

Mr. PIKARSKY. I would like to say we have the opportunity for improving it.

This has been a problem in relocation, that this has not been uniformly done in the past, and we feel, on the basis of this new cross-town expressway we are studying as a communitywide project, integrated in a city plan, comprehensive plan, not as a highway artery, per se, that we are making that study now and we will have it available through Congressman Kluczynski.

Mr. SCHWENGEL. I think it will be very helpful, Mr. Chairman, to have that in our record, because it would establish our points we are making here, and fortifies us as we pursue this problem and its resolution.

Mr. KLUCZYNSKI. Mr. Pikarsky, we are very happy to have you in Chicago; and I know he is going to continue to do a good job, and it is always a pleasure for you to be here giving this committee some of the good advice that we need when we write up the highway legislation.

Mayor BRAMAN. Before we leave the question, I would like to complicate it a little further, because in some areas it is not as simple as that.

In our cities we are actually losing tax base by the construction of these massive highway projects through the center of the city, because of the construction and the small space we have.

It is actually demonstrating itself very painfully to us. In the last 2 or 3 years this is not the only factor, but it is a contributing factor that our growth of tax revenues from real property in the city of Seattle has gone down drastically and one of the reasons is the taking off the tax rolls of very large areas with no replacement, because the growth that has come by way of these trafficways has largely come outside of the city.

Mr. SCHWENGEL. But, Mr. Chairman, pursuing that a little bit further, the total economic effect must be good, while it does affect you conversely in some areas; but the total economic effect is good.

Mayor BRAMAN. Oh, I do not think you can deny the total economic effect of a good highway system.

We must recognize in some cities, with our financing problems, we do not have quite the same situation as they have in other cities.

Mr. SCHWENGEL. I can realize that. I know how to advise them in my community when we build a highway through the cities, and this is another reason why we have avoided going through the cities and thereby reduce the cost and inconvenience of the people.

Mr. KLUCZYNSKI. Mr. Mayor, how does your proposal for a new relocation program differ from the existing relocation program? What specific details could you recommend to us?

Mayor BRAMAN. Well, I think, without getting too detailed, that the basic principle that we are proposing here, that we are supporting here, rather, because I think it is proposed in the legislation actually, that more consideration be given to the type of relocation payments that will, in fact, make a person who is being forced to move either his residence or his business, make him whole again; that is so they are replaced with about the same position, economically, that they had before and not necessarily just given what would be determined by some old standard appraisal method, the fair value of the property