

far enacted legislation to conform with its requirements. Although the Federal legislation applies only to junkyards adjacent to the Interstate and Federal-aid primary system, 16 States have extended these provisions to apply to additional roads within their borders. Other States have imposed stricter limitations upon themselves than required by the Act.

The junkyard control law requires the removal or relocation of affected junkyards which cannot be readily and economically screened. Such removal or relocation need not be undertaken, however, until after June 30, 1970. Although only approximately \$10 million in Federal funds has thus far been made available, the States have screened or removed approximately 1,500 junkyards, contributing 25 percent of the cost. As it was necessary for the States to organize for this endeavor, deferral of funds would cause a loss of impetus and interest.

One of the greatest benefits attained under the Title is the fact that all 40 States have strong control of the location of new junkyards. Most now require licensing, renewable annually, to assure compliance and control; others control the sites on a renewable permit basis. In other words, since existing junkyards are properly screened from view—or removed—State legislation will continue the program without cost to the State or Federal Government.

It should be further noted that the program has the support of the auto wreckers association, scrap metal producers and the general public. Many representatives of these directly interested parties appeared at the Congressional hearings to support the legislation. It is interesting to note that of the 50 States, only Delaware, Florida, and Louisiana did not take advantage of the Federal funds available to them for this part of the program.

Section 8(c) would authorize the sum of \$70 million for each of the fiscal years 1969, 1970, and 1971 to carry out the provisions of Section 319(b) of Title 23, U.S.C., relating to landscaping and scenic enhancement of Federal-aid highways.

Section 319(a) of Title 23, United States Code, provides Federal funds for landscaping, roadside development, and acquisition and development of publicly owned and controlled rest and recreation areas and sanitary facilities necessary to accommodate the traveling public, all within the highway right-of-way. Federal reimbursement is available to the States for such work at the pro-rata share of the cost, depending upon the Federal-aid system to which it has been applied. These costs are payable from the Trust Fund.

Section 319(b) provides 100 percent compensation to the States for the above types of work and permits such expenditure within or adjacent to the Federal-aid highway right-of-way. In addition, costs may be incurred for the acquisition of interests in and improvement of strips of land necessary for the restoration, preservation, and enhancement of scenic beauty adjacent to the highway. The 319(b) funds are appropriated from the general fund.

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 the program, and obligations to date total \$120 million in Federal funds, as follows: \$31 million for landscaping; \$29 million for 5,400 scenic easements; and \$60 million for 510 roadside rest areas. The rest areas are especially popular with the public as they provide a safe, comfortable stopping place. They are usually placed at locations where scenic and picnic opportunities are present, and they may also be used as visitor information centers where such tourist services as food, lodging, fuel directories, and scenic route and map information may be made available.

True beauty is a quiet thing—it is the raw and ugly which shouts. The acquisition of scenic easements and landscaping within the highway right-of-way lines serve to make the highway complete, and removal of outdoor advertising and screening of junkyards are an important part of the beautification effort. But it is obvious that more can be done. Scenic vistas must be controlled to prevent non-conforming trespass; roadsides must be planted and naturalized to fit into the landscape; rest areas must be developed to make the traveler feel welcome and sheltered during his stay.

Deferral of this program would result in its greater cost at a later date, as land values for rest area sites and scenic easement are constantly appreciating, and materials and construction cost indices for plant material and road and building costs are steadily rising. Added urgency for these activities stems from their promotion of more relaxed driving, and thus of greater safety.