

property. I would like to see that unless Federal agencies could show cause why not, local regulations should be followed.

At present, we in Saginaw are involved with the General Service Administration on a new Federal building. The Federal building will be located in a downtown urban renewal area planned by outstanding planners and designers. The plan is based on vertical development, separating vehicular and pedestrian conflict.

The General Service Administration has been most cooperative in working with us. However, their attitude towards vehicular access and parking are in conflict with the overall design. If the Federal Government, who on one hand is encouraging comprehensive planning, decides to violate the plan, how can the city logically ask private business to conform to the plan?

TITLE VIII—UNIFORM RELOCATION ASSISTANCE

Here again, the provision sets a policy, stressing equitable treatment to people no matter if they are displaced because of highway construction or an urban renewal program. The treatment of people being displaced is highly important in our society. When cities are directly involved in a program, they can do much to mitigate the forced move of people or small independent business. Often the persons forced to move are the poor and elderly—those least able to absorb the financial effects—and disruption—of a move. Further, it is this group for which housing is often most difficult to find.

Saginaw has been most concerned about inconsistencies in relocation as early as 1963. The construction of Interstate 675 business loop through the city of Saginaw contemplated that the relocation of 707 families and business establishments would be required. At the time of preliminary planning, the State had no resources or plans for relocating these families or for staff assistance, and the State Highway Department, in fact, opposed becoming involved.

In October of 1963, the city of Saginaw by resolution—and I would like to read just two resolve portions, which are brief, because it states the position of the city very clearly:

Resolved, that the City of Saginaw requests of its State representatives the introduction and enactment of State legislation to provide for the assistance to families and business in relocating in standard housing or places of business and payments for relocation costs, such costs to be included as part of the total project costs, and be it further

Resolved, that if such efforts to obtain State legislation are unsuccessful, the City Council of the City of Saginaw will provide in the appropriate year's budget necessary funds for trained personnel to be added to the present relocation staff for the specific purpose of aiding those persons displaced by I-675 in obtaining housing accommodations in standard units in other areas of the city, and for moving costs if not included and itemized in the purchase price.

I might point out that this would have been done at an estimated cost of approximately \$50,000 a year, which is a lot to a city of our size.

In 1965, as a result of pressures from the city of Saginaw and others, the State of Michigan passed act 40, which provides for relocation payments and assistance similar to urban renewal.

Early in the planning stage, the city opened negotiations with the State for providing a uniform relocation assistance, utilizing the