

The District of Columbia government also has submitted its comments on H.R. 16000 for consideration by this committee. I think we are all aware of the fact, and this has been stated in this committee, that the District of Columbia's problem, although local in nature geographically, is of national significance.

I have mentioned the District of Columbia's problem and this committee's interest in it at some length in order to appropriately introduce my brief comments concerning H.R. 16994 and H.R. 17139. Much of the emphasis in the proposed legislation concerns urban area problems, for example, the TOPICS program and fringe parking proposals.

I will comment on those items individually, but I would first like to mention what I consider one of the most crucial problems which affects the Interstate Highway System within the urban areas and which is not covered in either version of the proposed Federal-Aid Highway Act of 1968.

This subject is the relocation of families and businesses displaced by the highway program. In his transmittal of the proposed Federal-Aid Highway Act of 1968, Mr. Boyd indicated he would very shortly forward separate proposed legislation to cover the relocation problem. Apparently, from Mr. Boyd's testimony before this committee, that proposed legislation will not now be forthcoming. Instead, Mr. Boyd indicated that a recommendation was presented by Mr. Hughes of the Bureau of the Budget, to the Senate Subcommittee on Government Operations, dealing with this subject as it related to displacement from all kinds of public actions, not highways alone.

The 1966 Highway Act required the Secretary of Transportation to submit to the Congress a report concerning the relocation problem by July 1967. All of the State highway departments were requested by the Bureau of Public Roads to comment on that report. I would like to furnish for the record, Mr. Chairman, our comments on that report.

Mr. KLUCZYNSKI. Without objection, it is so ordered.

(Document referred to follows:)

CHARLES E. HALL,
Division Engineer, Bureau of Public Roads, Pennsylvania Building, Washington, D.C.

DEAR MR. HALL: This is in response to your letter of February 21, 1968 asking to be advised of the steps we are taking to give maximum emphasis to the District of Columbia's Relocation Assistance Program in view of the "Highway Relocation Assistance Study" prepared by the Secretary of Transportation and submitted to the Honorable John W. McCormack, Speaker of the House of Representatives on June 30, 1967.

We have reviewed the "Study" and the District of Columbia's Relocation Regulations dated March 31, 1966 and have prepared the attached exhibit to show areas of difference.

I have on many occasions expressed my desire to find new ways and additional opportunities to provide assistance to those displaced by our highway improvement projects and to ease the difficulties of relocation and to alleviate hardships resulting from displacement. Our experience with the relocation and re-establishment of persons, business concerns, and non-profit organizations indicates, generally, that the home owner should be furnished actual replacement costs and that those who are tenants should be furnished with a "relocation allowance" in addition to moving expenses.

As you are aware, we provide temporary "on site" housing until permanent housing can be found all toward a view to strengthening public acceptance of the highway program. I have also instructed my staff responsible in this area of displacement to use their imagination and vision to recommend to me "new