

Since writing President Johnson in February, we have become convinced that there is a vital need for a "Joint Workable Program" to coordinate and cover both urban renewal and federally assisted highway construction programs. Only by having such a "Joint Workable Program" can one realistically hope for coordination of the governments urban activities and enforcement of federal regulations relating to such activities.

From the broad perspective, we believe that your Department has a critical role to play in determining the future patterns and modes of mobility of all the people living in this country. Consultation with experts in urban planning has made us begin to question whether continued construction of super-highways does provide the solution to the transportation needs of this nation. We are beginning to believe that highways are creating great hardships and anguish for the poor in our cities, and thereby adding to urban deterioration; that they are failing in their purpose to facilitate mobility of people; and that they are helping a significant number of Americans to avoid seeing and contributing to the solution of the deepening crisis in Urban America. The massive traffic-tie-ups which plague every city could be telling us that cars are not the right means to get people to and from work. Highways have also created the anomalous situation in which middle and upper class whites are able to eat and sleep in the suburbs while they return to and depend upon the city for their work and the cultural stimulation provided by museums, the theatre, the night clubs, the movies, the sports events, etc. All these things raise tough questions concerning the future of the car in American society, particularly when we bring into consideration the economic significance of that automotive industry.

We ask Mr. Secretary:

1. That you support the recommendations made on page six of the letter of February 15, 1967, and that you seek the support of the President and the Congress for those proposals.
2. That you support the creation of a "Joint Workable Program" and that you seek the support of the President and the Congress for it.
3. That you schedule an appointment for us to meet with you in early September to discuss the problems of highway relocation and possible alternate means and methods to satisfy the needs of both the people affected by urban redevelopment and the future transportation needs of this country.

Sincerely,

Rev. DONALD GRIESMANN.

Senator MUSKIE. I want to say I appreciate your willingness to come here and talk to us despite the fact that you have been discouraged from talking in the past. We do want to hear this story, we do want it to be part of the record of this committee, and we are desirous of acting upon what you have told us.

Father GRIESMANN. Thank you.

Senator MUSKIE. Senator Baker?

Senator BAKER. I have nothing further to say, Mr. Chairman, except I, too, want to thank you for underscoring in a dramatic way the difficulties that arise from otherwise routine and orderly automatic procedures that require the adjustment of grievances and the alleviation of dislocations that come. I know of these problems from a first hand example of my own state of Tennessee. I feel that we are fortunate in this committee in having a man of the sensitivity of Senator Muskies, our chairman, writing an agenda and preparing these hearings so we may intelligently approach this problem.

I do thank you.

Father GRIESMANN. Thank you, Senator.

Senator MUSKIE. Father, one further thing: I understand that certain agreements with appropriate agencies have been developed as a result of these hearings. Would it be possible for you to submit a