

I am appearing before you today in my capacity as Chairman of the Tocks Island Regional Advisory Council (TIRAC) to offer testimony in support of the several bills which would authorize the establishment of a National Scenic Rivers System.

The Tocks Island Regional Advisory Council is a council of county governments involving, in all, those seven counties in the States of Pennsylvania, New York and New Jersey which will be affected by the Federal development of a major portion of the Delaware River. This development, of course, involves (1) the Tocks Island dam and reservoir project and (2) the Delaware Water Gap National Recreation Area.

TIRAC was formed in 1965 when it became apparent to the top elected officials in the approximately 4,200 square mile region that (1) the legislation authorizing the establishment of the Delaware Water Gap National Recreation Area would be enacted by the Congress and (2) many of the problems that would be created by the estimated 10,500,000 visitors to the national recreation area would be regional rather than local in nature.

TIRAC was created for two major purposes: first, to be the means through which the top elected and planning officials in the region could identify the regional problems and opportunities which would be generated by the dam, reservoir and recreation area projects; and, second, to be the region's principal means for marshaling the resources which would be needed to effectively deal with the problems and opportunities identified.

Since it was created and staffed, TIRAC has been developing a program with two principal thrusts.

Thrust number one has been directed toward protecting the quality of the region's environment—which is now nothing less than superb—well into the future. This thrust has resulted in: (1) the initiation of a number of water and sewer studies throughout the region, including the Delaware River Basin Commission's important water and sewer study which involves the 1,000 square miles of land whose waters drain into what will be the Tocks Island reservoir; (2) TIRAC's unique solid waste study which, next year, will culminate in a plan for effectively disposing of the solid wastes generated by the present and future residents of and visitors to the region; and (3) TIRAC's proposed regional vector control program.

Thrust number two has been directed toward identifying (1) the kind of growth which can be anticipated for the region and (2) the steps which must be taken at different levels of government to effectively guide this growth. This thrust has resulted in the initiation of an ambitious regional planning program which is much too detailed to be described in this statement.

A major reason why TIRAC has been able to undertake such an ambitious program is because of previous work of a planning nature which had been financed by the State and Federal governments. The most important single study in this area is "The Potential Impact of the Delaware Water Gap National Recreation Area on its Surrounding Communities" which was financed by the Pennsylvania State Planning Board and the N.J. Division of State and Regional Planning with some Federal assistance. This study, more than any other, identified the forces affecting the Tocks Island region and how these forces might be expected to interact with growth forces generated by the national recreation area.

This study, for example, carefully delineated those forces other than the Tocks Island projects which were and are generating growth in the region. Among these forces are:

... The interstate highways. When Interstate Route 80 is completed in 1970, Stroudsburg, Pennsylvania, will be a mere one hour's driving time from Manhattan. When Interstate Route 84 is completed, many parts of Pike County, Pennsylvania, and Orange and Sullivan Counties in New York, will be one hour's driving time from major parts of Connecticut.

... The suburbanizing forces unleashed by the New York metropolitan area. Given generally good roads, many persons are now moving into parts of Sussex and Warren Counties, New Jersey, and commuting to their jobs in Paterson and Newark and the Oranges. This trend can only accelerate when the interstate highways are in full operation.

These two factors, combined with higher per capita income and greater amounts of leisure time, have already triggered a spectacular land boom in most of the Poconos and parts of the Catskill resort areas. In Monroe County, Pennsylvania alone, there are now 115 active second or seasonal home communities—most of which have the potential for becoming permanent home communities.