



**FOREST ROAD RECLAMATION & REPAIR
CREATES HIGH SKILL, HIGH WAGE JOBS**

The Legacy Roads and Trails Remediation Program (Legacy Roads and Trails) marked its official beginning in 2008 with a Congressional appropriation of \$39 million dollars.

Since its inception, the program has grown in both size and scope, with funding at \$50 million for fiscal year (FY) 2009 and \$90 million in FY10. However, it declined sharply in FY11, to only \$45 million. Now Legacy Roads and Trails faces further cuts as Congress struggles to pass the FY12 budget.

Forest Service economists estimate that for every \$1 million spent on forest watershed restoration a range of 13 to 17 direct and indirect jobs are created nationally, and 16 to 24 are created in Region 6 (see sidebar).

Roughly \$225 million has been appropriated to the Legacy Roads & Trails program since FY08, resulting in an average of \$56 million per year. **This helped create or maintain 728 to 1,334 jobs yearly.**

As a result of the first \$180 million the agency received (FY08-FY10), the Forest Service has:

- ▶ Improved or maintained 8,261 miles of road (thus reducing the likelihood of road failures and stream sedimentation)
- ▶ Decommissioned 2,969 miles of road
- ▶ Restored fish passage at 586 culverts
- ▶ Improved 113 bridges
- ▶ Maintained or improved 1,656 miles of trail

Before Legacy Roads & Trails, the Forest Service relied on other programs for road reclamation and critical maintenance work. However, funding continues to decline for these programs. For example, the Capital Improvement & Maintenance budget for road, bridge and fish passage projects was cut by 15% in FY11, and Congress is targeting it at a significantly higher rate than other Forest Service programs. As a result of these cuts, roads are falling into disrepair cutting off public access and degrading water quality.

Legacy Roads & Trails Jobs Data			
State	Funding FY08-10 (millions)	Avg funding per year (millions)	Jobs per avg year
CA*	\$25.1	\$8.4	118
ID*	\$11.4	\$3.8	63 - 66
MT*	\$16.4	\$5.5	95
OR**	\$22.8	\$7.6	122 - 182
WA**	\$15.4	\$5.1	82 - 122

* Data from a Forest Service model (TREAT) of the economic impact from Collaborative Forest Landscape Restoration Projects. TREAT provides region-specific job estimates based on total funding in a given year. Idaho falls within Regions 1 & 2, thus producing a range of jobs created or maintained.

** Cited from Region 6 FY10 Accomplishment Report using data from Nielsen-Pincus and Mosely, 2010. Economic and Employment Impacts of Forest and Watershed Restoration in Oregon. University of Oregon Eugene, OR. 28pp



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“I go back on my roads all the time, it’s neat. The creeks are running right again, you can’t even tell the road was there.”

Ken Peiffer of Peiffer Forest Maintenance
From the story “Lewis & Clark Forest Recovering From
Floods and Restoring Wilderness,”
by Charlie Keegan of KFBB Great Falls, MT.



Ken Peiffer, co-owner of Kalispell-based Peiffer Forest Maintenance worked during the summer of 2011 reclaiming old timber roads on the Helena NF in Montana.



The road removal project helped to restore a watershed and provided quality work for contractors. The project generated almost 350 hours of work for three contractors working for LKE Corporation, making an hourly wage of between \$27-\$45 dollars. “All restoration jobs are good jobs,” says Kim Erion, “I just wish they would do more.”

Gifford Pinchot Task Force article explaining the benefits of fish habitat restoration project that removed roads in the Iron Creek subwatershed in the Cowlitz Valley of the Gifford Pinchot National Forest.

Kim Erion, president of LKE Corporation, a Washougal, WA - based company that specializes in wildlife restoration and engineering. Kim works across the west, including CA, OR, WA, & ID.

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“I’m up here decommissioning and maintaining roads my dad built,” noted Dusty Watz, owner of JX Construction in Union. Watz said the legacy roads program has allowed him to keep eight employees busy who otherwise might be out of work.



Dusty Watz, owner of JX Construction located in Shelton, WA. has been working in the Skokomish River watershed reclaiming roads for the last two years.

From “Road Building, Busting at Olympic National Forest,” an article highlighting restoration work in the Skokomish River Watershed, by John Dodge, Tacoma News Tribune.



David Cheff, of Ureco Inc. in Columbia Falls, MT, was one of two local contractors awarded road reclamation work on the Lolo NF’s Colt-Summit project set to begin in 2012 and funded in part with \$100,000 of Legacy Roads & Trails funds, which will help improve bull trout and grizzly bear habitat.

“That there are multiple awards not only benefits my company but provides work for others as well,” Cheff said. “It’s just a great opportunity, it’s work for us for next year that we didn’t have...and it’s a great project that is enhancing grizzly bear habitat.”

From a Forest Service press release announcing the contract award for decommissioning FS Road 646, which will increase the amount of core security for grizzly bears, bull trout and other wildlife.

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