

Senator MUSKIE. May I say, Mr. Bridwell, that I compliment what was the Bureau of Roads, now the Department of Transportation, for what I believe is almost a complete reversal in attitude on these problems over the last 2 or 3 years. I think you have humanized the program in a commendable way. You know the testimony that we get these days from the Department is most reassuring so we are especially appreciative of your attendance here this morning.

Mr. BRIDWELL. I will direct my testimony largely to title VIII of S. 698, the provisions of the bill which relate most significantly to the Federal Highway Administration. The Department is filing a letter with the committee on some of the other aspects of the bill, but I want to concentrate this morning on the very important subject of relocation assistance.

Title VIII involves a uniform policy for the equitable treatment of persons displaced by the acquisition of property by Federal or federally assisted programs. We favor enactment of this title as strengthened by the amendments recommended by the Bureau of the Budget.

Part B of title VIII, which deals with federally assisted programs, recognizes the need for State and local agencies acquiring land to assure that those displaced have adequate replacement housing. Consistent with this objective, section 807(a)(4) would require that no federally assisted project shall be approved without the assurance that decent, safe, and sanitary housing will be available prior to displacement and within the financial means of the displacees.

To assist displaced families or individuals to secure a decent, safe, and sanitary dwelling, the bill would also permit payments of up to \$500 for each of two consecutive 12-month periods. We believe this provision is needed, not as an alternative to the provision of decent, safe, and sanitary housing, but as a complementary feature.

The need for this complementary provision is suggested by considering the rent payments made by those who will be displaced. Many of these are in the low- or moderate-rent category. For example, our "Highway Relocation Assistance Study"¹ disclosed the breakdown of rentals paid by 61,000 tenants displaced or to be displaced by Federal-aid highways during the 3-year period between July 1967 and June 1970 to be: 41 percent pay less than \$60 per month; 43 percent pay between \$60 and \$110 per month; and 16 percent pay over \$110 per month. Many of these who will be displaced from low- or moderate-rental units will need assistance to finance suitable replacement housing because of the shortage of low-rent housing.

Relocation problems for people in low-cost housing are also serious for owner-occupants. We believe title VIII needs to recognize the problems of the owner-occupant of real property which is acquired, but for which the fair market value is not sufficient to enable the previous owner to obtain a suitable dwelling. We favor the proposal of the Bureau of the Budget for a payment of up to \$5,000 which would represent an amount which, when added to the acquisition payment,

¹ House Committee on Public Works, Committee Print No. 9, 90th Cong., first sess., a. p. 43. Transmitted to Congress, June 30, 1967, by the Secretary of Transportation pursuant to sec. 12 of the Federal-Aid Highway Act of 1962, Public Law 89-574.