

in the West which are badly in need of protection from insects, disease and fire to which many of the stands are susceptible due to overage and debility.

The Association begs your favorable consideration of its request for the continuation of the present authorization for Forest Development Roads and Trails, and asks that this letter be included in the Hearing record on H.R. 16994.

Yours very truly,

ARTHUR M. ROBERTS,
Forest Counsel.

CONGRESS OF THE UNITED STATES,
HOUSE OF REPRESENTATIVES,
Washington, D.C., May 29, 1968.

HON. JOHN C. KLUCZYNSKI,
Chairman, Subcommittee on Roads, Committee on Public Works, House of Representatives, Washington, D.C.

DEAR MR. CHAIRMAN: I understand that your Subcommittee on Roads is this week holding hearings on various highway legislation including the proposed legislation to prohibit future cutbacks in monies apportioned for the Federal-aid to Highway Program.

I want to express my strong support of such legislation, and would be happy to see it reported favorably out of your Committee as soon as possible.

Thank you for your attention to this matter.

My kindest regards.

Sincerely,

LAWRENCE G. WILLIAMS,
Member of Congress.

NORTH WEST TIMBER ASSOCIATION,
Eugene, Oreg., June 3, 1968.

SUBCOMMITTEE ON ROADS,
PUBLIC WORKS COMMITTEE,
House of Representatives, Washington, D.C.

MR. CHAIRMAN: I understand that the bill presented by the Department of Transportation to Congress for the Federal Aid Highway Act of 1968 provides authorization of \$125,000,000 for Forest Development of Roads and Trails for fiscal year 1970 and 1971. This is a reduction of the present authorization by \$45,000,000.

I realize that the appropriation last year was only \$120,000,000, which is below this new proposed authorization. I am confident that this proposed authorization limit did not consider the pressing need to accelerate our road development program in order to do an acceptable job of managing the Forest Land.

Forest Service Thinning and Salvage programs are essential to realize our maximum yield from these lands. I am sure you are aware of the tremendous activities and pressures of industry to harvest every available board foot of timber under the sustained yield limitation. Only 25 percent of the commercial National Forest timber land is adequately roaded, thus it is impossible at the present to salvage all of the annual mortality or do the necessary intermediate cuttings in the young growth stands. The volume lost to decay or loss of increased yield must be considerable lost revenue. The maximum production of these lands is essential to provide the raw material for the dependent communities and provide the maximum revenue from the land. Maximum production can only be attained through an aggressive road development program.

Forest recreation of all types is increasing tremendously, and in turn demanding more and better roads. This increased traffic, from a safety standpoint, requires higher standard roads, which in turn means higher road construction costs. This increased use also requires increased maintenance costs. It appears the recreation uses will continue to rise rather than level off. We need the roads to accommodate the motoring public—the family weekend campers and picnickers, the family sightseeing drives, etc.

Road construction costs have increased for several reasons. All construction costs are increasing at the rate of 3 to 5% per year. In addition to this increment in costs, much of the remaining road construction is farther back in the higher and more rugged terrain, thus increasing the construction cost.