

great today as it was in 1966. The priority for highway safety has to be reestablished and we hope that you will do everything you can to get this program moving. You can be certain that the National Association of Counties will give you any support we can in this effort.

NATIONAL FOREST DEVELOPMENT ROADS AND TRAILS

An advance national forest transportation system is essential to the economic well-being of both urban and rural America. Federal investments in forest development roads and trails will return to the U.S. Treasury many times the amount of the original investment. Extending the forest road system is essential to rural communities which depend upon national forest resources for a livelihood.

The national policy statement, "the American County Platform" contains the following provision:

FOREST ACCESS ROADS

We strongly support prompt implementation of the program objectives outlined in the long range program for the national forests. Federal participation, by increased appropriations and authorizations in the construction of forest roads, should be immediately accelerated. Road construction, within these areas, by timber purchasers should be directed toward only those roads required for flexibility in their operations. The increased construction of forest access roads, by federal appropriation, will result in a better, more permanent road system at a lower cost, more opportunity for competitive bidding by small timber operators, increased access for forest protection, recreation, and other multiple uses, and increased revenues for State and local governments.

At this time, NACO recommends that the level of Federal investment in national forest development roads and trails be maintained at least at the authorization levels of \$170 million for fiscal year 1968 and fiscal year 1969, rather than the Department of Transportation proposed authorizations of \$125 million for fiscal year 1970 and for fiscal year 1971.

We are opposed, however, to the proposed funding of forest highways and public lands highways from the highway trust fund. We believe that these two programs should continue to be financed from general funds. The highway trust fund is not in a position to take on additional burdens at this time.

ADVANCE ACQUISITION OF RIGHTS-OF-WAY

We support the proposal allowing the advance acquisition of highway rights-of-way. This change will help States and local governments to acquire land sufficiently far in advance of construction to avoid the large appreciation in land values and help to control development.

This could be a very helpful tool, advance acquisition of rights-of-way, but, through experience, we recognize some of the pitfalls.

Mr. CLAUSEN. While you are before the committee, I am wondering if we could make the same request of a supplemental statement from this witness and the National Association of Counties, the same as we did from the National League of Cities.

I would ask unanimous consent that it be included following your testimony.