

The primary purpose in Government financing of inexpensive fringe parking is to reduce the number of vehicles using overloaded highways in the downtown area. This could in turn reduce the need for extensive improvements on these facilities. Available studies indicate that about 10 percent of total downtown work trip demand may be transferred to fringe parking in cities between 500,000 and 1 million population. This would have an added benefit of reducing the overload on downtown parking and freeing street lanes for vehicle movement.

The estimated need is for 367,000 fringe spaces by 1975 at a cost of \$387 million.

Another "first" in the bill would make it possible for States to spend up to 2 percent of their allocation for advance acquisition of property for highways. The law now forbids this. As a result, highway planners often are forced to watch industrial or commercial construction proceed on land they know is part of a long-range highway program. This bill would make it possible for them to buy land as many as 7 years in advance of actual need. It will cut eventual costs in many cases and will make it easier for cities to practice effective land-use planning.

As I am sure you know, we have not yet received authorization for fiscal 1968 for the highway beautification program. Since it is so late in the fiscal year, the bill proposes to pick up the program in fiscal 1969 with authorizations of \$85 million in each year for 3 years.

This would put these authorizations on the same fiscal year basis as the biennial ABC highway program authorizations.

The bill would provide \$5 million for outdoor advertising control programs; \$10 million for screening junkyards; and \$70 million for landscaping, the purchases of scenic easements, and other measures.

Last year your committee held very comprehensive hearings concerning the Highway Beautification Act, with particular emphasis on outdoor advertising control. These hearings clarified the issues and removed the uncertainties which had inhibited the implementation of the program up to that time. Since then we have been making steady progress.

In the past year some 17 outdoor advertising control agreements have been signed, and we are close to agreement with a number of other States. Thirty-one State legislatures have enacted laws providing for control of outdoor advertising and the legislatures of other States are presently considering such legislation, or will do so during their next regular session, many in early 1969.

This progress has been brought about, I am pleased to say, without invoking the penalty provision in section 131(b) of the act. The Department stated last year that we had no expectation of imposing any penalties during the year 1968, or even in early 1969 if a State legislature would not have an opportunity to act during 1968.

Section 8(c) would authorize the sum of \$70 million for each of the fiscal years 1969, 1970, and 1971 for landscaping and scenic enhancement of Federal-aid highways.

Of the three titles in the Highway Beautification Act, the landscaping and scenic enhancement provision has had the most immediate and favorable impact upon the public. All States are participating in