



Fiscal Year 2023 Quarter 4 Deferred Maintenance Needs

The Department of the Interior and the Forest Service are directed to maintain updated 5-year deferred maintenance plans that, to the extent practicable, include a list of all outstanding deferred maintenance needs, and to provide them to the Committees on a quarterly basis.

The following table summarizes the Forest Service’s Deferred Maintenance for Quarter 4 of FY 2023.

Deferred Maintenance Summary by Asset Type

ASSET TYPE	DEFERRED MAINTENANCE
ROAD_BRIDGE	\$463,175,497
BUILDING	\$1,766,232,314
COMMUNICATION_SYSTEM	\$5,925,102
DAM	\$135,614,880
HERITAGE	\$33,001,421
MINOR CONSTRUCTED FEATURES	\$329,230,127
ROAD	\$5,373,000,000 _a
TRAIL	\$236,558,152 _b
TRAIL_BRIDGE	\$61,644,548
WASTEWATER_SYSTEM	\$70,853,903
DRINKING_WATER_SYSTEM	\$143,290,646
Grand Total	\$8,618,526,590

Deferred maintenance values for passenger car roads and trails are based on a statistically significant random sampling of these assets to generate a national deferred maintenance cost per mile. Deferred maintenance values for high clearance vehicle and basic custodial care (closed) roads cannot be estimated with a suitable degree of confidence and are therefore not included. Deferred Maintenance estimates for buildings, communication systems, dams, water/wastewater systems and bridges have not been adjusted for inflation in recent years, some as far back as 2016 due to difficulty in procuring RS Means cost data that can migrate into a format that works with Forest Service Systems. Some asset types have had inflation factor applied due to staffing that could implement the change without specialized assistance. In 2024, the Agency will be updating all unit costs to reflect the increase in costs.

a: The roads deferred maintenance value is updated on an annual basis in October at the end of the fourth quarter after analysis of the road network (based on statistically random sample of road conditions) from US DOT Volpe Center is complete.

b: An error was found that created a double-counting for some previously reported trail deferred maintenance and the correction was made at the end of FY 2023.