

Mr. KLUCZYNSKI. Under the urban renewal and HUD, isn't there a HUD figure of \$10,000 for the relocation of business?

Mr. BRIDWELL. Under existing law, you are correct, Mr. Chairman, that under the urban renewal program there is a maximum of \$25,000 for the relocation of a business. This is what we are pointing out is different in this sense, that instead of saying a maximum of \$25,000, Mr. Hughes testified before the committee that the Federal Government should pay the actual moving cost and then, in addition to that, for businesses which earn net earnings of less than \$10,000 a year, they should pay up to \$2,500 in addition.

Mr. KLUCZYNSKI. Thank you. Mr. Bridwell, it is my understanding that the future before any further construction can get underway within urban areas you plan to be in a position to have persons or businesses who would be forced to move as a result of such construction already moved completely out of the way before any construction is undertaken. Would you explain to the committee how you intend to operate this phase of the program?

Mr. BRIDWELL. I believe, Mr. Chairman, you are referring to a section in which the Secretary, by statute, would be required not to approve any project until he received a series of assurances.

These assurances would be that fair and reasonable relocation payments, rent supplements, and replacement housing payments would be offered to those persons, families, businesses, which meet the criteria established in the proposed legislation; that relocation assistance in the form of advice, service, that type of thing, would be offered to these persons; that the State or its agency operating under contract would provide a feasible method for the temporary relocation of families and businesses required to move, and that over a reasonable period of time there would be available in areas not generally less desirable decent, safe, and sanitary dwellings as defined by the Secretary.

Mr. KLUCZYNSKI. Now, Mr. Secretary, I note you spoke about "I note with regret that this provision is omitted from the Committee bill." That is on the fringe parking. True, the chairman of the full committee and I introduced H.R. 16994 on May 2 and we deleted the fringe parking and the beautification from the bill sent to us by the administration. On May 8, Mr. Fallon, chairman of the full committee, and myself had introduced H.R. 17134, and we included beautification and fringe parking.

Now Mr. Secretary, fringe parking is completely a new program and a new concept. Would you care to elaborate in further detail beyond your prepared statement what is intended by this program?

Secretary BOYD. What is intended by this program primarily, Mr. Chairman, is to help the viability of cities particularly during the periods of peak-hour congestion.

There are two parts to this highway transportation system. One is the highway and another is a place to park the automobile. And there is rather severe shortage of parking facilities in most cities of this country today.

There is an opportunity to provide through this program we are submitting substantial parking facilities on the fringes of the central business district, or of the urban area, where primarily buses can pick up the people who park their cars there, get them downtown, without having all of the congestion which those cars would other-