



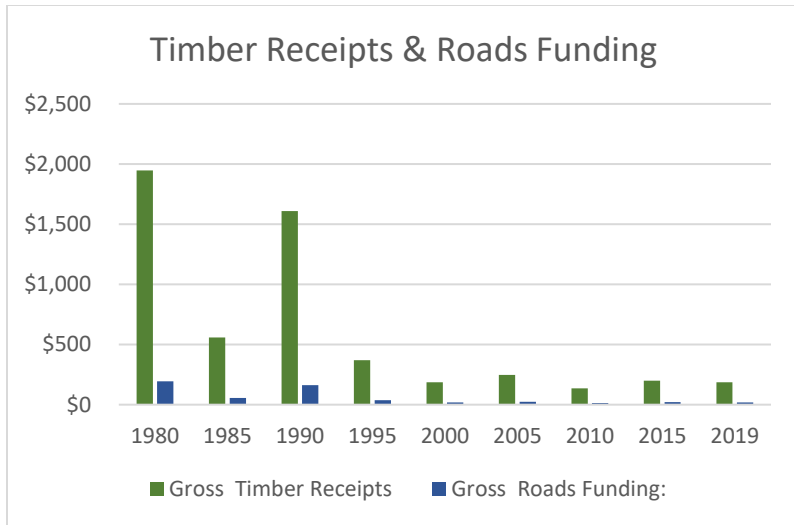
Forest Service Roads Funding: The Forest Service uses timber receipts, discretionary appropriated funds, and mandatory spending from the Federal Lands Transportation Program to maintain over 380,000 miles of roads on the National Forest System. Overall, the Forest Service has a \$5.7 billion maintenance backlog (Roads, Trails, and Facilities), of this, 70 percent, or \$3.99 Billion, is road maintenance.

22 percent of this road system is usable by low-clearance passenger vehicles (cars). This is 83,600 miles. Just more than half is open and available for “high clearance” vehicles (i.e. – off road capable SUV’s, etc.).

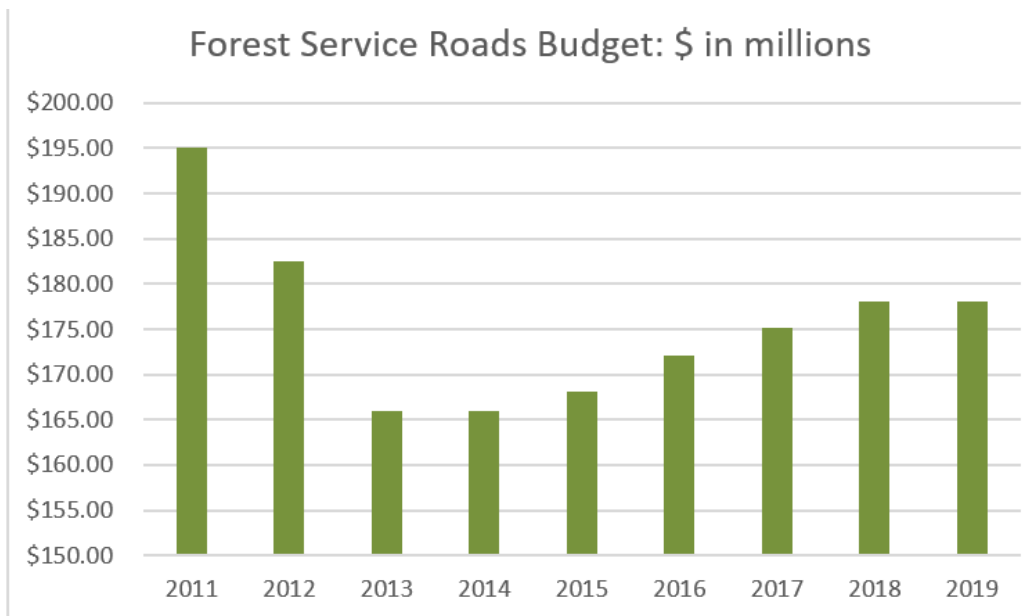
Timber Receipts: The road system on the National Forest System was essentially built using timber receipts. From 1962 until 1988, the National Forest System sold well over 10 Billion Board Feet of timber annually, with gross timber receipts frequently exceeding \$1 Billion annually. 10 percent of the gross funds were made available for road construction, maintenance, and repair. Beginning in 1990, however, timber sales from the National Forests declined precipitously, falling from 8.4 Billion Board Feet in 1989 to 1.5 Billion Board Feet in 2002.

Federal Fiscal Year:	Gross Timber Receipts	Roads Funding:
1980	\$1,948	\$194.80
1985	\$558	\$55.80
1990	\$1,609	\$160.90
1995	\$369	\$36.90
2000	\$187	\$18.70
2005	\$248	\$24.80
2010	\$136	\$13.60
2015	\$200	\$20
2019	\$186	\$18.60

Available timber revenue for road work dropped by more than 90 percent over this 40 year period. With the Forest Service concentrating its harvest efforts on lower value, smaller diameter second growth timber, timber receipts are not going to consistently produce the revenue needed for much of the road work on the National Forest System.



Discretionary Funding: The other funding stream available for maintenance and repair of the National Forest System roads is discretionary spending. Discretionary funding for roads has stagnated since 2010. The Roads program was funded at \$235 million in FY 2009. By FY 2017, funding had dropped to \$175 million. In Fiscal Year 2018, the \$40 million “Legacy Roads & Trails” program was folded into the CI&M-Roads line. *Adjusting for inflation, discretionary funding for road repair, maintenance, and reconstruction is down by almost 38 percent since FY 2009* (assuming the \$40 million for Legacy Roads & Trails still focuses mostly on decommissioning and fish passage).



Mandatory Spending: The Federal Lands Transportation Program provides annual mandatory funding to five Interior agencies and the USDA Forest Service. The below table shows the Forest Service only receives about 7 percent of these funds, even though it's road system is considerably larger than the other Federal land management agencies.

The National Forest System roads, as noted, includes over 83,000 miles of passenger vehicle accessible roads. This is almost ten times as many miles of roads as the National Park Service, which receives 80 percent of Federal Land Transportation Program funding. Overall, according to the National Parks Conservation Association, Roads, Bridges, and Parking areas account for 52 percent of the overall Park Service Maintenance Backlog; this amounts to \$6.24 Billion. The Forest Service Roads backlog of \$3.99 Billion is 64 percent of this total.

	FY 2016	FY 2017	FY 2018	FY 2019	FY 2020	Total
NPS	\$268M	\$276M	\$284M	\$292M	\$300M	\$1.420B
FWS	\$30M	\$30M	\$30M	\$30M	\$30M	\$150M
USFS	\$15M	\$16M	\$17M	\$18M	\$19M	\$85M
BLM, USACE, BOR, and IFAs	\$22M	\$23M	\$24M	\$25M	\$26M	\$120M
Total	\$335M	\$345M	\$355M	\$365M	\$375M	\$1.775B

The FLTP expires at the end of 2020. FFRC and our partners are under no illusion that the FS would achieve parity with the Park Service in the this program: however, at least a tripling of the available funding could begin to address the disparity and meet public needs for recreational, firefighting, and resource management access.