

EXECUTIVE OFFICE OF THE PRESIDENT
BUREAU OF THE BUDGET
WASHINGTON 25, D.C.

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Honorable Robert C. Byrd
United States Senate
Washington, D.C. 20510

Dear Senator Byrd:

This is in reply to your telegram of March 25 regarding the status of reports on S. 10, your bill to establish an Allegheny Parkway.

We can certainly understand your deep interest in this 632-mile parkway, and we recognize also the very substantial economic benefits its creation would confer upon the area and the scenic and recreational values that it would have for those who would use all or portions of the parkway. These very considerations, however—economic on the one hand, and scenic and recreational on the other—suggest to us a need to evaluate the proposal in relation both to other parkway proposals, and to proposals for recreational development generally.

With specific reference to the reports of the Departments of Commerce and the Interior which your telegram refers to, these reports reflect some divergence of opinion which we hope can be resolved prior to their transmittal to the Congress. We will proceed with this effort on an expedited basis.

In a somewhat broader context, we would like to bring to your attention the following factors which we believe make it desirable to proceed with consideration of the Allegheny Parkway proposal on a rather careful basis:

1. The current parkway program is scheduled at \$11 million per year over the next few years. Approximately \$123 million of work is yet to be funded after 1965 on nine parkways authorized prior to 1945.

2. Since authorization of the Allegheny Parkway would be the first in 20 years, it would likely lead to activation of a number of other parkway bills pending before the Congress and, therefore, cannot be taken as an isolated case.

3. We believe it desirable, before commitment to additional parkway expenditures, to attempt to establish priorities among proposed parkways in relation to other recreational expenditures. In

this connection, existing Federal assistance to States for roads and highways should be appraised to determine whether it can serve parkway objectives and funding requirements.

4. The relationship between this proposal and other proposals for economic rehabilitation of "Appalachia," including particularly road construction proposals, must be considered.

Sincerely,

(signed) PHILLIP S. HUGHES

Phillip S. Hughes
Assistant Director for
Legislative Reference