

Senator MUSKIE. You understand that the technique of the bill is represented by section 802(a) and section 802(d) ?

Mr. TRIGGS. Yes.

Senator MUSKIE. He can get the full relocation cost to the extent that his claim is fair and reasonable, but in lieu of proving the actual cost he can accept \$1,000 under section 802(d). You understand that? For that reason, did you suggest the language that you proposed; is that right?

Mr. TRIGGS. Well, yes. We think that this concept to leave persons not worse off economically ought to be part of the statutory direction to the President, actually, the Bureau of the Budget, of course, in drafting the regulations under section 802(a).

Senator MUSKIE. I think that neither Senator Baker nor I would quarrel with that concept. I think the way we phrase it is that anyone who is displaced by Government programs ought to be made whole.

Mr. TRIGGS. The same principle.

Senator MUSKIE. But, it is one thing to agree with a concept and another thing to implement it sometimes, and I do appreciate your suggestions this morning.

Senator Baker?

Senator BAKER. I have no questions, Mr. Chairman, and I think that it is a good statement, and well presented.

Mr. TRIGGS. Thank you, Senator.

Senator MUSKIE. Our next witness this morning is Joseph L. Miller, legislative representative of the National Park Association.

Mr. Miller.

TESTIMONY OF JOSEPH L. MILLER, LEGISLATIVE REPRESENTATIVE, NATIONAL PARKING ASSOCIATION

Mr. MILLER. Mr. Chairman, you are seeing me with a different coat on than usual this morning. My textile one is back in my office.

Mr. Chairman, my name is Joseph L. Miller; I am legislative representative of the National Parking Association. My address is 815 17th Street, Washington, D.C. (20006). The private operators of offstreet parking facilities are extremely interested in title V of the bill before you since they feel that they have been victimized by a back door raid on the Federal Treasury that is costing the Government millions every year. Here is how it works:

When the Congress approved the Housing and Urban Renewal Act of 1948, it was decided that the Federal Government should put up two-thirds of the cost of downtown urban renewal projects, while the municipalities involved should put up one-third. The act then permitted the municipalities to offset certain redevelopment costs against their one-third—costs of sewers, streets, and the like. But the act specifically forbade offsets for self-amortizing projects, public utilities, and municipal housing.

Sometime before 1962, however, the Urban Renewal Administration (now part of HUD) began to allow municipal offsets for self-amortizing public parking facilities. In that year, 1962, the Comptroller General called the attention of Congress to this practice and suggested remedial legislation. Nothing has been done about it, and the practice has grown apace.