picnicking areas, overlooks and Blackwater Canyon viewing.

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SENECA TRAIL HIGHWAY ASSOCIATION,  
Reedsville, W. Va., September 26, 1974.

Re: Public Hearing House Bill #16188, Johnstown, Pennsylvania, September 27, 1974.

HON. FRANK M. CLARK

*Chairman, Subcommittee on Transportation, Public Works Committee, House of Representatives, Washington, D.C.*

DEAR MR. CLARK: The board of directors of the Seneca Trail Highway Association (219-92) strongly support and urge the House of Representatives to pass H.R. 16188 which would add 522 miles to the Interstate System for the Route 219 Corridor from Buffalo, New York, to Princeton, West Virginia.

Approximately 220 miles of this Route 219 Corridor is in West Virginia, extending from Appalachian Corridor "E" at Bruceeton Mills in Preston County thru Tucker, Randolph, Pocahontas, Greenbrier, Monroe, Summers, and Mercer Counties, intersecting Corridor "H" in Randolph County and Corridor "Q" in Mercer County.

The development of this highway thru these eight counties of West Virginia would be of tremendous benefit for the growth and financial enhancement of these counties. It would provide for industry to be able to get their manufactured products to market, agricultural products could be transported with a minimum time lag, and would provide better access to our recreational areas of which we have many.

The West Virginia State Legislature provided \$25,000 in their budget allocations this year for a feasibility study on Route 219 Corridor. The Planning Section of West Virginia's Department of Highways has started to work on the study. We feel this is a very progressive step.

Sincerely,

SENECA TRAIL HIGHWAY ASSOCIATION,  
KERMIT R. ZINN, *President*.

REGULAR SESSION CONTINUED  
SEPTEMBER 13, 1974

State of West Virginia, County of Preston, ss :-

Court sat in Continuance of Regular Session on Friday Evening, September 13, 1974, at 7:30 P.M.

Present: James H. Heath, President; Chester Liller, Theodore Holmes, George Sinclair, Claude Winters, Warden Friend, and Edward J. Rodeheaver, Commissioners; also present Edwin C. Runner, Prosecuting Attorney, and Hazel Jenkins, County Clerk.

On motion of Chester Liller, seconded by Theodore Holmes, duly carried, the County Court of Preston County goes on record endorsing the Seneca Trail Highway System and asks that it be included in the federal project for which a public hearing will be held September 27, 1974 at Johnstown, Pennsylvania.

On motion, Court adjourned.

[Seal]

JAMES H. HEATH,  
*President*.

Attest:

HAZEL JENKINS,  
*Clerk*.

A copy from the record, Law Order Book No. 26.

MR. CLARK. Our next witness is J. Kenton Lambert, past director and past president of the Seneca Trail Highway Association.

MR. LAMBERT. Good morning, Congressman.

MR. CLARK. Good morning, nice to see you. I am glad you could come.

MR. LAMBERT. I enjoyed our telephone conversation yesterday.

MR. CLARK. Thank you. You may proceed, Kenton.

STATEMENT OF J. KENTON LAMBERT, PAST DIRECTOR AND PAST  
PRESIDENT, SENECA TRAIL HIGHWAY ASSOCIATION

MR. LAMBERT. Mr. Chairman, Congressman Murtha, the other interested people in this most worthwhile project, may I first say it is truly a privilege to be with you. Not in attempting to outdo anybody, but somebody said he left home at 7 o'clock this morning—I left home at 5 o'clock this morning. Because I firmly believe in the greatness of the Nation, and certainly this project is one which will lend continued growth and greatness to this three-State, four-State, area, but to the Nation generally. Because every area—New York, Pennsylvania, Maryland, West Virginia, and on down—need this 219 and the great impact and influence it will have.

May I, Mr. Chairman, make an explanation—I think it is important. Throughout the dissertations we will have, we speak about the Seneca Trail Highway Association. But there is a reason for it. We believe in the North Star Way, we believe in 219—and certainly 219 enters into this.

But in the southern end of Randolph County, through Pocahontas County, through Greenbrier County, we also have an influence of a route called 92. And 92 and 219 are basically parallel.

If we, in our association, were to have taken either name, we would have alienated a certain group of people. What we did by saying Seneca Trail Highway Association, embracing and passing through eight counties, was to solidify at least a name and an effort. So I just wanted to make that clear.

In reading this, Mr. Chairman, members of the committee and others who are interested in this particular effort, H.R. 16188, which would see what I have just explained is one of the most important pieces of legislation bearing on roads and economies and other things—the 522 miles of Interstate System from Buffalo to Princeton, W. Va. I am quite grateful to you and to the committee for permitting me to testify in this particular. I represent, as past president of the Seneca Trail Highway Association, which is an extension, truly, of Route 219 in West Virginia, the membership which thoroughly concurs with the facts as set forth and the demands as wanted in H.R. 16188.

Now, I take here, again running the risk of repeating what Mr. Dilks said, in the early 1960's, the President's Appalachian Regional Commission—it was a task force representing State governments and Federal agencies—came with this particular statement regarding the Appalachian areas:

Although rich in resources, the Appalachian region has not reaped the rewards of its natural wealth. It has suffered for many years as a result of isolation and lack of transportation access to and from more highly developed areas surrounding it, sweeping shifts away from farming and mining without any replacement for that loss of employment, and inadequate public facilities and services.

The 522 miles of Interstate highway recommended by this legislation, proposed legislation, would be built through a section of Appalachia in West Virginia which at this time does not have the right to good commercial transportation. It does not have the right to proper automobile and truck communication. It does not have the right to introduce new industry into the areas because of the road conditions—the right to have a fair revenue base because of a lack of proper industrial growth, and it does not make the necessary moneys because of the lack of revenue with which to conduct even reasonable education in many areas.

A point in question, and a very important point—the area in West Virginia through which this highway would pass if this bill becomes law, are the counties of Preston, Tucker, Randolph, Pocahontas, Greenbrier, Monroe, Mercer, and Summers.

Now, I might add that this is not in my prepared remarks, but I think it is important—we would propose it intersect corridor E near Brewston Mills in Preston County, running thence south, intersecting corridor H in and near the Elkins area, running further south intersecting Interstate 64 in Greenbrier County and ultimately ending, as the bill proposes, in the Princeton-Bluefield area at corridor Q. So we would be getting the maximum east-west as well as north-south communication and, certainly, commercial highway.

The per capita personal income of which I speak here, according to 1970 figures, shows that in this eight-county area, we have \$1,939. The per capita income in the six counties in Pennsylvania through which

this would run, according to 1970 figures, would be about \$700 higher than that. But the per capita average for the Nation is more than \$3,900, more than twice the per capita income of the people in the area through which this highway would pass.

We think that is important.

Now, I propose, in this particular, to make one other point—and this is in the prepared statement—that we have in the area roughly 30 percent of the work force in the 8 counties through which the road would pass and the 11 inboard contiguous counties using—which would be users of this highway, very strongly—about 30 percent of the work forces. But we have only about 19.2 percent of the total employment in the State.

Yes; this is needed. It is needed as a matter of humanity. And certainly we must do nothing but commend highly you and your committee for working at this kind of legislation, because it is truly the promise of America—a better life of more people. And that is exactly what we are talking about in this great Nation.

Again, it pleases me much to have been here and to have been heard. Thank you for your courtesy.

Mr. CLARK. Thank you very much for an excellent statement.

[Mr. Lambert's prepared statement follows:]

STATEMENT OF J. KENTON LAMBERT, PAST PRESIDENT AND PAST DIRECTOR,  
THE SENECA TRAIL HIGHWAY ASSOCIATION

Mr. Chairman, members of the Committee, other Congressmen in attendance and those people concerned with House Bill No. 16188 which would add 522 miles to the Interstate System for the Route 219 corridor from Buffalo, N.Y. to Princeton, W. Va.

Mr. Chairman, I am quite grateful to you and to the committee for permitting me to testify in this particular. I represent as past president of the Seneca Trail Highway Association, an extension of Route 219 in West Virginia. The membership which thoroughly concurs with the facts as set forth in H.R. 16188.

In the early 1960s the President's Appalachian Regional Commission, a task force representing State governments and Federal agencies, drew the following conclusions:

"Although rich in resources, the Appalachian Region has not reaped the rewards of its natural wealth. It has suffered for many years as a result of isolation and lack of transportation access to and from more highly developed areas surrounding it, sweeping shifts away from farming and mining without any replacement for that loss of employment, and inadequate public facilities and services."

The 522 miles of interstate highway recommended in H.R. 16188 would be built through a section of Appalachia in West Virginia which at this time does not have the right to good commercial transportation; the right to proper automobile and truck communication; the right to introduce new industry into the areas because of the road conditions; the right to have a fair revenue base because of the lack of proper industrial growth and does not have the necessary monies because of the lack of revenue base with which to conduct education on a par compatible with many areas in this great nation.

A point in question and a very important point: the areas in West Virginia through which this highway would pass if this bill becomes law, are the counties of Preston, Tucker, Randolph, Pocahontas, Greenbrier, Monroe, Mercer and Summers. The average per capita personal income in these eight counties in 1970 was \$1,939. The average per capita personal income in the six counties in Pennsylvania through which Route 219 passes was \$2,697. The average per capita personal income for the United States in 1970 was \$3,924. What I am saying, Mr. Chairman, is that the extension of Route 219 as a interstate highway from Buffalo, N.Y. to Princeton, W. Va. is a must if the people living in the underbelly section of West Virginia are to have a just and equitable opportunity to live as well as people in other areas. The location of what we choose to call the Seneca

Trail Highway, in addition to traversing the eight counties already mentioned would have a very great impact and affect on eleven neighboring counties inside the eight already mentioned. When we look at this area we find it embraces 490,494 people or 29.8 percent of the population. It has an average of only 19.2 percent of the employment in our State, again showing the positive need for this highway so industries will be located, so commerce may be moved, and so communication may be improved to the point that recreational possibilities as well as industrial possibilities will help hold the young people in the area and furnish them fair and reasonable jobs at fair and reasonable wages.

If H.R. 16188 is passed it would more essentially be carrying out the mandate which Congress in its wisdom caused to become law in 1972. I speak especially of the Rural Development Act of 1972 which sought at that time to give intense and reasonable possibilities to rural areas to help them update themselves by causing more holding power for youth and more employment for adults, reversing the exodus from the rural to the urban, indeed causing the exodus from the urban to the rural to begin. Statistics show today that more than 55 percent of the people in this nation would prefer to live where the air is bright and clean, where the babbling of the brook and clean water, where man and his neighbor may know each other and live more nearly in God's climate.

I know if this highway is constructed it will form the basis for a very vigorous and active program by the State as well as the counties and cities, in industrial development which will then cause a decreasing demand on the Federal Government for funds to be appropriated as welfare and Federal dole. These good people will work if they are given the opportunity. This highway would furnish that opportunity.

I further submit if these 522 miles of highway traversing the wonderful States of New York, Pennsylvania and West Virginia become a reality the problems of the urban as well as the rural will be more reasonable, consequently placed in a position where reasonable solution may be found. I strongly support the Seneca Trail Highway Association which strongly supports the people of West Virginia who strongly support the addition of the 522 miles of Interstate highway, and strongly support H.R. 16188 and do herein urge its enactment into law.

I thank you for this opportunity to have been heard.

Mr. CLARK. Our next witness is Claude Reardon, Better Way for 219 Committee.

#### STATEMENT OF CLAUDE REARDON, SECRETARY, BETTER WAY FOR 219 COMMITTEE

Mr. REARDON. Mr. Chairman, I have submitted my testimony and backup testimony to Mr. Allen.

Congressman Clark, Congressman Murtha, thank you for the opportunity to speak. I am beginning to feel like Daniel in the lion's den.

Mr. CLARK. You are not, as far as I am concerned. You are going to have the same time as the rest—and maybe a little more lenient.

Mr. REARDON. I am probably the first speaker today that is opposed to this. I, too, have petitions. I have well over 6,000 here that are signed.

If the Governor would like them, we would rather make copies and send them. I like to feel that I am representing people. And if you go back over the transcript of today's hearing I think people have been mentioned about three times—the word "people."

My name is Claude F. Reardon. I am retired for medical reasons. My family consists of my wife and two children—12 and 14—at home, and two who are school teachers who have their own families.

I own no property and I do not live within the areas affected, but I am in Congressman Murtha's district and the 219 proposed route.

I am Secretary of the A Better Way for 219. We started with 18 people from various segments of the area, from Clearfield, Elk and Jefferson Counties.

We now have petitions signed by over 6,000 people and our mailing list exceeds over 500 people.

Our petition is worded "We oppose \* \* \*." Our friends—I don't mean this derogatory, because members of the 219 Association are our friends and associates—our friends from the 219 Association put the following petition in the newspaper in August of 1974:

We, the undersigned, feel that the modernization of Route 219 from border to border in Pennsylvania is essential to the economic development of the west-central section of the State. We believe that this highway—linking the area to the major markets of the Nation—will help existing industry, will attract new industry, will create more jobs for our young people, will help our farmers, will provide better access to our recreational and historical facilities, and will reduce the toll of death and injuries on our roadways. We recognize the importance of protecting the area from air, water and noise pollution, and we are satisfied that the Pennsylvania Department of Transportation will do everything possible to meet State and Federal environmental standards. Therefore, we hereby solicit your support in expediting the construction of Route 219 by providing the financing necessary to make this modern expressway a reality.

Now, the petition for the group I represent has been out since early in the year. The petition for A Better Way for 219 reads as follows:

We, the undersigned, are opposed to relocating 219 as a four-lane highway.

We urge upgrading 219 in its present location and providing bypasses for those communities where traffic congestion is a problem.

We feel the 219 Association was attempting to make people believe they were signing our petition, since no mention of a four-lane highway on all new right-of-way was mentioned or hinted at.

We have asked that a comprehensive study be made on upgrading 219 in its present location with bypasses built around the congested areas. This would accomplish what this committee is having hearings on, with a minimal usage of additional land.

The following governing bodies in our immediate area agree with us: Henderson Township, Sykesville Borough, Sandy Township, Gatskill Township and the city of Du Bois.

The city of Du Bois went on record as of last Wednesday or Tuesday night of asking for additional study, asking the State to make a comprehensive study of 219 in its present location.

Most of the area granges including Home Camp, Henderson, and Brady Township and others support our position by written statements.

It is hard for me to imagine in this time of energy shortages—high inflation and, above all, the most serious food shortages in the history of the world—that we could even consider taking 1 acre of farmland out of production to satisfy the self-serving desires of a few corporations and businessmen who cannot substantiate their position by facts, that these highways are needed or would benefit the area.

We would be penalizing the only group of people I know of in this country who put something back into nature for everything they take out. This group is the farmers and the tree farmers.

What we in Pennsylvania really need is road repair and continued maintenance on the roads we use for our daily living. The roads our schoolbuses travel, the roads we use to go to work, church, hospitals, doctors, and so forth.

We need support of our rail systems so we can move our coal and other products at more reasonable rates with much less noise and air pollution, and using the existing right-of-way.

We need to follow the approach and theory of Zenon Hansen, retired president of the Mack Trucking Co., whose article appeared in the Today magazine of the Philadelphia Inquirer. He believes it is time for America to abandon the concept of growth as a national goal. This is his quote :

We must reject the notion that continued growth is an economic, political or social imperative. The emphasis should drift from growth to increasing efficiency and improving the durability and quality of our products.

Behind his theory are other reasons—the diminishing supply of our natural resources, the declining growth in the U.S. population, increased competition from sophisticated Government-subsidized foreign competitors.

I would like to use another quote by Gov. Francis Sargent of Massachusetts on February 11, 1970 :

Four years ago, I was the Commissioner of the Department of Public Works—our road-building agency. Then nearly every one was sure that highways were the only answer to our transportation problems for years to come. We were wrong.

Here is a quote from Pete Wambach—and I think everybody in Pennsylvania is familiar with Pete Wambach :

Fortunately, a lot of Pennsylvanians are concerned for the vegetation that God created during the genesis of Pennsylvania.

I, among many other people, hope that my children and their children to come will have the opportunity to see and talk to farmers like Lou Haag, Bill Mills, Bill Wise, Glenn Hicks, Dennie Knarr, Dick Reed, Paul Kennis, and hundreds more like them who care for the land and the land cares for them.

I hope they will be able to view miles of gamelands and wilderness trails, clean streams and a countryside not cut into pieces by a wall of superhighways and fences. I hope they have a chance to see what little is left of what I had to see as a youngster.

Through our generation's apathy, indifference and lack of interest, we have let special interest groups such as the Pennsylvania Department of Highways and others, gradually destroy the quality of life we had when we were young.

Thank you, Mr. Chairman.

Mr. CLARK. Thank you very much. We do appreciate it.

Mr. REARDON. Mr. Allen has a copy of additional written material which I would like to have inserted in the record.

Mr. CLARK. Thank you very much, it will all be inserted in the record.

Mr. REARDON. If you desire copies of these [petitions], I am sure they can be made.

Mr. CLARK. I think it would be desirable, since we are having the hearing here in Johnstown and you appeared. I think you really should give us copies of that for the Public Works Committee.

Mr. REARDON. I will see copies are made from my originals. I don't want to part with them.

Mr. CLARK. Thank you very much.

[Associated documents submitted by Mr. Reardon follow :]

## FACTS AND STATISTICS: WHY SUPER ROUTE 219 SHOULD NOT BE BUILT

## COSTS

The true costs of highway construction go far beyond the initial cost of building the road. There are economic, social, and environmental costs which must be borne. As Senator Wm. Proxmire has stated:

"Most of the social, or external, costs of highways are paid either by those who must move out to make way for the highway, or by those who must continue to live in close proximity to it."

These costs include displacement of homes and businesses; disruption of neighborhoods; creation of barriers between neighborhoods; destruction of recreational land; noise; air pollution; and an increasing isolation of non-drivers from many of the benefits of our automobile-dependent society.

Although we are aware of these costs, we are not yet fully able to quantify them. Not all of them are subject to quantification. Yet we must be sure that none of them are ignored simply because they are difficult to come to grips with."<sup>1</sup>

*Construction and maintenance costs*

The most obvious cost of a highway is its construction cost. Originally, the intent of the highway lobby was to include Route 219 in the Interstate program, which provides 90% Federal funding. This approach failed. However, the Federal Highway Act of 1973 included provision for "Priority Primary Highways," with no mileage specified, and funding of \$100, \$200, and \$300 million dollars in 1974, 1975, and 1976. Federal funding under this act is 70%; the State must pay 30%.

Pennsylvania's share in this period will total \$27 million, enough to build "about nine miles"<sup>2</sup> for a four lane highway without interchanges.

Secretary of Transportation Kassab has estimated costs of completing Route 219 across the State at \$342 million as follows: From Route 22 to I-80, \$150 million; from I-80 to Bradford, \$180 million; and from Bradford to the New York State Line, \$12 million.<sup>3</sup>

It would seem that the 219 project is in serious funding difficulty. Consider, however, the statement of Secretary Kassab, at the Route 219 Association meeting of October 4, 1973, as reported in the Bradford Era:

"He told the near 200 persons assembled that 'we are not going to wait for federal monies, and so the major portion of the costs must come from state appropriations.'"

This is quite a statement for the Secretary to make, committing over \$300 million of State money for a new highway, considering the present financial condition of PennDot and PennDot's inability to maintain existing highways. Mr. Kassab has spoken on that side of the coin as well:

In the Bradford Era December, 1973, "The maintenance dilemma we find ourselves in today results from too many roads and not enough money \* \* \* we should have been resurfacing in the last ten years about 5% of 22,000 miles of our state roads. Instead our present and past budgetary constraints have limited the actual amount of resurfacing to about 2%."

In the Pittsburgh Press 8/26/73, "The root cause of the problem is simply that Pennsylvania has an excessive number of miles on the state system and inadequate revenues to properly maintain these mileages \* \* \* all federal highway assistance available can be used only for construction and none for maintenance."

In the Pittsburgh Press 2/3/74, "We did this (budget freezes to defer or cancel road resurfacing and bridge painting) so we have enough money to patch potholes this Spring. That's about all we can afford to do, yet the longer we let our roads deteriorate the more potholes you can expect in the future."

In the Courier-Express 3/27/72, "What's happened in Pennsylvania is that we've gone ahead with building major roads and have forgotten about the secondary roads. What the hell's the good of building major highways without feeder roads to them?"

The Courier-Express articles goes on: If the State can't maintain the 44,000 miles of roads it has, why keep building new ones? Kassab explains it as a case of ambivalence. The federal government provides at least 50% of the cost of building a primary, and in some cases pays the whole tab. It's a very attractive setup, but it chips away at state moneys that could go for road repairs—which the federal government will pay no part of.

<sup>1</sup> Proxmire, Testimony before the Subcommittee on Roads of the Committee on Public Works, U.S. Senate, Federal Highway Act of 1970 hearings, 91st Cong., 2d Sess., June 9, 1970, p. 227.

<sup>2</sup> Jacob G. Kassab, "Bradford Era," Oct. 5, 1973.

<sup>3</sup> Ibid.

The same subject is treated in the Pittsburgh Press, 2/11/73:

These commitments to share from 10 to 50 percent of the costs (of new highway construction) will be largely responsible for leaving PennDot about \$2.3 billion in debt itself before the year ends. So PennDot will be obligated to pay out \$150 million a year from road-users taxes for the next 30 years merely for principal and interest on highways built today.

Governor Shapp admitted the emphasis placed on the Interstate system over the past two years has been at the expense of arterial road improvements. The Governor said the Interstate program has caused a negative impact on PennDot because money went to pay the State's share on federally financed road projects instead of secondary and arterial highway improvements, and the Interstate program added highway mileage for which the federal government provides no money to maintain.

Another quotation of interest, by Donald Stabler, President of the Road Information Program, appeared in the Daily Press on 7/11/73:

To accommodate the expected increase in traffic, Pennsylvania needs better existing roads, not endless miles of new ones, he said. 28% of Pennsylvania's 115,000 miles of roads and streets need to be repaved, widened, and otherwise improved, he added.

And from George R. Scanlon, a PennDot maintenance engineer who was a State Senatorial candidate in 1972:

What would your answer have been if somebody said, "Look, we need that I-79 and I-80 to move traffic across the State. But if we do build it, then we are not going to fix your roads for the next ten to fifteen years—you are just going to have to drive on them the way they are." I'm sure if you had the choice, you would have said, "Let somebody else build those roads. We need good roads for our school buses, to go to work, to church, and to conduct our daily business."

It's a sad thing that no one gave much thought to maintenance when I-80 and I-79 were built. Now \* \* \* we have to use the money that was appropriated for your roads. This just cuts the melon a little thinner.

So we have a situation where PennDot is cancelling and deferring maintenance projects, cutting staff, and borrowing to pay the interest on past highway construction, because there is not enough money to maintain existing roads. Yet Mr. Kassab proposes that Route 219 be built with state monies.

Construction of the new 219 would dilute present maintenance funds in two ways. First, money spent for construction is money not available for maintenance. Second, a border to border four lane 219 would add approximately 150 miles of highway to be maintained. The cost of maintaining our Interstate system was estimated in 1965 at \$14,000 per mile for rural areas.<sup>4</sup> This would add at least \$2.1 million to an already intolerable maintenance problem.

#### *Cost of Local Tax Base Loss*

One of the most direct effects of highway development upon local governments is through the loss of paying land to a nontaxpaying authority. Highways eliminate taxable land without necessarily generating a compensating increase in property values. This decrease in revenue must be absorbed by individuals either in the form of higher taxes or diminished community services.

The proposed Route 219 location, with interchanges, will consume at least 1,800 acres of land. This will represent a serious revenue loss to local governments.

#### *Land Values*

In the PennDot Draft Environmental Impact Statement (EIS) for 219, the statement is made on page 17 that "Tourism would expand and the present land values would probably rise due to the excellent accessibility provided by the new highway."<sup>5</sup> Further, on page 52, "Current property values of a residential, industrial, and agricultural nature are in the range of medium to low. They would stay the same as they are if the 'Do Nothing' alternative is adopted."

On the contrary, studies show that residential property values are becoming increasingly sensitive to the noise and air pollution resulting from close proximity to highways.

<sup>4</sup> A. F. Friedlander, "The Interstate Highway System: A Study in Public Investment" (Amsterdam: North-Holland Publishing Co., 1965) p. 61.

<sup>5</sup> No. 23 on enclosed report.

Development which increases property values along a highway may effect a corresponding decrease in property values elsewhere. Businesses profiting from their location along highways do so by attracting business from other districts. The effect is to make other locations less profitable and therefore less valuable. In almost all cases, except near interchanges, studies show that residential land within one-half mile of super-highways decreases in value.<sup>6</sup>

#### *Air, Noise, and Water Pollution Costs*

Again and again in PennDot's EIS, it is claimed that air and noise pollution will decrease as a result of the new highway—pages 2, 16, 20, 21, 22. A careful reading reveals, however, that this claim is based on the expectation that future Federal regulations for automobile noise and emission standards will be responsible for the reduction. In fact, on page 60 the EIS says "Due to the attraction of large volumes of traffic upon the new highway, a permanent and unavoidable adverse effect would be caused by the noise and air pollution that did not exist before."

Federal regulations will indeed reduce the pollutants emitted per vehicle; but the additional traffic generated by the new road (5,000 vehicles per day two years after completion, 12,000 per day by 1993, compared to 3,700 per day now) will increase pollution levels in the corridor area far beyond what it would otherwise be.

Pollution levels would decrease in the communities through which 219 now passes, but this could be accomplished just as well by constructing bypasses around the more populous communities.

Another point in the EIS, page 10, is that the proposed road will be constructed for 80 MPH speeds. These speeds are unthinkable from the safety standpoint, but higher vehicle speeds increase the amount of pollutants emitted.

The California Air Resources Board, in a study titled "Effect Of Speed On Emissions", Project M-220, March 1971, found that:

1. Carbon monoxide levels increase greatly as speed is increased from 30 MPH to 70 MPH, where the level is more than twice the 20 MPH level.

2. Hydrocarbon emissions increase slightly as speed is increased to 70 MPH.

3. Nitrogen oxide emissions increase drastically with speed. Traffic at 70 MPH emits approximately nine times as much nitrogen oxide as does traffic at 20 MPH.

Noise levels will of course increase in the corridor area simply because there is no road there now. Anyone familiar with I-80 can attest to the noise problem it presents, even far from the right of way. Some of the techniques used to depress noise, such as barriers or lowering the roadway, also trap air pollutants thereby increasing exposure for motorists. Another problem is that these techniques can only decrease noise on the freeway, and not on the arterial roads which must receive the traffic increase produced by the freeway.

It is impossible to build a highway without a serious threat to local water quality, both during and after construction. The EIS has recognized this fact, but it is largely glossed over with the promise to take the "necessary steps to minimize these adverse effects".

An Interior Department study revealed that sediment yield from areas where construction was taking place is ten times greater than that of cultivated land, 200 times greater than that of grassland, and 2,000 times greater than that of forested areas.<sup>7</sup> After construction, chemicals associated with highway maintenance can contaminate water supplies, kill fish, cause damage to crops and trees, generate toxic fumes and start fires.

The most common source of pollution is the salt and de-icing mixtures applied to highways. Along major highways in Maine where salt is used, chloride concentrations averaging 174 PPM were found in the ground water. Readings ranged from 14 PPM to 461 PPM. The Public Health Service suggests 250 PPM to be the maximum average concentration for potable water supplies.<sup>8</sup> Well pollution problems have been reported along highways in Michigan, New Hampshire, and other Eastern States.

<sup>6</sup> "The Concrete Opposition," January 1974, p. 6.

<sup>7</sup> Mueller & Lahn "The Anacostia River. Ecological Imbalance of an Urban Stream Valley" (Greenbelt, Md. Goddard Space Flight Center, NASA X-664-70-446, 1970) p. 4.

<sup>8</sup> F. E. Hutchinson & B. E. Olson. "The Relationship of Road Salt Applications to Sodium and Chloride Iron Levels in the Soil Bordering Major Highways" in Highway Research Record No. 193 (Washington, D.C., HRB, 1967) p. 7.

The approved 219 corridor encroaches on the existing Brockway-Rattlesnake Creek Reservoir watershed area and on the proposed Laborde Branch of the Du Bois Reservoir. It also penetrates heavily mined area around Glen Campbell, Lockvale, and Helvetia. Old mines could be opened, coal seams exposed; the corridor represents overall a very serious threat to the water quality of the area.

#### *Costs of Relocation and Community Disruption.*

The EIS says, on page 17, that "the relocation of families and business in the study area will be minimal for all corridors. The corridors are generally located in rural areas where approximately one family per mile will be relocated and few of the rural families are dependent upon farming."

On page 55, "Some churches may have to be condemned." Also, "Condemnation of homes along the proposed route will be very sparse in the rural areas. In communities like Big Run, Stiffertown, Glen Campbell, Salem, and Troutville, this action will be more evident. The relocation of the people involved will not be difficult \* \* \*."

Not difficult, of course, except for those involved. The experience of those who suffered relocation because of Route 80 should serve as a warning here.

In a study of the impact of forced relocation on the lives of the working class in the Boston area, the researcher found that "forced relocation is a highly disruptive and disturbing experience; a crisis with potential danger to mental health for many people. All the symptoms of the grief syndrome are often present, and grief re-action is strongest among the working class. Re-actions are expressed in terms of painful loss, continued longing and depression, sense of helplessness, and psychological or social distress." In a companion study, another scientist concluded that "the deleterious effects of the uprooting experience, the loss of familiar places and persons, and the difficulties of adjusting to and accepting new living environments may be far more serious issues than are changes in housing status."<sup>9</sup>

#### *Economic Growth*

Again and again in the EIS, the claim is made that economic improvement for the area, through increased tourism and industrial expansion, will be a direct result of the new highway.

To equate industrial expansion with new highways is a very tenuous conclusion. Any expansion that might occur will happen just as well with an improved two-lane 219, with bypasses.

The basis for any real economic development is industrial investment, which requires an available labor market and adequate transportation, among other things. The proposed 219 would have a negative effect on rail transportation in this area, since it would undermine further the freight now carried by rail lines threatened with abandonment.

If it were true that four-lane highways generate growth, then all the communities along I-80 should be enjoying unparalleled prosperity. In fact, many are not. Du Bois is a prime example of this. Major market industry employment in Du Bois has declined since the opening of I-80.

The point is that economic growth does not require super highways. If an area has the prerequisite resources, particularly labor, then growth will follow, highway or not.

As for tourism, a week-end visit to various State Parks will demonstrate that there is more than enough. It has now become necessary to reserve camping areas in advance, because of the demand. There are more than enough campers, hunters, fishermen, hikers, and boaters now without a super highway to encourage more.

#### *Alternate*

The proposal of the Better Way for 219 group is simple: we are opposed to relocating Route 219 as a four-lane highway. We urge upgrading 219 in its present location and providing bypasses for those communities where traffic congestion is a problem.

The reply of the U.S. Department of the Interior's to PennDot's EIS for Route 219 is particularly significant:

<sup>9</sup> "Relocation: Social and Economic Aspects," Special Report 110, Highway Research Board, 1969, p. 20.

"The implications of such a major change in land usage are broad and far reaching, and it does not appear to us that they have been well thought out and provided for \* \* \*. Assuming that this class of highway is required—and the statement has by no means proven conclusively that a highway built to such exacting design criteria is warranted—why was no thought given to utilizing the existing right-of-way, especially in rural areas, and constructing by-passes of modern design around the more populated areas? \* \* \* The Department of the Interior believes that negative impacts will occur whenever the highway encroaches upon natural wildlands or wildlife habitat, and in some instances these losses may be significant. \* \* \* In summary, then, it is our view that this project has the potential for immense impact upon the environment, and that we question the need for placing this 50 mile highway on entirely new right-of-way. Finally, it is not entirely clear that anticipated future demand warrants a highway having the exacting standards proposed."

There is hope, however, if one can believe Secretary Kassab as he was quoted in the Pittsburgh Press on 8/26/73:

"PennDot does not persist in highway construction which conflicts with community needs and desires."

---

HOWARD KNARR, PUNXSUTAWNEY, PA.

I lost the paper I got at the meeting at Sykesville, so I will send a check to fight 219 and if it goes to court I will give more. I appreciate you people for your fight to fight it.

I am 76 years old and have never seen such nonsense. Some people ought to have the saw dust taken out of their head. So, I am sending a check for \$25.00 and if it has to go to court let me know and I will be glad to give more.

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SALEM GRANGE No. 964,  
Du Bois, Pa., June 14, 1974.

We the members of Salem Grange No. 964 do hereby go on record as opposing PennDots proposed limited access four lane 219 highway.

We are opposed to any highway which will destroy so much of our valuable farm land, when a food shortage is imminent, we feel that this loss of unreplaceable land would be disastrous.

We are opposed to any highway development while our local roads are in such a deplorable condition. How can anyone advocate a four lane monster, while our rural roads are left to rack and ruin.

We are opposed to a super highway which will further cut people in rural areas from needed goods and emergency services as all limited access highways do.

We are opposed to a road which will increase transient traffic, in light of the 62% increase in reported crime since I-80 opened in our area.

We are opposed to further subsidy to trucking of freight at the expense of our railroads, since this would have a disastrous effect on our railroad industry which now can carry the freight 4 times more efficient per unit ton and pollute our environment only one-fourth as much.

We urge the upgrading of route 219 in its present location with bypasses around congested areas and those areas where hazards are imminent.

We urge the State Grange through its lobby to bring the full weight of the Grange to bear on this situation, as we consider it the single most important issue facing the Grange in our area.

Fraternally yours.

---

THE PARADISE-TROUTVILLE CHARGE, U.C.C.,  
Troutville, Pa., August 16, 1974.

Gentlemen of the "Better Way for 219": We, the Joint Consistory (The Official Board) of the Paradise-Troutville Charge of the United Church of Christ, representing nearly 400 people of the Troutville, Punxsutawney, R.D. #3, and Reynoldsville, R.D. #3, areas, heartily support your efforts to update the present Rt. 219 and build by-passes where necessary. We too wish to prevent the wholesale destruction of our communities' farms, homes, and natural resources when there are better ways to plan for route 219.

Sincerely,

BARRY W. FILLMAN.

[From the Du Bois Courier-Express]

## HOME CAMP GRANGE TO FURTHER CONSTRUCTION OF 219

(By Ica Pentz)

Home Camp Grange passed a resolution at their regular meeting that they are opposed to further construction of Route 219 as a limited access highway, as this would take much of the prime farm land, but are in favor of improving the existing Route 219 with by-passes around congested areas.

The program for the meeting, conducted by Charmaine LaRock, consisted of the Easter Story as told in the Gospel of St. Matthew read by Chaplain Lillian Thomas, a reading "The Miracle of Easter" read by Helen Stillely, "He" by John Robinson read by Cissie Morris and a duet "How Great Thou Art" by Maude Rensel and Charmaine LaRock. There was a fashion show of "Spring Hats" while the audience sang "The Easter Parade." Virginia Olexy had the prettiest hat and Tom Kirk the funniest hat. "My Income Tax" was read by three guests from Salem Grange.

The craft of crocheted bunnies and chickens were brought by Leona Spicher, Beverly Beard and Mayme Braund.

The guests were Mr. and Mrs. Goaziou from Oak Hill Grange, Mazie London, Grace Krach and Esther Caldwell from Salem Grange, Pomona Deputy and Mrs. Roy Braughler from Harmony Grange, State Deputy and Mrs. J. Rex Bloom from Susquehanna Grange.

The next meeting of Home Camp Grange will be April 24 at 8 p.m. with the knitting class at 7 p.m. The Home Camp Grangers will go to church in a group at the Home Camp United Methodist Church, May 5 at 7:30 p.m.

The Clearfield County Pomona Grange will hold their annual Legislative dinner at the Penn Grange Hall in Grampian on May 3 at 6:30 p.m. A. Wayne Readinger, Master of the Pennsylvania State Grange will be the speaker, and outline the legislative policies of the Grange. The Senator, Legislators and Congressmen from this district will be guests and also speak.

[From the Du Bois Courier-Express]

## SYKESVILLE COUNCIL OPPOSES PLANS FOR FOUR-LANE ROUTE 219

(By Shelly Smoyer)

SYKESVILLE—Sykesville Borough Council today is on record as opposed to present PennDOT plans for a new four-lane Route 219-119 in the Sykesville area.

Council Monday night adopted a resolution stating the council is "opposed to present plans for a new four-lane Route 219-119 and in favor of upgrading the present Route 219-119."

NEW SECRETARY

The borough's official family is now complete. The hiring Monday night of a new borough secretary to fill the vacancy created by the recent resignation of Mabel Rath completed the official family.

James Mowrey, Sykesville native, was hired as the new borough secretary. He will begin his official training and duties Monday, April 22.

When Mrs. Rath, a long-time valued borough employe with over 18 years service, resigned in March, she stated she would stay on until a new secretary was trained in the complex duties of the position.

Mr. Mowrey was formerly employed in the Sykesville branch office of the Keystone National Bank.

Council also had two official visitors: William Reeves, Punxsutawney, Jefferson County Civil Defense Director; and David Pettrow, Jefferson County Planner, Brookville.

Mr. Reeves informed council of civil defense plans for the county and urged Sykesville and its local director to take a more active part in civil defense planning and activities.

He stated he was disappointed in Sykesville's lack of interest in civil defense matters of late.

Mr. Pettrow advised council that the county plan for solid waste management was complete. He said he was seeking the formation of a county-wide committee composed of one representative from each community, to implement the plan.

In final action, council said it would generally improve S. Park St., a dirt street here. Native stone and drains will be installed on the road this summer, and the street generally improved.

Following routine reports and payment of bills, council adjourned until May 6, date of the next regular meeting.

HENDERSON TOWNSHIP SUPERVISORS,  
*Punxsutawney, Pa., June 14, 1974.*

Re: Relocation Route 219.  
*Pennsylvania Department of Transportation,  
Indiana, Pa.*

GENTLEMEN: While meeting in regular session on June 10, 1974, the Henderson Township Board of Supervisors adopted the following resolution:

"We, the Supervisors of Henderson Township would like to go on record as opposing Route 219 as a four lane limited access highway. We propose upgrading 219 in its present location and providing bypasses around congested and hazardous areas."

Very truly yours,

IRENE L. SHEPLER, *Secretary.*

[From the Courier-Express, Du Bois, Pa., May 29, 1974]

#### SANDY SUPERVISORS OPPOSE NEW 4-LANE 219 IN PLANNED LOCATION

(By Shelly Smoyer)

OKLAHOMA.—Sandy Township Supervisors today are on record as being opposed to the planned new four-lane Route 219 in its present location.

PennDOT officials will be notified by letter of the supervisors' formal opposition to the proposed highway.

The formal opposition followed the urging of a Du Bois RD 2 (Gelnett) resident, who asked supervisors to go on record as being opposed to a new Route 219.

He spoke at length on the breakup of farms, the destroying of game lands, and stated the people don't need another high speed highway in the area.

Supervisor Edward Watson Jr. said he personally was opposed to the new Route 219 in its present position, and also said many people have been urging him to get supervisors to go on record as opposing the new highway for several months.

Mr. Watson introduced the motion. After its passage, spectators gave the supervisors a round of applause.

#### BURNING ORDINANCE

In other business, supervisors directed Township Solicitor Marc Katzen to draw up a new burning ordinance that would permit controlled burning after 6 p.m. daily in residential areas; would permit rural residents to burn off land, trees, and brush after getting permission from the fire chief of that area; prohibit the burning of garbage, and provide penalties for violators.

The township has two conflicting ordinances, it was pointed out. One states absolutely no burning. The other permits controlled burning in a container after 6 p.m. daily.

Work on the updating, wording, and phrasing of a "junk car" ordinance is progressing, according to a discussion of an ordinance drawn up in 1973, but never passed. The legal department is still working on a new draft.

#### NEED POLICEMAN

Township Police Chief Jack Duttry told supervisors the township needs another full-time policeman. He said the present policemen are extremely busy. Police have made 21 criminal arrests in the past month, he stated.

He also noted the high incidence of crime in the area, indiscriminate dumping of refuse, and other problems.

Chairman Vernon Hoover said he was in favor of getting another man, but he doesn't know where the funds for his salary are coming from. Chief Duttry said crime commission funds would pay for his salary while he is attending the state-mandated police school.

After some more talk, supervisors said they would advertise for another full-time policeman. Acting upon Chief Duttry's suggestion, supervisors will buy another police car from revenue sharing funds.

The check for the second half of 1974 was received last week totaling \$47,458. The revenue sharing funds budget was approved and will be advertised.

The township will seek bids for a new truck after specs are prepared to replace one that is worn out.

The township will invest \$40,000 of state liquid fuels rebate funds for 30 days.

Mr. Hoover said two roads are being prepared for oil and chip treatment, most of the road patching has been completed, and most dirt roads have been graded. Supervisor Watson said the ball field at the Sandy Elementary School has been repaired and work is progressing on a study of a playground for the Adrian Furnace area.

An Adrian Furnace resident sought permission to put a mobile home on a tract of land he owns. He said he would take off the wheels and tow bar, stabilize it, and build a foundation.

He was told he was not permitted to do this under present zoning laws, but he could apply for a special variance. After some discussion, supervisors said they would check with the state township association on the matter.

An Oklahoma resident complained of vandalism by Gateway Gardens youngsters; and also complained of a vicious dog. Another resident added a complaint of litter from the housing project.

Supervisors said the matters will be brought up at the next meeting of the housing authority. Sandy Township has two nonvoting members on the Du Bois Housing Authority.

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[From the Courier-Express, Du Bois, Pa., Jan. 16, 1974]

#### ROUTE 219 RUNS INTO SURPRISE OPPOSITION BY LOCAL RESIDENTS

(By Ivan Shindledecker)

The first in a series of public meetings held by PennDOT to inform and solicit comments from the public, organizations and local government on some alignments for the location of the proposed Rt. 219 from the Jefferson-Clearfield County line to I-80 was held at the Du Bois High School last evening.

But the outcome of the meeting was a complete surprise to the PennDOT team from District Two office and the handful of Rt. 219 supporters.

Not only were the four proposed rough alignments completely ignored and never discussed but nearly all the audience that filled the high school auditorium jumped on the basic idea of even building the road in no uncertain terms.

Bruce Speegle, District Two engineer did make an attempt to direct the dialogue to the stated purpose of the meeting, along with a member of his staff, James Bathhurst, Locations Engineer.

The group in attendance listened politely to the opening statements concerning the history of the campaign to build the limited access, four lane highway, the explanation of the corridor selection and the state and federal approval of that corridor chosen after public hearings last year.

They also took in the details about what had to be done in the way of further geologic work, studies on noise and water pollution prior to other public meetings which would eventually lead to an official public hearing later this year.

When the forum was opened for general discussion, the session took a complete about face and the highway officials found themselves under verbal attack for even having broached the subject of building the highway.

The first abrupt turn came when one resident posed the question of "who needs the road?", backing up his query with the mention of the energy crisis and gasoline shortages.

Mr. Speegle explained that the project has been underway for years and that it was the department mission to complete the studies ordered, hold the public meetings and public hearings and have the project ready for construction when finances and conditions permitted.

But the floodgates were down as Dr. Colson E. Blakeslee and Dr. W. R. Lundgren led a barrage of questions about the environmental impact, the cost and who actually had led the drive to secure the roadway. At one point the audience was invited to exhibit its opposition to the building of the highway by standing. It did not require a headcount to indicate that those against building Rt. 219 constituted a vast majority of those in attendance.

From that point on an estimated dozen other citizens rose to explain their reasons for turning thumbs down on the road.

The lack of industrial location in the area following the establishment of I-80 was used to refute the economic progress thrust used by 219 supporters. Destruction of some of the finest agricultural land in the two counties to be traversed by the proposed road cropped up constantly during the colloquy.

The low prices paid for land to be acquired by the state, resettlement problems of those uprooted by the project pointed out, plus the rerouting of traffic on feeder routes, were all advanced as points of opposition.

Suggestions that the state fix up the present roads and pay more attention to the farm-market thoroughfares, develop the rail system and abandon the notion that building the road "was the politically strategic thing to do" were also developed at length from the floor.

Penn DOT officials listened for the most part, and avoided debate. However, they frankly stated that opposition was a valid subject of the meeting even though they were unable to get the discussion of any of the alignments which were attached to the walls of the auditorium, and received some attention prior to the meeting opening.

They also stated that one of the alternatives would be to do absolutely nothing in the way of advancing the road plan, and invited any group to make full use of all documents prepared and stored in the District office at Clearfield.

In addition they even outlined methods those in opposition could take to stop the entire project, at least in this section.

Only two of the audience came forth in support of the Rt. 219 project. Pat Valentine, Rt. 219 Association secretary, pointed to the economic advantages of the road, the tremendous support received over the years the road has been sought and expressed amazement at the feelings expressed in opposition.

Robert Dilks, of Tranter and Dilks, the agency which has directed the Rt. 219 Association campaign, echoed his statements, adding statistics and statements which had gone unchallenged over the time preceding state and federal acceptance of the roadway as a priority project.

But as the meeting adjourned, it was evident that the opposing forces had carried the clout and that their opposition would be a factor in the future ramifications surrounding Rt. 219, at least in this area.

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[From the Courier-Express, Feb. 18, 1974]

#### WANT RAILROADS UPGRADED—LOCAL RAILWAY CARMEN OPPOSE NEW ROUTE 219

Mountain Rose Lodge No. 602, Brotherhood Railway Carmen, of Du Bois has adopted a resolution opposing any further development of the new Route 219.

The resolution favors necessary repairs on the existing 219 highway, and that more effort be put into upgrading the railroads.

Following is the content of the resolution as drafted and adopted at a meeting of the Lodge on Feb. 15:

Whereas: At a critical time with our nation in the midst of our worse energy crisis the Pennsylvania Department of Transportation feels another super truck route 219 a necessity. With the nation on a 55 mile per hour speed limit this highway is being designed to accommodate speeds of 80 mph.

Whereas: The National Science Foundation reported in 1970 that railroads are more energy efficient than trucks. In 1970 it required 2,800 Btu per ton mile for trucks compared to 670 Btu per ton mile for railroads, also railroads have become increasingly more energy efficient while trucks are becoming less energy efficient.

In other words railroads are  $4\frac{1}{2}$  times as efficient as trucks in terms of energy use.

Whereas: We have in Du Bois an important modern carshop that with very modest help (really a token compared to the 400 or more millions of dollars still needed for Route 219) could again be a very vital industry providing well paying employment in skilled trades.

Therefore be it resolved: That the Pennsylvania Department of Transportation cease at once, any further development of the new Route 219, make necessary repairs on the now existing Route 219 and put more effort in upgrading our railroads where no added devastation of farmlands and water supplies is necessary, especially when the energy crisis and ecology is foremost in the minds of all American citizens.

The resolution was signed by John J. D'Anna, President, and these other officers: Neil Boyle, George Harvey, Ronald Scull, Charles Bojalad, D. G. Suplizio, Joseph Rozela.

Mr. CLARK. Our next witness is State Senator Ralph Williams, West Virginia. Thanks, Senator, for taking your time and coming up here for this hearing.

#### STATEMENT OF STATE SENATOR RALPH WILLIAMS, WEST VIRGINIA

Senator WILLIAMS. Thank you, Congressman, and it was a pleasure to fly here this morning, in spite of the fog. I do not have a prepared statement, but let me assure you that I represent the Democratic majority of the State legislature of West Virginia. Mr. Lambert and my colleague, Senator Hinkle, have presented the socioeconomic data relating to this project in our State.

We feel that the upgrading of what we consider Route 219 basically, although we do have a terminology in the Seneca Trail designation of it, is a vital and important link of transportation for our State.

I like in Greenbrier County in the southern terminus of the Route 219 area, and I want to assure you that the citizens of our State have been very receptive in passing bond issues for funding of highway construction in our State, and I assure you, as a member of the legislature, we stand ready to provide whatever access possible to accomplish this project. We can assure you that our own Congressman, Harley Staggers, through whose entire district this route passes, and our two U.S. Senators, Randolph and Byrd, will be happy to lend their support to this project.

Thank you very much for letting me appear.

Mr. CLARK. Thank you very much for coming, Senator, and saying those kind words about your State and the support you have for 219.

Our next witnesses are Regis Maloney and Joe Marando, representing the Clearfield County Federation of Sportsmen. Glad to have you here.

#### STATEMENT OF REGIS MALONEY, CLEARFIELD COUNTY FEDERATION OF SPORTSMEN

Mr. MALONEY. I am Mr. Regis Maloney, and I am filling in for Mr. Joseph Fritz from St. Mary's, who was to represent the Clearfield County Federation of Sportsmen and also the north-central division of the Pennsylvania Federation of Sportsmen's Clubs, which encompasses Jefferson, Clearfield, Elk, Cameron, McKean, and Potter Counties.

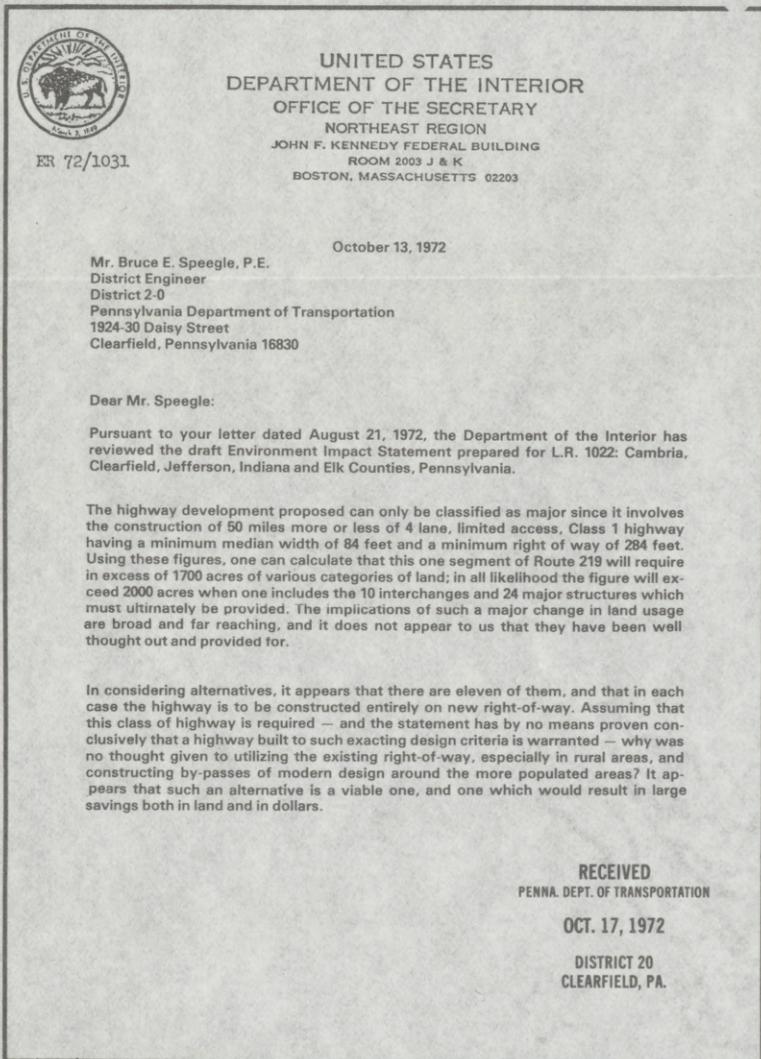
On Saturday, September 21, 1974, the Pennsylvania Federation of Sportsmen's Clubs passed the following resolution which was initiated by the Clearfield County Federation of Sportsmen's Clubs. The resolution is titled "Upgrade Present 219" and reads as follows:

Whereas the Pennsylvania Department of Transportation has proposed relocating Route 219 as a Class I limited access highway, and whereas we believe that the need of a highway built to such exacting design criteria has not been demonstrated, and whereas such a highway will have a severely adverse effect on all categories of land and especially on those needed for agriculture and recreational use, therefore, be it resolved that the Clearfield County Federation of Sportsmen's Clubs is hereby resolved that Route 219 be upgraded in its present location with bypasses around the more populated areas.

# A BETTER WAY — FOR 219

Below is page one of a letter written to the Pennsylvania Department of Transportation from The U.S. Department of Interior concerning the proposed four lane route 219 highway.

We ask you to take a few minutes to read . . .



THE BETTER WAY FOR 219 committee agrees with this letter. Do you?

Our Petition states: "We are opposed to relocating Route 219 as a four lane highway. We urge upgrading 219 in its present location and providing bypasses for those communities where traffic congestion is a problem.

We are not trying to stop progress, but we feel there is a much better way for 219 to be constructed — one that would consider the real needs of the people of our communities. We share just a few of our concerns here.

Experts around the world predict the next crisis will be famine. We must save our valuable farm land so that people can continue to live and earn a living off the farms as has been done for generations.

Recent events have proven that speed kills. Let's not build another 80 mile per hour highway.

Let's not put more freight on our highways. We must save our railroads for they use only 1/4 the energy and cause only 1/4 the air pollution per ton mile as highway freight (less noise too).

Highways do not necessarily bring about economic progress. The DuBois area has lost five major manufacturing industries since I-80 opened.

How can we possibly maintain the four lane 219 when we can't keep our present roads in decent repair? And how much more money can PennDOT squeeze from taxpayers?

Have you given any thought to crime brought in by major highways? In Clearfield County, State Police report an increase in investigations from 550 cases in 1970 (when I-80 opened) to 897 cases in 1973.

Thousands of people have signed petitions agreeing with a better way for 219.

Our legislators will be hearing from us very SOON. If you agree there is a better way for 219, please sign and return the form below. You are under no obligation after signing, but you will be informed of our meetings, programs, etc.

Signed,  
Claude Reardon, Secretary  
A Better Way For 219

Mail to: "A Better Way — For 219," P.O. Box 139, DuBois, Pa. 15801

We, the undersigned, are opposed to relocating Route 219 as a four lane highway. We urge upgrading 219 in its present location and providing bypasses for those communities where traffic congestion is a problem.

Name \_\_\_\_\_

Address \_\_\_\_\_

\_\_\_\_\_

# A BETTER WAY FOR 219

Below is a page of the report written to the Governor  
Department of Transportation, the U.S. Department of Interior  
concerning the proposed route for the 219 highway  
we ask you to take a few minutes to read

THE BETTER WAY FOR 219...  
The Governor...  
The Department of Transportation...  
The U.S. Department of Interior...  
The proposed route for the 219 highway...  
The report...  
The Governor...  
The Department of Transportation...  
The U.S. Department of Interior...  
The proposed route for the 219 highway...  
The report...  
The Governor...  
The Department of Transportation...  
The U.S. Department of Interior...  
The proposed route for the 219 highway...  
The report...

STATE OF MONTANA  
DEPARTMENT OF TRANSPORTATION  
1500 WEST BRIDGEMAN AVENUE  
HELENA, MONTANA 59611  
PHONE (406) 551-3333

TO: THE GOVERNOR, THE DEPARTMENT OF TRANSPORTATION, THE U.S. DEPARTMENT OF INTERIOR

FROM: THE BETTER WAY FOR 219

DATE: 10/15/81

SUBJECT: THE BETTER WAY FOR 219

Dear Sirs:

I am writing to you regarding the proposed route for the 219 highway. The report that you requested is enclosed for your review. We believe that the proposed route is the best one for the state and the people of Montana. We hope that you will find it helpful and that you will support it.

Sincerely,  
[Signature]

Thousands of people are...  
The report...  
The Governor...  
The Department of Transportation...  
The U.S. Department of Interior...  
The proposed route for the 219 highway...  
The report...

THE BETTER WAY FOR 219

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Sincerely,  
[Signature]

THE BETTER WAY FOR 219

This resolution, then, represents the feelings of the Pennsylvania Federation of Sportsmen's Clubs. This organization has over 170,000 paid members throughout Pennsylvania. Incidentally, this resolution was passed without a single dissenting vote.

There is also a past resolution on the books originated by the Elk County Federation of Sportsmen's Clubs and passed by the Pennsylvania Federation of Sportsmen's Clubs against any State gamelands, et cetera, being used for four-lane highways.

Hunting and fishing is a multimillion dollar industry in the north-central division of Pennsylvania, in the counties of Potter, Elk, Clearfield, McKean, Cameron, and Jefferson. We serve many urban areas, such as Pittsburgh, Philadelphia, and Harrisburg with our many outdoor and recreational activities and facilities. We can't afford to lose our streams and State-Federal and private forest lands to an unnecessary four-lane Interstate highway, plus we can't afford to lose the much fine farmland in the area. We feel they are much more valuable as they presently are, and it has been proven that interstates don't increase land values unless, of course, you are fortunate enough to own land around an interchange.

The movement toward upgrading 219 with bypasses around the more populated areas, as opposed to a completely new four-lane Interstate 219, is gaining much momentum in our area and we feel will gain much more as the people are presented with the facts on both sides of the issue.

Unfortunately, at the present time, some of the area news media, possibly because of their connections with members of the Route 219 Association, are presenting only the side of the story in favor of the Route 219 Association, and little is being presented in favor of the A Better Way for 219 Committee.

In a petition circulated by the Route 219 Association, it stated—and I quote:

This highway \* \* \* will help existing industry, will attract new industry, will create more jobs for our young people, will help our farmers, will provide access to our recreational and historical facilities, and will reduce the toll of death and injuries on our roadways.

With one exception—and that I have underlined—this statement certainly hasn't been borne out in this area as witnessed by Interstate 80.

As one who works in a paramedical profession and who is connected with hospitals in the area, I can assure you that an Interstate in this area doesn't reduce the toll of death and injuries on our roadways. For supportive statistics, I suggest you contact the State Police and the various hospital emergency rooms located along Interstate 80 in this area.

We are also in agreement with the letter from the U.S. Department of Interior to the PennDOT district engineer in Clearfield, Pa. This letter, dated October 13, 1972, also was critical of PennDOT's proposals for Route 219 and suggested upgrading the present 219 and constructing bypasses of modern design around the more populated areas. One cannot help wonder that something seems amiss in the background on the Pennsylvania scene, when despite the strongly worded letter from the U.S. Department of Interior, PennDOT keeps pushing ahead with the four-lane Interstate concept with an entirely new corridor.

We are presently blessed in our area of Elk County with a high rate of employment and thriving industry. Undoubtedly, a new highway would be of benefit to industry in the area. However, we think an upgraded 219 will do the job very adequately and we feel we don't need a four-lane Interstate on an entirely new corridor and the many side effects which go along with the Interstate highway, such as an increased crime rate, increased noise and pollution, higher highway accident rates, loss of much valuable farm, forest and recreational land, the increased kill of deer and wildlife, and not to mention the increased cost to the taxpayer in construction costs, and especially maintenance costs, of such a highway in these days of inflation.

Lastly, those of us involved with the campaign to oppose the construction of Route 219 as a four-lane Interstate in a completely new corridor feel so strongly on this issue that we are using our own free time and funds to conduct this campaign and don't have corporations, industries, and so forth, giving us backing as does the Route 219 Association.

Thank you kindly for hearing me out.

Mr. CLARK. Thank you very much.

Our next witness is Fred Young, director of Cambria County Planning Commission.

#### STATEMENT OF T. FRED YOUNG, DIRECTOR, CAMBRIA COUNTY PLANNING COMMISSION

Mr. YOUNG. I would say that it is my privilege to appear before this distinguished committee and indicate the support of the Cambria County Planning Commission for improved highways and, specifically, for the support of passage of legislation which will provide funds necessary to construct 219.

As a planning agency, we are charged with the responsibility of developing a wide range of programs and activities which will insure orderly development of our county and enhance the opportunity of our citizens to enjoy an improved quality of life.

We have long recognized the need to diversify our economy and to provide increased employment opportunities for our citizens.

Improved accessibility is a fundamental element to realizing the goal of diversifying our area's economy. The Cambria County area has an excellent location with respect to major metropolitan markets on the eastern seaboard and in the Great Lakes complex.

As the crow flies, we are within 250 miles of major markets of New York, Philadelphia, Washington, Baltimore, Pittsburgh, Cleveland, Buffalo, and Detroit. As the truck drives, it is a different situation.

We might consider an alternative of developing a bigger and better crow to transport our goods and services out of the area. But more realistically it would seem that we need a modern highway system to link our area to the major markets and the prosperity which surrounds us in every direction.

The necessity of passage of bills pending before this committee is illustrated in the context and difficulties of the 12-year highway program of PennDOT. One of our responsibilities is to prepare a county-wide highway plan and to assist PennDOT in establishing priorities under the 12-year program.

From our detailed analysis of the existing highway system, project requests from local elected officials and citizens, we prepared a future highway plan for Cambria County. We established a list of projects which are necessary to provide a modern highway network, to serve our county and to improve access to major markets of the State and Nation.

The total cost of bringing the entire highway network of Cambria County up to some acceptable modern standard is some \$320 million.

In the fall of 1973, PennDOT developed its allocation of funds anticipated to be available for the next 12 years. The total allocation for Cambria County for that 12-year period was some \$42 million.

At that funding level, it would take some 92 years to build all of the required projects.

Obviously there was a need to reassess the county highway plan and to establish realistic priorities for the development of a network and, at the same time, attempt to increase the money available so that the highest priority projects could be constructed in a reasonable period of time.

From our priority listing we again applied the amount of money—and our cost estimate [inaudible]—we applied the project priority system in terms of their relative importance. Because of the importance of 219 both to the county highway network and to connections to the regional markets, both 219 and 22 received top priority.

The cost of constructing these two highest priority jobs was something in excess of \$110 million, or nearly three times the total allocation for Cambria County for a 12-year period.

Fortunately, 22 has been designated as an Appalachian Corridor M. Therefore, special category funds, Appalachia, are anticipated to be available for its construction.

The disposition of 219 then became a major item of concern; since it was not designated as an Appalachian corridor, its estimated cost of construction from 422 to northern Cambria County was some \$67.8 million.

It is apparent that even the highest priority for Cambria County could not be constructed within the extremely limited amount of funds available under the 12-year program.

We were faced, then, with an essential either/or decision. Under the restricted fund allocation, it was a matter of either trying to build portions of 219 and no other projects for the next 12 years, or to build only the 219 highway.

This alternative was totally unacceptable. While 219 is important, we feel that the highways which are most frequently traveled by our citizens deserve a priority consideration. There are some 43 projects within our county highway plan. These are the kinds of projects that are perhaps not as dramatic in scope, but are the roads that people use on a daily basis to shop, to go to work, to transport children to school, for our farm people to transport their commodities to market. And, if you are familiar with northern Cambria County, these are in deplorable condition.

It becomes apparent, then, that the either/or alternative is not acceptable. Pursuant to that situation, we addressed a letter to Secretary Kassab on January 4 describing the thrust of our dilemma. We did not feel that we could realistically propose a highway plan which neglected the basic needs of our citizens. We felt that additional funds had to be made available and that 219 had to receive special designation.

Fortunately, PennDOT and Secretary Kassab with their indication of concern, that in fact 219 was of such importance to Cambria County and to the Commonwealth, that it should receive special designation, and that every effort should be made to secure special funding so that 219 could proceed. At the same time, the county highway plan and priorities were being implemented for those other essential projects which link our citizens to the major highway network.

I would hope that it is apparent to the members of this committee that it is absolutely essential that legislation be passed to provide a special designation category to 219, so that we do not have the impossible either/or situation in our effort to provide a highway system adequate for our citizens' use.

We urge your consideration of the pending legislation. We trust that you will agree that affirmative action on pending bill is necessary and that without such legislation Cambria County will continue to suffer the consequences of inadequate highway.

Those who illustrate the consequences are people who have moved from our area—I believe some 17,000 in the 20-to-30-year age group have left our area. The alternative, of course, is clear. If we continue to deny opportunities for employment, we can continue to expect the outmigration of people who have given up on the area.

We have invested millions of dollars wisely in schools, vocational-technical schools, public schools, libraries, hospitals, airport facilities, and industrial parks. All of these investments have made our area more desirable as a place to live and certainly more attractive to new industry.

We now need one essential investment beyond our local responsibility and capability, that is, a new highway link to the State and Nation. Obviously that essential investment can and must be made by the Federal Government.

Thank you, gentlemen.

Mr. CLARK. Thank you very much. Our next witness is Robert Cassidy, director, North Star Industrial Park.

#### STATEMENT OF ROBERT J. CASSIDY, DIRECTOR, NORTH STAR INDUSTRIAL PARK

Mr. CASSIDY. Distinguished members of the committee, I have little to add in addition to Mr. Young's indepth analysis to the problems of Cambria County. But I would like to make a few observations.

Since the very beginning of time, when primitive man first was able to come out of the caves, he went to and gravitated toward the forks of the streams and the rivers and, later, the trail—and since that time it is an established economic fact that the mode of transportation is an essential part of any progressive society.

As long as we had highways and adequate railroad systems in the past when coal was king, this was not a great problem. But when our miners started to take their furnaces out and put in oil, it became apparent that king coal was deposed.

From that point forward, they referred to us as pockets of poverty, depressed areas and, collectively, as Appalachia. We petitioned, we met, we prayed, we pleaded, for new and modern highways to upgrade the economy of this area.

If rhetoric were cement, we could have built a six-lane highway from border to border.

I would like to make this additional observation. I think it is time that a new look be made at this problem. I think it became quite apparent during the recent energy crunch that the solution of our energy problems is again going to rely heavily on our great resources of coal, and that is one thing that this area has in common—our coal resources.

And it becomes also apparent that you cannot stick a pipe down into the ground and get this coal out, that you have to dig it out, you have to haul it out. And I think it is important for the economy of all Eastern United States that this problem of getting—of solving our energy problem be looked at realistically.

Thank you very much.

Mr. MURTHA. Thank you very much, Mr. Cassidy. Next we have Mr. William White, president, First National Bank.

Is Mr. White here?

Paul Herron, manager, Johnstown Motor Club.

#### STATEMENT OF PAUL HERRON, MANAGER, JOHNSTOWN MOTOR CLUB

Mr. HERRON. Mr. Chairman, I am delighted to have the opportunity to testify as a representative of the Johnstown Motor Club, which serves 24,000 AAA members in Cambria and northern Somerset Counties. You will have an impressive array of witnesses testifying here today, but I can assure you that none is more concerned in the overall safety and interest of the general motoring public than the AAA.

I speak in favor of H.R. 16188, which would provide for a new Route 219 to be added to the Interstate System from Buffalo, N.Y., in the north, to Princetown, W. Va., in the south. This is the route, of course, favored by the Route 219 Association, of which the Johnstown Motor Club is a member.

I do not intend today to present testimony at length supporting the basic transportation and economic needs of the area adjacent to Route 219, which has for years suffered neglect and been subservient to the needs of other more populous, vocal, and politically demanding congressional districts. Although I would remind this distinguished committee of testimony presented on May 21, 1970, by the late Honorable John P. Saylor before the House of Representatives, Subcommittee on Roads of the Committee on Public Works, on the Federal Highway Act of 1970 regarding inclusion of Route 219 in the Interstate System.

His remarks are as timely today as they were then. Mr. Saylor stated that Appalachia, which reaches from Georgia to New York:

\*\*\* is the area where we are fighting poverty, population decline, increased migration, underdevelopment and, in some areas, pockets of depression that are reminiscent of the depression days of the thirties. \*\*\* We are not isolated from the world, but we are fighting isolation. We are fighting a bias that was unintentionally built into the Interstate System. \*\*\* The condition is simply this: unequal economic benefit resulting from creation of the Interstate System.

Following the creation of the Interstate System, Congress approved the Appalachia development program, which has close ties with the highway system. The first sentence of the President's Appalachian

Regional Commission report for 1964 states: "Developmental activity in Appalachia cannot proceed until regional isolation has been overcome." That sentence alone strongly states the need for improvement of this major highway system through this area.

When an additional 1,500 miles were added to the Interstate System—and I believe I have an omission here, I think that was in 1969—it was unfortunate that Route 219 was not included. Pennsylvania in fact did not receive any additional mileage, and an indebtedness might also be considered owing to the Commonwealth of Pennsylvania by Congress since the 360 miles of the Pennsylvania Turnpike System were incorporated into the Interstate System without compensation or adequate consideration of other transportation requirements within Pennsylvania.

I would like at this time to call your attention to another important facet deserving recognition in consideration of including Route 219 in the Interstate System. If you have traveled the length of Route 219, you know well the dangerous, inadequate road that it is. The mountainous terrain over which it traverses is a disgrace as a major travel route. It provides little or no safety to the motorist attempting to pass in short intervals between hills and curves that impede both vision and progress, and endanger life and limb.

I call your attention at this time to the two tables at the back of my remarks here, which are included in the latest booklet prepared by the U.S. Department of Transportation, Federal Highways Administration, entitled "Fatal and Injury Accident Rate on Federal-Aid and Other Highways System/1972." These tables simply prove with a factual listing of fatality rates per 100 million vehicle-miles that it is safer to travel on Interstate highways. In Pennsylvania, the fatality rate for 1972 was 1.97 on Interstate highways versus 4.18 on other primary Federal-aid highways. Nonfatal injuries occurred in Pennsylvania at a rate of 89.40 on Interstate versus 193.45 on primary roads. This may not be surprising to you, but it does lend credence to the fact that antiquated U.S. Route 219 needs to be improved from a safety standpoint as well as for economic considerations.

In conclusion, I would urge your favorable consideration of H.R. 16188 to add the entire 522 miles to the Interstate System needed to provide a new Route 219 from Buffalo, N.Y., southward to Princeton, W. Va. Thank you.

Mr. CLARK. Thank you very much, Paul. I appreciate your remarks.

Our next witness is Chester Stiteler, speaking for individual farmers from Jefferson and Clearfield Counties.

#### **STATEMENT OF CHESTER STITELER, SPEAKING FOR INDIVIDUAL FARMERS FROM JEFFERSON AND CLEARFIELD COUNTIES**

Mr. STITELER. Good morning, ladies and gentlemen. Thank you. I have some prepared remarks, but first I would like to make a couple of observations.

Mr. CLARK. For the record, would you give your name?

Mr. STITELER. Stiteler, Chester Stiteler. I hear a lot of talk now that we need this highway, in a four-lane limited access highway, to facilitate bringing industry, but the highway runs both ways. It is just as easy for industry to leave on a good highway as it is for it to come in. And it is just as easy for our children to leave on a good highway as it is for them to come in—or to stay home.

So a highway does run both ways. And we have no proof that highways actually improve the economic industry climate of an area. It requires a great many other things.

Now, highways are very handy to have, but they are not the greatest thing in the world concerning industry. They do not provide the employment that I have heard suggested here.

Now, I would like to discuss some of the more objectionable features to the limited access, multilane, low-gradient highways, such as we are considering now.

The first thing that I find at fault with them is that the people who live along them can't use them. Neighbors will find themselves driving 20 or 30 miles to visit each other, and they may live a mile apart, but on opposite sides of the highway.

Farmers will find themselves in the same situation, driving 20 to 30 miles sometimes to visit the other side of their farm which lies on the other side of the highway. It is pretty hard to farm a field if you have to go 22 or 25 miles to farm. Now, maybe you won't—maybe you will only have to go 5 or 10 to get to an interchange to get across and back. Still, it is a pretty unhandy way to farm land.

The highways, they discriminate against these people who they are built to serve, or should be built to serve in that fashion. A limited access limits the use by the very people who live along the highway.

Now, another objection is this large amount of land used by these highways. The Pennsylvania Department of Transportation seems to be in the real estate business.

The design of this highway calls for the confiscation of 8,000 to 10,000 acres of farmland and potential farmland, and that is three times, at least three times, what they would really need, if you could justify the need for such a highway—and that is pretty difficult to do.

Now, there is also—and this has come to me recently—there seems to be a trend, a tendency of PennDOT employees, to engage in land speculation at the proposed sites of exits and interchanges on the highway.

Now, these employees have prior knowledge of the location of these interchanges, because they arbitrarily decide where they are going to be located. And they are, some of these employees, are speculating in this land, attempting to buy it and buying it.

So the very fact that you limit access means that you multiply the profit potential of these limited sites. Therefore, the incentive to collusion, bribery, and illegal speculation are correspondingly multiplied.

Now, the roads completely devastate the areas through which they pass. They terminate secondary roads. People who live there cannot use them, they have to go around them, it changes their entire transportation patterns. The countryside is divided, as though you had a Great Wall of China built through it. There are fences along both sides of the road, they are either above grade or below grade, livestock cannot cross, wildlife cannot cross, human beings cannot cross the road freely without climbing fences and other such things.

Now, the trucks—they attract a heavy concentration of trucks, and the noise level is such that it can impair hearing and even impair the health of people who live in these areas.

I, at present, live approximately half a mile from Route 80, and the noise from trucks there is disturbing at times. Now, I feel for people who live within 150–200 feet of these highways. And I know some who have been sick since the highways have been built.

So they are a hazard to health, aside from being a nuisance.

Now, in addition to the 8,000 or 10,000 acres actually to be confiscated—and I am talking about Pennsylvania—they will probably severely limit or restrict the use of another 10,000 acres, because they will divide it. And it will create properties that are oddly shaped, of little use.

Now, the entire world is facing a food crisis and an energy crisis. This proposed highway seems designed to aggravate both problems.

Railroads—and I have heard very little mention of railroads—they offer cheaper transportation, far lower usage of fuel, far lower rates of pollution are involved with railroads, but we don't seem to want to transport anything on railroads. They use much less energy.

Also, railroads build and maintain their own roadbeds. The public doesn't have to do it for them, we don't have to tax people, we don't have to furnish billions of dollars or hundreds of thousands of dollars for these purposes.

An additional advantage that railroads have is that they don't require a 300-foot right-of-way. They are satisfied with a much narrower right-of-way. So they are much more efficient in transportation. Now, perhaps, they need some improvement in some of their practices, too, but we feel that railroads may be a much better answer to our transportation needs in many instances.

It seems somewhat futile to spend a half a billion dollars or more to build a truck road when we face the possible prospect of fuel rationing, and to cover 20,000 acres with concrete, which will certainly remove it from the production of food or timber.

And I thank you gentlemen.

Mr. CLARK. Thank you very much.

Mr. STITELER. I will leave this with you.

Mr. CLARK. That was a very good statement in opposition.

Mr. STITELER. I tried to prepare it as well as I could, but I was a little pressed for time.

Mr. CLARK. All right, thank you.

Our next witnesses are James Auman and Louis Klubert speaking on behalf of some individual businessmen from St. Mary's and Du Bois.

Mr. AUMAN. Thank you, Mr. Chairman.

Mr. CLARK. Good to have you here, we will give you ample time.

**STATEMENT OF JAMES AUMAN AND LOUIS KLUBERT, SPEAKING ON BEHALF OF SOME INDIVIDUAL BUSINESSMEN FROM ST. MARY'S AND DU BOIS**

Mr. AUMAN. Thank you, Mr. Chairman. I represent 350 petition signers in the Elk County area who reject the proposal of the construction of a four-lane highway through the woodlands of the Elk County area, Ridgeway, St. Mary's, and Johnsonburg.

My name is James Auman, I was born and raised in St. Mary's, Elk County. I am the owner and manager of a small grocery store that has been in the family for over 50 years. I have a deep and abiding interest and respect for the community in which I live, and I do not intend to stand idly by and watch another major mistake by the State and the Federal Government. After spending 4 years in the services—World War II—I was convinced that there was no better

place in the world in which to live than Elk County. You may remember, our Pennsylvania Department of Forest advocated the planting of trees in the late 1940's. I came out of the service at that time and I listened to their story and I purchased properties that I could plant with trees. In fact, I raised trees from seed, I planted them, they stand today, a beautiful sight—in fact, a wonderful bird sanctuary.

I learned the importance of soil conservation and reforestation, and I am very happy that I took the advice of the State and county agents.

Our topsoil in Elk County is very limited, as you may imagine. Local farmers have a hard time delivering produce to the local grocery stores like they once did, primarily because of the erosion of our soil off of our steep hills. In fact, the master of the Elk County Grange tells me that the proposal of the 219 throughway through Elk County would be a major disaster to the area.

The book I have here on the table is a comprehensive plan of St. Mary's and Elk County. It was prepared by Clifton E. Rodgers Associates in Harrisburg. I was mayor of the town of St. Mary's in 1968 when this study was being made. I was in office when St. Mary's suffered a severe water shortage that resulted in a new impounding dam. I know the importance of looking for a watershed that is uncontaminated. I also know the problems of widening, draining and paving roads. With today's labor problems, material shortages and inflated costs, we must take a long look at our tax dollars and use them more wisely than ever.

This is a topographic map of the area of Elk County that includes the three major municipalities. I have hiked and examined almost every foot of this area that may be used for the proposed 219. And, ladies and gentlemen, it is just not right to construct a major highway through the last remaining watershed, clear streams and woodlands, of Elk County.

In closing, I would like to propose using all highway allocated moneys for repairing and upgrading the roads that we presently have.

Thank you.

Mr. CLARK. Thank you very much. Next, is Mr. Louis F. Klubert.

Mr. KLUBERT. For the record, my name is Louis F. Klubert.

I did sympathize with the gentleman who came late today. If the Pennsylvania and other departments of transportation could take care of the fog and haze situation, they certainly—and allowed themselves time—they would have been here.

I was born and raised in Pittsburgh in the days when it was called the smoky city. Until 11 years ago, I moved to Du Bois. I didn't appreciate clean air until that time.

I sympathize with Johnstown. If they get all that they propose to get from 219, as I drove into Johnstown, they better get pollution-free industry.

I am Louis F. Klubert, a member of the steering committee and treasurer of A Better Way For 219 organization. I hold the position of purchasing agent for McDowell Manufacturing Co., a division of Elco Standard Corp. We manufacture medium to heavy contract stampings in steel, copper, and aluminum. Our customers are in the electrical field, oil field, tubing, truck air brakes, and many others requiring contract stampings of various kinds, and couplings and fittings for irrigation use.

I have been employed by McDowell Manufacturing Co. for 29 years in various capacities. In July of 1963 we moved our entire operation to Du Bois, Pa., from Millville, a suburb north of Pittsburgh.

I might add, our move was made for pure economic reasons, not because of any anticipated superhighway in the area. I can say our management at McDowell is not in favor of covering any more of our land with concrete by building a new superhighway as proposed 219. In this respect, they adopt the petition of A Better Way For 219, who oppose relocating Route 219 as a four-lane limited access highway.

I personally dispute the statement of the 219 Association in a recent petition appearing in the Du Bois Carrier-Express paper. They state that the proposed new 219 will attract new industry and create more jobs for our young people. I agree—it will create more jobs in motels, gas stations, and restaurants. This we have learned from I-80. Salaries paid by these businesses, unfortunately, are not adequate to maintain a family today.

I believe it is safe to say, our company, McDowell Manufacturing, is the only new company of any consequence to move into the Du Bois area in the past 10 years. I-80 was completed all the way for 5 or 6 years now with no new industry being attracted.

How can the 219 Association honestly believe another superhighway is the answer to attract industry?

In my opinion, several other items carry a higher priority than roads in this respect; namely, availability of qualified personnel, existing and planned housing, financing, adequate sewage, water and power utilities.

We have sufficient existing roads to get new industry established. McDowell is doing very well with a present employment of 180 people. Our plant employees are represented by United Steelworkers of America.

I recall we started with 80 or 90 back in 1963. It appears to me the proposed 219 is a project of a comparatively few people with selfish interests, truck lobbyists, and some businessmen. Utilities are naturally in favor of anything that uses power, whether it be motels, gas stations, or restaurants, but it is more acceptable to say—to point out industry.

As purchasing agent for McDowell, I see some adverse effects to a new industry coming to a given area, because of superhighways. More salesmen are calling on me today from Cleveland and the Philadelphia areas recently. I believe this can be attributed to I-80.

What incentive has a new company to come into an area such as Du Bois when existing competition as highways, such as I-80 and proposed 219, to deliver material to us? I am sure other important testimony will be or has been presented regarding such items or problems as impact on farming, land use, road maintenance, fuel shortage, local, State and Federal taxes, safety, crime, superhighway building criteria for 80 miles when today it is a Federal law not to exceed 55 miles an hour, air, water and noise pollution, environment, and quality of life.

Upgrading the existing 219 will eliminate or greatly diminish many of these to the satisfaction of the more than 6,000 of our signed petitioners.

President Ford's recent statement regarding reduction of the Federal budget to help fight inflation certainly should be given consideration. He specifically referred to curtailing spending for new highways as one means of reducing the budget.

I sincerely ask the Subcommittee on Transportation to recommend rejection of the five bills requesting Congress to approve Federal funding for the proposed limited access Highway 219, as requested by the Hon. John P. Murtha.

Thank you, gentlemen.

Mr. CLARK. Thank you very much. Our next witness is Paul Kennis.

**STATEMENT OF PAUL KENNIS, SPEAKING FOR INDIVIDUAL FARMERS FROM JEFFERSON AND CLEARFIELD COUNTIES**

Mr. KENNIS. Mr. Chairman, my name is Paul Kennis, I am a dairy farmer in Jefferson County. I am here representing a group of concerned farmers in Clearfield and Jefferson Counties. We are opposed to the four-lane highway because of its devastation of irreplaceable farmlands. We oppose it because of the added pollutants which will be brought into the area in terms of increased vehicle emissions. We oppose it since we are genuinely convinced that in a time of energy crisis we do not need an 80-mile-per-hour limited access highway.

We feel that if you examine the environmental impact statement prepared by PennDOT for the Department of Interior, and their subsequent reply, that you will concur with the Department of Interior when they state:

The implications of such a major change in land usage are broad and far reaching, and it does not appear to us that they have been well thought out and provided for.

We face the loss of thousands of acres of prime farmland, and rendering of other thousands unfit for residential or recreational use due to noise and emission pollution. We are sure that this committee is aware of the serious food shortages and rapidly soaring prices which have been brought about in part by poor land management and poor use of our natural resources.

We are concerned about the effect that the pollutants will have on our crops and health. We realize that in our area we will still be below the Government standards for safe air, but certainly the air will not be of the quality that it is now. We do not feel that it was the intent of Congress in the National Environment Protection Act to exploit rural areas simply because air is cleaner than minimum standards.

People in Buffalo are to be pitied since environmental impact statements are being prepared for only short segments, no one is looking into the total impact that the added noise and air pollutants are going to have there. Transportation officials are content to say that a little pollution won't hurt rural areas, whereas the total impact should be considered before any portions of the project are constructed.

A Stanford Research Institute study states that air pollution causes \$32 million worth of damages to farmers; and this does not include the damages in the form of slower plant growth which can't be totally and accurately measured. The study further states that far and away the Northeastern States bear the brunt of the loss. We needn't remind this committee that the Northeastern States have the greatest concentration of highways. A 1971 study showed that pollutants tend to persist for long periods of time even in brisk air movements.

Finally we fail to see the need for this type of four-lane limited-access highway. Don Stabler, president of the road information program, states that 28 percent of Pennsylvania's 115,000 miles of roads and streets need to be repaired, widened, and otherwise improved. Another 1-cent-a-gallon tax raise was just tacked to gas prices to help finance road repairs. We doubt that we can afford the purchase price of this highway, and we are sure that we can't afford the upkeep.

Thank you, Mr. Chairman.

Mr. CLARK. Thank you very much.

Our next witness will be Robert L. Westfall, president of U.S. Route 219 Association of New York, and Harlan Milleville, New York Route 219 Association.

#### STATEMENT OF ROBERT L. WESTFALL, PRESIDENT, U.S. ROUTE 219 ASSOCIATION OF NEW YORK

Mr. WESTFALL. Congressman Clark, Congressman Murtha, gentlemen and lady, I wish to thank you for the opportunity to outline briefly some of the major considerations in western New York for rebuilding U.S. Route 219 as an Interstate highway.

High on the list is the "gap in the map." A quick glance at an interstate map of the Northeast indicates a glaring omission. The direct connecting link from Buffalo and the Niagara Peninsula to Pittsburgh, Washington, and Florida. As the Buffalo Evening News editorialized last May and again this week, AAA sends travelers 80 miles west or 60 miles east to go south, not because there are the best routes, simply because they are the only expressway routes.

Buffalo industry needs the coal of western Pennsylvania and the timber and other resources of Pennsylvania and southwestern New York. Route 219 is the shortest supply route for these materials. With one of the highest unemployment rates in the Nation, Buffalo and the Niagara frontier especially need jobs that can only be provided by a vigorous commercial and industrial community. The markets and resources made available to the Buffalo area by an Interstate 219 Expressway would aid tremendously in solving the current economic and unemployment problems.

Western New York, the Route 219 corridor in particular, enjoys a unique geographical location, along with just the right elevation and topography to form one of the best natural year-round recreation areas in the East. This relatively small area is the nearest comparable recreation spot for nearly 20 million people, especially north, west, and south. An egg-shaped snow belt on the lee side of Lake Erie has made possible a flourishing ski industry. A dozen separate areas are now operating with many possibilities for expansion and/or new slopes.

Allegheny State Park draws thousands of tourists and campers annually. Over 50 private campgrounds, with 6,000 campsites, are located in the Southwest Gateway area. Summer home owners, ski chalets, hunting and fishing camps, snowmobile clubs—all add to our economic base and also to the traffic jam.

Projections for all types of recreation show steady increase for the next 20 years; this can only add to the already overburdened Route 219.

Commercial and recreational traffic on Route 219 is absolutely essential to the economy of the southern tier counties of New York and also a large factor in industrial-commercial development and employment in Buffalo and the Niagara frontier. But we pay a high price.

U.S. Route 219 is a tortuous road, design deficiencies abound, there is a 4.6-mile uninterrupted no passing zone between Springville and Boston. Friday night through Sunday night, when the recreation traffic is greatest, it is the rule rather than the exception to get caught in lines of 10 to 20 vehicles.

Although not yet complete, recent tabulation of accident reports by our association, comparing Route 219 with another route with approximately the same volume, indicates 7 times as many accidents, 14 times as many personal injuries, and 5 times as many deaths. Route 219 is guilty of manslaughter.

From the viewpoint of traffic safety, future traffic projections, area economy and job development, it is imperative that Route 219 be added to the Interstate System.

Finally, I would like to have made a part of this hearing, the editorials published by the Buffalo Evening News on May 24 and September 25 of this year. I would like to read these editorials at this time.

Do I have the time, sir?

Mr. CLARK. I would prefer you put them in the record, if you don't mind. You are over your time and we are giving you the time ahead of the three other gentlemen that have to be leaving in about 10 minutes.

[Two editorials follow:]

[From the Buffalo Evening News, September 25, 1974]

#### PUT 219 ON INTERSTATE MAP

No one who has driven the best available but absurdly circuitous route to Washington and points south will need any convincing that the absence of a modern, direct expressway link represents a glaring gap in the Federal Interstate Highway System.

This incomprehensible omission, leaving the Niagara Frontier and the Hamilton-Toronto population centers as the only northeastern metropolitan regions without any direct link with the nation's capital and southern vacationlands, should have been corrected years ago—and it could have been if proposals for adding a modern Route 219 expressway corridor to the federal interstate map had not been left in a congressional limbo.

Now, six years after the original oversight of the federal highway people in neglecting to designate a new Route 219 as part of the Federal network, hope for correcting the matter has been revived with the introduction of bills providing interstate status for varying segments of the 219 corridor.

While we have no particular preference among these mileage choices, at least pending the forthcoming congressional hearings, it seems plain enough to us that the prospect for correcting this highway gap is all too likely to remain stymied unless all elements in the affected states and communities can settle on the most desirable option.

As to this, there is no guarantee that construction funds can be pried from the state even if and when a current task force review resolves the long-standing controversy between rival boosters of Routes 16 and 219 as the preferable route for a north-south link.

Whatever the ultimate outcome of this study routine, it seems perfectly obvious that this region will be the loser again in another round of congressional wheel-spinning unless New York and Pennsylvania communities join forces sensibly on the most direct southern route from Buffalo, connecting the section of 219 now being finished to North Boston with the sections already in use below the Pennsylvania border.

[From the Buffalo Evening News, May 24, 1974]

### BUILD 219; ROAD MAPS TELL WHY

Ask the Automobile Club of Western New York for the quickest route to Washington and points south, and the answer will be crisp and clear: Thruway to Erie, I-79 to Pittsburgh, then east on Pennsylvania Turnpike, etc.

But this, of course, is ridiculous. Not because the recommended route isn't the best one available, but because the best route available takes you on a swing more than 80 miles west to go south.

What would be wrong, you may ask, with just going directly south on U.S. 219 to the Pennsylvania Turnpike? It's obviously much shorter, saving you scores of miles and plenty of gas. But it's twisty, turny, much of it two-lane and goes through every little town along the way. What has been needed for years is to turn 219 into an expressway—or at least to build an interstate expressway roughly along the 219 corridor.

The absence of any such major modern highway to connect the entire Buffalo-Niagara-Hamilton-Toronto population centers with the Washington, D.C. area and the southern vacationland beyond is—as The News has noted time and again—by far the most glaring single omission in the entire map of the Federal Interstate Highway System.

But even though U.S. 219 has not been incorporated into the basic interstate plan, a campaign is being pressed continuously to make its expressway construction a reality all across Pennsylvania. In fact, some expressway sections are now in use there—as is the first completed section in New York, from Buffalo to Orchard Park.

Another New York section, to North Boston, will soon be completed, but all the rest of the 219 development in this state is stymied by one of those routing controversies between rival communities.

Thus the Route 219 Association—representing such communities along the way as Springville, Ellicottville, Salamanca and Bradford, Pa.—has a rival in the Olean-centered Route 16 Association. Last fall, the State Department of Transportation, while trying to sell the state transportation bond issue, moved to set up a citizen task force to try to get an agreement on priorities. It promised to develop the highest priority route as an expressway and the other as an improved regional arterial link. But with the defeat of the bond issue, the silence from Albany has been deafening, as regards both routes, task force and all.

With the bond issues rejected, it will obviously be hard to pry any construction money out of the state even for a highway on which all local interests agree—much less for one over which two groups of communities are still fighting. But in this case—while we certainly have no desire to choose sides between Salamanca and Olean, or Ellicottville and Franklinville, as to which of them have the greater local need for a highway—it seems perfectly clear to us that the most compelling regional, state and national need is for a direct southern route from Buffalo to connect with the one being developed across Pennsylvania.

And from that viewpoint, which should be the overriding one, the state doesn't really need any task force to tell it that the obvious route is along the U.S. 219 corridor. It just needs to look at the map and build the straightest line it can to connect the section of 219 now being finished to North Boston with the sections under construction and in use near Bradford, Pa.

[Subsequent to the hearing, the following supplemental statement was received from Mr. Westfall:]

#### SUPPLEMENTAL STATEMENT OF ROBERT WESTFALL, PRESIDENT OF THE U.S. ROUTE 219 ASSOCIATION, INC., OF NEW YORK

Congressman Clark, Congressman Murta, I have heard several speakers allude to the poor quality of the industries attracted by expressways and the accompanying low pay jobs. Actually—any community needing property tax base and local jobs, should not look harshly at any reasonable boost to the local economy.

Our own small business has, over the past 20 years, employed more than 400 people in these so called, low pay, menial jobs. We provide seasonal work to high school and college students, train them in work habits, punctuality and responsibility. A job is the only way to college for most of these kids, and jobs for them are difficult to find. Further, a job keeps non-college-bound kids busy, off the streets, and out of trouble. We need many more of these job providing businesses.

The New York State Department of Transportation is now considering two possible routes for a primary corridor through Southern Erie and Cattaraugus Counties to the State Line. The present U.S. Route 219 Corridor is shortest by 14 miles, measured from Buffalo to the state line.

We strongly recommend the corridor beginning with the 2nd Section of U.S. 219 at North Boston, N.Y.; thence to Springville, Ellicottville, Salamanca, Bradford Junction and connecting to the Pennsylvania U.S. 219 at Limestone, N.Y.

Again, thank you for the opportunity to be heard.

Mr. CLARK. The next gentleman, Mr. Milleville.

#### STATEMENT OF HARLAN MILLEVILLE, REPRESENTING THE VILLAGE OF SPRINGVILLE AND SURROUNDING AREA

Mr. MILLEVILLE. Congressman Clark, Congressman Murtha, ladies and gentlemen, before I make my presentation I would like to make one correction. I am representing the village of Springville and the surrounding area, even though I highly endorse the highway, rather than the 219 Association.

I am Harlan Milleville, an elected official of the village of Springville on the southern border of Erie County, 30 twisting dangerous miles south of the city of Buffalo in the State of New York.

I represent here today the Honorable Paul F. Frank, mayor of the village of Springville, an isolated community of some 4,300 people. I also represent the Springville Area Chamber of Commerce and the town of Concord, altogether some 7,800 citizens and taxpayers.

I shall try to be direct in my comments and not take too long, as these hearings do run.

It won't really take too long. I don't think, to explain why we in Springville and the town of Concord fully support the New York and the Pennsylvania Route 219 Association in their efforts to obtain passage of H.R. 16188, the inclusion of Route 219 in the Interstate System.

I refer to the present Route 219 in New York as 30 twisting and dangerous miles and to Springville as an isolated community—and I will attempt to explain why we feel that way.

The New York State Department of Transportation recently developed a public questionnaire to aid in their corridor studies. One of the questions is in this questionnaire, and I would like to quote from it, because it so aptly applies to our condition. "What do you think are major problems on these roads?"—and the people are asked to check as many as they wish. Driving speed is too low, unsafe driving conditions, too much traffic, snow removal, road is too narrow, too many trucks, dangerous intersections, not being able to see oncoming cars.

As it happens, the eight major statements here, major problems, and all eight of them apply particularly to our section of Route 219 as it stands today. All of these things apply from Springville north to Buffalo.

The New York State Department of Transportation has said in the past that Route 219 from Springville north is the worst stretch of New York State highway in the State, five continuous no-passing miles of twisting, turning two-lane highway, a mile and a half of uphill road jammed with heavy trucks and cars with every winter storm, accidents that kill out of pure driver frustration, 30 miles to downtown Buffalo and as much as an hour and a half to get there under good driving conditions.

This kind of leads to my second point of concern. Because of poor conditions, rather the poor condition of present Route 219, which is the only route connecting Springville to the Buffalo-Toronto metropolitan areas, we find ourselves an isolated community, unable to take advantage of the growth and the prosperity of our neighbors to the north. We have two industries in Springville employing 650 people. Employment opportunities are almost nonexistent. There is no skilled labor market. There is no real industrial growth. We have several empty stores in our village. In short, we are economically stagnant, without hope unless a good highway is provided. Housing is tight and is expensive. Again, there is no growth or expansion. Our only hope appears to be the bill that is before us, H.R. 16188.

My third and final comment deals with something we all understand, and that is taxes on real property. That is the burden of the homeowner, the working man who is the backbone of any community—and I would like to give you an example briefly in dollars, which always seem to be more.

A \$30,000 home at our assessment rate of 25 percent of true value places a taxable value of \$7,500 on this particular home. The breakdown of this man's tax bill for this year reads in rounded dollars as follows: School taxes \$94 a thousand, village \$56 a thousand, and county taxes \$68, for a total tax rate of \$218 per thousand.

This means that this man is going to pay \$1,635 in taxes this year or, on a monthly basis, \$136 a month to meet his tax obligations.

Is it any wonder, then, that people find it hard to live in our community and that we fail to attract new people?

Industrial and business growth is the only way to stabilize this bleak picture of taxation. Without a modern highway there is no hope.

We are also losing one of our most precious assets, our children. After education they move toward the metro area rather than drive that road every day. There is no job opportunity at home for them. And not one of our sons or our daughters has stayed to become our doctor or to become our dentist. We have one lawyer that is a native of Springville.

Educational opportunity, the arts, the sciences, the theaters, zoos, parks and so forth—all of the cultural advantages that we subsidize lie at the other end of the existing road. In its present condition, they may as well be in the next State.

There is much more that could be said. I have tried to be brief. But make no mistake, gentlemen, H.R. 16188, the inclusion of Route 219 in the Interstate System, is our lifeline. We implore you to look favorably upon this bill for the economic well-being of western New York and our good neighbors in Pennsylvania.

And I thank you very much for the opportunity.

Mr. CLARK. Thank you very much. Thank both of you for coming down. I do appreciate it.

We have now, and I want to thank him, too, for his patience, Mr. Brant.

**STATEMENT OF F. R. BRANT, EXECUTIVE VICE PRESIDENT,  
SOMERSET COUNTY DEVELOPMENT COUNCIL**

Mr. BRANT. Congressman Clark, members of the Subcommittee on Transportation, I am F. R. Brant, executive vice president of the Somerset County Development Council, Somerset, Pa.

I would like to present the following for your consideration.

With declining rail service and a possible abandonment of several railroad branch lines in Somerset County, our economic growth depends almost entirely on adequate truck transportation. Heavy truck traffic now wending its way over our narrow antiquated highways and through our small towns is a problem, slowing up the normal flow of traffic, making it difficult for truckers to meet schedules and people to get to their jobs on time.

We have tried unsuccessfully in the past to locate industry in areas where the highways are less than adequate and lost several good prospects. One was a large mobile and modular home manufacturer, after their traffic department made a survey of our highways, particularly the north-south roads, they turned the area down, because they could not move their finished product to their market in the Baltimore-Washington area. Our loss—150 direct jobs not to mention the indirect employment and taxes.

With these things in mind the Somerset County Development Council is attempting to create industrial parks in locations near the approved route of the new 219. One of these parks is in Summit Township near the Borough of Marysdale, where we have invested over \$275,000. We are presently building a factory there at a cost of over \$300,000. The owners selected this area because of its proximity to the new highway. Employment is expected to be around 40 employees when completed and under full operation. We have about 55 acres left to put other plants on that could bring additional employment of several hundreds, and maybe even a thousand.

We are negotiating to expand another industry in Meyersdale. In Salisbury we are expanding the New England Gear plant at a cost of three-quarters of a million dollars, and their plans call for an additional expansion of over a million dollars over the next 5 years. When the present expansion is completed their work force will double its present 50 with at least another 100 to be added as the expansion program is completed. However, the Meyersdale project and the additional work at New England Gear may never be done if 219 is not completed in the area.

Time does not permit me to go into detail on other areas and projects. One thing is certain—if 219 is not completed along the route selected by the Pennsylvania Department of Transportation and recommended by the Route 219 Association so that we may entice new industries and expand existing industries, there will not be employment for young people who will leave the county to seek employment elsewhere. Our economy will continue to deteriorate, taxes which industries pay will not increase, maybe decline, but the cost of government, municipal services, schools, et cetera, continue to rise, adding a greater burden for our citizens.

Better roads mean better transportation, more chances for new industries, more jobs, more people to spread the tax base over, and therefore a growing economy.

And at the point I would like to add one other thing. A gentleman that preceded me talked about employment in hotels, restaurants, service stations, and so forth—and they don't pay a living wage. But, at any rate, they do pay a wage—and that is much better than living off of welfare.

The Somerset County Development Council emphatically endorses Congressman Murtha's House bill H.R. 16188.

Thank you.

Mr. CLARK. Thank you very much, Mr. Brant.

Next we have Vernon Spangler, Somerset County commissioner. Commissioner, thank you for your patience.

#### STATEMENT OF VERNON SPANGLER, SOMERSET COUNTY COMMISSIONER

Mr. SPANGLER. Good morning, Congressman Clark, Congressman Murtha, members of your panel.

I am speaking for the county commissioners at this particular point in time, and Commissioner Haag will be on the agenda a little later.

The Somerset County Board of County Commissioners has been involved with the question of the construction of Route 219 through Somerset County since 1962. The present board, the county planning and zoning commission, and the county development council and other local and county organizations have continually worked for completion of the road through the county as quickly as possible.

Construction of Route 219 through the entire length of the county has been the top priority item on the county's highway priority program for a number of years and it also has been a No. 1 priority status on the transportation program of the six-county Southern Alleghenies Planning and Development Commission. Early construction of the road has also been urged by a large number of different local groups and organizations, including commercial and industrial organizations, landowners, chambers of commerce, and so forth.

We feel that completion of the highway will help improve the economy of our county and the area by helping existing industries within and near Somerset County and by helping attract potential new industry to the area. We note completion of the highway will provide major highway linkage between Johnstown and other large metropolitan areas.

We feel that completion of the highway will make travel safer for many of our county citizens and for others who travel in and through our county, including tourists and vacationers.

Several recommendations were made in a recently completed Somerset County economy study prepared by our permanent professional planning staff, including the following:

First, help promote the economy of adjoining areas. Somerset County will benefit by the success of economic promotion in the Johnstown area and likewise each Somerset County borough is likely to benefit by the economic growth.

Second, to work for quick completion of new U.S. Route 219 to the Maryland State line. In addition to the other benefits, the extension of Route 219 to Route 40 in Maryland can help offset the impact on the

Johnstown area of any loss of steel industry employment as it will complete a major highway link between that area and other large metropolitan areas.

Third, we should be aware that there is a nationwide increasing level of tourism and recreation.

Fourth, treat local industry and business well. About 85 percent of industrial growth comes from the expansion and only about 15 percent from the outside. Also, prospective new industry goes to existing industry to research community attitudes.

Fifth, we should recognize the special role that nearby large population centers, that is, Johnstown and Cumberland, Md., and Pittsburgh, Baltimore, and Washington, play in the economy of the area, and that these centers cannot deteriorate without an adverse impact upon Somerset County.

We, therefore, urge that your committee act in the manner that it determines will best support the budgeting of funds for and the subsequent extension of traffic Route 219 at the earliest possible time.

Thank you, gentlemen, for the opportunity to testify.

Mr. CLARK. Thank you, Commissioner, for a very good statement.

We have next John J. Kane, borough manager in Somerset.

#### STATEMENT OF JOHN J. KANE, BOROUGH MANAGER IN SOMERSET

Mr. KANE. First I would like to read a resolution of Somerset Borough Council, which states:

Whereas, the completion of new U.S. Route 219 as a modern express highway is vital to the economy of this area, and

Whereas, such a limited access road is necessary for the national defense and movement of goods in times of other emergencies or disasters, and

Whereas, modern expressway design actually saves fuel, reduces pollution, and improves traffic safety, \* \* \* —I might interject, while we have heard conflicting testimony, I think statistics prove that this is a correct statement.

Now, Therefore, We the Mayor and Council of the Borough of Somerset endorse H.R. 16188 which would add 522 miles of U.S. 219 to the Interstate System from Buffalo, N.Y. to Princeton, W. Va.

If construction of part of this route must be delayed due to lack of funds or current inflation, we favor the immediate construction of the remaining sections of express highway between the Keystone Shortway and the National Freeway.

And this was adopted unanimously by council and approved by the mayor.

I just want to make two brief comments. First of all, when you hear, or the people in the future read this testimony, the question that always seems to arise out of a public hearing in my mind, is that everybody, pro and con, claims to speak for the people, in quotation marks.

I think only one group can really claim that, and that is the elected officials. They have been chosen by the people under our democracy to represent us, and there is a way to get rid of them if they don't represent us.

I think the committee should pay attention to the comments either for or against by the elected officials. I think they should disregard the comments from some elected groups that choose to dodge their responsibility by asking for more study. We have had years of studies and years of debate. This road has been talked about for too long. It has to get moving, one way or another.

Another comment I would like to make is on the safety factor. One of my hobbies, you might call it, is serving in a volunteer fire department which does the rescue work for 30 miles on the Pennsylvania Turnpike and the portion of 219 that has been completed in the Somerset area and going northward for about 20 miles.

I know for a fact that we don't have the accidents on these roads where we can say the highway contributed to it. What accidents we do have are caused by motorists, whether they be intoxicated or be speeding way over the speed limit.

We scrape up a lot more people off of the narrow two-lane twisting roads, including the section of 219 that has not been improved from Somerset southward. I would hope that some time—and I don't mean this as a sort of sick remark—but I would hope that some of the opponents of modern highways would have an opportunity sometime to pull a decapitated or chopped up body out of a wreckage on one of these roads, and I think they would change their mind and decide that the only thing we can do is build modern roads. You just can't widen roads that are completely twisting and climbing and have terrible grades in them.

Thank you for the opportunity of testifying.

Mr. CLARK. Thank you very much.

Our next witness is Edward Bowersox, executive director of the Greater Somerset Chamber of Commerce.

**STATEMENT OF EDWARD BOWERSOX, EXECUTIVE DIRECTOR,  
GREATER SOMERSET CHAMBER OF COMMERCE**

Mr. BOWERSOX. I am Edward Bowersox, representing the Greater Somerset Chamber of Commerce. I have a very brief statement.

The Greater Somerset Chamber of Commerce represents 250 firms in central Somerset County. It is the policy of the Greater Somerset Chamber of Commerce to work for completion of Route 219 as a four-lane limited access highway along the proposed PennDOT corridor through Beachdale bypassing Meyersdale and Salisbury and connecting eventually with U.S. Route 40.

We are opposed to anything that slows down this effort.

Statistics from the Pennsylvania State police show that 164 accidents with over 100 people injured or killed in the past 3 years occurred on Route 219, winding twisting road, between Somerset and the Maryland border.

We maintain that existing 219 needs to be replaced by a modern highway.

The Greater Somerset Chamber of Commerce urges that for compelling economic and safety reasons, Route 219, following the approved PennDOT corridor, be constructed with no delay.

The Greater Somerset Chamber of Commerce does not want 1975 to come and go like 1974 came and went, without construction.

Thank you.

Mr. CLARK. Thank you very much, Ed. Our next witness is Dr. Colson Blakeslee on behalf of a group of doctors in Punxsutawney and Du Bois.

Dr. BLAKESLEE. I will go first, if I may.

Mr. CLARK. All right, sir. For the record, give your name.

STATEMENT OF DR. COLSON BLAKESLEE ON BEHALF OF A GROUP  
OF DOCTORS IN PUNXSUTAWNEY AND DU BOIS

DR. BLAKESLEE. I am Dr. Colson Blakeslee of Du Bois, Pa. I have some prepared remarks, but I should like to make just a couple of quick observations.

I think there is a great deal more unanimity here among those of us who oppose this legislation than those who support it than would seem apparent on the surface. I think all of us who come here opposing this legislation are in favor of better highways, and especially we are in favor of better transportation. We are in favor of real progress.

And I have just written a couple of quick notes here. We are not opposed to progress. We believe that to insist, however, on building this superhighway, without even considering indepth feasibility studies of a multimodal transportation system, is opposition to progress.

There may well be better ways for doing things. We feel there are recently generated constraints that impact upon the plans for Route 219. These constraints include our energy shortfall and our recent energy crisis, inflation, food shortages, and environmental pollution.

Traffic studies that were prepared for Route 219 date back several years. They do not include these factors. They do not even include a uniform 55-mile-per-hour speed limit. The traffic flow studies that were prepared for this corridor were prepared on the assumption that this highway would carry traffic at a speed of 70 miles per hour. This is no longer true. It will not carry this. Therefore, travel times are not shortened as are claimed in the feasibility studies and in PennDOT's environmental impact statement. It may well be that travel times will be lengthened instead of shortened.

And energy requirements for moving transportation on this highway may well be increased.

We urge that you upgrade 219 in its present location and provide bypasses for those communities where traffic congestion is a problem. We feel that this will meet the transportation needs of our people without the serious adverse effects of the present proposal.

I would like to read just a little bit—and I will try to skip through this rather quickly, because at least some of the facts that we have set forth here would be better read than heard.

I am a physician in general practice in the city of Du Bois with membership on the staff of both community hospitals. I would like this committee to know that we are grateful for this opportunity to be heard.

I trust you will consider the fact that we have all come here at considerable distance, as a measure of our concern for these deliberations.

I am here because I feel I represent most of the physicians of our area—nearly all of them have signed our petition. And as physicians we are involved in the delivery of health care for our people and have a responsibility to address those issues which impact upon the physical, emotional and spiritual health of our people.

Last year in this Nation of ours the largest single selling drug was Valium, a tranquilizer. I am persuaded that this fact says something to which we all ought to give heed, that there is a decline in the quality of this Nation in the face of a rising standard of living. Because of our

preoccupation with material values and so-called progress, we have lost sight of human values. Arthur Schlesinger, Jr., the Pulitzer Prize author, notes that, "America is suddenly conscious that the quality of life has actually been in decline for some time."

It is for these kinds of reasons that I am here today. We believe that building this highway, as proposed by PennDOT and the highway lobby, would have an adverse effect upon the quality of life for most of our people. Perhaps the most important thing that I have to say here is that I do not really believe that the majority of our people, when they are adequately informed, support this highway.

Mr. Reardon showed you that we have some 6,000 citizens who have signed a petition opposing it. Many of our political subdivisions are beginning to take a second look at these proposals. The city of Du Bois on Monday night of this week, by a vote of 3 to 1, endorsed an indepth study of what our group is proposing. The Borough of Sykesville has already passed a resolution supporting our position, as have the townships of Henderson and Sandy.

This represents the most densely population area north of here, north of the completed portion of Route 219. A fifth council member, who was absent from the council meeting, has assured us that he supports our proposition 100 percent.

If you will excuse me, I would like to skip through here, hopeful that we might save some time in my testimony. I just want to comment that the supporters insist, and there has been a great deal of debate, that construction is needed to help the economy of this area. I think we ought to know by now that superhighways themselves do not bring prosperity.

Our community, along with many others, went through a decade of promoting and building the Keystone Shortway, Route 80. And most of us believed that it would do great things for us economically. It didn't.

The Bureau of Employment Security tells us that not a single manufacturing industry has come to the city of Du Bois since I-80 opened. Five have left, not because of I-80, but in spite of it.

We have gained a couple of motels, gas stations, a Winkie's, and a McDonald's—not the support of industry that can support a family.

Secretary Kassab, in a recent communication, has this to say:

Admittedly, franchised restaurants, motels and service stations are about the only forms of economic growth that are sure to follow the construction of new highways. This type of growth is often objectionable to those living in an area, but through proper local zoning they can be located and constructed in such a way as to be less objectionable. Real economic growth will depend on many other factors, such as proximity to educational institutions and recreational facilities and the availability of a labor market.

This is our Secretary of Transportation. And I might say this—we all add an amen.

Our Nation today is struggling with four formidable problems—inflation, food shortages, energy shortfall, and environmental pollution. And in spite of private and governmental efforts each of these problems seems to be getting worse. We should like to suggest to this committee and to the Congress that they examine the proposal to add Route 219 to the Interstate System in the glare of these realities. We do not mean to imply that there are no other national problems. Certainly the deterioration of our cities, diminishing confidence in our

Nation and its leadership, sharply increasing violent crime, and so forth deserve your consideration. We do suggest, however, that these formidable four are those that most seriously threaten and concern our people.

Let's look at food shortage as related to the legislation proposed to this committee. The proposed Interstate would require a minimum right-of-way of nearly 300 feet. With interchanges, this amounts to about 50 acres per mile. Considering the effect of division and isolation, the real losses in usable farm land are several times that figure. Because of air and noise pollution, the impact on other categories of land, such as residential and recreational, are even more serious.

There has been an effort on the part of PennDOT in their environmental impact statement to downgrade the importance of agriculture in this part of Pennsylvania. And I might add that they have not attempted to quantify the losses that would be incurred.

The facts do not support this attitude. The proposed highway would tear up some of the finest farmland in Clearfield County and, of course, in the others, too.

In 1969 Clearfield County farms produced agricultural products that brought in cash receipts of more than \$4 million with dairy products listed in the Pennsylvania Crop and Livestock Report at more than \$2 million.

In addition, there are, according to the Department of Internal Affairs, 18 establishments in the county engaged in the processing of food products. These firms employed 639 persons with an annual payroll of \$3.4 million in 1969. Over 1,100 nonfarmers are employed in related industries in Clearfield County.

Last year the Council of Economic Advisers urged full speed ahead for all agriculture, because of our threatened food shortage and our food prices. The U.S. Department of Agriculture tells us that nearly all available farmland was planted "fence to fence." Yet our Nation faces serious food shortages and even more rapidly soaring food prices. Our hope of exporting agricultural surpluses to help balance our foreign trade deficit is down the drain. When we consider the enormous increases in the cost of petroleum imports, this poses a most serious problem. Some of the nations of the world face starvation and we no longer have surpluses to send.

We are now, for the first time in the history of our Nation, extremely vulnerable to crop failures. Can we afford at this point in history to pour hundreds of millions of dollars into another Interstate with its negative impact on food production and costs?

The most discouraging fact of life today for most American is inflation. Perhaps the most distressing consideration is the apparent inability of our political leadership to suggest hopeful solutions. There does, however, seem to be considerable agreement that some reduction in Government spending is urgently necessary to slow the inflationary spiral.

Mr. CLARK. Are you about finished? You have had 14 minutes.

Dr. BLAKESLEE. I will end it, then. I will submit the rest of this.

Mr. CLARK. For the record, it will be all in its entirety.

Dr. BLAKESLEE. Could I just read my last summary here?

Mr. CLARK. Yes.

Dr. BLAKESLEE. There are many other valid considerations that we have not touched upon, but may we conclude by stating that the physicians of our area sincerely believe that building Route 219 as an Interstate highway would have a negative effect upon the quality of life for the majority of our people.

In this report I have considerable information that has been prepared for the Government by various agencies on our energy problem and the need to divert traffic from Interstate highways to rail on an intercity basis, and so on. And I trust this committee will give these things serious consideration.

The Old Testament prophet warns that "where there is no vision, the people perish."

May God grant to this committee this kind of vision and wisdom. Thank you.

Mr. CLARK. Thank you very much, we do appreciate it. If Dr. Wise could wait till 1:15, we will adjourn. Or, if you are only going to take 5 minutes, why, we will wait for you.

Dr. BLAKESLEE. Thank you for permitting me to run over.

Mr. CLARK. Dr. Wise.

Dr. WISE. I will wait till 1:15.

Mr. CLARK. Is that all right?

Dr. WISE. It suits me.

Mr. CLARK. All right, I can give you a few more minutes then.

The meeting will recess.

[Submitted statement of Dr. Blakeslee and associated documents follow:]

#### STATEMENT OF DR. C. E. BLAKESLEE

My name is Dr. Colson E. Blakeslee. My wife and I are natives of Du Bois and we have four children. I am a physician in general practice in the city of Du Bois with membership on the staff of both community hospitals. I should like the committee to know that we are grateful for this opportunity to be heard. I trust that you will consider the fact that all of us come here at some cost in terms of time, lost income and inconvenience as an index of our concern.

I am here representing the physicians of our area—nearly all of our medical staffs have signed the Better Way For 219 petition. As physicians we are involved in the delivery of health care for our people and have a responsibility to address those issues which impact upon the physical, emotional, and spiritual health of our citizens.

Last year the largest selling drug in our nation was Valium, a tranquilizer. I am persuaded that this fact says something to which we ought all give heed—that there is a decline in the quality of life in this nation in the face of a rising standard of living. Because our preoccupation with material values and so called progress we have lost sight of human values. Arthur Schlesinger, Jr., the Pulitzer prize author, notes that "America is suddenly conscious that the quality of life has actually been in decay for some time \* \* \*."

It is for these kinds of reasons that I am here today.

We believe that building this highway as proposed by PennDOT and the highway lobby would have an adverse effect upon the quality of life for most of the people. Perhaps the most important thing I might say here is that our people don't want this highway—the large majority simply don't want it. Some 6,000 citizens have signed a petition opposing it—many organizations like the Pennsylvania Federation of Sportsmen's Clubs, Granges, et cetera have acted to indicate their opposition and political subdivisions including Sandy Township and the city of Du Bois have enacted resolutions supporting the Better Way For 219 alternative in opposition to plans for relocating it as a super highway. Sandy and Du Bois represent the most densely populated area of the proposed project. The adjoining communities of Henderson Township, the Borough of Sykesville and the Borough of Troutville have enacted resolutions opposing relocation of Route 219 as a four-lane highway.

The Environmental Impact Statement proposed by PennDOT for this highway attempts to justify the need for it by pointing to its helpful effect on the economy of the region. However the people of the area are saying "We don't want your super highway"—the citizens for whom it is to be built are saying "NO". We trust you will listen.

There was a season when plans for super 219 enjoyed some popularity or at least had encountered no organized opposition. Now support is dwindling and opposition grows daily. One week ago The Pennsylvania Federation of Sportsmen's Clubs with over 200,000 paid members voted unanimously to support the Better Way for 219. There was not a single dissenting vote. Monday of this week the Du Bois City Council voted to support our position—asking PennDOT to study our alternative. The newspaper article of 3 days ago describing this action is appended to this testimony. The fifth Councilman, Mr. Elmer Hallstrom, who was absent from the meeting has assured us he also supports our position. We are confident more communities will follow this example in the weeks to come.

By contrast you should note that in 1973 The 219 Association had a total of 260 members. You should be mindful that membership of a business firm in The 219 Association does not mean that the employees favor super 219—hundreds of these have signed our petitions. It seems quite clear that in this conflict the ordinary people are pitted against the vested interests—those who hope to profit from building this highway—and there are a lot more ordinary people.

Supporters of super 219 claim that its construction is needed to help the economy of this area. I think we should know by now that super highways do not bring prosperity. Our Community along with many others went through a decade of promoting and building the Keystone Shortway (Route 80) and most of us believed it would do great things for us economically. It didn't! The Bureau of Employment Security tells us that not a single manufacturing industry has come to Du Bois since Route 80 opened. Five have left—not because of Route 80 but in spite of it. We have gained a couple of motels, gas stations, a Winkeys and at McDonald's Secretary Kassab of PennDOT admits in a recent communication "Admittedly, franchised restaurants, motels and service stations are about the only forms of economic growth that are sure to follow the construction of new highways. This type of growth is often objectionable to those living in an area, but through proper local zoning they can be located and constructed in such a way as to be less objectionable. Real economic growth will depend on many other factors such as proximity to educational institutions and recreational facilities and the availability of a labor market." And to this we might all say Amen.

Another of the reasons PennDOT advances, in their Environmental Impact Statement, for building super 219 is that it is needed to reverse population decline in the region. We confess difficulty in understanding their anxiety when almost everyone recognizes that the population explosion is the most serious problem facing mankind today.

Our Nation today is struggling with four formidable problems—inflation, food shortages, energy shortfall, and environmental pollution; and in spite of private and governmental efforts each of these problems is getting worse. We should like to suggest to this Committee and to the Congress that they examine the proposal to add Route 219 to the Interstate System in the glare of these realities. We do not mean to imply that there are no other national problems. Certainly the deterioration of our cities, diminishing confidence in our nation and its leadership, sharply increasing violent crime, et cetera deserve your attention. We do suggest that the formidable four are those which most seriously threaten and concern us most.

Let's look at food shortages, as related to the legislation proposed to this committee. The proposed Interstate would require a minimum right of way of nearly 300 feet. With interchanges this amounts to about 50 acres per mile. Considering the effect of division and isolation the real losses in useable farm land are several times that figure. Because of air and noise pollution the impact on other categories of land such as recreation and residential is even more serious. There has been an effort on the part of PennDOT in their EIS to downgrade the importance of agriculture. The facts do not support this attitude. The proposed highway would tear up some of the finest farmland in Clearfield County (and of course in others). In 1969 Clearfield County farms produced agricultural products that brought in cash receipts of more than \$4 million with dairy products listed in the Pennsylvania Crop and Livestock Report at more than \$2 million. In addition there are, according to the Department of Internal Affairs, 18 establishments in the County engaged in the processing of food products. These firms employed 639 persons with an annual payroll of \$3.4 million in 1969. Over 1,100 nonfarmers are employed in ag-related industries in Clearfield County.

Last year the Council of Economic Advisors urged full speed ahead for all agriculture. The U.S. Department of Agriculture tells us that nearly all available farm land was planted "fence to fence". Yet our nation faces serious food shortages and even more rapidly soaring food prices. Our hope of exporting agricultural surpluses to help balance our foreign trade deficit is down the drain. When we consider the enormous increases in the cost of petroleum imports, this poses a most serious problem. Some of the nations of our world face starvation and we no longer have surpluses to send. We are now, for the first time in the recent history of our nation, extremely vulnerable to crop failures. Can we afford at this point in history to pour hundreds of millions of dollars into another interstate with its negative impact on food production and costs?

The most discouraging fact of life today for most Americans is inflation. Perhaps the most distressing consideration is the apparent inability of our political leadership to provide hopeful solutions. There does, however, seem to be considerable agreement that some reduction in government spending is urgently necessary to slow the inflationary spiral. The President has recently urged a reduction in spending, amounting to \$20 billion over the next 3 years with a very considerable cut suggested in highway construction. We are here today considering amending the Federal Highway Code to add still another interstate. It would almost defy understanding for this Committee to take favorable action on these proposals, when serious consideration is being given to withdrawing funding from a broad range of projects that are of far greater import to all of the people of our nation.

#### ENERGY SHORTFALL

Perhaps no other problem impacts on super 219, and would be impacted by it as the problem of energy shortfall.

We are confident that this committee is acutely aware of our dependence upon the Arab nations for petroleum and of the potential threat to our economy, and even to our national security. One of the most authoritative considerations of our energy problems is contained in the report of the Office of Emergency Preparedness. It is entitled "The Potential for Energy Conservation," and was prepared for the Executive Office of the President in October of 1972. It is an interagency study compiled by the National Bureau of Standards, the Departments of Commerce, Treasury and Interior, the Office of Consumer Affairs, the Office of Science and Technology, the Federal Power Commission, the Council of Environmental Quality, the Council of Economic Advisers, the Environmental Protective Agency, and most important, the Department of Transportation.

In their report to the President, these agencies state, "The United States faces the prospect of serious energy shortages over the next several decades \* \* \* at the same time the nation's limited fuel resources are being depleted, the United States is becoming increasingly dependent upon foreign oil and gas supplies, a trend which could adversely affect the national security."

The O.E.P. report states that its objective "is to suggest programs which would either improve on the efficiency with which energy is consumed or minimize the consumption of energy (as measured in BTU's), while providing the same or similar services to the consumer." Certainly this is a proper concern of the Interstate Commerce Commission.

The report divides energy consumption into four broad areas—transportation, industry, electric utilities, and residential commercial; accounting for 25 percent, 29 percent, 25 percent and 21 percent of domestic energy consumption respectively in 1971. Transportation consumed 16.4 quadrillion BTU's in 1970, or about 25 percent of the energy used in this country and is expected to be the second fastest growing sector with projected increases of 35 percent from 1971 to 1980.

In the chapter on *Transportation* the report notes that automobiles consumed 55 percent of the transportation energy in 1970, trucks were second with 21 percent, aircraft third with 7.5 percent and railroads fourth with 3.3 percent. Major shifts among transportation modes during the recent past include: railroads and waterways giving way to pipelines and trucks for intercity freight movement; buses and railroads giving way to aircraft and automobiles for intercity passenger traffic; mass transit especially buses and trains giving way to private automobiles for urban passenger traffic.

In chapter VIII, Fuel Savings and Investment Issues, we find these words:

"In addition to these assumed conservation measures (decreased heat rate for fossil fuel plants, improved insulation in new construction, conversion of steel production to basic oxygen furnace) the most significant short and mid term conservation measures suggested in this report are as follows:

Transportation: Improvement of modal balance by shift of intercity freight from trucks to rail, intercity passengers from air to rail and bus, and urban passengers from automobile to motorized transit."

The report continues:

#### APPENDIX C

##### TRANSPORTATION

###### *Efficiency trends*

"Examination of the energy efficiency (passenger or ton miles per gallon of fuel) of various transportation modes yields another set of significant patterns and trends. Figure C-4 shows that airplanes and automobiles are inefficient as compared with buses and railroads for passenger movement and trucks and airplanes are inefficient compared with pipelines, waterways and railroads for freight movement. Trends in energy efficiency within these transportation modes show signs of a continued negative effect on fuel conservation. Air transportation, which has been capturing an ever increasing portion of the transportation market, shows a steady decline in energy-efficiency which has been attributed to the sacrifice of energy for speed. Ironically, railroads, which have been capturing a decreasing share of transportation market, have simultaneously been increasing in energy-efficiency.

"An examination of intercity and urban transportation modal mixes and the energy-efficiency of each of the transportation modes suggests that modest redirection of intercity transportation patterns would be feasible and helpful in lowering overall energy demand.\* \* \*"

###### *Conservation measures*

"Current government policy is functioning in at least two basic ways to aggravate the energy problem. First, it favors development of air and highway transport. Should these preferential policies continue, automobiles, aircraft and trucks will maintain their high rate of growth.\* \* \*"

*Actions which can reduce Transportation energy requirements are* (and we note a few that are pertinent here) :

"Stimulate citizen group participation in transportation planning and development."

*Increasing Total Transportation Efficiency Through Optimum Balance Among Transportation Modes.*

"Adopt regulations for the transportation industry to encourage appropriate modal balance in terms of energy efficiency. \* \* \*"

"Improved rail networks and related systems (Loans, subsidies, tax incentives, regulation).

"Finally the problem of achieving improved modal balance for intercity freight and passenger movement and for urban passenger movement derives *high priority*. Substantial effects can be felt even in the short-term from measures designed to improve rail and mass transit service."

To support our insistence that the energy shortage makes a shift from truck to rail for intercity freight an urgent matter, we would also refer to another recent report. It is entitled *Energy Intensiveness of Passenger and Freight Transport Modes: 1950-1970*. It was funded by the National Science Foundation and performed at the Oak Ridge National Laboratory and reported in April of 1973. In general this report indicates (as have many similar studies) that railroads are enormously more energy-efficient than trucks for intercity freight. In 1970 it required 2,800 Btu per ton/mile for trucks as compared to 670 Btu per ton/mile for railroads. Additionally it notes that railroads are becoming increasingly more energy-efficient while trucks are becoming somewhat less energy-efficient.

Our failure to achieve modal balance in transportation has been a sizeable part of the etiology of our energy shortfall. It is obvious that we cannot go back and undo; but it ought to be equally obvious that adding Route 219 to the Interstate System would intensify our energy problems. We must get more transport performance per gallon of fuel.

As physicians, we are of course especially concerned with the health of our people. We trust you are aware that transportation is responsible for more than one half of the total weight of air pollution emissions in our nation. A very recent study prepared for the Senate Public Works Committee by the National Academy of Sciences, states that as many as 4,000 deaths and 4,000,000 illness related days off each year may result from auto air pollution. Can we afford to add to this enormous loss? Nationally, automobiles account for 64%

of the carbon dioxide, 45% of the hydrocarbons and 36.6% of the nitrogen oxides in our air. In the cities, these percentages are 90%, 80%, and 70%. A recent N.S.F. funded study places railroad emissions at 1.03 gm per ton/mile and truck emissions at 3.76 gm per ton/mile.

The Environmental Protection Agency has noted that many U.S. cities may have to reduce auto and truck traffic to meet federal air quality standards. Many of our urban areas have had to ask for extensions of time for implementing plans to meet these standards. Some of the cities thus involved would be seriously and adversely impacted by the construction of Route 219 as an interstate highway. There is a great need for expanded use of rail freight and passenger service, and of mass transit, to reduce air pollution in our urban areas. To ignore this is to ignore the health of our people.

As physicians, we are appalled and we are sure you join in this, at the enormous loss of life and injury morbidity in our transportation activities. This is a tremendous social cost. Therefore, we are confident you must consider safety as one of the parameters to be considered in these proceedings.

We should like to refer you to the report of the National Transportation Safety Board in May of 1972. Their attention was directed to proposed modernization of transportation regulations which would divert substantial volumes of traffic from one mode of transport to another. They note: "The proposed result of this regulatory change is to shift a substantial amount (about 4%) of freight traffic from highway motor trucks to the railroads. The implications of this shift from a less safe to a more safe mode of transport is a net saving for our society of approximately 550 deaths and 7,300 injuries avoided per year. The board also comments on the effect of larger diversions that would save significantly more lives and avoid even more injuries.

The NTSB further states: Railroad freight trains operate upon their own private right-of-way. Only in the highway milieu do we find freight transportation freely intermixed with the general public.

Some have claimed that the existence of these inherent structural and institutional differences somehow invalidate safety comparisons between freight transportation modes. The Safety Board, however, believes that these basic structural differences heighten the need for such comparisons. When they are coupled with the fact that most commodities can be moved conveniently and efficiently by more than one mode of transport, these infrastructure comparisons suggest an important basic principle for transportation policy development: Where all other factors are equal so that the possibility for a choice of mode exists, government policy should encourage the movement of freight via the safest mode of transport.

Adherence to this principle during the formulation and implementation of all aspects of national transportation policy would provide the maximum degree of safety for both the general public and for employees in a particular segment of the transportation industry.

Certainly safety is a parameter that cannot be ignored in these proceedings for in 1972, the Transportation Association of America reported that transportation-caused accidents claimed 60,000 lives and caused more than 5 million injuries that year alone.

It would further seem pertinent for the committee to take a searching look at real costs in transportation—the actual cost to our citizens of moving people and materials. In the report by Eric Hirst previously referred to, a cost of 7.5 cents per ton/mile for trucks and 1.4 cents per ton/mile for rail intercity freight. Obviously there are many hidden costs that are not reflected in this study and they ought to be surveyed.

There are many other valid concerns that we have not touched upon: noise pollution (increasingly recognized as a serious problem), the rising need for quiet open space for outdoor recreation, dwindling forest reserves, etc.; and they all deserve your attention.

May we conclude by stating that the physicians of our area sincerely believe that building Route 219 as an interstate highway would have a negative effect upon the quality of life for the majority of our people.

The Old Testament prophet warns that "where there is no vision the people perish."

May God grant to this committee and to the Congress, both vision and wisdom.

[From the Courier-Express, Du Bois, Pa., Sept. 24, 1974]

CITY SHIFTS POSITION ON 219

(By Herb Martin)

Du Bois City Council passed a tongue-in-cheek resolution last night recommending that the Pennsylvania Department of Transportation (PennDOT) upgrade the previous study of the Route 219 construction plan for the proposed corridor in Clearfield, Jefferson and Elk Counties.

By a vote of 3 to 1 Council shifted its support of 219, prompted by an inquiry from Dr. C. E. Blakeslee, of Du Bois, who is one of the leaders of the Better Way For 219 opposition group. Dr. Blakeslee appeared at Council a few months ago and spelled out the reasons for opposing the 219 relocation as a four-lane highway. Council did not take action then, but told him they would consider the appeal.

Since that time Council failed to act. Through councilman Pete Warnick, the issue was placed before Council for a decision last night because of a public hearing scheduled Thursday of this week in Johnstown at which a delegation from this area will offer testimony against the modernization of Route 219 as an Interstate Highway.

Dr. Blakeslee requested the City pass a motion opposing the relocation of 219 as a four-lane highway and urge the upgrading of the present 219 plus provide bypasses in communities where traffic will be a problem. Councilman Warnick introduced the motion. However, it did not receive a second.

Councilman Ed Toney then proposed that a new study be made. He noted that many changes have occurred in the situation over the past 10 years, and that the earlier study should be updated. This suggestion met the approval of Warnick and Mayor Showers who voted in favor of the resolution.

Councilman Dee Hibner rejected the action because he felt Council should remain obligated to its original approval of the 219 corridor.

The City is a member of the 219 Association.

Although the new resolution does not oppose 219 outright, it does leave the City in two positions on the matter. There are now two resolutions on the books \* \* \* one supporting 219 and the other requesting an update on plans that were approved two years ago.

During the discussion, Mayor Showers and councilmen Warnick and Toney left little doubt that they were leaning toward support of the Better Way For 219, even though they tried to compromise their views by voting for the resolution asking for a new study.

Councilman Elmer Hallstrom was absent.

AFTERNOON SESSION

[Whereupon, at 1:15 p.m., the subcommittee resumed, Hon. Frank Clark presiding.]

MR. CLARK. The subcommittee will resume sitting. Our first witness is Dr. William Wise, on behalf of a group of doctors in Punxsutawney and Du Bois area.

**STATEMENT OF DR. WILLIAM WISE ON BEHALF OF A GROUP OF DOCTORS IN PUNXSUTAWNEY AND DU BOIS**

Dr. WISE. Thank you, Mr. Chairman. I have two comments I would like to make before I deliver my prepared testimony. One is that I was a little bit surprised listening to the testimony that has preceded me. It sounds like New York State, the greater Johnstown area, and West Virginia have only one bad highway. I am concerned with all the highways, and I will take anyone up north and show them lots of bad roads. We have a lot of roads that need repair, not just 219.

OK, one other comment I have that pertains to some of the testimony that was already given. Very recently there was a report prepared for the Senate Public Works Committee by the National Academy of Science. It estimates that over 4,000 Americans died last year from auto and truck emissions and that there were over 4 million lost days of work from illness due to auto and truck emissions.

Congressman, this means \$200 million in income and considerably more in productivity. OK, now I will deliver my prepared testimony.

I am Dr. Wise from the Susquehanna Veterinary Clinic with offices in Clearfield and Kersey—that is Clearfield and Elk Counties, respectively. I am objecting to this four-lane monster for many reasons, most of which will be or have been discussed by other people today.

One reason for my objection is the cost. People tend to forget that Federal money is our tax money just the same as State or local tax money. It seems odd that at a time when our own PennDOT is scraping for enough funds to repair potholes and adequately maintain existing roads that they even consider adding additional mileage for their control. In Pennsylvania we recently suffered another gas tax increase which was to add another \$54 million for highway repair. This, Congressman, doesn't even keep up with the inflationary increase in the price of fuel, oil, and materials necessary to remain even with repairs done 1 year ago. I ask you, how much more tax burden can the people stand?

Speaking one moment on inflation, our top rank Federal economists tell us that a decrease in Federal spending would help curb inflation. This would seem a logical place to start. Let's not cut our health, education, and research budgets. Now is the time we need research on agricultural production and health problems the most. Experts tell us that we may be facing widespread hunger, starvation, and even famine. I think it is necessary federally to support programs designed to prevent these conditions.

Land use is one of my deep-hearted concerns. In the last 10 years, the U.S.A. has covered an area equal to the size of the State of New Jersey with highways. I ask you, Congressman, how much longer can we continue at this rate?

"The parallel between the food situation and the energy situation are much closer than most people realize," says Nevin Scrimshaw, professor of nutrition at MIT. A basic difference between the food and the oil shortages is that Americans are the Arabs of the world food supply. The U.S.A. exports almost as much wheat and more corn and soybeans than all the rest of the world put together.

I want to remind you that doubling of our food production in the next three decades would only maintain the world's population at current dietary levels. There are two basic limitations on production: The amount of potentially arable land and the yields that can be achieved on the land used. Worldwide, 56 percent of the potentially arable land is not being used for crops. However, there are serious limitations on much of this land, and without lots of money and research much of this could not be considered arable.

A National Academy of Science committee put it very well. "The best lands have long been preempted." With some increase in land possible we still need increased production per acre. Agricultural researchers and field workers have done an excellent job in the past 30

or so years, but they need support in the future. Both of these, that is, increase in total land use and increased production per acre will take time and money. Here we have a chance to not spend money and keep in production many acres of good tillable land.

Inflation has hit our farmers nationwide as hard as it has hit many other groups. This past spring, fertilizer doubled in price—not to mention gasoline, fuel oil, seed and feed grains—and many farmers weren't able to get enough even if they had the money. Since June, fertilizer has jumped another 20 percent, while at the same time market prices have dropped drastically. I don't know of one dairyman that is receiving \$8 per hundredweight for his milk. Congressman, I defy you to pay nearly \$150 a ton for dairy feed and sell milk at \$7.60 per hundredweight and realize a profit. There are farmers by the hundreds nationwide liquidating and hundreds more strongly considering the idea. The world food problem as it is, we can't afford to lose any more farmers to inflation or to more highway construction.

I have talked to hundreds of people concerning this highway and it seems that it has been conceived and propagated by a few selfish-minded businessmen. The employees of these businesses, if left free to speak, agree with our position. That is, upgrading our present roads and not adding additional mileage for our taxpayers to maintain.

The few people who are in favor of this highway say we need it for industrial attraction and industrial growth. The industry brought to the Du Bois area consists of quick-eat facilities, motels, hotels, and gas stations which offer few family-supporting jobs.

One man from our planning commission in Clearfield claimed that 219 was necessary for our national defense. I want to warn you that it takes very little to incapacitate these major arteries, and then our secondary roads become of prime importance.

Recently, the 219 Association took another step toward propagating their road. In their petition they ask for modernization of 219, which is what we, too, are asking. They either intentionally or unintentionally never mention four-lane limited access or relocation. If I was unaware of their motive, I think I, too, could sign their petition.

Congressmen, how much bigger business is there in this country than agriculture? Our clinic drives over 6,000 miles per month in Clearfield, Jefferson, and Elk Counties. What we and the farmers and the citizens really need is their local secondary roads upgraded and maintained. It is absolutely ridiculous to have a trailerload of fertilizer or feed shipped into a local yard and then transfer it to a pickup truck so it can be legally hauled home over a 6-ton load limit. By the same token it seems ridiculous to have 18- and 20-ton milk trucks picking up milk at the farms and traveling over roads that aren't capable of carrying such a load.

Secretary Kassab was recently asked why the relocation of Route 219 was so far west of the original 219 in the Big Run area. His reply was that it was to serve the Punxsutawney, Big Run, and Sykesville area, and additionally PennDOT wouldn't need to upgrade Route 119. Gentlemen, this is wrong. We need 119 upgraded as well as 219 and many other roads.

Our highway planners don't seem to concern themselves with the dead-end roads that are inevitable with limited access highway construction. Schoolbus routes, mail routes, ambulance service, fire protec-

tion, veterinary medical services, and all local deliveries suffer with increased mileage to get around such a structure. The cost of this directly or indirectly charged to the consumer or taxpayer. The local and State governing bodies have additional repair and maintenance costs with dead-end roads, and often driving many extra miles to get access to the segment that happens to be on the other side.

In summary, Congressman, we don't need more Interstate highways or more highways. period. What we do need is the Federal Highway Trust Fund opened to the States for repair and maintenance rather than more new construction which burdens the taxpayer to death with maintenance and repairs. Thank you.

Mr. CLARK. Thank you very much, Doctor.

Our next witness is Neal Boyle, representing the B. & O. Carmen's Union in Du Bois.

**STATEMENT OF NEAL BOYLE, REPRESENTING THE B. & O.  
CARMEN'S UNION IN DU BOIS**

Mr. BOYLE. Brother Chairman, the railway carmen's resolution was turned in supporting "A Better Way for 219." The material was delivered to the committee by Mr. Reardon, but I would like to mention one thing without having to sit at the rostrum.

I am the recording secretary of local union No. 602, the Brotherhood of Railway Carmen, United States and Canada, and I have been given permission by the vice general chairman of the Brotherhood of Railway Carmen to speak in their behalf.

We are opposed to a four-lane highway on 219.

Mr. CLARK. Thank you very much. Our next witness is William D. Jones, director, Clearfield County Planning Commission.

**STATEMENT OF WILLIAM D. JONES, DIRECTOR, CLEARFIELD  
COUNTY PLANNING COMMISSION**

Mr. JONES. Congressman Clark and Congressman Murtha, ladies and gentlemen at the head table, I am submitting a statement, sir. My name is William D. Jones, planning director and professional engineer, full member of American Institute of Planners, AIP.

I am submitting a socioeconomic statement concerning Clearfield County. And I am not going to belabor this because of the time element, but I will read certain paragraphs out of the introduction of you, sir, and then submit the statement.

Clearfield County, located in the middle of Pennsylvania, is the fourth largest county in the State with an area of 1,139 square miles. Eighty percent of the county is forest, which has a certain attraction from the tourism point of view, which we welcome. Economically, it has progressed from the lumber industry to the coal, which is still predominant, and now manufacturing dominates in the garment industry.

Our basic industry is industrial, it is not agricultural. In fact, the use of the land, the land use, is 83 percent forest, 8 percent crop and the other balance of 9 or 10 percent is urbanization, sir.

The county has socioeconomic problems with a declining population since the 1920 peak census of 103,236 people to 74,619 persons in the 1970 census. So roughly, Mr. Chairman, you have lost in half a century,

from the 1920 census to the 1970 census, approximately, plus or minus, 30,000 people. They have gone. And this is a Clearfield County problem.

Until Interstate—and I am talking now about the military highway—Interstate is a military highway system, I-80, opened up from east to west 4 years ago, and I came there just after it opened up. I haven't been there—I have been there about 3 years and 4 months. The county had no worthwhile highway network to connect it to the areas of the State.

This lack of good highway facilities has led to isolation, a status quo and aging and loss of young people. The present age structure in the county of Clearfield shows 35 percent of the population over 45 years of age and 36 percent of the population under 18 years of age. From a sociological aspect, this leaves only 29 percent of the population to support the economy of Clearfield County. In other words, it is a pyramid—instead of the population, it should be narrow at the top, fat in the middle and narrow in the bottom—young, middle, the very old population.

Unemployment in Clearfield County is high, running at the rate at the present time, sir, of 11 percent of the labor force, as against 6.6 for the State and 5.8 for the Nation.

Clearfield County, of the 67 counties, sir, in Pennsylvania, the male labor force in Clearfield County, has the highest rate of unemployment of the whole State, except one, Clinton County, which has its own problems. Clearfield is more diversified, within limitations. But we are right at the bottom of the scale, sir. Of the 67, there is only one below us. We can't go much further, sir, and we are going that way at the moment.

Unless something is done, sir, about access to open up this isolated county with its sort of mounting claustrophobia by a north-to-south directional route—I am not going into the route at all, I am going purely in the socioeconomic field today, sir—Clearfield County will continue in the same old manner and continue to decline and do nothing, sir.

Now, I am going to be very brief. I am going to submit my testimony.

But I would like to just have some inclination [sic], especially for the audience—16.6 persons with income less than poverty level in the county—and poverty level is defined as \$1,834 a year, sir.

The capita income in Clearfield County is only \$2,272, sir—20.3 households in the county are below poverty level, or \$3,388. And that means, going in on a countrywide basis—there are only 3 counties lower than us—10.7 persons with incomes less than 75 percent of the poverty level. There are only four counties lower than us, sir.

And when you see these figures, they really show you what an economic mess we are in. And you have got to consider doing something about it. It is no good pushing it off and facing up to it [sic] and saying highways don't do this and they don't do that—something has got to be done, sir.

I appreciate the invitation to present my paper, sir.

Mr. CLARK. Thank you very much. It will be in the record.

[Mr. Jones' submitted statement follows:]

## STATEMENT OF WILLIAM D. JONES, P.E., A.I.P., PLANNING DIRECTOR, CLEARFIELD COUNTY, PA.

## SOCIOECONOMIC STATEMENT ON CLEARFIELD COUNTY, PA.

Clearfield County located in the middle of Pennsylvania is the fourth largest county in the state with an area of 1,139 square miles. Eighty percent of the county land is forest. Economically it has progressed from the lumber industry, to coal which is still predominant and now manufacturing dominates in the garment industry.

The county has socio-economic problems with a declining population since the 1920 peak census of 103,236 to 74,619 persons in the 1970 census. Isolation in the middle of Central Pennsylvania Appalachia Region has been one serious factor that has deferred development.

Until Interstate I-80 opened up from east to west 4 years ago the county had no worthwhile highway network to connect it to other areas of the state. This lack of good highway facilities has led to isolation a status quo and population decline with serious problems. Two factors that stand out are aging and loss of young people. The present age structures shows 35% of the population over 45 years of age and 36% of the population under 18 years. From a sociological aspect this leaves only 29% of the population to support the county.

Unemployment in Clearfield County is high running at a rate of 11% of the labor force as against 6.6% for the state and 5.8% for the nation.

Unless something is done about access in a north to south direction, Clearfield County will continue in the same old manner and continue to decline and do nothing.

## - SUMMARY

Clearfield County compared to the other 66 Counties in Pennsylvania.

Facts taken from the 1970 census

## OVERALL

- 41.2 percent High School Graduates. Only 7 counties lower.
- 10.5 percent Median School Years. Only 6 counties lower.
- \$2,272 per capita income. Only 5 counties lower.
- 16.6 percent persons with income less than poverty level (\$1,834). Only 7 counties lower.
- 20.3 percent households below poverty level (\$3,388). Only 4 counties lower.
- 10.7 percent persons with income less than 75 percent of poverty level. Only 4 counties lower.
- 8.3 percent families with income less than 75 percent of poverty level. Only 4 counties lower.
- 7.6 percent male civilian labor force unemployed. Only 1 county lower.
- \$7,115 means value of structure of households with income less than poverty level. Only 3 counties lower.
- 15.6 percent of households with income less than poverty levels are lacking some or all plumbing facilities. Only 11 counties with greater percentage.

Clearfield County compared to 66 Counties in Pennsylvania.

## Rural Non-Farm Population Counties

- 9.3 percent unemployed male civilian labor force. Only 1 county higher.
- \$7,115 median income of families in 1969. Only 1 county lower.
- \$2,092 per capita income of persons. Only 1 county lower.
- 15.6 percent families income less than poverty levels (\$3,410). Only 3 counties higher.
- 18.3 percent persons income less than poverty level (\$1,850). Only 3 counties higher.

## Rural Farm Population Counties

- 15.7 percent families income less than poverty level (\$2,954). Only 5 counties higher.
- 19.9 percent persons with income less than poverty level (\$1,569). Only 5 counties higher.

We at the Clearfield County Planning Commission are not alarmists, but we are realists as all successful planners should be. There are great hurdles in the way of Clearfield County before economic stability is reached. One of our biggest hurdles is our transportation isolation, particularly in a north-south direction. Clearfield County is at a crossroads that can take our citizens further on its present course to economic depression or if proper action is taken can help Clearfield County achieve a renaissance that has not formerly been seen in central Pennsylvania.

The North Star Throughway is what this area needs desperately to pull itself out of the economic depression that has been approaching this area during the last decade. The possibilities for this area are infinite if the right set of circumstances get together, one of the main circumstances being adequate transportation. Economic factors have not been conducive to strong regional development. While the area has long been known for its rich resource base, in recent years forestry, mining and agricultural activities have not been adequate to support the region's population base. Mechanization has cut employment in these economic activities, while the vast bulk of resources derived from such activities are shipped to distant metropolitan centers for final processing and distribution, thus depriving the local communities from value added benefits or processing employment.

Manufacturing is the mainstay of local communities. However, many communities have only one or two industries. Such a narrow industrial base, susceptible to various economic ills ranging from locational disadvantages, product obsolescence, process changes to corporate mergers give these communities a basic instability. Layoffs are frequent, industrial outmigration is high, and often more jobs are lost than are created.

This dependence on resource activities and single factory towns has caused the region to lag behind other regions in respect to development, productivity, and living standards. As is generally true of a sluggish, remote region, the area has not been able to provide the opportunity for housing, education, shopping, vocational advancement and health and welfare that active growing surrounding centers are able to provide. As a result, the region has not been able to hold or attract investments, human resources and economic activity needed to support a growing community. The region's communities find that they must look outward for their needs, rather than relating to one another. Thus Clearfield relates to State College and Du Bois to Pittsburgh.

At the present time there is a long list of negative economic indicators for Clearfield County. There has been, over the past 10 years, an 8.5% drop in population instead of the rise one would expect in a county with as much open space as Clearfield. There has been a large outmigration of young people from our county, not because there is anything physically wrong with Clearfield, but because there are no jobs available for those young people that want to work. The construction of the North Star Throughway would provide the impetus for revitalizing the land use in the area and give these young people a good job to come home to.

Based on Statistics taken from the 1970 census, Clearfield County is in very poor condition as compared to the other 66 counties in Pennsylvania.

Per capita income, Clearfield ranks 62nd.

Median School Years, Clearfield ranks 61st.

Percent households below poverty level ranks 64th.

Percent unemployed male civilian labor force, Clearfield ranks at 66th, only one county lower.

And the figures are even worse in our rural non-farm population centers with Clearfield ranking next to last in the three main monetary categories, unemployment, median income of families and per capita income.

The basis for any real economic development is industrial investment which requires an available labor market and adequate transportation. The fact is that the present 219 simply is not adequate.

Presently the primary constraint confronting the down town section of Du Bois in its function as a city center is that of vehicular traffic. This is primarily not shopping or business traffic but 219 transient traffic of little value to the city from an economic standpoint and detrimental in the esthetic view. This traffic causes congestion during peak periods of operations stemming from inadequate egress and ingress. Completion of the North Star Throughway would alleviate these problems. The construction of the North Star Throughway from border to border in Pennsylvania is essential to the economic development of the west central section of the State, Clearfield County in particular. This highway linking the

area to the major markets of the nation will help existing industry, attract new industry, build more jobs for our young people, help our farmers get their products to market more efficiently, provide better access to our beautiful recreational and historical facilities and will reduce the toll of death and injuries on our roadways.

The completion of the North Star Throughway will, from a community planning standpoint, create an opportunity for the planning and development of a brand new type of rural-urban society. This region type development would utilize all the knowledge gained through mistakes in this country since World War II. By utilizing the transportation corridors of the North Star Throughway and the existing I-80 Interstate as magnets, a series of small inter-related settlements could develop. These areas would build around settlements in much the same way that society used river junctions in the past. However these settlements would progress under a plan to make the best use of land from both an economic and environmental aspect.

Rather than the single centered metropolitan urban-center, growth in this area can be planned around the existing small subregional centers. These centers can be tied together in a diverse but complimentary network of interacting growth centers. This growth pattern can provide convenient access to urban facilities and activities throughout the region, while retaining the small town character of the individual environments, thus eliminating the need for the development of a large central urban complex.

It will be delicately fitted into the natural environment. It will blend the new with the old, and it will thus create a different type of center than found any place else in this area providing industrial and commercial centers of an adequate size to reverse economic uncertainty which have permeated Clearfield County and much of North Central Pennsylvania. This ideal community needs the North Star Throughway to give it a starting place.

This will be an area of planned development to be a model for future development all over the United States. Central Pennsylvania is ideally situated to develop as a multinucleated region and the North Star Throughway would be the impetus for such a scenario to become reality. Planned growth is the answer to urban blight and rural decay and the opportunity is now.

Clearfield County needs this Throughway in order to survive. Lets not allow rural Pennsylvania to suffer due to the wants of high population centers to the east and west. It's time that the little guy got a chance to get a piece of the cake.

Mr. CLARK. Our next witness is Richard Morse, executive director, Du Bois area Chamber of Commerce.

#### **STATEMENT OF RICHARD MORSE, EXECUTIVE DIRECTOR, DU BOIS AREA CHAMBER OF COMMERCE**

Mr. MORSE. Mr. Chairman, for the record, I am Richard A. Morse, executive director of the Du Bois Area Chamber of Commerce. My remarks will be captioned, how Du Bois can benefit from a new Route 219.

The city of Du Bois and its surrounding communities are highly anxious to accelerate the pace of new Route 219 construction as a matter of upgrading a seriously hampered potential for progress that depends upon a major north-south access road.

As is the case in other counties to be traversed by the North Star Way, Du Bois has suffered a declining population since the 1940's, mainly because of the outmigration of young people who could not secure jobs in and about the city. We have constantly struggled to secure new business and industry to provide job opportunities and to increase the personal income for those who remained in the area.

Once a railroad terminus and a center for bituminous mining, plus being surrounded by hundreds of family farms, the city has attempted to fill the gap with small diversified industries which produced the need for major highways to move their supplies into the area and the finished products to the various marketplaces.

The building of Interstate 80 alleviated some of that problem in an east-west ingress-egress but still left the city landlocked as far as movement in this respect on a north-south basis, thus the desire for the Route 219 location.

At the present time feeder traffic north and south plus those moving to gain access to the I-80 highway has created a heavy traffic congestion problem in the city streets, not built to move such traffic rapidly nor withstand the constant pounding of the big rigs and the steady stream of move-through automobiles it creates. A new Route 219 could alleviate that situation.

Judging from development along I-80 that passes north of the city, selected areas have built up to provide motorist accommodations, employing several hundred persons from the area. A second highway skirting the city would almost certainly open up additional employment in these convenience industries.

The retail development of a recently opened mall contiguous to the city would also experience more patronage as better highways would produce more patronage.

Our new industrial park is rapidly taking shape, with several industries already located there. Much additional land is available for industrial locators who will envision the advantage of a plant or plants with easy access to markets north and south.

Located in the heart of the big game country, actually the gateway to superb hunting and fishing, situated in the midst of excellent recreational potential, such as the already highly developed Treasure Lake complex, the influx of tourist trade would present a boon to retailers of all types.

Three educational institutions with students congregating from all points would materially benefit with a new Route 219. A Penn State satellite campus, a business college and a trades school located in the Du Bois area, would naturally profit and perhaps expand as accessibility was improved.

An unemployment rate much higher than the national average and the very low per capita personal income that exists here targets the city and its environs as a section much in need of the highway that would pump new industrial life into the mainstream.

The six-county region in west-central Pennsylvania of which this city is one of the major hubs is predicating its chances of the future on this development of a modern highway transportation system.

With only a few exceptions, the six counties tied together by Route 219—namely, Cambria, Clearfield, Elk, Jefferson, McKean, and Somerset—have been sliding downhill for more than a generation.

A fact overlooked by opponents of a new Route 219 is that the conditions governing the quality of life in our area are dynamic. Opponents say, we like things as they are. But the way things are in only one point between the way things were and the way things will be. For our area, unless something is done to bring about an uplift, the way things are can only be described as worse than yesterday and better than tomorrow.

Thus, the completion of a new Route 219 at the earliest possible date is a must if the potential of the Du Bois area is to be realized.

And I thank you.

Mr. CLARK. Thank you very much.

Our next witness is Paul Reitz, Penn Traffic Co.

### STATEMENT OF PAUL REITZ, PENN TRAFFIC CO.

Mr. REITZ. Congressmen Clark and Murtha, members of the committee, my testimony will be very brief and to the point. I am talking only about the economic conditions of this area, the supermarket business.

My name is Paul Reitz. I am senior vice president of Penn Traffic Co. and general manager of the Riverside Supermarkets Division.

Our headquarters and distribution center is located in Du Bois, Pa. From this location, we service markets in Spangler, the Johnstown area, and Somerset, Pa. Because of the present condition of Route 219, we use it only to make direct deliveries to Spangler, Pa., and also that portion of 219 which is now a four-lane highway from Route 56 in Johnstown to Somerset. Many additional miles and much time is required to take the longer route to Johnstown by using Route 119 to Indiana and one of several highways into the Johnstown area, depending on the location of the market we are delivering to.

Last year, ending August 31, 1974, we operated at the rate of 1,292,000 ton miles to service these particular stores.

For comparison purposes, we have a store located in Vinco, which is just north of Johnstown, and another in Grove City, Pa. They are both approximately 80 miles from our distribution center. Choosing the best possible route to Vinco, our traveltime is approximately 3 hours with a loaded vehicle. To Grove City, using Route 80—and adhering to this speed limit—our travel time is 2 hours. In other words, the delivery time is 50 percent greater for the same distance, using the kind of roads we are presently traveling versus the four-lane highway which is now available to Grove City. The actual total cost reduction is about 24 percent.

I will not bore you with information about the condition of loads that arrive after traveling over one highway versus another.

Our company operates department stores and a large dairy. Although I don't have accurate statistical information on our other divisions, I am sure substantial savings would accrue through the use of a new Route 219.

Every food company fans out their distribution over a large geographic area. Each additional ton-mile that food is carried adds to the consumer's cost. Although inflation digs into the consumer's pocketbook in many ways, spiraling food prices affect more family pocketbooks than any other single family expense. With no business or industry more competitive than that of the supermarket industry, it goes without saying that the consumer would be the ultimate benefactor [sic] in any cost reduction that we or other companies could make.

Thank you.

Mr. CLARK. Thank you, Paul, for a very excellent statement. I do appreciate your bringing this argument into the picture.

Our next witness is James Capo, Owens-Illinois, Inc., representing Bradford Area Chamber of Commerce.

### STATEMENT OF JAMES CAPO, OWENS-ILLINOIS, INC., REPRESENTING BRADFORD AREA CHAMBER OF COMMERCE

Mr. CAPO. Mr. Chairman, and members of the committee, my name is James Capo. I am the personnel director at Owens-Illinois, Inc., in

Bradford. And I am here on behalf of the Bradford Chamber of Commerce, representing both the merchants and industries of that area.

I welcome this opportunity to speak about a most important transportation project that could correct a most unfortunate void in the highway network of the eastern portion of the United States. We in the city of Bradford, McKean County, Pa., urge this subcommittee to favorably consider the incorporation of Route 219 into the National System of Interstate and Defense Highways.

Please weight the fact that there is no north-south expressway within 80 miles of Bradford. Weigh the fact that the "gap in the map" partially nullifies the usefulness of seven east-west expressways that intersect Route 219 in four States.

I speak selfishly for Bradford and McKean County because this is my primary interest. Just for a moment, however, I would like to speak even more selfishly, as a representative of industry in that area. Our company, Owens-Illinois, is not only one of the largest employers in the county, but also one of the largest shippers with approximately 35 to 40 trucks on the road each day. We estimate our yearly economic contribution to the Bradford-McKean County area to be about \$5 million.

Owens-Illinois' plant in Bradford is one of the largest corrugated box plants in the country, yet we find it difficult to compete with smaller plants in metropolitan market areas such as Rochester, Erie, Buffalo, and Pittsburgh because of the difficulties and time factors presently involved in making deliveries to those areas. Our average round trip mileage per delivery is about 180 miles. Our competitors, as well as many of our sister plants within the company, average about 50 miles. In addition, we are continually faced with increasing costs for fuel and maintenance, and many of our maintenance problems are attributable to the condition of the roads.

Of course, we are not unique in these problems. Many of the other industries in that area face the same problems as do many of our farmers.

We have also recently heard talk of curtailing railroad service in that particular area. This, of course, would only increase the emphasis on shipping by truck for both finished product and raw materials.

Over the past three decades our overall population, industry and farming has been on the downslide. A 219 Interstate could help provide the impetus needed to not only attract new industries to the area, but also to encourage expansion of our existing industrial facilities. Looking at it from the other side, lack of an Interstate System could be the critical factor in a company's decision whether or not to continue to support operations in our area.

Maybe a four-lane highway interconnecting with the rest of the Nation is not the cure-all for our woes but from case histories for development, the highway gives the people a fighting chance.

Unselfishly, I can envision the 219 Interstate expressway providing that north-south link that will make our Interstate and Defense Highway System more efficient during this time of peace and during civil and national emergency.

In conclusion, we firmly believe that the 219 Interstate System, is vital to the long-range interests, perhaps even the economic survival, of our area. The Interstate System must be expanded and must be made more efficient.

We believe that a 219 Interstate System will help do just that.  
Thank you.

Mr. CLARK. Thank you very much.

Our next witness is Francis Kuntz, chairman of the North Central Pennsylvania Economic Development District.

VOICE. I don't believe he is here. He was expected, but is not here.

Mr. CLARK. Harry Jackson, Brockway Glass.

#### STATEMENT OF G. L. MILLER, BROCKWAY GLASS

Mr. MILLER. Mr. Chairman, my name is G. L. Miller and I am here representing Harry Jackson, who is sorry he could not be here today, and in turn I am representing Brockway Glass Co., Inc.

The Brockway Glass Co., Inc., is the second largest producer of glass tubing, glass tableware, and plastic containers. Operations and sales are conducted on a nationwide basis with plants from coast to coast and annual sales approaching \$300 million.

A stock interest is held in Consumers Glass Co., Ltd. of Canada and technical services are provided as needed, involving more north-south travel to Toronto and Montreal.

Brockway Glass Co. started in Brockway in 1907 and now has in Pennsylvania two container manufacturing plants and a box manufacturing facility in Brockway, and two container plants and a corrugated paper and box manufacturing facility in Washington, Pa.

Administrative headquarters and central services are located in Brockway, including executive and sales offices; accounting, payroll, and personnel offices; engineering and research production staff; and central mold and machine shops, just to name a few. Total employment in Brockway alone is approximately 2,100, representing an annual local payroll of \$20 million.

The glass container industry is faced with marketing a relatively heavy product in relation to its value. Companywide, more than 12 percent of our sales dollar is in transportation costs. Locally, shipping costs, due to the distance from the marketplace, are somewhat more, and annual trucking costs for the two plants in Brockway are in excess of \$3.5 million annually.

Since more than 90 percent of our containers are shipped by truck, the importance of an adequate high-speed highway system can hardly be overemphasized.

Brockway Glass, like all industry, can stay in business or hope to expand only by providing customers with a quality product delivered when requested at a competitive price.

Over the years, we have managed to offset higher transportation costs and slower delivery from Brockway by more efficient production, accomplished by engineering and research, heavy capital investment in better plants and production facilities; and by offering a high quality container. However, the ever increasing costs of financing are tending to discourage and delay planned improvement. Furthermore, it is becoming extremely difficult to recruit qualified scientific, engineering, and administrative personnel for our "rural" area, particularly in view of the lack of high speed highways to large metropolitan areas.

In addition to the truck shipments for our raw materials and finished products, central staff groups are constantly traveling to plants in

Pennsylvania, adjacent States and Canada by automobile, and, of course, machinery, equipment, and supplies from plants throughout the Eastern United States are trucked to and from central machine and mold shops in Brockway. The local box plant, too, is dependent on truck traffic, using 3,000 trailer loads annually of corrugated paper shipped from Washington, Pa., over Routes 119 and 219.

The construction of I-80 has produced tremendous improvement in our transport of east-west shipments. Our customers do not warehouse any significant quantities of containers in their bottling plants, and we are expected to make deliveries almost within the hour requested. I-80 now enables us to load trailers in the afternoon and have them at the customer's dock in the New York metropolitan area, Youngstown, and Toledo the next morning at 8 a.m.

On I-80, technical personnel and equipment can now easily travel between Brockway and our plants in Ohio, Indiana, New Jersey, southern New York State, Massachusetts, and New Hampshire.

The upgrading of Route 219 to a limited access highway will bring us the same type of benefit as has I-80, by improving transportation efficiency. We will be better able to serve our customers in western New York State, West Virginia, and Virginia and reduce transportation costs of raw materials from southern Pennsylvania.

We are all concerned about inflation, and the surest way to reduce its impact is to improve efficiencies by reducing costs. We feel construction of 219 will help in this effort.

Thank you.

Mr. CLARK. Thank you very much.

The next witness is Rev. Barry Fillman, United Church of Christ in Troutville.

#### STATEMENT OF REV. BARRY FILLMAN, UNITED CHURCH OF CHRIST, TROUTVILLE

Reverend FILLMAN. I am Barry W. Fillman. I represent nearly 400 people by living right on the Jefferson-Clearfield County line, half of which the people live on both sides of the line in Jefferson and Clearfield Counties.

I, too, am a chosen and elected representative of these people by a unanimous vote of 6 years ago. I not only meet with these people, I rap with them and eat with them in their very own home, so I feel I do represent them on the grassroots level of our population.

And I furthermore want to add that I have the total support of both our communities. As far as I can find, there are very few exceptions to my position as I state it here.

We are indeed concerned about good transportation and about the future. We are also concerned about our life in the future, our resources, and our food supply, as Christian people.

The world is shrinking, becoming more interdependent upon the willingness of each nation to cooperate, help each other and support each other. And I think we need to take some time to seriously consider the devastation and the waste that a four-lane limited access highway can create, and as we have seen it create in other areas.

First of all, it can wipe out valuable food production land. It destroys natural resources and wildlife. And it limits an already weakened food supply for not only our Nation but the entire world.

This world is a part of God's creation and we, as Christian people in that area, feel that it is our responsibility to be responsible stewardships [sic] of it and to use it to the best of our ability, not only for ourselves but for the entire world.

This Nation, my friends, is taking a—forgive me if I sound like I am preaching, that just comes out—we are facing a major energy shortage and lower speed limits in our Nation, and I can't help but chuckle when I see a new gas station being constructed to pump less gas.

Now here we are talking about a new highway on which we are going to be forced to drive slower and with fewer cars. To us this doesn't seem to quite make sense, when there are other options available to us.

We have been committed by our President, to which most of our people really are behind him, to supply the world with more food supplies, if possible, to do all that we can, and to assure our own Nation that we have an adequate food supply of our own.

We have inflation that is forcing us to make Federal budget cuts, local budget cuts, and family budget cuts.

All of these things are "biggies," and we must take them seriously, we must consider them from all aspects. With all the real desperate needs in this Nation and around the world, I think—and I speak for the people I represent—that we need to take a more responsible look and a more responsible use of our money, our time and our energy of all kinds; rather than spending so much on a four-lane limited access highway, we could perhaps do so much more with that same money, to make our world and our Nation better.

We know—and, believe me, in our corner of Clearfield County, we know what a good road can mean, because we don't have them—but we think that most of the concerns of the business and the industry that now have been expressed here this day could very well be answered quite adequately, maybe not perfectly, but quite adequately by updating the present Route 219 with the few necessary bypasses and some leveling and straightening.

Thank you.

Mr. CLARK. Thank you very much. For the record, I would like to point out at this time that Congressman Albert Johnson committed himself to this Route 219, May 21, 1970.

The next witness or witnesses are four individuals coming as a group or individually—C. C. Kriner, Eli Miller, Jack McCorkle, and Susan Wooten.

Mr. KRINER. I submitted testimony for Jack McCorkle.

Mr. CLARK. And will you give your name for the record and what area you are from?

#### STATEMENT OF C. C. KRINER, INSURANCE AGENT, DU BOIS

Mr. KRINER. My name is C. C. Kriner, I am from Du Bois, and I work as an agent with the Prudential Insurance Co.

I have noted with very much interest here today that between Bradford and Johnstown—and I can understand the Johnstown area's situation, they have got part of the road. But I would like to call to your attention, Mr. Chairman, and make it a matter of the record, that you have not heard any one particular citizen speaking between Bradford and Johnstown concerning 219 as a desirable thing. There has been a lot of testimony in this respect, but it has all been from business.

And I say without—I am not trying to be funny—but are we going to spend the taxpayer's money to build a road because some businessman or some firm wants to move his product? The good Lord hopes it will never happen. I don't think the public will stand for it. It is time we start listening to it.

Now, one other thing I would like to note, and that is there were petitions presented to Secretary Kassab here today, stating 5,500—and I would like to note also that this comes admittedly in a 500-mile lane. We have in our possession 6,000 petitions that come from the Du Bois area. To me this is pretty significant. We are talking about the public now. We are not talking about sending them out to the businessman, to the plants and so on and force somebody to sign them. We are talking about the people who willingly want to do this.

Now, a gentleman made the statement here a bit ago that 16 percent in Clearfield County was on the poverty level or below. Should we ask, is that because all of these people are working in these so-called industries of gas stations and motels?

And I would like to read a prepared statement.

We are told this highway is necessary for progress and increased employment. If this were true, then all the communities along I-80 would be enjoying unparalleled prosperity—and we just know this is not true. In fact, they are just not doing this. A prime example—and somebody else mentioned this—the Du Bois area has lost five plants since Interstate 80. Interstate 80 didn't keep them there and it hasn't brought anybody yet.

We are told by PennDOT that there is no money to repair our present roads, and we all must agree that this is true, because they are in a terrible state of disrepair. Even PennDOT's Secretary Kassab, in the Bradford area, last December, is quoted as saying: "The maintenance dilemma we find ourselves in is too many roads and not enough money. We should have paved 5 percent, or 22,000 miles, in the last 10 years. Instead, our present and past budgetary restraints have limited us to actually 2 percent." This means that somebody's road isn't getting fixed. I ask then, how do we care for another super-highway?

This road will isolate rural residents from fire, medical, and ambulance services. Schoolbuses will be at a handicap, because of the blocking of roads, causing travel for long distances to access roads. Some 2,000 acres of some of the best farmland in this part of the State would be destroyed. All this when food prices are skyrocketing and the outlook for—and even predictions of some experts of a famine and worldwide food shortage.

We could better spend our money to rebuild the railroads, since railroads maintain their own roadways. PennDOT would not have this problem of maintenance, because the railroads would take care of it themselves.

And studies show that goods moved by rail cost 25 percent less than by truck per travel-mile, and they operate 33 percent more efficient than by truck.

Now, when you consider the fuel shortage, the promise of fuel shortage, the high cost of fuel, it just seems to me that the best thing to do is to preserve this commodity.

I am going to pass on some of these things; in fact, put it into the record in the form of the statement.

I would like to read the U.S. Interior Department's reply, a portion of it, to PennDOT's environmental impact statement for the 219, and I think it is significant.

The implications of such a major change in land usage are broad and far reaching, and it does not appear to us to be well thought out and provided for. Assuming that this class of highway is required—and the statement by no means proves conclusively that a highway built to such exacting design criteria is warranted—why was no thought given to utilizing the existing right-of-way?

Now, this is only a portion of it. And if you can't get it, we can furnish a copy of the statement.

Now, no one bothers to ask the average American person what he wants. I guess they think that we are going to take what is handed to us. But I think if you come into our area and talk to the people on the street—not the people in the manufacturing plants or not the industries, but talk to the people in the streets and these petitions will show this—you will find that they are pretty well satisfied with what they have got; they don't want a metropolis. If they did, they would move to Johnstown or Pittsburgh or Philadelphia and so on. They like it as it is. We are content with what we have.

And I daresay that in the process of my calling on my job—each month I go into 400 homes—and this is a matter of discussion, it has been since the first of the year—95 percent of these people are saying, what can we do about this? Now, people are talking, they are asking questions—I am talking about our area; I can't speak for Johnstown and Bradford; we are talking about our area—and they are saying real loud—and I think it is time we start to listen a little bit—we don't want this road.

Now, we are not against highways; I want to stress this again. We believe that we need good roads. But there is a better way to do it. And for this reason we support "A Better Way for 219," to upgrade it in its present form, bypasses where necessary. And it will serve the purpose.

And therefore, I would like to state my support for "A Better Way for 219" and respectfully ask you to oppose the bills that would make 219 a limited access four-lane Interstate highway. Thank you.

Mr. CLARK. Thank you.

[Mr. Kriner's prepared statement follows:]

STATEMENT OF C. C. KRINER, DU BOIS, PA.

My name is C. C. Kriner. I live in Du Bois, Pa. and am employed as an Agent for the Prudential Insurance Co. I am here to state my opposition to the Five Bills before you, proposing to re-locate Highway 219 into a limited access four-lane highway with Interstate status.

We are told this highway is necessary for progress and increased employment. If this were true then all the communities along I-80 would be enjoying unparalleled prosperity—we all know this is not the case—in fact most are not. A prime example is Du Bois—which with the advent of I-80 has lost several large industries.

We are told by PennDOT, "there is no money to repair our present roads." and we all must agree they are in a terrible state of disrepair. Even PennDOT's Secretary Kassab, in the Bradford Area newspaper is quoted as saying "The maintenance dilemma we find ourselves in, is too many roads and not enough money—we should have paved 5% or 22,000 miles in the last 10 years—instead our present and past budgetary restraints have limited us to actually 2%." I ask then, How do we care for another road—More Taxes?

This road will isolate rural residents from fire, medical and ambulance services. Schoolbuses will be at a handicap, because of the blocking of roads—causing travel for long distances to access roads. Some 2,000 acres of some of the best farm land in this part of the state would be destroyed. All this when food prices are skyrocketing and the outlook for, and a prediction of a World Wide Food Shortage. Some experts are even predicting a Famine. Let us stop being highway foolish, and give all citizens a fair chance—not just a few who will profit greatly.

We could better spend our monies to rebuild the railroads, since railroads maintain their own roadways, PennDOT would not have a maintenance problem. Studies show that goods moved by rail cost 25% less than by truck per mile, and operate 33% more efficient than by truck. Now consider the recent fuel shortage, the prediction of continued shortages, plus the high cost of fuel—I believe it is time to stop wasting this vital commodity.

PennDOT in its E.I.S.—Page 10 states—"the road will be built for 80 MPH speeds." Now the facts are that the lowering of the speed limit to 55 MPH will save some 14,000 lives this year—this alone is reason enough not to build this road.

George R. Scanlon, a PennDOT District Maintenance Engineer, who was a State Senatorial Candidate in 1972 said "It is a sad thing that no one gave much thought to maintenance when I-80 and I-79 were built—now we have to use the money that was appropriated for your roads." Figure the estimated cost of maintaining Interstate Systems at \$14,000 a mile we can see why our roads are in such a sad state, and yet another major highway is being proposed. I ask you, How much more will the Taxpayer stand for?

PennDOT in its E.I.S., Page 55, states some churches may have to be moved, condemnation in small towns like Salem, Troutville, and Big Run would be greater, but not difficult—No—only for those involved.

This proposed corridor penetrates heavily mined areas around Glenn Campbell, Helvetia, Troutville and others. Old mines could be exposed and drainage could be a threat to the water quality of the area.

The U.S. Department of Interior's reply to PennDOT's E.I.S. for 219 is significant:

"The implications of such a major change in land usage are broad and far reaching and it does not appear to us to be well thought out and provided for—assuming that this class of highway is required—and the statement by no means proves conclusively that a highway built to such exacting design criteria is warranted—why was no thought given to utilizing the existing right of way." This is only a portion of the statement—enough to ask why PennDOT is not listening?

No one bothers to ask or they would find the people are contented to keep what they have—they are tired of being told what is good for them and what they need—they are saying it with petitions, with an excess of 6,000 names,—The Granges, Twp. Supervisors, Farm Groups, Town Councils, Sportsmen's Groups—They are all saying it. 95% of the 400 people I call on as an Insurance Agent each month are saying it:

We don't want this road.

We support a better way for 219!

Therefore, I want to state—I support "A Better Way for 219", and respectfully ask you to oppose the Five Bills that would make 219 a limited access Four Lane Interstate Highway.

Thank you,

C. C. KRINER.

MR. CLARK. Do we have Eli Miller or Susan Wootton here? Eli. For the record, give your name.

### STATEMENT OF ELI MILLER, PUNXSUTAWNEY, REPRESENTING THE AMISH COMMUNITY

MR. MILLER. I am Eli Miller of Punxsutawney, representing the Amish group near Troutville in Jefferson and Clearfield Counties.

We oppose this highway for various reasons. One of our major concerns is destruction of land. Our livelihood from generation to generation has been from the soil.

With our ever-increasing population, we also must increase our farm production. We have reached a point where we no longer can carelessly destroy land and still be able to feed our people.

Another of our concerns is the increased traffic which will make it more unsafe for us to travel from home to home.

We dreadfully fear the thought of our children crossing this four-lane highway to and from school.

Congressman, I need not remind you that we still travel in horse-drawn vehicles, and any increase in traffic on access roads would make it more unsafe for our people. We live, work, and worship as a community; therefore, it would be impossible to relocate us one by one.

More benefit to our community would be upgrading the road we already have. We need good secondary roads to get our basic materials and supplies home, and to get our produce off to market.

We also need good secondary roads for our mail routes, schoolbus, ambulance service, fire protection, veterinary service, and so forth.

All of these types of services suffer to some degree with the barricades of a four-lane highway.

We also have concern of the destruction of timber, wildlife, water and air pollution. All of these things do happen where new highways are built.

In summary, Congressman, we don't need any more Interstate highways. We need our tax dollars to repair, maintain, and upgrade our present roads. Thank you.

Mr. CLARK. Thank you very much. Next, Mrs. Susan Wootton, resident, Clearfield, Pa.

#### **STATEMENT OF SUSAN WOOTTON, RESIDENT, CLEARFIELD, PA.**

Mrs. WOOTTON. My name is Susan Wootton, and I am from Clearfield, Pa. I am a wife, mother, consumer and taxpayer. It is a monthly struggle for me to stretch my husband's paycheck to cover all the bills necessary to keeping a home. Between taxes and inflation, we are doing without many items and services. Higher taxes would force us into a situation of not paying some bills now or to depend on Government support in our later years. Both conditions are totally against our upbringing and self-respect. Let's be honest with each other, none of us can afford higher taxes.

You say a four-lane highway will be federally funded. Federal funds are our tax dollars. You say the State will maintain this new road. With what? Yet higher taxes? There just simply is not any money left in the family till. The land taken for this road will consume tax dollars, not yield more. So the broke and misplaced family joins the welfare rolls.

Taxes, however, are in second place to ourselves and our heirs. Famine is a very real future prospect. You say we will purchase food elsewhere. Well, right now elsewhere is being just as irresponsible by taking valuable farmlands to build needless new roads.

You say we need new roads for national defense. Interstate 80 and all other four-lane highways streak across our country, visible for miles from land or air. One bomb or bulldozer could render them useless in seconds. At that moment, we must have secondary roads in sufficient repair to carry our military power to its destination.

Gentlemen, the Vietcong brought the world's greatest military technocracy to its knees, without a single four-lane road. Mere trails and foot soldiers defeated us today in the same manner we defeated Great Britain 200 years ago. Have we learned nothing through all those years?

We are now in a state of war. Will our enemy defeat us, or will we defeat ourselves from within? From the victory gardens of World War II we now must plant the victory gardens of the hunger war. A starving man doesn't give a damn about paying taxes, let alone defend the country that forced him into starvation.

This problem goes far beyond our borders. Right now President Ford and other world leaders are seeking ways to feed our present world population, let alone the 10,000-plus new mouths every day. We must keep every available acre of farmland in full production if we are to meet this urgent need.

Many women in this area already make farm product purchases right at the local farm. Milk, eggs, butter, beef, pork, poultry, lamb, vegetables, fruits, natural fertilizers are just some of the variety of product available. If these farms are wiped out, these women will be forced to go to the stores to make these purchases. We all know that as demand for a product increases, so does the price. When the supply is decreased, the price goes even higher. Is this what you want?

When you get home tonight, take a good long look at your wife, your children, or grandchildren. Can you condemn them to a future of hardships, starvation, a life of mere existence, denied all the comforts, arts, education, and freedoms we now know? Does this really seem so unrealistic? Just look back to the depression years, our whole society is reliving the events and conditions that led to those hard times.

The 1950's and 1960's have proved that bigger, faster, newer are not always the best. Progress lies in conserving what we already have. Waste not, want not, is an old truth. Not just for America, but for the whole world and most importantly for us right here today.

We don't need four lanes to go 55 miles per hour. Two lanes, using the present roadbed, widened to three lanes on hills for slower traffic is quite sufficient. It is also within reach of our tax dollar. This summer I have traveled over 1,000 miles at the 55 mile per hour speed limit and found this type of road more than adequate, and superior to the superhighway. Gentlemen, with our past road building ideas, we have passed life by. Let's slow down and enjoy life and our country. Let life pass us by with a smile on all our faces.

Another problem of deep concern is crime. The FBI reports that rural crime is increasing rapidly. Superhighways are bringing it here even faster. If our family wanted to live with fear and crime we would have stayed where we were. We came to Clearfield hoping it would be our haven in the mountains with good schools, medical facilities, and rural sensibilities.

Are we now to be the victims of urban sprawl, a border to border neon sign? You say this road will bring a population increase to this area. Where will the food to feed all this increase come from? Where and how will this increase be housed and clothed? Where and how will they earn their livelihood? Construction jobs will last only as long as the construction does. Gas station attendants, waitresses, chamber maids, these are the jobs that will then be available. They are now

available with very few takers. The job market in the Du Bois-Clearfield area has many openings, but the jobseekers want better than \$2 an hour jobs. Our 8.4 percent unemployment is not due to lack of jobs, but lack of ambition in the jobseeker. Many get more income by staying on welfare than if they worked these menial jobs with no future. This is especially true of the women jobseekers.

Let's review what you are saying. We will build a new 4-lane highway, removing at least 50 acres to the mile from farming. We will increase the population, but decrease land available for housing, schools, medical facilities, shopping centers, and recreation. In order to do this we will have to cut into local forests, game lands, and valuable farmlands. All these improvements will require higher taxes. We will bring many low- to middle-income jobs into the area. We will essentially have a north-south strip city, with minimal farmlands, forests, and natural wonders to bother us.

Will the future farmer have to raise his crops on a medial strip? Will his livestock have to be raised on an interchange? Where will all the food for our new population come from? Who will be able to afford to eat or sleep at all the new motels and restaurants?

Will you, our elected and so-called leaders listen to and hear the concerns of those who elected you to your positions? Today you have all heard all the many and varied reasons why the Better Way for 219 members want an updated and improved 219 on the present right-of-way. Have you heard us?

Will you act accordingly and intelligently with deep concern for our future, or will we all hear the starved wracked cries of our future generations? Will we all see the weed-filled cracks of our once superhighways littered with remnants of a once thriving community and civilization?

Gentlemen, the answer lies in your hands—today and for eternity. Thank you.

Mr. CLARK. Thank you very much.

Beverly Beard, Home Camp Grange No. 1222.

#### STATEMENT OF BEVERLY BEARD, HOME CAMP GRANGE NO. 1222

Mrs. BEARD. My name is Mrs. Beverly Beard. I live in Rockton, Pa., about 7 miles from Du Bois and am the mother of 5 children.

I am here as a member of the Home Camp Grange. In March of this year our grange adopted the following resolution:

We oppose the relocation of Route 219 as a four-lane highway. We urge the upgrading of 219 in its present location with bypasses around those communities where traffic congestion is a problem.

As a mother, I am deeply concerned about our communities. We believe the harm that will result from the building of super 219 will far outweigh any advantages.

We are confident that the large majority of the people of our area agree with our position. The lobby group for this highway consists mostly of well-to-do and even wealthy business people who hope to profit from this proposed highway. I believe most of the people who work for the companies represented on the 219 Association are opposed to the highway.

Rather than building another superhighway, we need to repair and upgrade our existing roads. Apparently, PennDOT doesn't have the money to maintain the roads we ordinary people use day in and day out. Surely we can't afford another superhighway when this is true.

There is much talk today about reducing Government spending to help cut down inflation. My husband is disabled and so I do know what inflation does to people on fixed incomes. I don't know what kind of action will stop inflation. However, if reduced Government spending will help, surely this is the place to start. It doesn't make sense to insist on building a highway that the people don't want, especially if it is going to add to the cost of our grocery bill.

Our grange believes it is time to look more seriously at what highways are doing to our land resources. This proposal would require thousands of acres just for the right-of-way and ruin thousands more by division, pollution, et cetera.

We sincerely hope you will support our position. Thank you for listening to an ordinary housewife. There are a lot of us.

Thank you.

Mr. CLARK. Thank you very much.

Our next witness is Richard Jewell, Concerned Taxpayers of Somerset County.

#### STATEMENT OF RICHARD G. JEWELL, CONCERNED TAXPAYERS OF SOMERSET COUNTY

Mr. JEWELL. Mr. Chairman, I am going to speak initially—when I wrote to your committee I requested an opportunity to speak myself and also we wanted to have a representative with the group that I had not identified. Mr. Widner will also speak. And I will introduce him shortly.

My name is Richard Jewell. I am the attorney for the Concerned Taxpayers of Somerset County area. The Concerned Taxpayers group is a coalition of farmers and businessmen that live in the Somerset County area. Many of us live in the area from Somerset south to the Maryland border, in the area that certainly will be traversed by 219 as it goes from Somerset down to Maryland and into the Federal Interstate Highway System.

We perhaps are the type of people who Mr. Kane, who spoke prior to this time, presumptuously told you to disregard. It is a sad spectacle when a public official tells a committee of Congress to disregard the people and to listen only to the officials.

We need only refer to events in the immediate past to see that too many public officials, even at the very top of our democratic republic, too often allow the line between self-interest and public interest to be blurred.

With that said, we would like to get into the thrust of the matter.

As a general proposition, we concur with many of the groups that have spoken today in support of the 219 concept. Frankly, it has only come to our attention in the last 3 weeks that we came to the knowledge that the bills that were presented by Congressman Murtha and his colleagues would make the 219 concept a full-blown Federal Interstate highway project.

As we have already heard stated previously, the 219 concept now, at least in the Somerset area, was to be funded through the Appalachian funding scheme—70 percent Federal money, 30 percent State.

Now, as Mr. Kassab pointed out this morning in his remarks, that funding will go 90, I believe, Federal and 10 percent State. There will be a direct savings of State taxpayer money—and we certainly do applaud that.

We also, without restating many of the good reasons that have been expressed here today, applaud the entire concept, for indeed it is an idea whose time has come.

The Federal Interstate highway program that was created by Congress with a great deal of vision in the mid-1950's has helped to bound up our country with the vast network of the Interstate System.

Frederick Jackson Turner, who was a well-known historian, spoke of the safety valve theory and the importance of the West as the last great frontier. Most historians would say that our last frontier ended in approximately 1890. I would take issue with that in that I really feel that the vast hinterlands in many of our States in the East, Midwest and the West really have had great frontiers, and it took this Federal Interstate Highway System to bind us up as a people, to take the people from the city to the country and to bring the people from the country to the city. We feel it has had a beneficial and useful and needed effect on us as people and as citizens of this great Nation.

The idea of 219—and I will try to be more specific in our particular area of the State—will have a great effect in our county. Our county solely traditionally has had an agrarian-mining posture. We feel that it will make our area of the county much more accessible for people that want to come in and take advantage of our outstanding hunting and fishing and recreational areas.

However, we feel that naturally the agrarian and mining interests should still continue to predominate, since this is the basis, and should continue to be the basis, of our economy in this part of Somerset.

If 219 is built with the requisite environmental safeguards, it will complement rather than bespoil our beautiful area of the country and, more specifically, our county area.

If built with the necessary vision and advance planning, it can be located in our county in a fashion to minimize the agricultural, small industry and family disruption and to maximize the utility of land use and to make it quite available for the people in the Berlin-Meyersdale down to the Salisbury area, as well as the area up in Seven Springs.

Now, I must come to where we fit in to the 219 debate. You have before you a letter that we submitted to Governor Shapp, the Governor of the Commonwealth of Pennsylvania, which pretty much restates the problems that we have had in the 219 area.

The choice of corridors that will carry 219 from Somerset south to the Maryland line has been the subject of great debate in the southern portion of Somerset County. Sides have been chosen, a great deal of public outcry has been heard on both sides.

The concept now, which, as I said, to date, is still under the Appalachian funding scheme, would be to create a 219 that would wind in a very circuitous manner down to hook up to 40, down in Maryland, 3 miles east of Grantsville.

Now, I want to do something and I would ask the committee's attention to my hand. I am going to trace on the map the 219 corridor as proposed by PennDOT at this point—and it is going down approximately like this—and I invite your attention to the way it winds around, comes around, makes another loop, and down into 40.

Now, these types of curves would not be too difficult to imagine if we are talking about 2,000 miles. But we are talking about 20 miles. We not only have had a great deal of problems with this concept, the way it winds around those other towns, but, to borrow a phrase from a famous corporation in this country, we have had a better idea.

And that is our own proposed corridor, which would leave the Somerset area south of Somerset and go in an almost directly south-west path to hook directly up at Kaiser's Ridge, which continues on 219 in a direct southerly direction. We, of course, have apprised the Governor of this.

The concept under the Appalachian system is for the Federal Government to pay the lion's share of the amount of money, but the State to make the determination of specific location.

We submit it might be a better idea to have a more cooperative effort between both the Federal and the State to effect corridor selection, so that all factors can be considered.

Now, if this becomes an Interstate highway per se, under the Federal Interstate Highway System, we trust that we will not have to worry about this ragged contour that is now the PennDOT corridor area or that dogleg, because remember you are going north to south and you are going to have to go to Grantsville and then travel west for 9 or 10 miles before you pick up 219 as it continues south at Kaiser's Ridge. If you are building a golf course, that would make an interesting hole. But if you are building an Interstate highway, the idea is to get you from point A to point B.

We did hear this morning a gentleman I thought made a very eloquent presentation of the dairy farmers' problems here. But he did say that the reason for an Interstate Highway System was to serve the people along it. I would take issue with that, because I feel the reason, and the congressional reason—and I think there is ample evidence for this—for the Interstate highway program was to get us from point A to point B in the most direct route possible, both for military reasons and for utility reasons of our citizens—to go from Buffalo to Florida. This is the Interstate highway concept.

Again, we generally are in favor of the 219 idea. I would say this. No one has really talked about the four or five different bills. One takes us down to Bedford, one takes us into Hancock, one takes us into the Grantsville area, one down all the way to Princeton-Bluefield area. We had talk about Morgantown.

Frankly, I would submit to Congressman Murtha. I think the bills are a little too cryptic. I think it would be helpful if we had a little more fleshing in in the bills of where it is going to go from Buffalo to Bedford. I think we need to know those routes a little bit more. You don't have to put them in there, in the surveying fashion, but if we are going to discuss impact, we have to know the area that is going to be impacted.

And all we really have are termini and amounts of money. I think the bills have to have more to them. At this point I would like to defer to Mr. Sam Widner, who will make some short remarks on a couple of the bills.

Mr. Widner is the president of the State Concerned Taxpayers organization across the State of Pennsylvania, a lifelong Somerset resident, also in charge of the Concerned Taxpayers of Somerset County.

Mr. CLARK. Please proceed, Mr. Widner.

### STATEMENT OF SAM WIDNER, PRESIDENT, PENNSYLVANIA CONCERNED TAXPAYERS

Mr. WIDNER. Mr. Chairman, members of the committee, I am Sam Widner. Mr. Jewell has fairly well outlined our reasons for opposing some of the issues and the reasons for our involvement in the issue.

We are not opposed to progress. We believe in progress. But all too often I am afraid that we as people overlook some important factors that spell what is the difference between progress and perhaps deterioration.

We have heard many comments from many people today, and we have to agree with them. We are faced with various crises in energy and resources—and, of course, one of the most important also is food. We all like to eat.

Our getting involved in this thing has been simply—we believe in building highways where necessary and when necessary. But let's take a good hard look at what we destroy, whether we are building highways or whether we are putting in other development. When there is another way to get the same asset that we are striving for, go in the same direction of progress and yet have less destruction, destroying resources, taking out of production available resources, whether it be food and agriculture land or whether it is coal or whether it is floating streams, whether it is tearing down a building—all of these are resources, not only in things for us to use in the future, but also bringing in tax revenue.

Yet we want to take tax dollars and hire bulldozers to destroy what we have. There are times this is necessary, and we believe in committing ourselves to the necessities, but are we truly evaluating the facts when we just simply decide, well, here we are going to build a road, because we can serve this particular group of people. Maybe we are destroying more than we are really going to preserve or serve.

And this has been our concern, is let's spend our money wisely, let's preserve the things that God has given us, you and me, as citizens and as Christians, to preserve and take care of and help serve our fellow man.

Thank you.

Mr. CLARK. Thank you very much, gentlemen. Our next witness is Russell Haag from Troutville, Pa.

### STATEMENT OF RUSSELL HAAG, TROUTVILLE, PA.

Mr. HAAG. My name is Russell Haag, Troutville, Pa. I am pretty near old enough to vote. My father had told me many times that his dad come in from Punxsutawney about the year 1840, carrying an ax, a bag of cornmeal and a ham of meat. He cut a clearing, set a log shanty on it, built a home.

That home went to my father, and then it fell to me. I will be 75 my next birthday. I farmed all my life. I have been a carpenter. I have worked for the fish and game commission for about 7 years. So I am a little acquainted with wildlife.

I am a graduate from the school of forestry. I had probably very near all of the subjects that referred to the natural resources, conservation, destruction of the same, that Penn State had to offer. I had taken forestry under the school of agriculture. I came home and started to farm.

My father, our whole family, we did truck farming. Out of my generation there were four—three boys and a girl. From this farm all four of us were sent through Penn State, some of them master's degrees, doctor's degrees, out of an old sodbuster.

I practiced quite strongly growing potatoes. In 1949 I took the highest official yield that was ever recorded in Clearfield County. I still hold that. That was 649 bushels to the measured acre, the full acre—not just 100 feet here and 100 feet there, it was a full acre.

And, in addition, at the Pennsylvania Farm Show, I took grand champion—I got a handfull like that of ribbons that I have won from potatoes, vegetables, and grains that were grown on this farm that was handed down from my grandfather. And in relationship before that, but I am talking about Haag.

Now, I would not have got those ribbons on concrete, fellas, I had to get them from the soil of that farm. What I had in surplus I had to put back in that farm. Farmers cannot farm successfully unless they use their farm for a bank. That is not considered by PennDOT. I have never heard—and I have asked at their meetings—what would you allow for good farmland. I heard some quibbling, anywhere from \$40 to \$80 an acre.

You had a man here speaking a couple of minutes ago, that Amish man, Miller. I understand they came into that area, which is right close to where I live—some of them joined me—that came in there and offered the farmers \$200 an acre and then paid additional, depending on the farm buildings.

I don't see it on that map. We hear here about game. This road that is to tear us all asunder has to travel over out of Clearfield County, Indiana, and up through Jefferson, a distance that none of them want to tell us, but as near as we can tell it is close to 14 miles. If that road is to cost us \$5 million a mile, why all that money down that drain for a couple of politicians that hold a piece of ground back there?

In addition to that, it goes through some of the best bird country we have in the whole State—and I don't think there is another man that has traveled those hills more than I have. I have killed my 55th deer—I am talking season deer—I have killed deer on the farm for crop damage—I am talking season deer. I seen a little bit of country.

I am opposed to that kind of stuff. Those fellers don't care. My farm lays about north and south, rather rectangular. This road would cut through diagonally across my farm.

Why can't we, as farmers, have some idea of what damage we should be allowed for this ground? Why don't they send one of their men out and say, here, we want a road here or we want a road there. Close by is a man, probably a millionaire. I wondered, about 2 years ago I saw this man crossing up through right outside my house on his ground, and a fellow with him. They were looking the ground over. As it turned out, then, when we started to see these maps, when they had these 219 meetings, three of these interchanges would have benefited that man.

Why couldn't us little fish, why couldn't we have some of that information?

I saw the PennDOT truck not far from my place. I talked to him. I said, which way are you going, are you going across the road—that would have been in toward my place. No. In just a few seconds he left me and went over to one of the other trucks and called in—and I knew the gait, I knew his gait, I knew he was a d-a-m lawyer. He was the man that was with that man looking that land over. I never heard that man open his mouth in favor or against 219. If he could benefit by it, it would be the same as some of these other fellows that are out taking options on land and then reap a harvest off of it. And you men are acquainted with some of them. I am pretty near sure you are.

We oppose that kind of business. If there is supposed to be any money made from that land, I don't think it should go to one of those fellows that go out there—I don't care whether they are from Du Bois or where they are from. The farmer should have that right.

Now, this may hurt a little bit, fellas. But the trust has to come somewhere. I was just as well entitled to know where 219 would go as the man that would get an interchange, that road would cut diagonally across me—I should have been entitled. I have invested my money in that place and I fertilized heavy or I wouldn't have grown 639 bushels of potatoes to the acre nor I wouldn't have been top in the State on grassland farming nor I wouldn't have been there when it come to grain and potatoes at the Pennsylvania Farm Show.

Now, I said to one of you gentlemen, if you have questions to ask me, I will try and answer them for you, but I am absolutely opposed to a road like that when they got the other road that they can improve. And they can improve the other roads and hold down some of this speed and make it safe for people to travel, not only for the trucks, but make it safe for the other voters.

Mr. CLARK. Thank you very much.

Mr. HAAG. I thank you, gentlemen.

[Mr. Haag's submitted statement follows:]

STATEMENT OF RUSSELL A. AND FRANCES R. HAAG, TROUTVILLE, PA.

So far, no in-depth study has proved that the territory *through which* a major highway passes benefits much from its building. In fact, many suspect the opposite.

Travelers appreciate the better roads and greater ease in driving that speed them on their way. But what do they contribute to the local economy? Oh, they may patronize gas stations, motels, etc. along the way, but just how much does that actually mean to the territory as a whole? The inhabitants, on the other hand, point to farms well-nigh ruined (and 219, as planned, would make worthless thousands of acres in central Pennsylvania), to noise and air pollution (that destroy the pleasure of living in a rural area), to money being spent on great highways while *local roads on which the local people do most of their traveling* are inadequately repaired and seldom improved.

We are constantly being told that sufficient money is lacking, that the state must pay more—and that not merely for the *building* but for the *upkeep* of a new 219. (What of I-80, that had no financial provision made for its care *after* construction?) And has the area along I-80 financially or otherwise gained from its presence?

Our own farm is just one example of what 219 can do. Formerly a farm producing certified grains and the highest potato yield officially recorded for Clearfield County, winning blue ribbons for grains and grand champion for potatoes at the Pa. State Farm Show, containing a 12 acre stand of near-virgin pine and hemlock, a site of Indian fireplaces and burial mounds, it would be wiped out.

Not merely for ourselves but for all who would be adversely affected by the building of 219 as proposed, we protest against the waste of money and of natural resources it would entail and ask for the upgrading of the present road system.

Mr. CLARK. Now, to wind up our hearing this afternoon, we have Albert Hay, chairman, Somerset County Board of Commissioners.

#### STATEMENT OF ALBERT HAY, CHAIRMAN, SOMERSET COUNTY BOARD OF COMMISSIONERS

Mr. HAY. Congressman Clark and Congressman Murtha, first I would like to thank you two gentlemen for taking time and consideration to come to Johnstown to hear the people for and against 219.

I would like to say that my part here is representing some of the farmers in our area, and what it would mean, and the recreation and tourists of Somerset County on 219 from south of Somerset to the Maryland line.

As we have noticed in the past, there has been a lot of articles in farm magazines where there are people from the cities now wanting to come out into rural areas and spend time on farms for vacations instead of traveling several hundred miles. They think that their children at times would enjoy Mother Nature a little more.

And if you people noticed as you passed, usually farmers have large homes. A lot of farmers are converting some of their homes to take in tourists to supplement their income. And being a farmer myself, I know the plight of the farmer today.

As you have heard from several people here, the cost of farming is tremendous and a lot of farmers are going out of business.

But I really believe that a modern highway will help to bring more people to the farms, not only to stay with the farmers for a vacation, but also to help them market their produce, because a lot of farmers are trying to get away from Mr. Middleman.

Somerset County is a rural area. We have one direct route, and that is east to west. We definitely do need a link north and south.

The present new 219 is as far as Somerset right now. We are asking to have the road constructed to the Maryland line as fast as possible and link up with new Interstate 48, which would really open the market for Somerset County as a tourist and recreational area.

There are very few counties in the State of Pennsylvania that have the development that Somerset County has right now, and also in the process of expanding and also new coming on.

Somerset County has four major industries—farming, mining, the light industry, and recreation. And, believe me, the recreation is really expanding.

As you people are well aware, people are traveling more and further. You no longer have the week vacation, but many plans now offer as much as 13 weeks vacation. And these people just do not sit at home and twiddle their thumbs anymore. There are more and more people traveling.

As these people travel, they have got to have better highways and they are staying off of our secondary roads, which people say need to be repaired—and I agree with them. A lot of our secondary roads are in bad shape.

But as these new major highways come through, you are going to have less and less traffic and especially heavy truck traffic to break our small highways up that were not built for this type of traffic. The people will be safer on these secondary highways.

And so this is why I am saying we are for new 219 and the quicker the better.

I would also like to comment here on what Attorney Jewell had to say concerning taxpayers. No. 1, we have seen advertised in the past the terrific amount of valuation that would be taken out of assessments in Somerset County if the new highway went the direct route that is anticipated by the State.

Now, I certainly am glad that I have power steering on my car when I see how crooked it was going to be, to help me get around some of the curves. It was also stated in several of these articles what the loss was in livestock in Somerset County.

We had Mr. Richard Fogey make a survey of what this loss was going to be, not only in assessed value for the tax rolls in Somerset County, but also the loss of livestock—by Mr. Fogey, who is with the soil conservation office, checking this out personally—and I just instructed our planning commission officer, and he will forward a copy of that report to you, which I know they have in Harrisburg.

Also I would like to state that, if I understand Attorney Jewell right, about the terrific hunting and fishing in Somerset County. I would also like to state in answer to this, if they took the direct route, as has been stated, over Negro Mountain, this would be going not only through the highest point in Pennsylvania, but some of the best game-lands that Pennsylvania has to offer.

There is no possible chance for any type of development under that new highway system going that direct route. No. 1, the route that is now being proposed by Pennsylvania Department of Transportation is within a half a mile of two industrial parks that the Somerset County Commissioners have contributed tax money—when I say tax money, I am talking about the liquid fuels money—to help develop these parks to get industry in here.

We know that if we are going to keep people off of our welfare rolls, we are going to have to create jobs. And I have heard a lot of pro and con here. I hear a lot of people saying, where are the jobs at in our county? We cannot have jobs if we cannot get industry to expand. Government was never supposed to be an employer. The people are supposed to keep the government. And we have too many people coming up and saying the government owes me a living. And this is almost coming from the time that people are starting to graduate today.

And there is only one way that we are going to get industry to expand, and that is to get them close to an airport, get them close somewhere where there is a railroad, or a new modern highway—and this is what we are asking.

Also it was stated that we are going to Bluefield, W. Va. This is true. And I know there has been a study made, but what they are not saying is the terrain, the bridges and all this that is going to have to be built to get to Kaiser's Ridge. I am well aware in that community—I have lived in that area where I live all my life.

Also, we heard Mr. Miller here, representing the Amish people in his county. This route would go right pretty well through the Amish

settlement in our area. Now, as Mr. Miller stated, they still travel with horse and buggies. You can imagine what the problems would be, because these people recently have come up and built their own schools, and these youngsters are now walking to school, many miles, over there—I shouldn't say many miles, some of them for as much as 2 or 3 miles.

And I pass these children coming to the office in the morning. And I am sure a highway through the Negro Mountain area would really be a problem to our Amish people.

Again, I want to emphasize that the gamelands of Somerset County lie right in the new proposed route that the Concerned Citizens [sic] are talking about. And, again, we are talking about secondary roads. It would take millions of dollars to get these roads in condition to travel or to have the truck travel that would go to this new highway.

I wanted to say this, that I am quite concerned on this new 219—this road should be built, it should be linked to the Maryland State line as fast as possible.

And, again, I want to certainly thank you people for coming into Johnstown and hearing the problems on both sides.

Thank you.

MR. CLARK. Thank you very much, Mr. Commissioner. Congressman Murtha, would you like to wind this up?

MR. MURTHA. I would just like to thank all you folks for coming and testifying. We certainly had some good comments and excellent testimony. And I want to thank you, Frank, and the members of the committee and the staff of the committee for coming to Johnstown.

Thanks very much, Frank.

MR. CLARK. Thank you very much. I just want all of you to know that we came here because we like Jack Murtha and we made a special trip in order to do this for him and for this community.

One way or the other we are going to resolve 219. I would like to tell everyone here that we are going to hold the record open for 10 more days for anyone that would like to submit any more records or statements.

This meeting is adjourned.

[Whereupon, at 2:45 p.m., the subcommittee adjourned.]

[The following were received for the record:]

CONGRESS OF THE UNITED STATES,  
HOUSE OF REPRESENTATIVES,  
Washington, D.C., September 26, 1974.

HON. FRANK M. CLARK,  
*Subcommittee on Transportation,*  
*House Committee on Public Works,*  
*Washington, D.C.*

DEAR MR. CHAIRMAN: I want to thank you for holding hearings in Johnstown, Pennsylvania, September 27th on legislation introduced by our colleague, John Murtha, to establish Route 219 as part of the Interstate highway system. I am proud to have cosponsored several of the bills before the subcommittee.

The importance placed upon inclusion of Route 219 in the interstate highway system by the residents of western New York and northwestern Pennsylvania cannot be overstated.

For those of us from the State of New York, Route 219 represents an economic corridor of tremendous potential. We have a unique opportunity. In the midst of the worst worldwide inflation in several decades and at a time when our community and nation's economic growth is at a standstill, it would be a great boon to the communities in the 219 corridor to have an improved transportation system. It is the kind of inflation fighting the country should be more actively engaged in.

The Congress has an opportunity to demonstrate to the hundreds of thousands of people living and working along the 219 corridor some immediate utility to their tax dollars. Certainly the construction of a four-lane, limited access expressway would be an invaluable tool in the economic and social expansion of our communities.

I want to commend the members of the Route 219 Association, Inc., particularly Mr. Bob Westfall, Mr. Harlan Milleville, and John Kinnen, and Mr. Art Benson for the considerable research and information they have brought to my attention and to the attention of this committee.

It would appreciate your inclusion of this letter in the formal record of this subcommittee.

Respectfully yours,

JACK KEMP.

NORTH CENTRAL PENNSYLVANIA  
ECONOMIC DEVELOPMENT DISTRICT,  
*Ridgway, Pa., October 7, 1974.*

Congressman JOHN P. MURTHA,  
*U.S. House of Representatives,  
Washington, D.C.*

DEAR CONGRESSMAN MURTHA: I would like to express my regrets that due to unforeseen circumstances the North Central Pennsylvania Economic Development District was not present to testify at the hearings held in Johnstown September 27, 1974 concerning the bills which you have introduced in support of construction of U.S. 219. However, I am enclosing for inclusion in the proceedings a copy of a resolution passed by the Board of Directors of the North Central Pennsylvania Economic Development District on May 1, 1974.

We are extremely grateful for your support of the future development of transportation facilities within our region. If there is any way we can be of assistance in the future please do not hesitate to let us know.

Thank you very much.

Sincerely,

RICHARD GREENBERG,  
*Executive Director.*

NORTH CENTRAL PENNSYLVANIA ECONOMIC DEVELOPMENT DISTRICT, RIDGWAY, PA.

#### RESOLUTION

Whereas, PennDOT is planning and developing a New Four Lane Expressway from Maryland to New York State through the six county NCPEDD to be known as New Route 219 Expressway, and this route traverses through Jefferson, Clearfield, Elk and McKean Counties, all included in the NCPEDD, and

Whereas, a serious increase in traffic accidents along old Route 219 continues to be a threat to human life because of the twisting and hazardous conditions of this old and outdated two lane highway, and

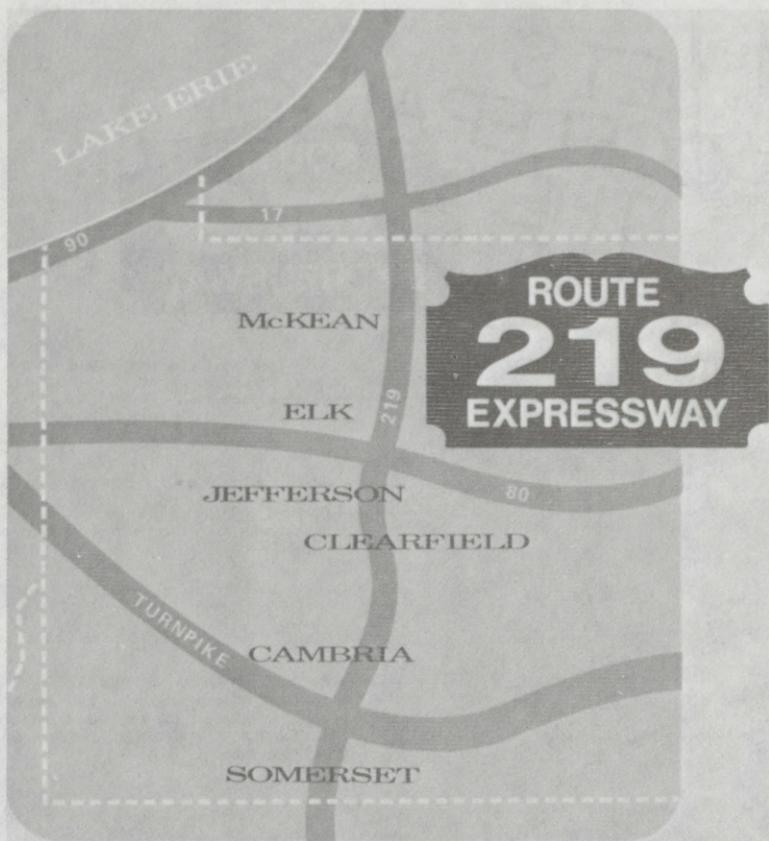
Whereas, the realization of the New Four Lane Route 219 is a vital need for the present and future development of the rural communities along the proposed new route, and will aid in permitting these communities to achieve their common goals and economic objectives which will add greatly to attracting new industries and relieving chronic unemployment in those and nearby counties, and

Whereas, this New Route 219 can be built with proper attention to the preservation of natural advantages and the wishes and desires of the majority of the people involved, and

Whereas, the North Central Pennsylvania Economic Development District has previously endorsed the construction of this New Four Lane Route 219 for the benefit of the entire six counties in the District,

*Be it resolved*, That the NCPEDD does hereby reaffirm the intent of that Resolution for the construction of New Route 219 at this official meeting of the NCPEDD held in Ridgway, Wednesday, May 1, 1974, and that copies of this Reaffirmation Resolution be transmitted to PennDOT, Route 219 Association and other individuals and organizations which have a similar interest in this new Expressway.

JOHN J. ANTONIAN,  
*Secretary-Treasurer.*



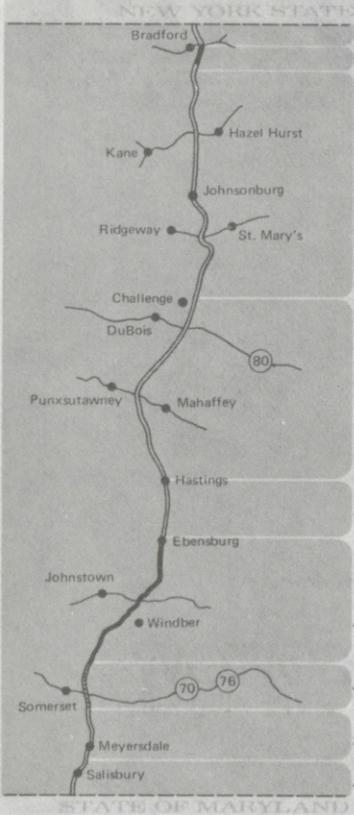
a  
brighter  
tomorrow

FOR WEST-CENTRAL PENNSYLVANIA

A six-county region in west-central Pennsylvania where the future of one-half million residents depends on the development of a modern transportation system.

# LET'S ACCELERATE THE PACE!

## ROUTE 219 EXPRESSWAY



New York State Line to Bradford - 3 miles  
*Construction let in 1974.*

Bradford Expressway - 3 miles  
*Completed and in service.*

Bradford to Challenge - 55 miles  
*Corridor study stage with public hearings in 1974.*

Challenge to Hastings - 48 miles  
*Corridor location approval expected late 1973. Current Capital Budget provides funds to continue design from Interstate 80 to Hastings.*

Hastings to Ebensburg - 16 miles  
*Traffic Route 422 to in the vicinity of Hastings - design location (will be started in the near future).  
Traffic Route 22 west of Ebensburg to Traffic Route 422 - final design phase.*

Ebensburg to North of Somerset - 38 miles  
*Completed and in service.*

Somerset By-Pass - 6 miles  
*Open summer 1974.*

South of Somerset to Meyersdale - 16 miles  
*Final design phase.*

Meyersdale to Maryland State Line - 7 miles  
*Design location phase.*

## NORTH STAR WAY

now  
more than  
ever



This is the story of "219 Land," the six-county region in west-central Pennsylvania that links the Buffalo-Toronto Industrial complex of the north to the expanding economic areas of the south.

In the six counties of Pennsylvania, there are more than one-half million residents . . . proud, hardy people who work in the steel mills, the coal mines, the glass factories, the oil fields and the lumber camps.

The natural beauty of the area has provided these people some of the finest hunting and fishing areas and recreational facilities in the nation.

Yet, "219 Land" has a major problem. It lacks a modern transportation system — modern highways that can assist existing industries to expand or encourage new factories and jobs. As a result, the area is losing population and its young people. In June 1973 Bethlehem Steel Corporation, the biggest employer in Johnstown, announced that it would cut its steel production facilities and drop 4,700 jobs from the payroll over the next four years. The \$40 million annual reduction in payroll is due to new environmental requirements and technological changes in the industry.

But this jolting setback for the Johnstown area means that, more than ever, "219 Land" must fight for a better future. Transportation, certainly is not the only solution, but modern highways are a major factor in the economic development of any area. Now more than ever we must have a new Route 219. We can achieve that goal only if every legislator from the area, every organization and individual in the association is willing to join in the battle. We no longer are fighting simply for a new highway — we are fighting for the survival of our communities.

## THE ROUTE 219 ASSOCIATION

P.O. Box 327, Johnstown, Pa. 15907 · Published July, 1973

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John J. Antonini, Vice President  
Joseph M. Cleary, Vice President  
Marshall E. Jetty, Vice President

Ernest R. Andrew, Treasurer  
Pat Valentine, Secretary

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## SOMERSET COUNTY

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\*Van G. Berkley  
William D. Gnagey  
R. Dean Hillegas  
G. Reese Lichtler  
Charles J. Sheftic

## NEW YORK STATE

Robert Ellis  
Morgan Sigel

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## Population Characteristics

During the nineteen forties, fifties and sixties, five of the six counties consistently declined in population, with Elk County as the only gainer, showing a modest one percent increase during the last decade.

McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals

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## Migration

All six counties throughout the corridor experienced a minus net migration exceeding ten percent in both the fifties and sixties, with the exception of Somerset County in the sixties showing a minus seven percent, half of the sixteen percent that county showed in the fifties. The minus figures tell a story of the young people leaving a region to seek greater opportunities elsewhere.

McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals

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## Employment Characteristics

All counties, excepting Elk, have had a reduction in the civilian work force during the past decade. The Cambria-Somerset labor market area has shown a remarkable improvement in a gain in employment . . . but the outlook for the future is not good. Bethlehem Steel Corporation, biggest employer in Johnstown with some 12,000 employees, plans to cut production and reduce its payroll by 4,700 persons in the next four years.

McKean  
Elk  
Jefferson  
Clearfield  
Cambria-  
Somerset

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## Per Capita Personal Income

The Per Capita Personal Income for all counties is well below the average for the United States.

McKean  
Elk  
Jefferson  
Clearfield  
Cambria Johnstown  
Somerset SMSA  
  
United States

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is necessary to halt the decline in population and the outmigration of young people from the area and it is also necessary to bring new business and industry into the area in order to provide job opportunities and to increase personal income for the people of the community.

Population				Percent of Change		
1940	1950	1960	1970	1940-50	1950-60	1960-70
56,673	56,607	54,517	51,915	-1.1	-3.5	-4.1
34,443	34,503	37,328	37,770	+1.8	+8.2	+1.0
54,090	49,147	46,792	43,695	-9.1	-4.7	-6.6
92,094	85,957	81,534	74,619	-6.5	-5.1	-8.1
213,459	209,541	203,283	186,785	-1.3	-2.1	-8.3
84,957	81,813	77,450	76,037	-3.7	-5.2	-1.8
535,716	517,568	500,904	470,821			

1950 - 1960		1960 - 1970	
Net Migration Percentage	Actual Number	Net Migration Percentage	Actual Number
-14.9	- 8,433	-12.5	- 6,789
-10.6	- 3,657	-13.0	- 4,843
-14.8	- 7,273	-11.2	- 5,230
-16.4	-15,095	-15.4	-12,531
-17.0	-35,621	-13.6	-27,620
-16.2	-13,253	- 7.0	- 5,450
	-83,332		-62,463

Civilian Work Force 1960 - 1970	1960 - 1970		Percent of Civilian Work Force Unemployed	
	Employment 1960 - 1970	Unemployed 1960 - 1970	1960	1970
22,700-20,900	21,100-19,500	1,600-1,400	7.0	6.7
14,900-15,600	12,900-14,400	1,400-1,100	9.4	7.1
17,300-16,400	15,700-15,400	1,600-1,000	9.2	6.1
30,500-28,400	26,900-26,300	3,600-2,100	11.8	7.4
97,400-93,500	83,500-88,000	13,900-5,100	14.3	5.8

1959	1967	1970
1,903	3,108	3,136
2,032	3,070	2,896
1,664	2,470	2,644
1,575	2,400	2,597
		2,555
1,176	2,299	2,353
2,161	3,159	3,924

A MODERN ROUTE 219 is necessary to enable existing industry and

## Industry and Commerce



McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals

## Retail Trade Statistics



McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals

## Farming

Acres Harvested, Value of Production, Number of Farms by County, and Average Value of Production Per Farm - 1970



McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals

business and farming to receive supplies and ship their products to the market places.

No. of Establishments	Capital Expenditures	No. of Employees	Wages & Salaries	Value of Production & Related Activities	Value Added by Manufacturer
93	\$11,501,000	7,368	\$51,766,000	\$197,376,000	\$ 96,574,000
61	10,752,000	7,950	55,716,000	176,030,000	104,623,000
81	2,448,000	5,258	29,907,000	86,765,000	58,584,000
108	5,340,000	6,074	38,976,000	148,299,000	70,389,000
167	16,913,000	21,277	162,908,000	537,841,000	267,004,000
<u>115</u>	<u>2,319,000</u>	<u>4,860</u>	<u>23,303,000</u>	<u>79,498,000</u>	<u>42,045,000</u>
625	49,273,000	52,787	362,576,000	1,225,809,000	639,219,000

Source: Pennsylvania Department of Commerce, Bureau of Statistics "Release M-1-70" For The Year 1970.

1963	Establishments		1963	Sales	
	1967	1971*		1967	1971*
567	521		\$ 56,949,000	\$ 63,588,000	
391	352		34,772,000	44,654,000	
491	489		46,062,000	57,060,000	
892	746		79,917,000	90,706,000	
1789	1687		200,870,000	248,006,000	
<u>814</u>	<u>753</u>		<u>74,167,000</u>	<u>87,798,000</u>	
4,944	4,548		\$ 492,737,000	\$ 591,812,000	

Source: U.S. Dept. of Commerce, Bureau of the Census, 1967 Census of Business "Retail Trade-Pennsylvania," which is updated and published every five years.

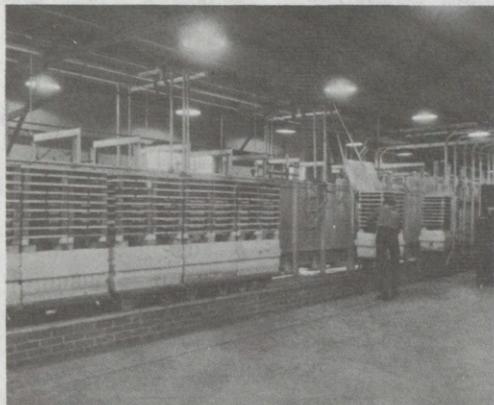
\* 1971 figures available late, 1973.

Field & Forage Crops		Average Value of Production Per Acre	Estimated Number of Farms Jan. 1, 1970	Average Value of Production Per Farm
Acres Harvested	Value of Production			
15,300	\$1,018,000	\$75.66	350	\$2,911
8,912	553,000	62.42	235	2,353
39,634	2,554,000	64.71	840	3,046
34,692	2,536,000	73.99	830	3,057
47,668	4,742,000	101.65	910	5,211
<u>111,000</u>	<u>8,467,000</u>	<u>76.88</u>	<u>1,560</u>	<u>5,542</u>
257,206	19,870,000		4,725	

Source: Pennsylvania Dept. of Agriculture, Crop Reporting Service 1970 Crop & Livestock Annual Summary, CR.S.-56

# Trend of Manufacturing Employment

McKean  
Elk  
Jefferson  
Clearfield  
Cambria  
Somerset  
Totals



A



C



B

8

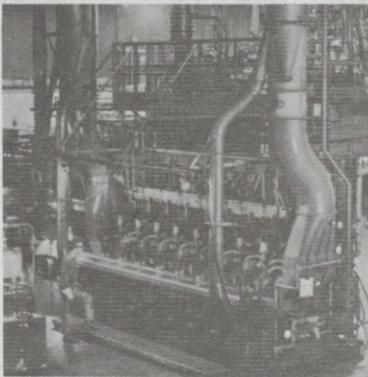
- A St. Marys — Ceramic Cores ready for baking
- B Somerset — Testing components
- C Bradford — Petroleum research
- D Clearfield — Casting molten metal
- E Brockway — From molten glass to finished container
- F Johnstown — Steel-making facilities, employing 12,000

1940	1951	1966	1970
5,074	6,746	8,613	7,368
4,595	8,588	9,107	7,950
1,628	4,708	5,048	5,258
4,174	6,218	5,850	6,074
18,826	25,839	22,698	21,277
849	2,583	4,205	4,860
<u>35,146</u>	<u>54,682</u>	<u>55,521</u>	<u>52,787</u>

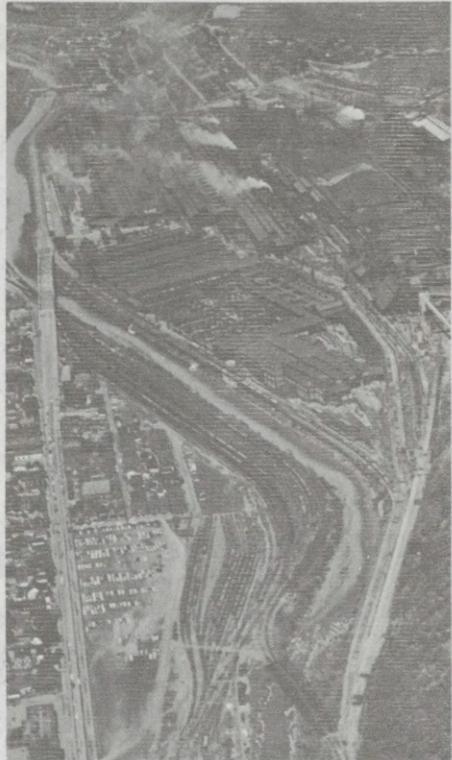
Source: Pennsylvania Dept. of Commerce, Bureau of Statistics special releases S-10A and M-1, and Pennsylvania Dept. of Labor and Industry, Bureau of Employment Security, Statistical Information Bulletins.



D



E



F

A MODERN ROUTE 219 is necessary to reduce the toll  
of deaths and injuries on highways in the area.

## Motor Vehicle Safety Record

Motor Vehicle Accidents, and Persons killed and injured in  
Route 219 Counties in Pennsylvania: 1968 to 1971

	<u>ACCIDENTS (Total)</u>			
	1968	1969	1970	1971
McKean	1,222	1,237	1,266	1,131
Elk	835	771	958	806
Jefferson	895	942	1,080	1,162
Clearfield	1,584	1,741	1,953	1,987
Cambria	3,790	4,012	4,388	4,428
Somerset	2,009	2,176	2,476	2,148
<u>Totals</u>	<u>10,335</u>	<u>10,879</u>	<u>12,121</u>	<u>11,662</u>

	<u>PROPERTY DAMAGE</u>			
	1968	1969	1970	1971
McKean	\$ 868,000	\$ 871,000	\$ 922,500	\$ 799,200
Elk	594,000	529,000	825,300	739,300
Jefferson	589,000	634,000	1,370,400	1,264,800
Clearfield	1,004,000	1,127,000	1,737,800	1,904,300
Cambria	2,748,000	2,925,000	3,596,200	3,302,300
Somerset	1,372,000	1,499,000	2,639,800	2,207,800
<u>Totals</u>	<u>\$ 7,175,000</u>	<u>\$ 7,585,000</u>	<u>\$ 11,092,000</u>	<u>\$ 10,217,700</u>

	<u>PERSONS KILLED</u>			
	1968	1969	1970	1971
McKean	23	16	16	19
Elk	16	23	10	12
Jefferson	11	4	22	12
Clearfield	29	26	31	18
Cambria	42	27	21	31
Somerset	31	30	30	32
<u>Totals</u>	<u>152</u>	<u>126</u>	<u>130</u>	<u>124</u>

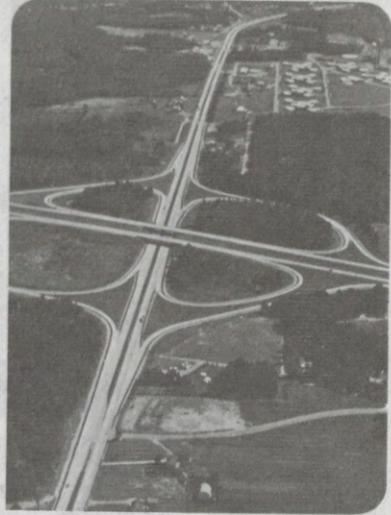
	<u>PERSONS INJURED</u>			
	1968	1969	1970	1971
McKean	523	537	537	488
Elk	385	374	429	305
Jefferson	477	473	442	558
Clearfield	889	980	961	1,000
Cambria	1,654	1,646	1,671	1,565
Somerset	1,040	1,176	1,291	1,058
<u>Totals</u>	<u>4,968</u>	<u>5,186</u>	<u>5,331</u>	<u>4,974</u>

## A MODERN ROUTE 219

... WILL PROVIDE BETTER ACCESS TO SCORES OF HISTORICAL ATTRACTIONS AND TO THE FINEST HUNTING, FISHING AND RECREATIONAL FACILITIES IN THE NATION. AMONG THE MANY ATTRACTIONS IN THE SIX-COUNTY AREA INCLUDE:

**Attractions:** Allegheny Reservoir, Penn-Brad Historical Well Park, Snowmobile trails, Annual Sports-O-Rama, Hunt Club Horse Show (McKean). Only herd of elk east of the Mississippi, winter fishing (Elk). Annual "Old Fashioned Fourth of July Celebration," Annual Pancake Fry, Fish for Fun project, Groundhog hunt and outing (Jefferson). Coal fields, Iron furnace, St. Severines Church, Authentic Covered bridge, Mountain Laurel tours and ancient cemeteries (Clearfield). Gardens of Loretto, Forest Zoo, the World's steepest inclined plane with elevator cars (Cambria). The Mountain Playhouse, outdoor restaurant with display of antiques, genuine art objects and paintings, large mountain resort (Somerset).

**Lakes, Dams & Rivers:** The Allegheny Reservoir (McKean), the largest man made lake in north eastern United States, with 95 miles of forested shoreline; Twin Lakes, East Branch Dam Reservoir, and a 75 acre Water Works Reservoir (Elk); Kyle Lake, Cloe Lake and Clarion River (Jefferson); Two dams and the Susquehanna River (Clearfield); and Prince Gallitzin Lake, one of the largest state lakes in Pennsylvania, measuring 1,640 acres, Duman Lake and the Conemaugh River (Cambria).



**Festivals:** Annual Swedish Festival (McKean). One festival commemorating the Punxsutawney Groundhog, Annual Western Pennsylvania Laurel Festival (Jefferson). Annual Laurel Festival and Annual Fall Foliage Festival (Clearfield). Annual Maple Festival honoring their yearly yield of 50,000 gallons of maple syrup (Somerset).

**Historical:** Penn-Brad Oil Well Museum, McKean County Historical Museum (McKean). Jefferson County Historical Museum (Jefferson). Elk County Historical Society (Elk County). Clearfield County Historical Society, DuBois Mansion & Monument, 3 County Cherry Tree Monument (Clearfield). Historical data on 1889 Johnston Flood, Valley Mine Museum, Lemon House (Cambria). Somerset Historical Center and Indoor-Outdoor Museum, (Somerset).

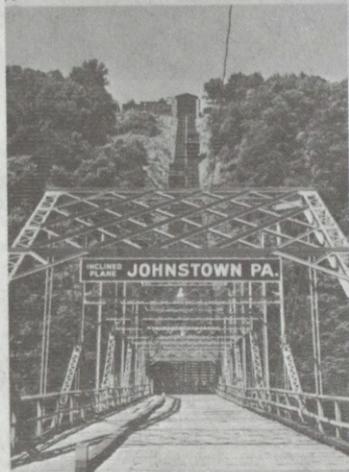
**Hunting and Fishing:** According to the 1972 Deer and Bear Harvest Report, as issued by the Pennsylvania Game Commission, the six counties featured in this brochure accounted for 14% of the entire deer harvest and 26% of the bear harvest. Fishing is a major attraction in each of the six counties and feature year round fishing streams and lakes that are well stocked each year by the Pennsylvania Fish Commission and the Federal Fish and Wildlife Service.



A



B



C

A Price Gallitzin Park — Some of more than 50 thousand persons who turn out each weekend.

B Rimrock Overlook — Part of the Kinzua Dam & Allegheny Reservoir complex that attracts 2 million annually.

C Johnstown Incline Plane — (world's steepest) carries 100,000 persons each year.

D Somerset Historical Center

E Elk County — Mature bull elk "bugles the call of the wild."

F Brookville — Fish for Fun



D



E



F

WINDBER, PA., *September 26, 1974.*

HON. FRANK CLARK,  
*Member, Public Works Committee.*

HON. JOHN P. MURTHA,  
*12th Congressional District.*

GENTLEMEN: I am pleased to know that you are holding a hearing on Route 219 on Friday, September 27, 1974 at the Sheraton Inn in Johnstown.

As a member of the U.S. Congress, I introduced H.R. 10776 in 1964, H.R. 2095 in 1965, H.R. 9153 in 1969, H.R. 17898 in 1970 and H.R. 11457 in 1971—all of which would have removed the approximately 365 miles of the Penna. Turnpike, a toll road, from the National System of Interstate Defense Highways and would have given Pennsylvania, in return, 365 miles additional interstate highways which could have included Route 219.

I also introduced H. Con. Res. 247 in 1967 and H. Con. Res. 85 in 1971 that would have made Route 219 a part of the U.S. Interstate System.

I also introduced H.R. 10272 in 1969 and H.R. 501 in 1971 which provided that each State which has a toll road included in the National System of Interstate Defense Highways either be given additional equivalent mileage on the Interstate System or be paid the Federal share of the construction cost of the toll road.

We were told that there was a total of approx. 2,200 miles of toll roads similar to the Penna. Turnpike included in the original 41,000 miles of Interstate Highways. My bills would have given these states additional interstate mileage.

I also introduced H.R. 9480 in 1969 which would have added 3,000 miles to the Interstate Highway System. This would have given Pennsylvania approx. 114 miles of additional highways which is pretty much in proportion to Pennsylvania's original 1,400 plus miles to the 41,000 mile Interstate System.

I also introduced H.R. 16255 in 1968, H.R. 8865 in 1969, H.R. 19464 in 1970—all of which would have assisted Appalachia, Route 219 and the Interstate Road System.

Route 80 in Pennsylvania, which is now part of the Interstate Highway System, was originally authorized by the Pennsylvania Legislature as a toll road. Many people would have been in favor of constructing the balance of Route 219 as a toll road if it could be completed in approx. one-half the time at one-half the cost and then tolls freed as soon as the bonds were paid.

Route 219 is very essential to the defense system of this country in that it connects Route 80 Shortway with the Penna. Turnpike, both parts of the U.S. Interstate System as well as connecting these two important roads with Buffalo which is located on the Great Lakes and is the center of many steel companies—Bethlehem, U.S. Steel, etc.—which companies are also located in Johnstown, Pennsylvania. Johnstown is located near the newly constructed modern 4-lane Route 219 from the Penna. Turnpike at Somerset to Route 22 at Ebensburg.

The cost of the construction of modern 219 would be returned to the State and Federal governments in increased taxes because of increased business which would be the result of modern 4-lane Route 219.

The help of yourselves, the Public Works Committee, and the members of the U.S. Congress is very much needed in creating Route 219 which in turn will make this part of Appalachia much greater productivity.

Sincerely,

J. IRVING WHALLEY,  
*Former U.S. Congressman,  
12th District, Pennsylvania.*

PUNXSUTAWNEY, PA., *September 27, 1974.*

HON. FRANK CLARK,  
*Subcommittee on Transportation,  
House Public Works Committee,  
Washington, D.C.*

DEAR SIR: I would like to share some facts about the new highway 219. I am speaking for the farmers in Gaskill and Henderson Townships of Jefferson County. Also, for the farmers in Brady Township, Clearfield County.

We have some of the best agricultural lands in the area. We have dairy farmers, beef farmers, hog farmers, and a few just raise grain.

We urge that PennDOT take a better look at this proposed highway in this area. This would cause hardships to communities. It will cause us to go miles around to get to the other farms we farm, also to the other side of our own farms.

This corridor goes through an Amish community. The school children walk to school and this road will have them cut off. Then, I think about the traffic that will be dumped off on a farming community with larger farmers as myself with tractors, balers, wagons, and self-propelled combines. Then the Amish with horses and buggies and horse drawn equipment. I am sure you know how dangerous it would be to the farmers and also to the motoring public.

We ask that corridor 2 be closed from route 36 to where it crosses 219 at Salem, near Du Bois, Pa. We recommend that they open a modified corridor 3 just a few miles east on route 36 from its present location; go by the way of Clover Run and cross 219 and 322 east of Luthersburg. This route will not separate communities or take valuable agriculture land.

I don't think there is a farm on the route that any one depends on for their livelihood. And believe me, farms are scarce in that area. It crosses strip mines and forest lands—the timber has been taken off and the coal taken out. It is just plain wasteland, not worth anything as far as taxes for the upkeep of the township or county is concerned.

Where this route would cross 36 to where it crosses 219 at Luthersburg, it would only cross 2 State roads. They are 17008 and 17011. It would cross about 4 township roads and only 2 would need to be left open. There would be very few homes to be moved compared to the route they are considering.

I have taken township supervisors over this route and also have taken chief planners from Clearfield and Jefferson Counties over this route. They all agreed that it would do a lot less damage than the other route and this route would also be cheaper.

The Jefferson County commissioners also told a group of us farmers that they would go along with the idea if it would help us.

We also have the support of Gaskill Township supervisors and Brady Township supervisors. Also, Big Run Borough Council and the County agricultural agents of both Clearfield and Jefferson County that sent PennDOT a letter that they recommend moving the highway out of the agriculture area in Jefferson Co., and move it to the east in wasteland which is on a ridge that is perfect for highway construction.

This is not a new matter. We have written Secretary Kassab about this route. We have also written to Indiana and Clearfield Department of Transportation about it. Indiana Dept. of Transportation told me that out of 85 questionnaires they received back from their meeting with the public on corridor 2, that 59 people stated that they did not want corridor 2. They wanted PennDOT to reconsider corridor 3.

We are only asking for a modified 3 from route 36. We are not asking for PennDOT to go the whole way back and take corridor 3 from Hasting, Pa. We only want a modified corridor to save the agriculture land.

I do not think this route was very well planned. I think there was more compromising among the politicians than any thing else. They did not stop to think what the outcome would be.

I am sending you copies of the facts that I have at the present time. I surely hope and pray you will take this into consideration and help us and the rest of the country.

The old saying is "if you waste not you will want not." I believe in the saying 100%. With growing population, I think we need every farm and farmer we have. If we need such a road I think it should be an Interstate highway. The farmers are more concerned about the location of the road than anything else.

Respectfully yours,

WILLIAM MILLS.

DU BOIS, PA., *September 24, 1974.*

HON. FRANK CLARK,  
*Subcommittee on Transportation*

GENTLEMEN: A resolution has been passed by the Clearfield County Federation of Sportsmen on February 9th. of this year, and also passed by the North Central Div. of the Penna. Federation of Sportsmen Clubs this past June., and also passed by the Penna. (State) Federation of Sportsmen Clubs on Sept. 21st. 1974. All delegates were in favor of this resolution.

The resolution is as follows: Upgrade present Route 219.

Whereas, the Pennsylvania Department of Transportation has proposed relocating Route 219 as a Class 1, four-lane limited access highway; and

Whereas, we believe that the need of a highway built to such exacting design and criteria has not been demonstrated, and

Whereas, such a highway will have a severely adverse effect on all categories of land and especially on those needed for agricultural and recreational use. Therefore be it

*Resolved*, the Clearfield County Federation of Sportsmen's Clubs is hereby resolved that Route 219 be up-graded in its present location with bypasses around the more populated areas.

We feel that these new highways do not always bring wealth and industry. The past experience has shown that the roads we use to go to work can not be properly kept up because the money that goes into the upkeep and maintenance of these major highways.

We feel that we are not being selfish in opposing this four-lane highway, we feel we owe this to the taxpayer and the youth. Also we think it's time that the elected officials sit down and study and evaluate the building of these new highways.

Sincerely yours,

JOSEPH T. MARANDO.

— — —  
WAYMAN, IRVIN, TRUSHEL & MCAULEY,  
*Pittsburgh, Pa., August 2, 1974.*

HON. MILTON W. SHAPP,  
*Governor of Commonwealth of Pennsylvania,  
Harrisburg, Pa.*

DEAR GOVERNOR SHAPP: This letter is to acquaint you in a comprehensive but concise manner with the problems surrounding the choice of the PennDOT Corridor in the construction of Legislative Route 1022 (Route 219) that is ongoing in Somerset County between Somerset southward to the Maryland border.

In order to acquaint you with the history of this stretch of road, I will quote from the engineering feasibility study for Legislative Route 1022 prepared by Michael Baker, Jr., Inc. consulting engineers for the Commonwealth of Pennsylvania, Department of Transportation:

"This proposed highway, Legislative Route 1022, on the Maryland-Pennsylvania state line to existing Route 219 southeast of Somerset is a part of corridor N of the Appalachian development highway system, a 4-lane expressway that would ultimately extend from Bluefield, West Virginia to Buffalo, New York. The Appalachian Regional Commission is responsible for developing a comprehensive transportation plan giving due consideration to state and local planning in the region. The Commission has the authority to recommend the general Corridor location and termini for the network. The recommended route approved by Appalachian Regional Commission in May, 1965 is near the existing Route 219 and extends between Corridor M, U.S. Route 22, and Corridor E, U.S. Route 48 in Maryland. On March 5, 1968, a Corridor Public hearing was held on the Corridor recommended in a Corridor location study prepared by Paul E. Groff, Associates, consulting engineers for the Department of Transportation. Subsequently, the results of the Corridor public hearing were approved by the Federal Highway Administration on July 10, 1969 and detailed desired procedures were initiated. The recommended location also met with the approval of the Maryland Department of Transportation and was given full consideration in the design of U.S. Route 48."

Since that time, final design has been in progress on the sections between Meyersdale and U.S. Route 219 southeast of Somerset. No further design activity has been undertaken between the Maryland State Line and Meyersdale during this time period.

As a result of the design public hearing in May, 1973, the Department of Transportation on June 26, 1973 authorized Michael Baker, Jr., Inc., consulting engineers, to: develop a Corridor alignment in the area suggested by the Concerned Citizens; evaluate the social, economic and the environmental impacts of this Corridor; and compare the results of this analysis to the PennDOT alignment and corridor location.

The evaluation of probable impact concerning the respective corridors was developed in such a manner as to establish 7 areas of comprehensive analysis:

1. Community, social and economic goals ;
2. Effect upon public facilities and services ;
3. Displacement of people, businesses and farms ;
4. Conservation and preservation of the environment ;
5. Air, noise and water pollution ;
6. Cost in construction ;
7. Transportation service and esthetics.

The alternative route that has been proposed by the Concerned Taxpayers of Somerset County is one in which the general location of the Corridor proposed begins at the intersection of U.S. Routes 40 and 219 at Keyser's Ridge, Maryland and continues toward the northeast crossing the state line approximately 2.5 miles west of traffic Route 669 and parallels the ridge line of Negro Mountain northward. The corridor then crosses the Casselman River west of Garrett and parallels the Legislative Route 55031 north to existing Route 219 near State Gamelands No. 50 and ties into Legislative Route 1022, Section 13 now completed to this point. The main purpose of the proposed location of the Concerned Taxpayers route as an alternative to that now approved by PennDOT has been to (a) provide a more direct routing through Somerset County ; (b) avoid the valuable farm land associated with PennDOT's proposed location and (c) utilize the undeveloped area along Negro Mountain instead of disrupting community facilities ; (d) to maintain the valuable farm land in an agricultural posture and to further cause said farm land to not be taken out of use as valuable sources of property tax income.

Juxtaposed is the more direct and less calamitous taxpayer's route from a property standpoint is the PennDOT Corridor. In order to understand its gross meandering, a quote from the Baker report should suffice :

"As previously stated, L.R. 1022, Section 8, begins on the hillside east of existing Route 219 and heads northwest crossing over the highway at the Acme Supermarket, south of Meyersdale, then overpassing the Casselman River and the Baltimore and Ohio Railroad. The proposed alignment parallels the river to West Meyersdale crossing A 727 west of the fairgrounds, and curves northeast again crossing the Casselman River (again), underpassing the western Maryland Railroad and overpassing the B & O Railroad and existing U.S. 219 and Township Road 385.

"From this point PennDOT's alignment continues north, then swings east and parallels existing Route 219 toward Berlin following the hillside southeast of Swamp Creek for approximately 3 miles. The alignment then curves northwest of Beechdale recrossing the B & O Railroad and existing Route 219 and continues in this direction to Legislative Route 55044. The proposed alignment crosses both Route 55044 and Legislative Route 55031 then curves north and parallels State Game Lands No. 50 and connecting to Legislative Route 1022, Section 13, South of U.S. Route 219."

If the shortest distance between two points is a straight line, the PennDOT Corridor in this respect leaves much to be desired. For instance, the southern terminance of the PennDOT 219 will bring the traveler 9 miles east of the existing 219 hook-up in Maryland. The Concerned Taxpayer Corridor on the other hand drops directly in a southwesterly direction hooking up directly at Keyser's Ridge into existing Route 219.

In the area of impact on the rural integrity of the Somerset County area served, according to the Baker report at Page 66, "Corridor A is the least disruptive corridor to existing development". (Corridor A is the alignment more generally following the thoughts of the Concerned Taxpayers of Somerset County.) Furthermore the Concerned Taxpayers submit that their Corridor choice of a more western alignment avoids: (1) the disruption of urban centers, prime farmland, and out-town areas; (2) provides a route that not only is amply accessible to the Berlin-Meyersdale-Salisbury traffic, but more fully involves the great resort area of Seven Springs and its environs.

Perhaps the best figures to commend the Concerned Taxpayer choice are the impact comparisons set out in the Baker Report at Page 92 and Page 93.

#### PHYSICAL IMPACT

The PennDOT Corridor would have a greater physical impact upon the area through which it passes. The route traverses the urban communities in the Casselman River valley. Conversely, Corridor A is located away from the urban areas where it traverses many large tracts of land. The major physical impacts between the PennDOT Corridor and Corridor A are presented in the following table :

Item	PennDOT corridor	Corridor A
Properties affected.....	125	50
Homes taken.....	57	8
Farms severed.....	11	9
Barns taken.....	11	5
Commercial buildings taken.....	1	0
Total land acquisition (acres).....	1,061	1,066
Farmland (acres).....	543	240
Forest land (acres).....	430	800
Urban development (acres).....	70	0
Strip mine land (acres).....	18	26

The statistics clearly indicate the magnitude of the impact the PennDOT Corridor has in terms of existing development and the type of land use affected. The displacement of people represents one major area of impact that would place an enormous strain on the housing market in the Study Area. There are currently 30 to 40 housing starts per year in the Study Area with little vacancy in the existing housing supply. Therefore, replacement housing would be a major concern of the PennDOT Corridor not present with Corridor A.

Farmland consumed represents the major portion of the land area requirements for the PennDOT Corridor; while 70 acres of urban development primarily in Meyersdale, Boynton and Salisbury are also taken. These 603 acres are 2.5 times the developed land area necessary for Corridor A.

The loss of taxable property is significantly greater in the PennDOT Corridor than for Corridor A. The restoration of this tax loss to the local communities and Somerset County would require a major increase in economic activity in conjunction with the Appalachian Development Highway.

Another area of major concern is that of environmental impact factors such as noise levels. The Baker Report states at Page 105:

"The results of these analyses indicate that the noise levels predicted for the \* \* \* PennDOT Corridor may be cause for concern, particularly in the vicinity of the proposed inter-changes."

The report further stated that: "The PennDOT Corridor has potential for the creation of noise problems that would not exist in the Corridor A alignment."

The foregoing discussion and based upon the thrust of our personal presentation to you on August 5, 1974, we respectfully ask your intervention in this matter. You have throughout your administration favored building proposals that have served the people but have not bespoiled the environment. Reference is made to your stand concerning the Gettysburg Tower.

Frankly, you as Governor of this great Commonwealth, are our last hope. Our road corridor preserves the environment, provides greater countywide accessibility, is a much more direct and thorough route and better serves the people and the environment. The cost differential between the two corridors is extremely slight. The Concerned Citizens of Somerset County and many citizens also from our region urgently seek your help.

Respectfully,

RICHARD G. JEWELL,  
WAYMAN, IRVIN, TRUSHEL & MCAULEY,  
*Attorney for the Concerned Taxpayers  
of Somerset County.*

STATEMENT OF JAMES SHAFFER, TROUTVILLE, PA.

Mr. Chairman, I am a member of the Troutville Borough Council and a representative of the farmers of Clearfield and Jefferson Counties. As you may be aware, the proposed Route 219 will go through some of the best farm land in our counties.

Farm land is disappearing both in our counties and nationwide at an alarming rate, with highways, airports, and land developers making drastic encroachments. The loss of farm acreage in Clearfield County over the past decade is set at 10%. Nationwide, the Department of Agriculture reports that farms in the United States declined by 39,000 in 1971, and further estimates a decline of 40,000 farms in 1972.

With the earth's increasing population, productive and potentially productive farm land should be a first priority item. The tremendous droughts which are currently ravaging the earth bear an awesome witness to this priority.

The idea of condemning 2,000 acres of land to concrete may not sound like much to some, but let's examine the productivity of one 3.6 mile sector of highway corridor which runs through Henderson Township. Within this sector there are currently 343 acres of corn, 219 acres of oats, 31 acres of wheat and barley, 767 head of cattle. The minimum yield in this area for corn is usually 100 bushels per acre. With this help of agricultural extension personnel, we have been able to calculate that 100 bushels of corn will produce 1,000 pounds of beef which is sufficient for a family of four for a year.

Just one dairy farm which will be affected by this highway is currently producing enough milk to satisfy the needs of 700 families of four for a year. We farmers don't believe that we can afford to take this high-yielding land out of production.

According to Secretary of Agriculture, Earl Butz, we will, in spite of our mid-west drought produce our fourth largest corn crop. We feel that he is overly optimistic, but even so, that is insufficient for our needs, let alone the worlds. In 1972, a bumper year, the output of all grains decreased by 6% per person. Since 1970, the price per bushel of wheat has quadrupled, while the price of soy beans has tripled. The price of food to the American consumer is up a whopping 30% increase over the past 2 years. A 1973 senate study with which some of you gentlemen may be familiar, identified 263 hunger counties in the United States.

That is why we oppose further construction of 219 as a four lane highway. The cost of the highway is figured at roughly \$5 million a mile, but this certainly isn't the total cost because the loss of yield may someday soon far outweigh the price of the highway, and this loss is unreclaimable.

For these reasons the residents of our Borough urge that you do not give interstate status to Route 219.

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STATEMENT OF ERNEST L. PETERSEN, JR.

My name is Ernest L. Petersen, Jr. I am a resident of the Johnstown area. I am employed by the Pennsylvania Electric Company as the Director of Area Development. In this job, I, with my economic growth allies in the railroads, the Rural Electric Cooperatives, the Pennsylvania Department of Commerce, and other state and federal agencies, am trying to better the living conditions in the area my company serves.

Not growth for growth's sake—no promises of a rose garden—justifiable growth. Growth in areas where people want to live and work; growth that will prevent other problems in the swollen cities.

Today we again state our advocacy for U.S. 219: a highway that we believe will trigger a sequence of public and private investment in an area that is relatively remote, economically, culturally, and physically. The fourteen Pennsylvania counties that would be affected would know the stimulus of hope and motivation that this highway would bring.

Some years ago, our company hired the economic study group that marshalled the facts for the President's Appalachian Regional Commission, the predecessor to the Appalachian Regional Commission. We wanted their slant on an economic development strategy to combat the declines in mining, railroad employment, outmigration of our people, the reasons for our bypass by high-technology industry.

It was a sobering study. It is summed up in the nickname that applies to much of our service area: The Hole in the Doughnut. This phrase highlights our plight. We have not been taken into the belts of industrialization and urbanization that make up the American Manufacturing Belt. North of us, the Lower Great Lakes Mohawk Valley Belt skirts to join up with the Bo-Wash, or Megalopolis, extending from New England to Washington and southward. Westward, we have the Chi-Pitt Belt. The counties that would benefit from U.S. 219 are poor country cousins to the ones in these belts.

It became readily apparent that our efforts could at best be directed to staving off declines in the area and attempting to build a self-starting structure to improve the quality of life. We are attempting to build linkages to the more prosperous area. We have to. Pennsylvania would be in a more difficult financial position today if industrial development groups hadn't taken root and been nourished by the Pennsylvania Industrial Development Authority. Recently released figures show that 160,000 jobs generating \$1 billion in payrolls resulted from the PIDA operations. This accomplishment diminishes when one realizes

that in 1954 gross state production was 6.75 percent of the gross national production, whereas today it has fallen to 5.58 percent. Also in 1954, the Pennsylvania labor ratios were higher; 7.1 percent of the national labor force were Pennsylvanians. Now, only 5.92 percent of the national labor force are Pennsylvanians. So Pennsylvania isn't keeping pace economically. Another distressing statistic gathered in the 1965 to 1970 era: 538,440 persons became Pennsylvania residents, but 729,437 persons left the state. In effect, in this operation we got rid of the population of Erie, plus. More depressing is the large number of these that were high school graduates. The call of outmigration is heard and answered by those we can ill-afford to lose.

We are convinced that we have a mission to provide opportunities in all spheres and aspirations for those people who would prefer to live and work within our service area. We believe that the national interest would be served by inhibiting the factors that are crowding people, are emptying out the country, and subjecting people and institutions to needless stresses and strains.

We know the economic process. We know the importance of planning and objective setting. But we are also aware of the vast effort that must be undertaken to condition the local environment in order to attract selective types of consumers and producers. The environment must be such that it will enhance their chance for private gain. In effect, what must be done is to price the environment so that producers will favor the area as a site of operations.

We don't hold that transportation alone will change the price of the environment. However, we state our conviction that U.S. 219 would be more than just a segment of a transportation network. It would be a catalyst for the process which would accelerate the elimination of shortcomings and disadvantages which limit the potential of the area. It would enhance the quality, the availability of local public services such as schools, sanitation, hospitals, fire and police protection. It would motivate people to working harder for the objectives that now appear to be a part of the unattainable dream.

I respectfully submit and can buttress with facts supported by my long experience in economic development that U.S. 219—the long-needed north-south development highway linking the prosperous northern counties to the slow developing southern counties—would be a must in our continuing war against the factors that afflict our area and distress our people.

The main reason that we are here is to correct one of the detriments to the area. The north-south highway that we are earnestly seeking would correct the conditions that have resulted in declining communities, lack of employment opportunities, an adequate tax base that will provide public service that are necessary, and the maintenance of inhibiting conditions. Otherwise, a static situation is deplorable. People lose their vision and we know from Biblical prophecy that then they perish.

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JEFFERSON COUNTY PLANNING COMMISSION,  
Brookville, Pa., September 17, 1974.

Re: Proposal to upgrade Route 219 to interstate status.

Congressman JOHN P. MURTHA,  
Federal Office Building,  
Johnstown, Pa.

DEAR CONGRESSMAN MURTHA: This correspondence is in response to the announcement by your office of sponsorship of five Bills, recently introduced in the United States House of Representatives, to make the Route #219 Project, part of the Interstate Highway System.

It is readily apparent that with Route #219 as part of the Interstate Highway System, the State's share of funding this Highway would be significantly reduced. This reduction, in effect, would allow the Commonwealth to allocate yet more monies to an already "hard-pressed" Highway Program throughout the State. In light of this, I am quite happy to inform you that at our regularly scheduled meeting on September 11, the Planning Board voted unanimously to endorse the upgrading of the Route #219 Relocation Project to Interstate status.

Quite obviously, the importance of your proposals demonstrate serious initiative on your part to foster, more equitably, the building of a much needed major regional highway.

Should your office require any further endorsement of the above, please do not hesitate to contact my office.

Respectfully yours,

DAVID J. PETTROW,  
Director.

TEXASGULF INC.,  
 ARMSTRONG FOREST DIVISION,  
 Johnsonburg, Pa., September 5, 1974.

Subject: U.S. Route 219, Pennsylvania Limited Access Highway.

Hon. JOHN P. MURTHA,  
 House Office Building,  
 Washington, D.C.

DEAR CONGRESSMAN MURTHA: A local newspaper noted the public hearing to be held in Johnstown on September 27 on the above highway construction proposal. Please accept this letter as written testimony in lieu of our attendance at the September 27 hearing.

Texasgulf is one of the larger, private industrial, forest landowners in Pennsylvania. Many public roads pass through our lands, including Interstate Route 80 which cost us 180 acres. Based on what information is available to us so far, proposed U.S. 219 Limited Access corridors pass through several of our forest management areas in Elk and McKean Counties. Texasgulf could lose between 180 and 550 acres of wood producing forests, depending on final design route selected. From our 70-odd years of ownership and management of timberlands here, we make the following comments:

1. Limited access highways pose four serious obstacles to good forest management.

(a) They become a permanent barrier within the timber tracts bisected, cutting off access.

(b) The erection of fences on road right of way limits prevents harvesting timber on adjoining slopes because it's not safe or possible to fall all trees away from such fences.

(c) The landowner may not be relieved of the property taxes on acreage within the right of way which he no longer can use.

(d) The forest manager not only loses the land taken by the highway, he must sometimes build new circuitous, access roads which take more land out of production; management costs are increased and the timber adjoining the highway clearing is exposed to the elements, resulting in degrade or even death of the trees.

2. Limited access corridors, by reason of environmental impact statements, avoid passing through publicly (i.e. government) owned lands wherever possible. What makes that land so sacred? There are many private forest lands which contribute just as much or more to society than State Forest, State Game, etc. lands. This seems to be a very unjust situation—no one files an environmental impact statement on the private landowner's behalf. With the increasing demands on public lands by recreationists, it becomes even more important that private lands be kept in wood production.

3. In view of the petroleum supply problems in the future, we question the wisdom of building a super highway for a mode of transportation which may become obsolete in a few years. This money might better be spent on mass transportation or local roads which serve local industries. Route 219 appears destined to become the fastest way to get people from Maryland to New York and vice versa. At 70 m.p.h. it would only take about 2½ hours to get through Pennsylvania.

We have previously expressed in detail our objections to some of the proposed corridors in a letter December 16, 1970 to the Pennsylvania Department of Transportation District 2-0 office in Clearfield. Please give serious consideration for future forest management in our heavily forested counties.

Very truly yours,

R. E. LESLIE, *Assistant Manager.*

SEPTEMBER 23, 1974.

Congressman FRANK CLARK,  
 Washington, D.C.

DEAR MR. CLARK: I wish to thank you for the invitation to express my views on proposed 219.

As a native of the Du Bois Area I would like to tell a few reasons why I object to a four lane north-south highway being constructed through our district. In the first place I see no need for such a highway as is proposed to go through any of our lands.

I have been a merchant for many years with a successful business, and certainly do not want to stop progress, but in my opinion the four lane proposed highway would not bring business into our Du Bois area, but take business away. I have discussed this with several of my business associates, and we know that many people in our communities go to Pittsburgh to shop thinking there are better bargains. If a four lane access highway were built north and south it would encourage people to go to Johnstown or Buffalo. This is a selfish attitude, but it is shared by many of our area merchants.

You might say the highway would bring in business, but I need only look around our Interstate 80 intersections and see what industry has been brought into these areas. One I might mention is the Barkleyville intersection of Interstate 80 and route 79. Can you tell me what factories have located there in the last ten years?

Our own area has not brought in one manufacturing plant since Interstate 80 has been opened. In fact we have lost five manufacturing industries in the last five years for some reason or another, but Interstate 80 did not keep them here.

No matter what corridors the north-south highway would transgress it would take too many hundreds of acres of good woodlands and farm lands. People of our communities are proud, hard working individuals who have worked the land for generations, and now the people who like concrete and steel are trying to take our land, which will not be offered at any price. These proud people have signed over 5,000 petitions (voters I might add) opposing this new highway, and are ready to use their life savings to protect their properties.

Since Interstate 80 has been brought into our area people have learned what noise and air pollution has been added to our otherwise clean environment. Anybody living within miles of Interstate 80 complain of pollution, and the greater percentage of these people wish Interstate 80 had never been constructed.

Our people also know the Du Bois Area has had a major industry, the railroad, employing hundreds of people for several decades, therefore they are not interested in building highways for trucks to compete with railroads. It is a well known fact that railroads can transport freight with a fraction of fuel compared to trucks. As the freight train goes by in five or ten minutes we realize this is noise pollution, but truck traffic is a twenty four hour noise pollution.

Our neighboring community of Brockway is very much concerned about their water supply should 219 go through their watershed. Have you given much thought as to what would happen to our communities if a truck carrying chemicals would have an accident near our water supply?

One only has to read the paper to see how our crime rate has increased since Interstate 80 has been brought into our community. Again the residents are afraid of more crime brought in another four lane highway.

I offer my opinion only after considerable thought and discussion with factory superintendents, educators, doctors, lawyers, farmers, and sportsmen whose clubs have voted unanimously to oppose 219.

As I stated in the beginning I am not opposed to progress, but I feel with the fuel shortage, and food shortage in our world that congressmen such as you should take a second look and find a better way for 219. I feel that 219 can be upgraded, and routes built around some communities where there is much congestion, thus saving many dollars to the taxpayer, and still serving the necessary needs of north-south traffic through our communities.

I believe that there is wide spread agreement that inflation is our number one problem, and possibly 219 is one way to help cut federal spending.

Trusting you will give this matter your serious consideration, and think of the many people being hurt for just the gains of a few.

Sincerely,

K. M. CHITTESTER.

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THE BOROUGH OF SYKESVILLE,  
JEFFERSON COUNTY, PA.,  
*Sykesville, Pa., September 26, 1974.*

GENTLEMEN: The Sykesville Borough Council at its regular meeting of May 3, 1974, voted to go on record as being opposed to the present routing of Route 219 in this area. All representatives of our district were notified by mail to this effect on May 7.

It is the general concensus of opinion that the normal life pattern of many of our citizens and farm friends adjoining our town would be greatly changed and in some instances be destroyed if present routing plans are not changed.

The Sykesville Borough Council feels that our borough and the surrounding area can best be served by the upgrading of our present Route 119.

DONALD SMITH,  
*President of Council.*

THE DU BOIS AREA SENIOR HIGH SCHOOL,  
*Du Bois, Pa., September 26, 1974.*

DEAR MR. CHAIRMAN: In submitting this written testimony, I would like to emphasize I speak for a considerable group of concerned educators in the Du Bois area.

We are concerned at the loss of tax base that will occur at the waste of valuable farm land, and at the total lack of consideration for more efficient alternate modes of transportation.

The proposed Route 219 will take an area of land approximately 12 miles in length through our school district. The resultant condemnation of land and property will bring a tax loss to our school district which will amount to many thousands of dollars. These tax dollars are desperately needed to provide an adequate education for the students of our area.

We are very concerned with the loss of valuable farm lands. With food prices soaring and the shortages which have resulted from drought and world starvation, we feel that any change in land use of the magnitude caused by this highway, should be pondered carefully. We feel that the construction of this road would only add fuel to inflationary fires. It amazes us that we take thousands of acres annually out of production through the government exercising its right of eminent domain, while people starve in Ethiopia at a rate of 1,000 per week. The land through which this highway would travel is prime farm country.

Finally we feel that before a highway the magnitude of 219 is begun, the idea of using existing railroads as an alternative means of moving freight should be considered. Basically we view 219 as a coal route, north West Virginia coal to Buffalo factories. Certainly Bluefield, West Virginia, is not the type of metropolis one associates with the beginning of a large interstate highway.

We would like to point to some advantages that rail traffic for both freight and public transportation has over further subsidy of the highway system. First, rail right-of-ways are already in existence, therefore, there would need to be little or no new lands obtained. Secondly, studies have shown that the cost of moving a ton of freight over rails rather than highway costs about one-fourth as much. Finally, rails are more efficient users of energy than are trucks. They use only one-fourth the energy and subsequently produce one-fourth the pollution per unit ton when compared to trucks.

A more efficient use of rails would also be conducive to less noise pollution, since once a train runs through an area the noise stops and you do not get the incessant howl that accompanies major highways. An added attraction for our area is that the rail industry was at one time a major employer here. If rails were to boom there would be good well paying jobs for our area. Highways tend to bring in poor paying industries (motels, gas stations, eating places) which do not provide the type of employment which will support a family.

As educators we are interested in the quality of living in our area. We hope that towards this end you will refuse to grant interstate status to 219, and further do everything possible to restrict further federal subsidies to this highway.

Yours truly,

JACK McCORKLE.

STATEMENT OF DR. S. J. BIELOBOCKY, DU BOIS, PA.

Mr. Chairman, members of the Subcommittee on Transportation, in considering the proposed superhighway Route 219, cutting across portions of Jefferson and Clearfield Counties, I feel we must carefully weigh its advantages against its many disadvantages.

We are told by proponents of superhighway 219 that it is needed for economic reasons. But these economic benefits are very vague, uncertain and perhaps non-

existent. In the Du Bois area we have had Interstate 80 open for over 5 years and the economic benefits have been little. I am certain a great majority of people in the Du Bois area would agree to that statement.

Now let us consider what the destructive effect, the building of a new superhighway would have in Penna. alone. It would destroy forested land, farm or farmable land, contaminate water, and destroy a people's way of life. I would like to briefly consider each of these destructive aspects.

First: It is estimated that 2,000 acres of land will be confiscated and altered to construct a four-lane Route 219 in Penna. A great deal of this land is forested land. We must remember that forests are our *only*, I repeat, our *only* renewable industrial resource. In our present situation as to shortages of material and energy can we really afford to be this wasteful. One might say we have an overabundance of forests in this country. But I remember when I was aboard ship in the Navy less than 20 years ago when thousands and thousands of gallons of fuel were dumped into the sea before ships went into port. At that time we had all the oil we could waste. We don't have it now. This can happen to our forest supply also.

Second, but not less important is the destruction of farmland or farmable land. Not too long ago the U.S. Government spent millions of dollars in a soil bank program to conserve and protect farmland. This, considering the present United States and worldwide food problems, turned out to be a wise program. Now does it seem to be at all sensible to rip up and destroy forever acres and acres of farmland in order to pave it over with cement? Does this seem at all sensible, considering the dire predictions by about every agricultural authority of worldwide food shortages in the future?

Farmland is another reusable resource. With proper care, crop rotation, fertilization, farmland can be used to produce food indefinitely. It is a most valuable national and natural resource and should not be wasted for superhighway construction.

Third: Construction of another highway of this magnitude, together with the use of salt in the winter and tire residues are definitely of no benefit to streams and springs in the affected areas. Hundreds of fresh, pure water springs will be destroyed during construction and then salt and tire residue contamination will continue for as long as the highway is in use.

Finally but perhaps most important to people directly affected is the destruction of a people's way of life. Construction of a superhighway cuts off all township roads and blocks many secondary roads forcing people to drive miles out of their way to get to work, to shop, to church, hospitals, etc. The highway in its now proposed corridor would cut in half farms in Jefferson and Clearfield Counties, forcing a farmer to move his equipment several miles just to get across 284 feet of highway right-of-way, in order to work the other half of his farm. All this wastes time, energy, let alone the personal aggravation. Other farmers may have to give up the land they worked a lifetime to build up and maintain.

People living in rural areas live there perhaps most for the peace and quiet it offers. In many cases a superhighway turns a peaceful valley into a tremendous echo chamber for roaring trucks. This, perhaps, is noise pollution at its worse.

Right-of-way acquisitions for a new superhighway forces people in many cases to give up their homes and move. Considering the high cost of mortgages and building today, this creates a very difficult financial hardship for many people. In the case of farmers, acquisition of a new farm is most costly \* \* \* if any farm can be found at all. Land is at a premium in our area \* \* \* difficult to find and very costly to buy. One might say the state reimburses these people for their loss. The amount of reimbursement rarely covers the cost of replacement. And how do you replace the irreplaceable?

In Pennsylvania when a superhighway is in existence in a rural area, the secondary or local roads suffer. I know personally that after Interstate 80 was opened, the road I use to drive to my office daily, gets plowed in the winter 24 to 72 hours later than it did before. And this road is a heavily traveled one with many homes situated right along it. The superhighway has to be cleared first and the roads people use daily are neglected and dangerous in the winter. In fact many times during a winter period even I-80 is closed because of insufficient equipment available. Now why should we be building new roads when we cannot maintain the ones we have properly? In Pennsylvania even after enactment of a State income tax, the State did not have enough money to fix "potholes" so an extra 1 cent per gallon "pothole tax" was added to the already inflated cost of gasoline. Are we to be taxed even more heavily to maintain another superhighway? To our working people, who have to combat inflation just to live, this added cost will hurt.

Being limited by time, I would like to say in closing, please, gentlemen, consider and weigh the vague benefits of this proposed highway whether it be Interstate or not, against the definite destruction of forests, farms, water and a people's way of life. In this time of our history, with inflation, energy shortages, predicted food shortages, I believe the construction of this new four-lane, high-speed highway to be most inappropriate. Upgrading and improving the present route 219 on its present right of way, would conserve the things we should consider as being the most important. Thank you.

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STATEMENT OF JAMES W. RUPERT, JR.

Mr. Chairman, the issue that we are confronted with is one of great importance, both to the residents of my area, and to the residents of Pennsylvania. Proposed construction of a new four-lane highway, Route 219, will not solve the problems of our communities, but rather lend to them. Factors leading to this assumption are many and far-reaching.

Construction of a four-lane highway will prove detrimental to our railroad industries located in a number of our communities. Loss of employment from this higher income industry is a certainty. One might ignore this factor and stipulate that the highway will bring with it better paying jobs. This assumption, is a mistaken one, for employment provided by superhighways is in motels, service stations, restaurants, etc.—usually low income opportunities.

Today our country and indeed the world is in the midst of an energy crisis. Truck transportation of freight uses approximately four times as much fuel per ton a mile as rail transportation. Interstate 80 is a thruway for trucks, would not new Route 219 become the same? In October of 1972, 12 top Federal agencies delivered to the President a report entitled, "The Potential For Energy Conservation." This report urges government policies that would begin to divert intercity freight from truck to rail.

The consumer is the one who pays the real cost of transportation within our nation. In a recent (1973) study by the National Science Foundation, a cost of 1.4 cents per ton a mile is projected for railroads, and 7.5 cents per ton a mile for trucks. We, the consumer inherit the difference.

A day will come perhaps when man must reckon for his nearsightedness in his efforts to stem toward progress. He must learn to improve on his present structures rather than setting them aside for new ones. Failure to do so, only compounds his problems.

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*To Whom It May Concern:*

As everyone knows, there is and has been a lot of discussions on the proposed Route 219 in, and around, our area.

On April 15, 1974, at our regular membership meeting of the Brockway Sportsmen's Club in Brockway, Pa.; we had a very long discussion (pro and con), on these proposed routes in, and around our area.

After these discussion, there was a motion made by and seconded by two members, that the Brockway Sportsmen Club, (with a membership of over 300 members), go on record as opposing these proposed routes, and instead, upgrade the present Route 219. Motion carried unanimously.

D. E. MATSON,  
*Secretary, Brockway Sportsmen Club.*

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OFFICE OF THE MAYOR,  
CITY OF SALAMANCA,  
*Salamanca, N.Y., October 1, 1974.*

Subject: Public hearing on Route 219, Johnstown, Pa., H.R. 16188.

COMMITTEE ON PUBLIC WORKS,  
*Rayburn House Office Building,*  
*Washington, D.C.*

GENTLEMEN: As Mayor of the City of Salamanca, New York I want to stress the urgent need for the present route of 219 to be continued as the North-South corridor and Route 219.

The Railroads have cut way back on service to this area to the point where we are able to ship in carload lots only.

Route 17 Expressway is all but completed across the State except from Allegheny, New York to our western city limits. If Route 219 is taken away from us with no immediate north-south highway in good condition we will really be in COFFIN CORNER.

I have two businesses and I know first-hand how hard it is to have goods or supplies shipped in in the quantities you can afford or might require.

Do not completely isolate us by taking away what we do have.

Thank you for your consideration,

KEITH L. REED, *Mayor,*  
*City of Salamanca.*

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ORCHARD PARK CHAMBER OF COMMERCE,  
*Orchard Park, N.Y., October 1, 1974.*

COMMITTEE ON PUBLIC WORKS,  
*2165 Rayburn House Office Building,*  
*Washington, D.C.*

DEAR SIRs: Unfortunately, the Orchard Park Chamber of Commerce was unable to send a personal representative to the public hearing on the Route 219 legislative proposals held last Friday in Johnstown, Pa.

Our Chamber was represented by two officers of the U.S. Route 219 Association, Inc. in New York State, of which we are a member. Our information is that many arguments, most of them favorable, were presented at the hearing. Anything we may add only would be repetitious.

However, I want you to know this. The Orchard Park Chamber of Commerce favors, and is committed to a major north-south arterial linking Buffalo and Canada with the states to the south. Our community, a suburban town of approximately 25,000, is at the northern terminus of the existing Route 219. The only rebuilding of 219 in New York State is through Orchard Park, and from the southern boundary of our town this federal highway becomes a winding, twisting, treacherous two-lane road that snakes through some of Western New York's most scenic countryside, as well as some of the state's major recreation areas.

The decades of neglect in upgrading Route 219 is a disgrace to our federal interstate highway system. We must point out that commerce and industry and people along the 219 corridor have worked diligently over many years to obtain an improved highway, to facilitate the only major area in the entire northeast which doesn't have a north-south link. It is vital, therefore, that every effort be made to put one of the proposals in motion before citizen and organization input at the local level succumbs to frustration and discouragement.

We also realize that the State of New York also must take initiative and I regret that representatives from our State Department of Transportation, if my information is accurate, were not present at the hearing.

If there is still time, we would appreciate having the position and comments of the Orchard Park Chamber of Commerce included in the hearing testimony. The Orchard Park Town Board also favors Route 219 as a north-south arterial from Buffalo. Thank you.

Sincerely,

JOHN W. COLEMAN,  
*President.*

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CATTARAUGUS COUNTY TOURIST BUREAU,  
*Salamanca, N.Y., October 1, 1974.*

COMMITTEE ON PUBLIC WORKS,  
*Rayburn House Office Building,*  
*Washington, D.C.*

DEAR SIRs: The Cattaraugus County Tourist Bureau wishes to go on record as favoring the bill: H.R. 16188 as presented at the Public hearing on Route 219 held in Johnstown, Pa. on Friday, September 27, 1974.

The Cattaraugus County Tourist Bureau recognizes the value of Route 219 from our contact with the heavy traffic on this route from business and tourist traffic.

Sincerely,

MORGAN L. SIGEL,  
*Executive Director, C.C.T.B.*

ELLCOTTVILLE, N.Y.  
October 1, 1974.

COMMITTEE ON PUBLIC WORKS  
Rayburn House Office Building,  
Washington, D.C.

GENTLEMEN: My opinion, shared by my many friends and associates, is here-with expressed in favor of H.R. 16188 adding Route 219 from Buffalo, N.Y. to a West Virginia terminus, to the Interstate System.

Approval is an immediate desired and necessary improvement to eliminate the unrealistic gap in our nation's road systems. Much dissertation on augmented economy, safety, health, and prosperity could be related at this time, but adherence to brevity now is hopefully beneficial, knowing that concern for passing this vital bill must be a foremost concern to all of us.

Yours, for immediate approval.

JOHN B. KINNEN.

WINSMITH,  
Springville, N.Y., October 1, 1974.

COMMITTEE ON PUBLIC WORKS,  
U.S. House of Representatives, Rayburn House Office Building,  
Washington, D.C.

DEAR SIR: At the recent Route #219 Public Hearing in Johnstown, Pennsylvania you extended the time allowed for citizen input for H.R. 16188. I should like to speak in favor of the bill.

Winsmith Division of UMC Industries is a manufacturer of speed reducers employing 400 people in Springville, New York. The village of Springville has a population of 4,500.

Our employees and their families are hampered in their daily lives due to the lack of adequate highway facilities both to Buffalo in the north and the Pennsylvania cities in the south. It is not practical to travel Route 219 as it is today.

We feel that highway inadequacies have contributed to the following.

1. Access to major medical centers in the Buffalo area.
2. Access to colleges and schools both north and south.
3. Access to the cultural offerings of metropolitan Buffalo and northern Pennsylvania.
4. Extra driving time to the nations capital and other major areas south.
5. A much higher than normal death and injury rate.
6. Stifled industrial growth.
7. Limited the labor market.
8. Increased freight costs.
9. Restricted residential growth.
10. Increased school busing problems in Springville.
11. Diverted much needed traffic to other corridors and as a result has restricted retail trade in Springville.

For these reasons and many more we urge full support of H.R. 16188.

Sincerely,

EARL F. BARTLEY,  
Personnel Director.