

POPULATION OF THE STANDARD METROPOLITAN AREAS NOT ON THE INTERSTATE SYSTEM AND DISTANCE
FROM NEAREST INTERSTATE HIGHWAY¹

State and city	1960 popula- tion (census)	1966 popula- tion estimate (sales man- agement)	Miles to nearest interstate
Alabama: Huntsville.....	153,861	219,300	24
Arkansas: Pine Bluff.....	81,373	89,800	40
California:			
Bakersfield.....	291,984	335,600	15
Fresno.....	363,945	418,200	46
Oxnard-Ventura.....	199,138	325,300	50
Salinas-Monterey.....		228,400	39
Santa Barbara.....	168,962	250,900	90
Georgia:			
Albany.....	75,880	90,500	43
Columbus.....	217,985	247,600	27
Illinois: Decatur.....	118,257	126,300	37
Indiana:			
Evansville.....	222,890	225,400	15
Muncie.....	110,938	118,000	15
Iowa:			
Cedar Rapids.....	136,899	150,500	17
Dubuque.....	80,048	92,500	65
Waterloo.....	122,482	132,700	64
Maine: Lewiston-Auburn.....	70,295	91,800	5
Massachusetts:			
Brockton.....	149,458	310,300	12
Fitchburg-Leominster ¹	90,158	622,700	20
Pittsfield.....	76,772	147,100	11
New Jersey: Atlantic City.....	160,880	173,500	59
North Carolina: Raleigh.....	169,082	202,100	51
Ohio: Steubenville-Weirton.....	167,756	171,000	29
Oklahoma: Lawton.....	90,803	104,300	67
Pennsylvania:			
Altoona.....	137,270	137,100	32
Johnstown.....	280,733	270,900	31
Lancaster.....	278,359	303,400	18
Texas:			
Harlingen-San Benito.....	151,098	158,200	118
Lubbock.....	156,271	184,500	121
McAllen-Pharr-Edinburg.....		196,200	140
San Angelo.....	64,630	70,800	65
Sherman-Denison.....		75,000	32
Tyler.....	86,350	95,100	8
Wichita Falls.....	129,638	140,900	85
Virginia: Lynchburg.....	110,701	123,800	50
Wisconsin: Green Bay.....	125,082	150,700	129

¹ Worcester, Mass., was added to Fitchburg-Leominster for 1966 estimate.

Mr. CLAUSEN. You will supply the information that I have requested?

Mr. LAMB. Yes, we will be happy to.
(Information to be supplied follows:)

NATIONAL LEAGUE OF CITIES AND NATIONAL ASSOCIATION OF COUNTIES SUPPLE-
MENTARY STATEMENT ON HIGHWAY PROGRAMS

THE PROBLEM

In many urban areas, highway improvement programs, particularly on the Interstate System, are stalled by mounting citizen opposition. These delays not only put off the date when these roads can be completed, to the great benefit to the nation, but also significantly raise the cost of completion of the delayed roads because of inflation of highway building costs and heavy extra expense often involved in redesigning roads to allay citizen opposition. A major factor creating this opposition is the relocation program which is carried out in connection with current highway projects.

Presently, displaced persons and businesses often must bear substantial economic losses which go uncompensated by the relocation program. In addition, the accommodations which displaced persons and business finally obtain are often inferior to those which they were required to move out of. The problem is particularly acute in low income areas where decent accommodations are in