

to national forest lands. The timber, recreation, wildlife, and scenic resources of the national forest areas provide an important resource base upon which the associated community economies are developed.

I would like to comment on two proposed language changes. First is in defining "Forest Road or Trail" and "Forest Development Roads and Trails." This proposed change will tie the definitions to the title 23 authorization language. This will avoid any possible misunderstanding of what constitutes forest development roads and trails. It is important that all the roads for which the Forest Service has a responsibility be included under the definition. The authorization language was included in the Federal-Aid Highway Act of 1964, and there is no authorization change needed.

The second, a change from \$10,000 per mile limitation to \$15,000 per mile or \$15,000 per project for projects less than 1 mile in length, will permit us to efficiently construct some real small projects. Many of these small projects can be constructed at a cost less than the cost of preparing bids and advertising the project in accordance with formal contracting procedures. Our experience on such small projects has been that the small projects often result in no bids, or inflated prices, which are necessary for the contractors to recover the costs of bidding, moving in and moving out, and meeting insurance, bond, and other contractor costs associated with such road construction projects. On the small projects, these costs make up a very high percentage of the project cost and the contractors have no opportunity to spread out these fixed costs as they do have on larger projects. Often some of these small projects can be scheduled along with our regular road maintenance activities and therefore utilize equipment and personnel already in the area.

I would like to end my statement by saying that we have been and are continuing to do all we can to provide the best balanced forest development road and trail program possible with the limited funds currently available to us. We are restricting most of our recreation road construction to roads inside of camp and picnic areas. We are postponing action on most of the many opportunities we have to provide high quality roads for outdoor recreation travel. We have made program shifts when necessary to require more and more timber purchaser construction. We are continuing to stretch the available funds as far as we can through cooperation with local, state and private organizations on roads which also serve other purposes than national forest use and development.

We now have many fine examples of joint road system development with timber landowners resulting in an efficient road system serving all owners at least cost to all participants. We now have 323 of these "share cost agreements" with timber landowners. These cover 3,544 miles of road with an estimated total value of \$51,596,000. In entering into these agreements the required road system needed to remove the timber of all ownerships in the "share cost" area is carefully planned and the costs are shared by the participating owners in proportion to their planned use of the roads.

We are trying to stretch the road dollars that Congress makes available to us over just as many miles of road as we can. We will continue to look for new ways to improve our performance.