

job opportunities which come along because of better rural road systems. We need to continue to do what we can in investing in the betterment of human life in rural America.

Mr. KLUCZYNSKI. Several of our colleagues who have been waiting here to make their statements have had to leave to attend their committee meetings. To save time, they have handed their statements to me to read into the record at this point, and hearing no objection. I now include these excellent statements:

STATEMENT OF HONORABLE JAMIE L. WHITTEN, MEMBER OF CONGRESS, SECOND DISTRICT, MISSISSIPPI

Mr. Chairman of the Committee, I appreciate this opportunity to appear before you in support of an increase in the interstate and primary highway systems, recognizing the tremendous increase in population and business activities. It is evident that every state in the Union has a need for improving existing highways and an expansion of the highway system, certainly my state does. To me it justifies the Congress in taking such action that might be required to proceed with such construction now. These highways are so badly needed that their availability will contribute greatly to increased business activities; in other words, they will pay for themselves.

Senator Eastland of my state, has offered a suggestion or amendment in the Senate which I believe would do much to enable my state and others to proceed with the primary system.

I recognize the serious financial problems that all states have, along with the present highway taxes on gasoline; but in the long run, I believe to proceed now would save money and would be well worth the money, and, in fact, would contribute to a more rapid development to the various sections of the United States.

I will not discuss in detail the various provisions before you which will be dealt with by the members of your Committee and other experts, but I do want to welcome this opportunity to add my support to your efforts.

Thanks again for the privilege of appearing.

STATEMENT OF THE HONORABLE LEONARD FARBSTEIN (D-N.Y.)

Mr. Chairman, in outlining the scope of these hearings on highway legislation, you very wisely included discussion of the Federal government's relocation policy. I commend you and the members of the Subcommittee on Roads for recognizing the need to re-examine present Federal relocation practices.

Mr. Chairman, there is an urgent need for the Federal government to clearly spell out its financial responsibility toward citizens and businesses forced to relocate due to a highway or any other Federal project. This is particularly true in urban areas where relocation can be very costly. Therefore, I have introduced a bill, H.R. 16003, to require all Federal agencies to pay just compensation to residents for moving expenses and related costs incurred when displaced from Federally owned or Federally acquired property.

This bill is not complicated. Basically, it would require the head of a Federal agency to make relocation payments, as he prescribes, when compensation is not authorized under other laws. All Federal agencies would be authorized to make relocation payments when a property needed by a Federal agency and either already acquired or in the process of acquisition by the Federal government is rented to and occupied by private individuals, families, business concerns or non-profit organizations.

Mr. Chairman, during the last few years, a number of families in my district, the 19th Congressional District of New York, have been forced to move by some new Federal government activity. In many instances, the Federal program involved did not authorize compensation to these families for their moving and related expenses. I submit that citizens should be justly reimbursed for any relocation caused by the Federal government.

Under present laws, there is no uniform method for reimbursement of relocation expenses. Federal programs such as urban renewal authorize reimbursement. Regrettably, this is not true of other Federal agencies, many are not legally required to grant relocation compensation.