

TABLE 6.—TIMBER ACCESS ROAD CONSTRUCTION REGION 6, U.S. FOREST SERVICE, 1958-67

Fiscal year and construction source	Miles	Cost
1958—Purchaser constructed	1,393.1	\$23,488,485.03
Government constructed ¹	33.4	7,351,525.39
1959—Purchaser constructed	1,484.1	26,644,366.00
Government constructed ¹	84.2	5,417,769.71
1960—Purchaser constructed	1,641.4	31,372,209.25
Government constructed ¹	66.6	3,285,469.52
1961—Purchaser constructed	1,707.8	34,472,578.08
Government constructed ¹	74.8	5,283,597.17
1962—Purchaser constructed	1,844.4	35,038,662.00
Government constructed ¹	74.6	5,572,866.00
1963—Purchaser constructed	1,938.1	36,545,800.00
Government constructed ¹	130.3	8,033,777.00
1964—Purchaser constructed	1,553.0	32,396,854.00
Government constructed ¹	238.9	11,278,938.00
1965—Purchaser constructed	2,178.6	36,297,300.00
Government constructed ¹	315.2	12,273,504.00
1966—Purchaser constructed	1,712.8	31,395,271.00
Government constructed ¹	216.8	21,512,219.00
1967—Purchaser constructed	1,987.9	29,200,506.00
Government constructed ¹	255.2	18,688,219.00

¹ Forest development roads.

Source: Division of Engineering, U.S. Forest Service, Portland, Oreg.

Mr. KLUCZYNSKI. Fine, thank you.

Mr. Cramer, any comments?

Mr. CRAMER. Do you know what the reason is or have you been advised of the reason why the recommendations of the administration was cut from 170 in fiscal 1968 to 125 in 1970 and 1971?

Mr. HAGENSTEIN. No, sir; I do not, Mr. Cramer.

Mr. CRAMER. Do you know what has been appropriated under 1968 and 1969, per year?

Mr. HAGENSTEIN. For the 1968 fiscal year the amount was approximately \$120 million.

Then, of course, with the fiscal situation there was a cutback on that and I believe they cut out of the current fiscal year, I believe it is back to \$15.7 million.

Mr. CRAMER. A little over \$100 million actually ended up being appropriated with the cutback.

Mr. HAGENSTEIN. Yes, sir, with the cutback.

Mr. CRAMER. Thank you, very much, sir.

Mr. KLUCZYNSKI. Mr. Clausen?

Mr. CLAUSEN. Thank you again for taking the time to appear before our committee as you have each year.

Mr. Hagenstein, do you agree with what I am going to say in that I think one of the principal reasons for wanting to reinstate this to the initial \$170 million authorized last year should be that of the fiscal situation changes to the point where appropriations can be increased, I certainly would want to have the authorization established by this committee.

Mr. HAGENSTEIN. That is very important because you need that factor of safety in the event the fiscal situation would change and we would not be shortchanged to continue this fine timber-access road program.

Mr. CLAUSEN. And then, in fact, with an improvement in the overall forest roads and trails program, certainly we can anticipate more yield of the timber resources. This will make a contribution to jobs and to