



DAVID J. GOLDBERG
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION
1035 PARKWAY AVENUE
TRENTON, N. J. 08625

March 18, 1969

Dear Miss Burns:

I have received your letter of March 14 setting forth the text of the resolution adopted by the members of your Board of Directors on March 11, 1969, concerning the Route 75 project in Newark.

I am enclosing herewith a copy of a policy statement on the Route 75 project which I issued on February 24, 1969, which sets forth this Department's position on this matter. This Department has attempted to act responsibly with regard to the problems in the Newark area and certainly welcomes the opportunity to cooperate with all interested groups.

Your letter deploras "the complete disconcern regarding the welfare and well-being of the citizens located in the area of Route 75." This Department is greatly concerned about the welfare of these individuals. If your organization has any information concerning specific cases where individuals have been dislocated from this project area by action of this Department, I would appreciate it if you would bring it to my personal attention so that I can have these matters checked out immediately. In the absence of specific information, it is very difficult for this Department to review our practices to make certain that they are fully responsive to the needs of the persons affected by our operations. Your full cooperation in this matter would be appreciated.

Sincerely,

David J. Goldberg
Commissioner of Transportation

Miss Margaret G. Burns, Secretary
Board of Directors
Presbyterian Community Center, Inc.
33 Beecher Street
Newark, New Jersey 07102

BUREAU OF PUBLIC INFORMATION

NEW JERSEY DEPARTMENT OF TRANSPORTATION

1035 Parkway Avenue-Trenton, New Jersey 08625-Area Code 609-292-3105

IMMEDIATE RELEASE

1969

Rt. 75 - Policy Statement
Commissioner Goldberg

TRENTON, Feb. 24 - Commissioner Goldberg released the attached statement on
this date.

POLICY STATEMENT BY COMMISSIONER DAVID J. GOLDBERG ON BEHALF OF THE
NEW JERSEY DEPARTMENT OF TRANSPORTATION CONCERNING ROUTE 75 IN NEWARK,
NEW JERSEY (THE MID-TOWN CONNECTOR).

In recent months, there has been growing confusion about the Department of Transportation's position with regard to Route 75 in Newark and particularly the acquisition of property and the dislocation of persons and business in the project area. In order to eliminate any further confusion, I am issuing this statement.

I have ordered an indefinite suspension of any property acquisitions by the Department of Transportation along the main stem of Route 75. I have also repeated my previous request to Newark City officials that no further property be acquired on the Department's behalf in the R-6 urban renewal development area -- an area where the Newark Housing Authority has the responsibility for property acquisitions on the Department's behalf.

This Department has previously indicated that its position with regard to Route 75 was that the timetable for the construction of the project could and would be adjusted to permit the development of adequate replacement housing for any persons dislocated by the project. We share the interest of the city and the community in not causing any dislocation problems because of the lack of replacement housing.

The Department's most recent inventory indicates that from the Interstate 78 interchange area to the Interstate 280 interchange area, there are approximately 2,000 family units and 300 businesses. In face of the substantial property acquisitions now going on for urban renewal purposes, for educational uses, for highway construction and other needed public facilities, it would be highly undesirable to add to the relocation backlog the additional 2,000 families affected by Route 75.

The Federal Aid Highway Act of 1968 and the New Jersey Relocation Assistance Act, prepared by this Department and enacted by the Legislature, clearly require the development of suitable relocation facilities before projects such as Route 75 can proceed. This legislation can be of considerable assistance to persons owning homes or residing in apartments affected by highway projects. These laws permit payments of up to \$5,000 to home owners to assist their relocation in decent, safe and sanitary dwellings. Up to a maximum of \$1,500 is available for relocation expenses to tenants. These payments are in addition to moving and other specific expenses incurred because of dislocation. The Department recognizes that individuals displaced from their dwellings to permit the construction of public projects should be fairly compensated for the property acquired and any inconvenience suffered. We believe that these new laws will greatly assist in achieving this end and will be of great benefit to the persons most directly affected by highway projects.

This Department recognized more than a year ago the necessity to delay Route 75 property acquisitions. In a letter dated February 21, 1968, Mr. James V. Hyde, Jr., Director of the Department's Division of Right of Way, informed the U. S. Department of Housing and Urban Development that there was no immediate need for property acquisitions in the urban renewal sections affecting Route 75. A similar letter was sent by me to HUD under date of November 27, 1968, renewing the earlier statement that the Department had "no immediate need for any of the properties located within the City of Newark's urban renewal areas and the acquisitions of property on behalf of this Department are not necessary at this point in time."

This Department has been contacted by numerous property owners involved in the Route 75 area requesting to know when their properties will be acquired. The Division of Right of Way of the Department will inform all interested property owners in the main stem area of Route 75, between West Runyon Street on the south and New Street on the north, that further property acquisitions are in a state of indefinite suspension.

Route 75 Freeway

February 21, 1968

Mr. Aaron Lambert
Assistant Chief
Land Acquisition Branch
Department of Housing & Urban Development
Widener Building
Philadelphia, Pennsylvania

Dear Mr. Lambert:

This will further acknowledge your recent letter providing us with budgetary estimates relative to property commitments the City of Newark will make on behalf of the State pursuant to the terms of the Cooperative Purchase contract arranged by former State Highway Commissioner Palmer.

The information you have furnished has been of great benefit enabling the State to plan more effectively particularly as regards the problems raised by recent Federal budget cut-backs. Based on your letter, we will be able to meet our obligations as they are billed by the City providing that they do not exceed the amounts you have indicated.

As you know, the State has not established its schedules for the construction of the Route 75 Freeway, therefore, we wish to carefully point out that acquisitions do not need to be expedited on behalf of the State. In other words, there is adequate lead time and there is no need to press for the relocation of owners or tenants on behalf of the State.

Very truly yours,

James V. Hyde, Jr.
Director of Right of Way, Transportation

JVH:im



DAVID J. GOLDBERG
COMMISSIONER

STATE OF NEW JERSEY
DEPARTMENT OF TRANSPORTATION

1035 PARKWAY AVENUE
TRENTON, N. J. 08625

November 27, 1968

at broadcast 10/19

at 10/19

A.P.A.M.

T.M. - Howell

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Lambert: HA*

Under date of February 21, 1968, James V. Hyde, Jr., Director of the Division of Right-of-Way, of this Department, wrote you concerning this Department's program for Route 75 in the City of Newark.

In this letter, Mr. Hyde indicated that the State had not established its schedule for the construction of the Route 75 Freeway and further added that "acquisitions do not need to be expedited on behalf of the State."

Since this letter was written to you, there has been increasing community interest in the effect of building this highway, particularly insofar as this action would require the relocation of numerous individuals and families. In addition, the Federal-Aid Highway Act of 1968 requires substantial changes in departmental policies with regard to the relocation of individuals displaced by highway projects.

The Department of Transportation recognizes that problems in the City of Newark involving the relocation of persons displaced by various public projects -- urban renewal and educational, as well as highway -- require an increased sensitivity to the complications posed by all major public projects in this area. For this reason, the Department would like to again re-emphasize the fact that it has no immediate need for any of the properties located within the City of Newark's urban renewal areas and that acquisition of properties on behalf of this Department are not necessary at this point in time.

We would request, therefore, that no unnecessary property acquisitions would proceed on the Department's behalf.

If there is any question concerning the Department's views on this matter, I would request that you contact Mr. Hyde, who will be in a position to discuss this with you more fully.

Sincerely,

David J. Goldberg
Commissioner of Transportation

Mr. Aaron Lambert, Assistant Chief
Land Acquisition Branch
Department of Housing & Urban Development
Widener Building
Philadelphia, Pennsylvania

Please Forward to:

N.A.P.A. - 7/ So. Orange Ave

Newark - N.J.

Att: Miss SAUNDERS