

modified by our suggestions, might be as high as \$173 million annually.¹

As the land acquisition for the Interstate System tapers off in the next several years, costs attributable to this program should decline. Unless of course, the Congress enacts a follow-on or a new highway program which would require similar property takings.

Senator MUSKIE. May I ask a question?

Mr. BRIDWELL. Yes, sir.

Senator MUSKIE. Is this estimate based upon the 100 percent formula of S. 698 or upon the formula of the Bureau of the Budget that these costs be apportioned between the States and the Federal Government according to the formula applied to the project?

Mr. BRIDWELL. Mr. Chairman, I believe that subject to possible correction, my understanding is that the \$173 million is total cost, regardless of where the funds come from.

Current Federal legislation (23 U.S.C. 133), enacted as part of the Federal-Aid Highway Act of 1962, does not require the States to make relocation payments as a condition of receiving Federal-aid highway funds. Instead, section 133 merely permits such payments, where made, to be included as construction costs and thus reimbursed on the same basis as any other project cost, but only up to \$200 in the case of an individual or family and \$3,000 in the case of a business or farm.

As of March 31, 1968, 37 States,² the District of Columbia, and Puerto Rico authorized the payment of moving costs reimbursable in whole or in part under section 133. Of these, 25 States³ and Puerto Rico substantially provide relocation payments in the amounts subject to Federal reimbursement under section 133. The laws of 11 States authorize their highway departments to make payments exceeding the limits of section 133.⁴

As a result, a portion of such payments are not eligible for Federal reimbursement. Section 133 does, however, require every State to provide relocation advisory assistance, but only for the relocation of families. While present Federal law does not require relocation advisory assistance for businesses and nonprofit organizations, almost every jurisdiction now offers this service.

Relocation payments on a national basis show the magnitude of the trends in the program. For example, as shown in the tables appended to this statement, during the 33-month period from April 1, 1965, to December 31, 1967, residential relocation payments totaled nearly \$61½ million for about 55,000 payments, an average of \$117 for each

¹ \$75 million for replacement housing assistance (21,000 eligibles averaging \$3,500).

\$19 million for rental assistance payments (38,000 units averaging \$500).

\$60 million for the recommendations contained in the Highway Relocation Assistance Study.

\$14 million for the cost of transferring property to the State (56,000 units averaging \$250).

\$5+ million for business relocations in excess of the amounts recommended in the Highway Relocation Assistance Study (5,300 units averaging \$1,000).

Total, \$173+ million.

² Alaska, Alabama, California, Connecticut, Georgia, Hawaii, Illinois, Indiana, Iowa, Kansas, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Montana, Nebraska, Nevada, New Hampshire, New Jersey, New York, North Carolina, North Dakota, Ohio, Oklahoma, Oregon, Pennsylvania, Rhode Island, South Dakota, Tennessee, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin.

³ Alaska, Alabama, California, Georgia, Illinois, Kansas, Kentucky, Maine, Massachusetts, Michigan, Minnesota, Nevada, New Hampshire, New Jersey, North Carolina, Ohio, Oregon, Rhode Island, South Dakota, Utah, Vermont, Virginia, Washington, West Virginia, Wisconsin.

⁴ Connecticut, Indiana, Maryland, Montana, Nebraska, New York, North Dakota, Oklahoma, Pennsylvania, Tennessee, District of Columbia.