

Mayor BRILEY. Yes. As you recall, we have had two, maybe three statutes introduced and adopted that the courts have held unconstitutional that dealt with this problem, and I think very much of it would.

Senator BAKER. And also the fact that under Tennessee statutes, and under some others, under some Federal provisions, there is a specific allowance for moving costs. Not under all Tennessee statutes, but one in particular that I think of was enacted to accommodate requirements of interstate highways, and frequently these are limited to specific amounts. In the case of urban renewal, it is my understanding the limit is \$200 on moving costs. I wonder if you feel that that arbitrary limitation or any arbitrary limitation can really do equity in certain circumstances?

Mayor BRILEY. There are many, many instances, and we are talking now principally, as I stated in my statement, about most of these relocations coming to an economically disadvantaged group, and in many cases it does not take an awful lot of money to actually pay their relocation expense. But, there are instances where it is very expensive because you have to move them completely away and you have an environmental problem that you have to follow up. Now, we are locally financing that ourselves by local government. If the relocation assistance costs was a larger amount we could solve a great many problems of this nature.

Senator BAKER. It was pointed out to me by the chairman that in a situation the actual damages involved can exceed the \$200, the allowance stated in the provision, as I understand it, the \$200 moving cost.

Senator MUSKIE. If you want to go through the redtape and take action.

Mayor BRILEY. It is different under urban renewal and under the highway program. There are two different standards put in there, and this is one of the hardest things in the world to explain. We have a number of urban renewal projects on the way and they are more liberal, much more liberal, and we do a lot of relocation with this. And then a friend over here who lives where the highway is going to be, he does not get any benefit out of it.

He cannot understand that. He thinks he has been treated differently.

Senator BAKER. Do you find this disparity and treatment, as a practical matter, is the cause of friction within the community and a source of difficulty?

Mayor BRILEY. It is; and I think one of our problems originated right here because the highway goes through an area that is not in the urban renewal area. It is now in the model cities program, and we are attempting to go into that area and heal over the wounds that have come out of it.

But, I think, it was a basic part of the problem.

Senator BAKER. Of course, in the I-40 situation, according to the newspaper accounts and the conversations and correspondence I had on the matter, and you had on the matter, the whole situation developed into a broad sociological concern as well as an economic one, and that would tie back into some of the provisions of this proposal. I am afraid in the I-40 situation the pending plan of development had the effect of deadening the whole area long before it was utilized for the improvement that was involved.