

residential relocation payment. Business relocation payments averaged over \$1,000 each and came to a total of over \$6 million during this 33-month period. Residential relocation payments during the last quarter of 1967 numbered over 5,700 and averaged \$124, compared with about 2,000 payments averaging \$104 in the quarter ending June 30, 1965. Business relocation payments show a similar upward trend.

Congress has clearly recognized the need to strengthen the relocation assistance program. The Federal-Aid Highway Act of 1966 directed that a study be made of the relocation problem with special emphasis on the adequacy of relocation payments and assistance rendered. This highway relocation assistance study was transmitted to the Congress by the Secretary of Transportation on June 30, 1967, and was printed by the House of Representatives as Committee Print No. 9, 90th Congress, first session.

That study indicates that about 168,000 individuals, families, businesses, farmers and nonprofit organizations either have been or will be displaced during the 3-year period commencing July 1, 1967. This will average 56,000 per year. About 23 percent of these are located in rural areas and 77 percent in urban areas. About 55 percent of all highway displacements will result from the interstate program.¹

The bulk of the 168,000 estimated displacements involve residences, either families or individuals. About 147,000 residences, 16,000 businesses and nonprofit organizations, and 5,000 farms have been or are expected to be displaced during the July 1967 to July 1970 period. Of the 147,000 residential units, about 86,000 are owners and 61,000 are tenants.²

It is of course, obvious that the more adequate relocation program proposed by S. 698 would require greater expenditures than does the program presently authorized. Taking the 168,000 relocations which occurred or will occur in the period from 1967 to 1970, the total relocation cost, both Federal and State, authorized under the present program could be about \$37 million, or somewhat more than \$12 million per year. This assumes that all jurisdictions participated fully. However, since only 39 jurisdictions are actually participating under the present law, the actual cost for the calendar year 1967 was closer to \$6 million.

If the more adequate relocation provisions recommended by the present legislation were enacted, the cost would be approximately \$173 million annually. These costs anticipate acquisition of Interstate System rights-of-way and can be expected as I mentioned earlier to diminish with the completion of that program.

We think that the increased costs engendered by S. 698, while large in dollars, are small in comparison with the more than \$4 billion expended annually by the Federal Government alone in the Federal-aid highway program. The additional expenditures required in the proposed legislation are, in our view, entirely justified to insure that persons displaced by our highway programs are treated justly and that hardship is not worked on those few persons and businesses who

¹ Highway relocation assistance study, transmitted to Congress by the Secretary of Transportation June 30, 1967 (House Committee on Public Works, Committee Print No. 9, 90th Cong., 1st sess., at p. 41).

² Highway relocation assistance study, transmitted to Congress by the Secretary of Transportation June 30, 1967 (House Committee on Public Works, Committee Print No. 9, 90th Cong., 1st sess., at 41 and 43).