

was falling, bannisters were missing, and the cellar steps were in need of repair-
ing. It is not only these cases which are cause for our concern, but the many, many
cases and dozens and hundreds of unknown families who are caught in similar
circumstances, who do not come for help or know that there are people who care.

Lastly, no pertinent response has been received from any branch of the federal
government concerning our recommendations for federal legislation and/or execu-
tive action establishing minimum standards for relocation assistance to be given
persons displaced by highway construction financed by the federal government
equal to the assistance available to people displaced by urban renewal. (Please
see pages 5-11 of the enclosed letter for our discussion of highway relocation
problems.) We believe that the problems posed by highway construction today
affect the areas of concern of all departments of the Executive Branch of the
federal government and that each department must give careful consideration to
the full ramifications of highway construction.

We ask Mr. Secretary that you:

1. Enforce the requirements of the Workable Program so that concerned
grass roots people and representatives of the clergy and civil rights groups
leading the fight to help the poor be appointed to the Camden Citizens
Advisory Committee;

2. Rescind the recertification of Camden's Workable Program because there
is no Minority Group subcommittee;

3. Withhold certification of Camden's Workable Program until low income
housing is the number one priority of the Workable Program;

4. Indicate what steps have been taken and will be taken in the future to
supply a racial breakdown of persons displaced by governmental action;

5. Undertake a complete and exhaustive study of the relocation activities,
procedures, and resources of Camden's Urban Renewal Relocation Office.

6. Fulfill your responsibility to point out to the President, to the Congress,
and to the members of the President's Cabinet the need for immediate and
meaningful action to assist people affected by federally assisted highway
construction in cities. This responsibility is clearly pinpointed in the 1966
Congressional Act which established the Department of Transportation:

"The Secretary and the Secretary of Housing and Urban Development shall
consult and exchange information regarding their respective transportation
policies and activities; carry on joint planning, research and other activities;
and coordinate assistance for local transportation projects. They shall jointly
study how federal policies and programs can assure that urban transportation
systems most effectively serve both national transportation needs and the
comprehensively planned development of urban areas. They shall, within
one year after the effective date of this Act, and annually thereafter, report
to the President for submission to Congress, on their studies and other activi-
ties under this subsection, including any legislative recommendations which
they determine to be desirable. The Secretary and the Secretary of Housing
and Urban Development shall study and report within one year after the
effective date of this Act to the President and the Congress on the logical
and efficient organization and location of urban mass transportation func-
tions in the Executive Branch." (49 U.S.C.A. § 1653(g) 1966 Cum. Supp.)

Your role is particularly crucial since most often highways constructed
in cities affect the poor and members of minority groups. Highways con-
structed through ghettos bred new ghettos or only worsen conditions in
remaining slum neighborhoods because of the paucity of low income housing
fit for human habitation. The ramifications of the direct inter-relationship
between the housing problems of the poor and highway construction in cities
must now be faced by the federal government, state government, and local
government. We, therefore, request that you seek the President's support for
the proposals outlined on page 6 of our letter to the President.

7. Support the creation of a "Joint Workable Program" to coordinate and
cover both urban renewal and federally assisted highway construction pro-
grams. Only by having such a "Joint Workable Program" can one realistically
hope for coordination of the government's urban activities and enforcement
of federal regulations relating to such activities. The direct interrelationship
between urban renewal and highway construction must be actually considered
in planning.

8. Schedule an appointment for us to meet with you in early September
to fully discuss Camden's future and the ideas we have put forward affecting
urban development in general.

Sincerely,

Rev. DONALD GRIESMANN.