

purposes I think is going to create a little difficulty in many State capitals. That is simply my own viewpoint and it may or may not be shared by members of this committee. But it was to avoid those difficulties, which are not necessarily constitutional or statutory, but human, that we suggested 100 percent Federal funding of those relocation programs. That puts my view on the record.

Did you want to add anything?

Secretary WEAVER. I think my answer is more or less suggested by my earlier remarks. That is I know the 100-percent Federal funding does work. I do not know whether the other will or will not work. Therefore, in the programs for which I am responsible, I would want to keep the 100 percent until the other had been proven to my satisfaction.

Senator MUSKIE. You have gone about as far as I could realistically expect you to go this morning.

I have one other question, but it could be on another subject, and I suggest this might be the point to invite Senator Hansen to ask any questions, either on the relocation amendments or any other portion of the bill. Then we will get back to this.

Senator HANSEN. Thank you, Mr. Chairman.

I am prompted on the spur of the moment to ask a question of you, Mr. Secretary, which is just the converse, I think, of that proposed by the distinguished chairman. In Wyoming, we have relatively little dislocation of people with the construction of new highways because, as most everyone knows, we have a very low population density out there.

But we have this situation. There have emerged and developed along the older roads in Wyoming a number of small businesses.

With the impact that the interstate program has and the review that is afforded Federal administrators on road locations, we have had a number of instances where little towns have been completely bypassed. Obviously, this is the reverse working of relocation in that all the business has just dried up and left the area and a lot of people, for all practical purposes, no longer have any customers.

Would you care to make any observations on how your Department might possibly be interested in the impact that this sort of program has on our problem in Wyoming?

Secretary WEAVER. I must say that our concern to date has been with the reverse side of the coin.

Senator HANSEN. I appreciate that.

Secretary WEAVER. It has been where the highways have rather helter-skelter gone through and dissected and disrupted larger than urban centers.

Senator MUSKIE. May I interject at that point, Mr. Secretary, and add another, I think, kind of situation in the general category of problems that Senator Hansen suggested.

Last week's testimony suggested that in many instances, highways cutting through urban areas do cut off small businesses from their former markets and without actually being displaced themselves, these businesses in a sense have been removed and are not eligible for compensation. So I think even in urban areas, you have problems like this one.