

their business of doing the finding of another place to live, and it created very little problem.

When you get into the areas where the new roads are contemplated in the city, where you get to people who have limited income and they are satisfied to live where they are, it is not a bad place, it is not a slum, but it does not have high market value, what do you do with those people? You give them the value of their property.

Mr. HARSHA. You certainly cannot have one set of rules for the low-income people and another set of rules for the middle-income people, can you?

Mayor BRAMAN. I think basically the thing levels itself out economically.

The people in this class that I spoke of first do find other property that they can locate in, and they may use this particular transaction to upgrade their living. They may pay more for the place they are going into.

Mr. DENNEY. Will the gentleman yield?

Mr. HARSHA. I will yield to the gentleman from California first.

Mr. CLAUSEN. I would simply like to ask, Mr. Mayor, whether or not you in the city, your city council, and in your transportation office, if you have actually held hearings on this or discussed this with people to the point where you could give us the kind of example, or you would recommend a different type of formula, because I believe that it will be very helpful to the committee if we had an example and, as a matter of fact, if we have had the League of Cities, other examples throughout the country, so we would have some guidance.

I am inclined to agree with the fact that this fair market value, as it now stands, simply is not adequate for the problems that we face.

I would like to have, Mr. Chairman, this gentleman provide some examples, and I would like to ask also whether or not the State is doing something about this.

In California there is much of this.

Mayor BRAMAN. I think that every State, in every urban area, is trying to find answers which could very well be the one that this committee is seeking.

Mr. Pikarsky has a comment to make, but first let me say, in our own city, we are, through our model cities program, for example; in others we are attempting to find a way to provide this relocation housing basically within the same area where we are taking the people from, because basically we find this is where they want to stay. They are not particularly anxious to move out. They are happy where they are, and they would like to stay there.

We are trying to find ways on one of our roadways where we have a plan whereby a major part of the relocation of the people in this particular corridor would take place by way of townhouse development in the inner city communities.

Now, it would be developed as part of the environmental development. If you go through, as a highway, with a wire fence along the side, then, of course, these are gone and you have to find other places for them.

I cannot give you specifics at this moment.

Mr. Pikarsky may be a little further along on this.