

July 30, 1965



MEMORANDUM FOR MRS. JOHNSON

FROM: Larry O'Brien

Listed below are the 4 Highway Beautification bills now before Congress together with brief explanatory statements of purpose:

H.R. 8489

This bill seeks to control outdoor advertising signs in areas adjacent to certain Federal-aid highways in order to preserve natural beauty and to promote the recreational value of these highways.

In 1958, the Congress authorized a bonus payment to those States which voluntarily entered into an agreement with the Secretary of Commerce for the limited regulation of outdoor advertising along the Interstate System. Only 20 States have entered into such agreements and only eight States have become entitled to payment thereunder. Authority for this limited program expires June 30, 1965.

The proposed bill would broaden and strengthen the program and make it mandatory for a State to exercise effective controls over outdoor advertising if it wished to receive Federal-aid highway grants after January 1, 1968.

H.R. 3487

This bill seeks to make better use of Federal-aid secondary highway funds by applying them to recreational and scenic purposes.

The bill would direct that one-third of the Federal-aid highway funds now apportioned to the States for use on their secondary systems be spent in the future for the development of scenic roads and roads leading to scenic or recreational areas and for landscaping and roadside developments. It would permit a State, at its discretion and with the approval of the Secretary of Commerce, to spend the remaining two-thirds of its secondary highway funds for the same purposes.

H. R. 8491

This bill seeks to eliminate or screen junkyards along the Interstate and primary systems in order to preserve natural beauty and enhance the recreational value of those highways.

This bill would provide that, in order to receive Federal highway grants after January 1, 1960, a State must exercise effective control of junkyards along the entire mileage of the Interstate and primary highway systems. No new visible junkyards could be established after that date within one thousand feet of these highways. Existing junkyards would have to be screened, or removed by July 1, 1970.

Federal-aid funds could be used to pay the Federal pro rata share of necessary purchase or condemnation costs, if a State were unable to effect such control by exercise of its police powers.

H. R. 8493

This bill seeks to broaden existing authority to use Federal-aid highway funds, on a matching basis, for highway landscaping and roadside developments and to make mandatory the use of 3 percent of Federal-aid funds for preservation of scenic beauty adjacent to Federal-aid highways.

The bill would broaden existing authority to use Federal-aid highway grants on a matching basis for costs of landscaping and development of roadside facilities along Federal-aid highways, including the acquisition and development of rest and recreation areas and other facilities reasonably necessary to accommodate the traveling public.

Membership of the two Public Works Committees involved is:

Senate Public Works

Pat McNamara, Chairman
Jennings Randolph
Stephen M. Young
Edmund S. Muskie
Ernest Gruening
Frank E. Moss
Lee Metcalf
B. Everett Jordan
Daniel K. Inouye
Birch Bayh
Joseph M. Montoya
Fred R. Harris

John Sherman Cooper
Hiram L. Fong
J. Caleb Boggs
James B. Pearson
George Murphy

The important members of this Committee are Chairman McNamara and Senator Randolph, who is Chairman of the Highways Subcommittee.

House Public Works

George H. Fallon, Chairman
John A. Blatnik
Robert E. Jones
John C. Kluczynski
out T. Ashton Thompson - Killed July 15
James C. Wright, Jr.
Kenneth J. Gray
Frank M. Clark
Ed Edmondson
Harold T. Johnson
W. J. Bryan Dorn
David N. Henderson
Arnold Olson
J. Russell Tuten
Ralph J. Rivers
Ray Roberts
Robert A. Everett
Richard D. McCarthy
James Kee
John R. Schmidhauser
Robert E. Sweeney
James J. Howard
Ken W. Dyal

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Center for
Transportation

July 30, 1965

EFFECT OF HIGHWAY BEAUTY BILLS ON HIGHWAY TRUST FUND



see Chron

Legislative

The Administration highway beauty bills all contemplate financing through the Highway Trust Fund on the grounds that these costs are an integral part of building our highway systems. Increased emphasis on landscaping and beauty will add approximately \$780 million to the costs allocable to the Highway Trust Fund.

In three other instances costs to the Trust Fund are increased:

The use of not to exceed 3% for scenic improvement on the Interstate system will add to total cost to complete that System \$575 million

Control of outdoor advertising..... 0 to 180 million

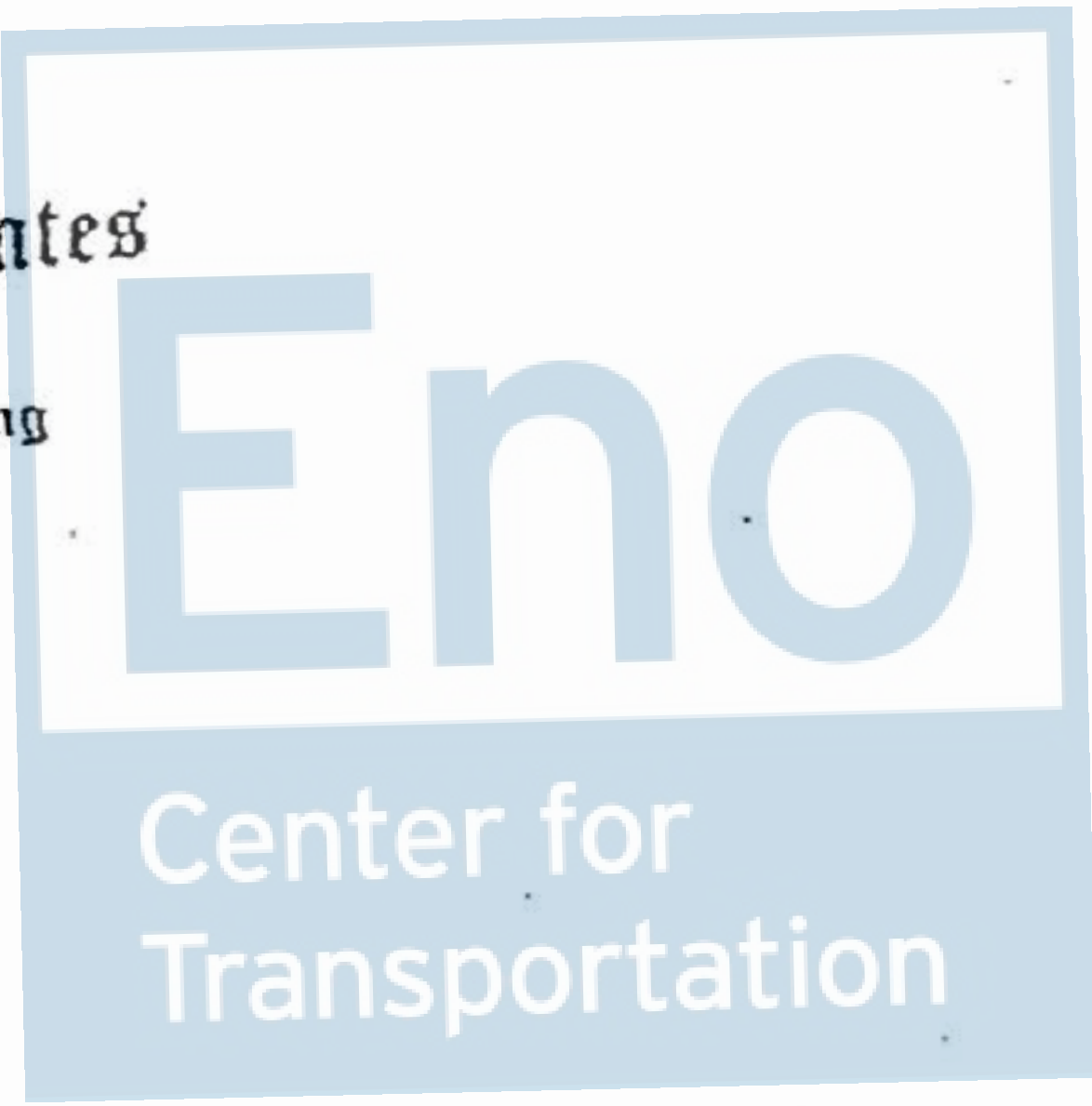
Control of junk yards 0 to 250 million

(To extent police powers are used for control no costs are incurred for latter two items.)

A fourth bill "To broaden the purposes for which Federal-aid secondary highway funds may be used" authorizes use of one-third of secondary highway funds for construction of scenic roads and roads leading to recreational and scenic areas. This program would not add additional costs to the Fund.

Committee on Public Works

Congress of the United States
House of Representatives
Room 2167 Rayburn House Office Building
Washington, D.C.



August 3, 1965

- GEORGE H. FALLON, MD., CHAIRMAN
- WILLIAM F. CRAMER, FLA.
- JOHN F. BALDWIN, CALIF.
- WILLIAM H. HARRIS, OHIO
- JOHN L. BRIDGES, PA.
- JAMES R. HOOVER, IN.
- JAMES J. LEVINE, ILL.
- IRVING CLAUDE, CALIF.
- HAROLD A. HALLER, IND.
- CHARLOTTE E. HEID, ILL.
- ROBERT C. MC EWEN, N.Y.
- JAMES D. MARTIN, ALA.

- EDWARD J. MC NEAL, STAFF DIRECTOR
- RICHARD J. SULLIVAN, CHIEF COUNSEL
- JOSEPH H. RIRNNAN, ENGINEER-CONSULTANT
- CLIFTON W. ENFIELD, MINORITY COUNSEL

MEMORANDUM

To: The Speaker

From: Mr. Fallon

Re: Highway Beautification Legislation

Hearings were held by the Subcommittee on Roads of the Committee on Public Works on July 20, 21, and 22, 1965, on four bills dealing with proposals of beautification of our highway system. This legislation covers billboard and junkyard control, mandatory use of the 3 percent of funds for acquisition and improvement of scenic areas adjacent to the highways. The present 3 percent money is optional and may be used either for acquisition of scenic areas adjacent to the highways or for actual highway construction, and diversion of \$100 million a year from the Highway Trust Fund which is now being used for secondary road construction. This money would be used for the purpose of constructing scenic roads and roads leading to recreation or scenic areas and for landscape and roadside development.

On the opening day of the hearing, the Secretary of Commerce, Mr. Connor, accompanied by the Assistant Secretary of Commerce, Mr. Boyd, and the Federal Highway Administrator, Mr. Whitton, were heard in support of this legislation.

On the following two days of the present series of hearings a number of witnesses were heard, the two most important being representatives of the American Association of State Highway Officials and the National Association of Counties.

The American Association of State Highway Officials speaks for the head highway men in each of the fifty States.

All witnesses that appeared testified basically in favor of the idea of beautification; however, in the last two days of testimony many difficult points were raised insofar as the legislation is concerned. The American Association of State Highway Officials vigorously opposed the diversion of one-third of any amount of Federal-aid secondary funds from the secondary system for any purpose. They emphasized that there was a continuing need for the full amount of money now allocated to the States for secondary road construction. They pointed out that the system now consists of approximately 620,000 miles and much of this mileage needs additional work at the present time. They further pointed out that there would be a continuing need for more of this mileage as time goes on.

With reference to the legislation dealing with billboards and junkyards, AASHO pointed out that a cut-off date of Federal-aid highway funds as of January 1, 1968, if a State failed to comply with controlling billboards and eliminating junkyards was extremely severe, in their opinion, and went much too far.

AASHO officials further stated that they believe the present 3 percent money now in the Federal-Aid Highway law should be maintained on an optional basis for use by the States and should not be made mandatory as intended by the legislation so that the States could only use it for the purposes of scenic enhancement and nothing else.

The final over-all point made by AASHO officials was to the effect that all these funds for beautification would divert money from construction and have the effect of increasing the next Interstate cost estimate and of decreasing the ABC and States' construction programs, especially between now and 1970.

The National Association of Counties, which is a grass roots nation-wide organization representing the basic local forms of government in our country, were unalterably opposed to any diversion of the secondary fund money as it is now contained in the law. The main bulk of their testimony was directed to this particular point. They stressed the urgent need for a full-scale continuation of the secondary highway program and made it clear that under no circumstances could they support legislation which took one cent away from the present secondary road funds.

Other witnesses representing industry that would be affected by this legislation were heard during the last two days of these hearings. They pointed out to the Committee the economic impact this legislation would have on their industry, and stated that in some cases it would in all probability eliminate them in a business sense.

The final question that has been raised as a result of the first three days of hearings is what the total cost of this program will be, and at the present time the answer is still an indefinite one. No firm or final figure has been given to the Committee as to just how much the enactment of this legislation would cost.

During the hearing many technical points about the legislation as presently drafted were raised. As a result of these three days of hearings, it is quite evident that before any final resolution can be made of this legislation a great deal of additional work must be done in revising the bills as they are now pending before the Committee, and most important of all, it is quite clear that with the Federal-Aid Highway System in the position of needing an additional \$3 billion now to keep it on schedule, any additional diversion of funds from the Trust Fund, as indicated by this legislation, would throw a still further burden on the Trust Fund.

Highway
Beautification

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August 3, 1965

MEMORANDUM FOR LARRY O'BRIEN

FROM: Mike Manatos

I had nearly an hour's meeting with Senator McNamara and Bob Perrin regarding the Highway Beautification bills and Poverty.

The Committee finally confirmed Frank McCulloch today by a unanimous vote but only after McNamara announced his intention to call another meeting at 8:30 P. M. if final action were not taken. This had the desired affect.

With respect to Highway Beautification, the real problem lies in the method of financing. McNamara has introduced a bill (S. 2352, which I will get) providing for annual "infusions" into the Highway Trust Fund from general revenues of \$600 million for a 5 year period. This in McNamara's view is the preferred manner of handling the problem of the 4 Highway Beautification bills.

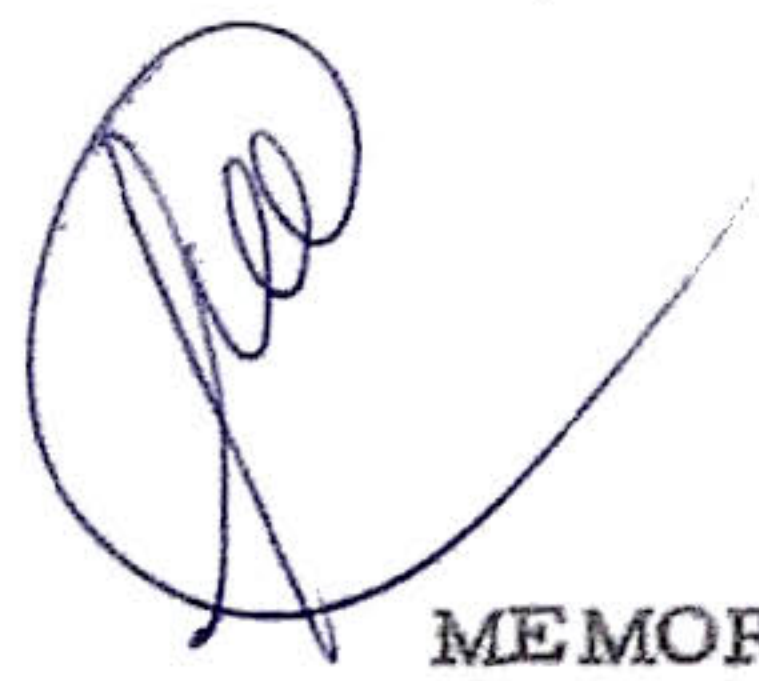
He expressed concern that the 4 bills are so drawn as to be in effect open-end commitments to spend untold money on beautification. He feels some sort of money ceiling should be placed on the programs - and that they should spell out precisely what is intended to be achieved.

With reference to the suggestion that the life of the Trust Fund be extended 5 months, McNamara said he could close his eyes and go along with such a program, but that he much prefers the other course.

I get the impression these bills could be moved if agreement on underwriting from a source other than the Trust Fund could be had.

McNamara hopes to hold a meeting on Thursday to report out Poverty this week, providing reapportionment does not stand in the way.

Highway Trust Fund



August 5, 1965



MEMORANDUM FOR LIZ CARPENTER

FROM: Mike Manatos

Pursuant to your request, attached are the four Highway bills in which the First Lady is interested. Also attached is the bill (S. 2342) introduced by Senator McNamara last week dealing with the question of financing the program.

As you probably know, the Administration has favored financing beautification out of the Highway Trust Fund. The Congress, on the other hand takes the attitude that the Trust Fund should not be used for any purpose other than construction of the Interstate System. The result is stalemate.

As Larry O'Brien reported to the President early this week, I had a long conference with Senator McNamara, who is very serious about infusing the Trust Fund with money from the general revenues - 5 years at \$600 million per year, or a total of \$3 billion.

We also discussed the possibility of extending the life of the Trust Fund for 5 months, which would insure availability of something like \$1.5 billion for beautification. The Fund accumulates roughly \$300 million each month, principally from gasoline taxes.

McNamara prefers the "general revenues" approach, but told me he could "close his eyes" and go along with the stretch-out of the Fund if his approach is not acceptable to the Administration.

You should be aware of the fact that the Senate Public Works Committee begins hearings on these bills August 10th. McNamara and Senator Randolph (Chairman of the Public Roads Subcommittee) want to be helpful. It is not realistic to believe we can go all the way on these four bills, but if we are successful in negotiating the financing aspect to the satisfaction of the President and Senator McNamara we might make a good start on each of the bills. Billboards, for instance,

can get very sticky. I recall vividly the years it took to get billboard legislation through the Senate when the President was Majority Leader, so if we can get a substantial piece of the billboard bill we may have to settle for it.

One factor which concerns McNamara about our 4 bills is that as drawn they are "open-end" measures. The Committee will want some definition of total cost, probable life of the programs, etc.

Copy to:

✓ Mr. O'Brien

Enclosures:

Bill S. 2342, H. R. 8487, H. R. 8489, H. R. 8491, H. R. 8493



U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20230

August 11, 1965



MEMORANDUM

To : Mike Manatos
From : Paul Southwick *P.S.*
Subject: Highway Beauty Costs

I thought you would be interested in some information on highway beauty costs. The answer, as usual, is not simple. It depends upon how you figure it.

Attached is a summary of the cost estimates, the best so far available. I believe it is worth the few seconds it will take to read the explanation.

Attachment

HIGHWAY BEAUTY COST ESTIMATES

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The Trust Fund finances the Federal aid highway programs.

The Interstate System (90 Federal - 10 State) is based on the cost to build a specific number of miles by 1972.

The ABC system (primary, secondary, etc.) is based on a flat dollar amount divided among the States on a fixed formula basis.

The difference is important because if a cost is added to the Interstate System, it means that more money must come from the Trust Fund, or the completion date must be delayed. In the case of ABC, it means that the increased cost reduces the amount of road construction to be undertaken.

With this distinction in mind, here are the estimated costs as far as I can determine:

I. Billboard control:

1. If police power is used, cost would be little or nothing.
2. If all advertising rights must be acquired by payment, the extreme estimate is \$180 million for the six-year period. That breaks down to \$30 million Interstate and \$150 primary. Since States would pay 10 percent of the Interstate cost and there would be no additional cost for the Trust Fund in the case of primary roads, the total increased cost to the Trust Fund would be \$27 million.

II. Junkyard Control (Interstate and Primary)

1. If police powers used, cost would be little or nothing.

2. If screening is used for all junkyards, cost would

be \$66 million for the six-year period.

3. There is no estimate for costs or removal. This would be much more costly, of course. But there is a great incentive for the States to use police powers, particularly on primary roads where they would have to bear 50 percent of the costs. There is no breakdown on junkyard control costs between Interstate and Primary.

4. Three-percent provision for scenic landscaping (Interstate and Primary).

1. Cost would be \$575 million for Interstate over six-year period. (No matching State funds involved).

2. Cost would be \$180 million for six-year period for Primary. This would not involve an extra cost to the Trust Fund.

III. One-third of secondary funds for scenic roads.

This would amount to \$100 million a year, or a total of \$600 million for the six-year period. Again, this would not add to costs of Trust Fund; it would be a reallocation of funds to be available for secondary roads anyway.

Conclusion:

Assuming the use of police powers for billboard and junkyard control, the total added cost to the Highway Trust Fund would be \$575 million (for the three percent earmarked for scenic landscaping).

The one percent auto excise tax now brings in \$200 million a year. That would be \$1.2 billion over six years, assuming the same rate of revenue from that source.

Sen. Randolph and others charge almost everything to the Trust Fund and use the highest possible figures. On that basis, they pile up a cost of \$1.5 billion or more.

*Highway
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August 14, 1965

MEMORANDUM FOR LARRY O'BRIEN

FROM: Mike Manatos

My conversations with Senator McNamara regarding Highway Beautification are satisfactory up to a point.

He would be willing to reduce his sights by giving up his hope of infusing the Highway Trust Fund by \$600 million each year from general revenues. This approach is embodied by S. 2342, which McNamara introduced on July 29th.

He will "buy" putting \$200 million into the Trust Fund to defray the cost of screening junkyards, eliminating billboards, and constructing scenic overlooks, etc. He would drop the fourth beauty bill - scenic highways.

On the suggestion that McNamara go one step further and agree to another \$200 million for beautification which would come out of the Trust Fund, and which would be restored to the Fund by extending its life by the number of months necessary to compensate, we run into a real conflict.

McNamara indicates the Trust Fund will run short of its stated objective by some \$3.5 to \$5 billion. He is most anxious to do something to put money into the Fund. He believes that when we have just taken excise taxes off diamonds, mink coats, and \$15 bottles of perfume, we should not expect "the fellow driving to work in the morning" to pay 4 cents a gallon tax on gasoline beyond the completion of the Federal Aid Highway program.

He is willing to take out of general revenues ("out of the pockets of all the people") any amount for Highway Beautification. He believes the President can not spend more than \$200 million per year, unless he has in mind a program of such scope that McNamara doesn't know about it. As a matter of fact, McNamara claims no one has yet told him what the President's beautification plans are in specific terms.

In summary, McNamara is for Beautification. He is also for taking steps to make certain the Trust Fund meets its stated objectives by 1972 without imposing additional tax burdens upon the fellow driving to his place of employment.

2.

He is against continuing a Highway Program which puts on the back of the federal government 90% of the cost. He feels the highway program beyond 1972 should reflect greater state and local cost participation - perhaps 40-45.

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August 16, 1965

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MEMORANDUM FOR MRS. JOHNSON

FROM: Larry O'Brien

There are two primary factors involved in arriving at a Highway Beautification program - the cost and how it is financed.

The Interstate System is being built on a 90 percent Federal and 10 percent State cost basis.

The ABC system (primary and secondary roads) is financed 50 percent Federal and 50 percent State.

The Bureau of the Budget estimates the cost of the Beautification Program to be \$780 million. The Commerce Department estimate is \$1.175 billion - \$600 million for scenic landscaping on Interstate and Primary systems, and \$575 million for billboards and junkyard controls.

The Billboard bill seeks to control outdoor advertising signs on both the Interstate and the Primary and Secondary (ABC) road systems.

The Recreational and Scenic purposes bill would direct that one-third of the Secondary-Aid Funds be used for landscaping, roadside development, and recreational areas.

The junkyards bill would either screen or eliminate junkyards on both the Interstate and Primary systems.

The Senate Public Works Committee concluded its hearings on Highway Beautification on Friday. Senator McNamara, Chairman of the Committee, and Senator Randolph, Chairman of the Roads Subcommittee, are anxious to report the 3 bills mentioned above if agreement can be reached on financing the system without depleting the Highway Trust Fund, which is nearly "sacred" with the Congress.

Senator McNamara, the spokesman for the Senate point of view, would be willing to use the monies now going into the Treasury from the 1% earmarking of Automobile Excise Taxes (approximately \$200 million per year) for beautification if they were transferred to the Trust Fund. He could probably be persuaded to accept another

\$200 million if put into the Trust Fund by earmarking another 1% of the remaining 6 percent of Auto Excise Taxes. Under the bill signed by the President earlier this year, 3% of the Auto Excise Tax was eliminated immediately, 2% is eliminated on January 1, 1966, 2% more on January 1, 1967 and the final 2% on January 1, 1968.

It would appear that the President would have to ask Congress for specific authority to earmark the additional 1%.

If this were accomplished, however it would put \$400 million per year into the Trust Fund for the next 3 fiscal years - or \$1.2 billion.

You may wish to consider inviting Senators McNamara, Randolph, Congressmen Fallon, Blatnik, and Kluczynski, and their wives, to a luncheon or dinner at which the President and you could discuss the Beautification program.

August 16, 1965

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MEMORANDUM FOR LARRY O'BRIEN

FROM: Mike Manatos

We might sell Senator McNamara on the financing of the Highway Beautification program if the President were willing to recommend to the Congress next year an earmarking of another 1% of the Automobile Excise Tax.

As you know, 3% of the Auto Excise Tax was eliminated this year. Another 2% is eliminated January 1, 1966, 2% more on January 1, 1967 and the final 2% on January 1, 1968.

For the President's purposes this could be shown as an "earmarking" which need not be reflected in the Budget. For McNamara's purposes, he could refer to this as a transfer of general revenue funds into the Highway Trust Fund for beautification purposes.

McNamara could immediately move the billboards, scenic overlooks and recreation, and junkyards bills. The Scenic Highways bill is a problem because it calls for transfer of 3% of Highway Trust Fund monies to carry out construction. The Senator is concerned with the fact that as now constituted the Trust Fund will show a \$3.5 or a \$5 billion deficit by 1972.

McNamara is overly-sensitive about being placed in a position which would have him advocating the continued imposition of the 4¢ per gallon gasoline tax (beyond 1972) on the "fellow driving to and from work" when we have just eliminated the tax on diamonds and mink coats.

U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20230

August 18, 1965



MEMORANDUM

To : Larry O'Brien
From: Paul Southwick

Attached is a quick poll of House and Senate Public Works Committee members on highway beauty bills, requested by Bill Moyers. It is very clear to me that Richard Sullivan, counsel of the House Committee, is against the bills primarily on grounds of financing and is trying to persuade Committee members of this view. This would appear to reflect Fallon's reservation.

Attachment

cc: Mike Manatos, Henry Wilson

Memorandum

TO : Secretary Connor

FROM : Paul Southwick *P.S.*

SUBJECT:

Here is a poll, by personal contact, of members of the House and Senate Public Works Committees on the President's four Highway Beauty Bills. Except for McNamara, Randolph and Fallon, that contact was within the past two days:

Senate Public Works Committee
(Subcommittee members indicated by asterisk)

McNamara, Chairman - Against financing from Trust Fund.

*Randolph - against financing from Trust Fund and concerned about small billboard owners and renters.

Young, Ohio - favorably disposed to the four bills. "Would be money well spent."

*Muskie - "should not take money away from secondary roads." Indicated opposition to 3 percent bill on grounds it would divert construction funds. Junkyard and billboard bills need substantial revision. Concerned about small businessmen in recreation areas; on-premise billboards not enough.

*Gruening - in favor of principle. "If that's what you people want, I'm for it."

*Moss - still some questions, particularly on degree of billboard regulation. No opinion on other bills yet.

*Metcalf - "full and complete accord." Would like to tack on his "save the streams" bill, but doesn't want to get in the way of the President's bills.

Connor
U.S. DEPARTMENT OF COMMERCE
OFFICE OF THE SECRETARY

*Highway
Beautification*
DATE: August 18, 1965

In reply refer to:
Center for
Transportation



Secretary Connor

*Jordan - "You are going overboard on them (the bills). You have no reason or right to tell a State what to do, or to hold up the money."

Inouye - for the bills.

*Bayh - out of town.

*Montoya -

Harris - against use of police powers. Opposed to bill in present form. Getting letters from "little farmers," but says that "my people are in compromising mood."

*Cooper - sympathetic to billboard control in past year. Wants to check testimony before expressing opinions on the bills.

*Fong - favorable, except there should be compensation for removal of junkyards. Wants to listen to "more evidence" on effects of the bills.

*Boggs - he is getting opposition to the secondary road bill, but has not made a commitment. Plans to ask State Highway Commission for opinion on the bills.

*Pearson -

*Murphy - out of town.

House Public Works Committee
(Subcommittee members indicated by asterisk)

Fallon, Chairman - against financing from Highway Trust Fund.

*Blatnik - concerned about secondary road bill and method of financing. Indicated he'll go along generally with what Fallon and Kluczynski decide to do.

*Jones, Ala. - concerned about secondary road bill. Can't see how Congress can act this session, but that is up to the Chairman. Indication is that Jones will follow Fallon's lead.

Secretary Connor

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*Kluczynski, Subcommittee Chairman - non-committal, but expected to go along with Fallon.

*Wright, Texas - generally opposed in present form. Particularly concerned about police powers and State constitutional questions. Feels that if the President can offer solutions to the problems posed by the bills, he wants to go along.

Gray, Ill. for the bills, but will go along with Subcommittee action.

*Clark, Pa. - It's a program I want to buy in its entirety. What can I do to help?

*Edmondson, Okla. - favorable except on billboards. Adamantly opposed unless there is compensation for the "little people" for billboard removal.

Johnson, Calif. - for beauty but against present form of financing; against secondary road "diversion."

Dorn, S. C. - for us but will go along with Subcommittee action.

Henderson, N. C. - for us but will go along with Subcommittee action.

*Olsen, Mont. - not too inspired. Says he'll be with us, but he makes no commitment on secondary road bill.

Tuten, Ga. - with us all the way.

Rivers, Alaska -

Roberts, Tex. - wants removal of junkyards, but generally against "so much control."

*Everett, Tenn. - against "diversion" of secondary road funds; wants to consider other bills further.

*McCarthy, N. Y. - enthusiastically with us all the way. Wants to help.

Kee, W. Va. - for us but will go along with Subcommittee action.

Schmidhauser, Iowa, - very strongly supports the package.

Secretary Connor

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*Sweeney, Ohio - couldn't possibly support bills as now stand.
Too big a bite from Trust Fund. Constitutional objection
to taking highway funds from States for other purposes.
More important to complete highways than to beautify.

*Howard, N.J. - in favor of bills, but not going to fight Fallon.

Dyal, Calif. - out of town.

*Cramer, Pa. - has a long list of objections, including financing.

*Baldwin, Calif. - will support all the bills except secondary road
bill. Can't take chance that money would be diverted from
roads needed to and from work in Mother Lode country.

*Harsha, Ohio - against use of police power. Not inclined to go
along at present.

Kunkel, Pa. - favorable.

Grover, N.Y. - generally in favor, but opposed to "Big Daddy"
approach. Would like to clean up those Texas billboards.
Favors the 3 percent set-aside.

*Cleveland, N.H. - unclear but critical. Says billboard controls
won't work because they'll build bigger billboards. Cites
the billboards built in N.H. for motorists on Vermont
highway across the Connecticut River. Wants to eliminate
junkyards. But is beauty in conflict with safety in priority
for funds?

*Clausen, Calif. - Concerned about secondary road bill. Apparently
no commitments on other ideas yet.

Halleck, Ind. - has no definite opinions at this time.

Reid, N.Y. - no position.

*McEwen, N.Y. - out of town.

Martin, Ala. - no commitment, but believes State and local
authorities should have more responsibilities rather than
Federal.