

I cite for you as a practical example the relocation of 191 families caused by the building of the Morgan Station Postal Facility in lower Manhattan. After many heated and prolonged exchanges, the U.S. Post Office Department finally authorized funds to relocate these families. But, the Post Office Department is still not required by law to do so. Citizen protests combined with Congressional pressure motivated this relocation grant, not legislative requirement.

Often, compensation is totally inadequate. The highway program is a case in point. The maximum a displaced individual or family can now receive is \$200 and \$3,000 is the limit for business concerns. Such meager compensation is not realistic to the costs of relocation in urban areas.

Mr. Chairman, I can best relate to this point by describing a situation that exists in my own district in New York City.

There is an alleged highway improvement proposal now under consideration known as the Lower Manhattan Expressway. This project would cost over \$100 million, 90% of it Federal funds under the Interstate Highway System. It would connect two of the bridges over the East River in New York City with the Holland Tunnel under the Hudson River to New Jersey, by means of a partly depressed and partly elevated multiple-lane highway.

Now, I personally hope the Lower Manhattan Expressway is never built. But, if it is, approximately 2,300 low income families and 800 small businesses along its route will be displaced. I should like to see these constituents receive the reimbursement they deserve.

It is a recognized fact, Mr. Chairman, that it is the elderly, the minority groups and the small businesses that for the most part populate congested urban areas today. They, least of anyone, are able to absorb the cost of displacement and relocation. If we are to maintain minimum standards of welfare and employment in our cities, we must recognize our responsibility to these groups and do all that is in our power to assist them.

Mr. Chairman, present relocation laws on Federal projects are inadequate and need to be supplemented. No where is this more true than under the Federal Highway Program.

The major bill this subcommittee has under consideration today, the Federal-Aid Highway Act of 1969 (H.R. 17134) includes a new section entitled "Urban Area Traffic Operations Improvement Programs". I believe the Subcommittee would be taking a most enlightened approach if it added to this new section a strong relocation provision. I contend that my bill, H.R. 16003, provides the Subcommittee with a model for such authority. I urge my colleagues on this Subcommittee to carefully consider my proposal and ask that they act to establish an equitable relocation policy aimed at assuring all citizens adequate compensation for relocation caused by Federal highway projects.

STATEMENT OF THE HONORABLE HAROLD T. (BIZZ) JOHNSON, SECOND CONGRESSIONAL DISTRICT, CALIFORNIA

Mr. Chairman, I appreciate this opportunity to appear before you in support of the entire program covered by the Federal-Aid Highway Act of 1968. Highways are vital to the well-being of this country. I believe that every citizen of this Nation will agree with us on this point.

As you well know, the Second Congressional District of California, which I represent, encompasses 20 of the State's 58 counties, and geographically covers more than a third of the State. With 55,000 square miles of land, an adequate highway and road system including interstate highways, state highways, Federal aid secondary roads, public land and forest highways, and public land and forest roads and trails, is, of course, critical to the economy and the very well-being of the more than one half million citizens living in this area. I, therefore, would like to speak to you specifically today about forest highways and forest development roads and trails. Authorizations for these items are covered in Sec. 5(3) and Sec. 5(5) of H.R. 16994, which is before you.

While many people do not appreciate the significance of rural roads and their importance to the health and economy of this country, we are very fortunate that you, Mr. Chairman, and other members of the Committee participated in California field hearings on this specific problem a few years ago, and accordingly are well acquainted with the need for roads in rural areas, and particularly in the National Forests.