

From the start of the Federal urban renewal program in 1949 through September 30, 1963, renewal projects displaced 176,908 families, 65,657 individuals, and 39,399 business concerns.⁸ The Bureau of Public Roads reported that, in the first 17 months of its relocation assistance program adopted by Congress in 1962 for Federal aid highways, 46,597 residents and 4,601 businesses and nonprofit organizations had been displaced.⁹ Further, it has been estimated that 825,000 families and individuals and 136,000 businesses and nonprofit organizations will be displaced by the federally aided urban renewal and highway program alone between 1964 and 1972.¹⁰

INTERGOVERNMENTAL IMPLICATIONS

A simple listing of governmental functions that involve displacement (highways, urban renewal, public buildings, code enforcement, public housing) reveals a number of intergovernmental problems. The Federal Government shares in financing and sets relocation requirements for several major State and local programs causing displacement. Urban renewal and the Federal aid highway program fall in this category, and together they are by far the most frequent displacers of people and businesses. Other such programs are public housing and mass transportation. Federal property acquisitions not involving grants-in-aid, such as those conducted by the Corps of Engineers and the Department of the Interior, cause relatively little urban displacement. The General Services Administration, on the other hand, is responsible for constructing Federal office buildings and creates some relocation problems at the local level. Similar problems are created by State and municipal building projects.

The Federal Government also has a leading role in determining policies, setting standards, and providing funds for economic and social programs that affect the ability of displaced persons and businesses to readjust. Among these are the public housing program, FHA loan insurance, urban renewal, public assistance, unemployment compensation, Small Business Administration programs, programs for the elderly, and protection of the rights of minority groups.

State governments conduct or participate in federally aided construction programs such as the interstate and primary-secondary highway program and the Hill-Burton hospital construction program. They are, of course, in a central position with respect to relocation power and activities of their local governments, subject to limitations provided by constitutional home rule and court interpretation. State legislators have essentially full power to aid, direct, and limit local actions in causing displacement and providing relocation adjustment. States have granted localities considerable latitude in undertaking activities that cause displacement, but they have done relatively little to authorize local communities to provide relocation payments and services. They have done even less to provide technical and financial assistance for such services.

Because local governments are the most easily accessible to displaced persons and businesses, it is not surprising that they bear the brunt of complaints for dislocation problems regardless of which agency or

⁸ From unpublished data of the Urban Renewal Administration.

⁹ *Study of Compensation and Assistance*, op. cit., pp. 263, 265.

¹⁰ See note 1 above.