

With these vast acreages in the public domain, it becomes the responsibility of the managing agencies of the Government to see that resources under the multiple use concept are made available for use, thereby guaranteeing maximum benefits to the people and communities involved who have, quite naturally, become dependent on these resources for their economic well-being. If the Federal Government fails to live up to its responsibilities, then the people and communities are subjected to continued depressed conditions. Quite frankly, if these lands were under private management, prudent business practices would demand the same basic requirements. Therefore, as long as the Federal Government has the responsibility to manage public lands, its management should be consistent with the most prudent and efficient multiple-use land management practices. Due to my personal familiarity with land management forest practices, plus extensive service in local government, I once again want to impress upon my colleagues the tremendous importance of maintaining the \$170 million authorization for forest development roads and trails, for the above stated reasons.

I hope you will join in supporting my request. At an appropriate time during executive session it will be my intention to amend the Administration proposal upward to \$170 million. Thank you for the attention given to our requests for improving our Forest Development Roads and Trails program. You, Chairman Kluczynski, have truly become a "Champion" for our cause, and we are all deeply grateful for your interest, effort and support.

In addition to the potentials for utilization of airspace over highways suggested by departmental and other witnesses, the committee believes that this concept should be explored more deeply in terms of intermodal transportation possibilities. Particularly as they offer a means to fill the clear need for new, logically planned general aviation terminal facilities, airspace and "joint development" utilization concepts should be given careful consideration in the urban and suburban highway planning process.

Soundly conceived comprehensive land use planning, as envisioned by section 134 of the Federal-Aid Highway Act of 1962 and subsequent legislation, dictates that acquisition of land for highway purposes be carried out not in a vacuum but as part of a program for development of facilities to meet a combination of urban transportation and nontransportation needs. The committee recognizes that the Federal Highway Administration does not now have the financial potential for underwriting Federal participation in meeting all such needs. However, as a means of exploring applications of joint land use principles to meet needs for general aviation and other facilities integral to the health of the total transportation system, the way is open for coordination between the Highway Administration and the Federal Aviation Administration toward that goal.

The committee urges that appropriate agency heads within the Department consider these and other potentials of the airspace utilization and joint development concepts, so that adequate attention can be paid to present and potential needs, particularly of urban areas, as part of the land acquisition and highway planning process.