



How We Got Here: Willis Carrier and Dr. Martin Luther King Jr.

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Free markets. Real solutions.

+ Why didn't a flood market develop organically?



+ Like, say, fire insurance



THE PHILADELPHIA
CONTRIBUTIONSHIP





Well...

+ In 1945, most wet areas likely were really poor



+ I mean, really, really poor



+ Why?



+ Reason 1



+ Reason 2





*BUT THINGS
CHANGED....*

+ Willis Carrier



+ Martin Luther King



+ Air Conditioning + Civil Rights



+ Okay, actually, more like this...



+ What people wanted





POP QUIZ!

+ Hint



+ Possible solution: 1



+ Possible Solution 2

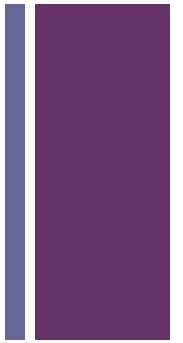


+ Possible Solution 3

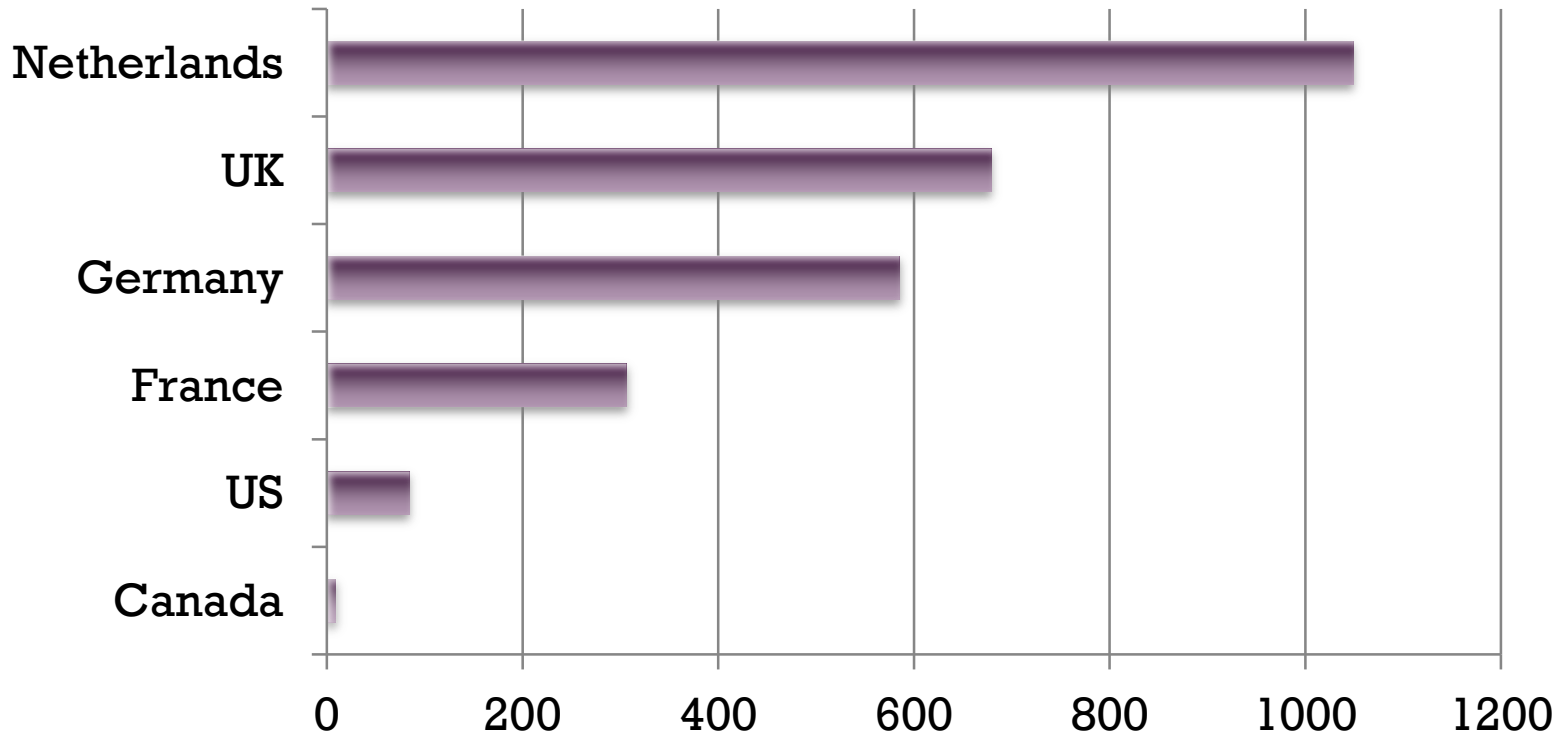




Maybe the *only* politically practical solution...then



People per square mile



+ BTW...



- MLK probably *did* sometimes think about flood policy.
- Willis Carrier probably never gave it a second thought.



Thank You!

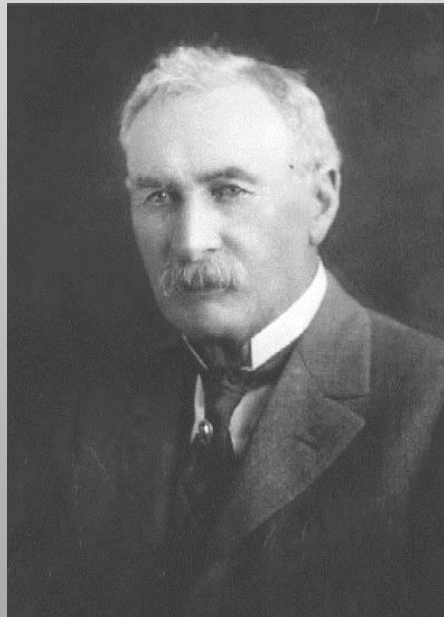


WILLIAM MULHOLLAND

The Engineered Villain

Who Was William Mulholland?

William Mulholland (1855-1935) was an Irish immigrant who was Superintendent and Chief Engineer of what would become the Los Angeles Department of Water and Power. His most notable accomplishment was designing and engineering the Los Angeles Aqueduct, 1908-1913.



William Mulholland: The Conventional Story

- Mulholland and cohorts in Los Angeles (namely Mayor Fred Eaton) conspired to take water from the Owens Valley (200+ miles north of the city) to spur development, from which they would personally profit.
- They achieved this through “chicanery, subterfuge, and a strategy of lies”. Fred Eaton posed as a prospective cattleman, and bought properties from local owners under pretense.
- The taking of the water made it impossible to farm in Owens Valley, thus ruining the local economy.
- The saga is a classic tale of Big Money stomping on the Little Guy.
- Mulholland also stole William Randolph Hearst’s lunch money.



The Conventional Story – *Now with added facts & context!*

- William Mulholland was “**just**” an engineer. He was never a politician, land speculator or profiteer. He designed the Los Angeles Aqueduct, one of the finest engineering achievements of the era.
- The city did not use eminent domain to secure the land for water rights. Fred Eaton offered to buy the properties, and the owners agreed to sell.
- Farming was always going to be a difficult proposition in the Owens Valley. Even a hoped-for USBR irrigation project would not have improved the poor soil conditions.
- Framing the story as “rich vs. poor” is shortsighted and wrong.
- Some of the loudest opposition was funded by corporate interests, such as The Edison Electric Co.
- Teddy Roosevelt!

Teddy Roosevelt!



The entire project had to be approved by President Theodore Roosevelt, who recognized that the needs of the many outweighed the needs of the few. A truly *universal* axiom...



"The needs of the many outweigh the needs of the few."

Wait, what about floodplains?!

- Q: An offshoot of the conventional story is that the newly water-rich Los Angeles encouraged rampant development without regard to the floodplain, which then had to be mitigated by haphazard structural measures. This sprawl technique was then copied by other growing cities of the 20th Century, which led us to where we are today. Umm...right?

- A: Not really.



How We Got Here: George Washington, Richard Gridley and the U.S. Army Corps of Engineers

Scott Giberson

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How We Got Here

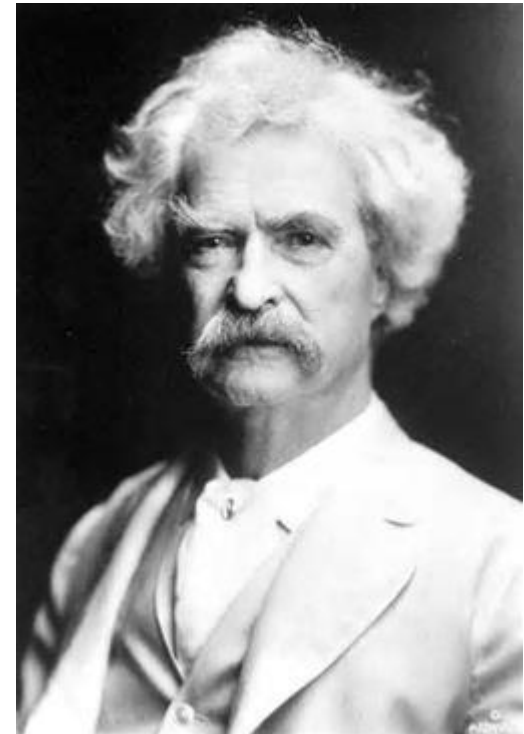
- ▶ Where is “Here”?



We're talking about Flood Control

- ▶ “One who knows the Mississippi will promptly aver ... that ten thousand River Commissions, with the mines of the world at their back, cannot tame the lawless stream, cannot curb it or confine it, cannot say to it ‘Go here’ or ‘Go there’, and make it obey; cannot save a shore that it has sentenced.”

--Mark Twain, Life on the Mississippi



George Washington & Richard Gridley

- ▶ George Washington
 - Surveyor by trade
 - Named first commander in chief of continental army
 - Utilized engineering in military campaign
- ▶ Richard Gridley
 - First Chief Engineer
 - Assigned by Washington in 1775
 - Designed fortifications near Boston that contributed to British evacuation



U.S. Army Corps of Engineers

- ▶ June 16, 1775 with Washington's appointment of Gridley as first chief engineer of army
- ▶ 1779 Congress created separate Corps of Engineers
- ▶ 1802 President Jefferson formally authorized the U.S. Army Corps of Engineers
- ▶ 1824 Laws passed allowing surveying of canal routes and to improve navigation of Ohio and Mississippi Rivers
- ▶ 1936 Flood Control Act established flood control as federal responsibility. USACE given responsibility to plan, design and construct flood control structures
- ▶ 1986 Water Resources Act shifted responsibility for water resources planning away from federal government



U.S. Army Corps of Engineers

- ▶ One of largest public engineering companies in world
- ▶ Owns and operates more than 600 dams
- ▶ Over 14,000 miles of levees are within USACE inventory
- ▶ Established Flood Risk Management Program in 2006 to focus on policies to reduce overall flood risk, and to facilitate dialogue across levels of government
- ▶ Charged by Congress in BW 12 to join with FEMA to form the Flood Protection Structure Accreditation Task Force to align agency processes regarding levee accreditation
 - Final report issued November 2013

