

into account what a highway does in the same city. The urban renewal project was OK'd by HUD and then the highway department came in and this caused displacement of 1,000 families, totally disrupted the finding of houses in the city.

We reached the saturation point where families could not find decent, safe, sanitary houses, and the urban renewal relocation office could not move them.

No. 4. This is by title. We think that HUD ought to be the one to administer this last proposal of point three. Let us at least get it centralized so we know who in the world we have to fight if there are goofs.

No. 5. The property adjacent to a redevelopment project is sometimes an extremely important issue. Small businesses and neighbors next to a highway development face serious problems, and we feel that there should be—should be relocation offered to these families if they want it.

The rubric under the present bill 698 is a "may" rubric. We would like to see that changed to a "shall" rubric. The offer will be there and the option will be left with the people rather than with the head of the agency.

No. 6. In this part of our statement, our concern is for this matter of present and future displacement in relocation resulting from these programs, and it begins on page 13 with our testimony relative to it. This proposal is specifically designed to place responsibility for displacement in housing resources in one official, the Secretary of Housing and Urban Development; to provide an effective mechanism for enforcement of the legislative requirements of this act; and to insure coordination of all Federal programs displacing individuals and families.

As already indicated, there presently is no effective coordination in either the planning or the execution stages of governmental actions which cause displacement and decrease the supply of low-income housing. Neither HUD nor DOT can effectively control displacement caused by federally assisted highway construction, since both Departments lack the power to cut off Federal assistance for highway construction on the grounds of lack of replacement housing.

The U.S. Department of Transportation is powerless under present Federal law, since highway departments are required to render only relocation advisory assistance. The New Jersey Department of Transportation is using Federal funds and did contract with the Camden Housing Authority to relocate some families, but the guidelines for the referral and services have been unclear.

We think that relocation offered by highway departments should have the initiative in the highway department to seek out the families. What is done in New Jersey, at least, is that letters are sent to the owners and to the tenants saying that the relocation assistance is available and if the family takes advantage of this, they are shown the local newspaper which they can read for themselves.

As I pointed out, agencies. We think the initiative should remain with the Department of Transportation to go from door to door in the service, not to set up a referral agency. The poor have agency fatigue. They are referred to death from welfare department to welfare department, from job placement to job placement, from training pro-