

of any request for information or opinion from the State of New York.

Mr. McEWEN. Well, let me, if I may, make it a little more broad question: Has there been any communication to the State of New York, written or oral, indicating that if they do not enact the implementing legislation, they will be subject to a 10-percent penalty as of the first of the year, 1969?

Mr. BRIDWELL. I will respond to that, Mr. McEwen. The answer is absolutely and flatly no, to the absolute best of my knowledge.

What has occurred is a number of meetings between members of my staff and the responsible people in the Department of Transportation and the State of New York on the terms and conditions of the agreement. In addition to that, on two or three unresolved points, they were personally brought to my attention and were worked out by telephone conversation with the general counsel of the Department of Transportation of the State of New York, and it is upon that telephone conversation that I was informed that this constituted substantial agreement of all parties within the State of New York and that there was no reason why the legislation should not progress.

So in the sense of has there been some kind of a warning or threat, or any other kind of language used concerning 10-percent penalty, the occasion literally has not arisen as it relates to the State of New York.

Secretary BOYD. I think, Mr. McEwen, if you have information to the effect that there have been threats or intimidations in this area, it would be very helpful if you would advise us who was supposed to have made those.

Mr. McEWEN. I did not want to imply that, Mr. Secretary. That is not the purpose of my question, why there had been. But I was just concerned, in view of what the gentleman from Florida brought out—the letter that went to the Governor I believe of Arizona—if this had been a practice followed in other States; if there had been a similar indication that they were in serious jeopardy of 10-percent penalty being imposed in a matter of a few months.

Mr. BRIDWELL. I think the significance of what I said, Mr. McEwen, is that the State of New York and several other States are perfectly pleased to negotiate such agreements. They are in favor of outdoor advertising control programs. This is not a case in which someone is hammering them over the head. They respond positively. Yes, they want agreement.

Now, there is no question but what the title III portion, which relates to landscaping, scenic enhancements, the construction of roadside rest areas, scenic overlooks, that kind of thing, there is no question but that that is the most popular, and I think that is freely conceded by everyone. By the same token, I do not think there is any doubt in anyone's mind that the most difficult part of the highway beautification program is and always has been the control of outdoor advertising.

We believe that we have demonstrated by the agreements that we have signed that we will work with the States on a fully cooperative 50-50 basis, in which they are absolutely equal partners in a negotiation, and that they can propose anything they want to propose and will bargain it out.

So I frankly—I am not suggesting that you have implied anything, but the constant implication that comes to me, that somehow