



Fiscal Year
2020

Federal Lands Transportation Program **Accomplishments**



Cover: Fall in the frontcountry of Denali National Park and Preserve.

INTRODUCTION

This report summarizes the achievements of the National Park Service’s (NPS) Federal Lands Transportation Program (FLTP) for Fiscal Year (FY) 2020.

NPS is proud to manage some of the most treasured places in America. “Planning, design, construction, and compliance for transportation facilities of national park system units occur within a framework of laws, policies, and guidance that starts with the enabling act for the National Park Service: the Organic Act of 1916 (54 U.S.C. 1). This Act established the following mission for the Park Service:

[T]o conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.

The mission is the first and last test for the soundness of all NPS transportation program activities.”

Source: NPS FLTP Implementation Guide, July 2018

Since many NPS systems used by the NPS and Federal Highway Administration (FHWA) for FLTP management still use the “legacy” regional names, the legacy names are retained in this report. See appendix B for a list of the 12 Unified Interior Regions and the corresponding legacy region name.

TRANSPORTATION SYSTEM OVERVIEW

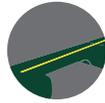
NPS FY20 Federal Lands Transportation Program System
(Source: National Park Service Surface Transportation Reauthorization Resource Paper, August 2019)



5,500 miles
of paved roads



6,100 paved
parking areas



1,400
bridges



60
tunnels



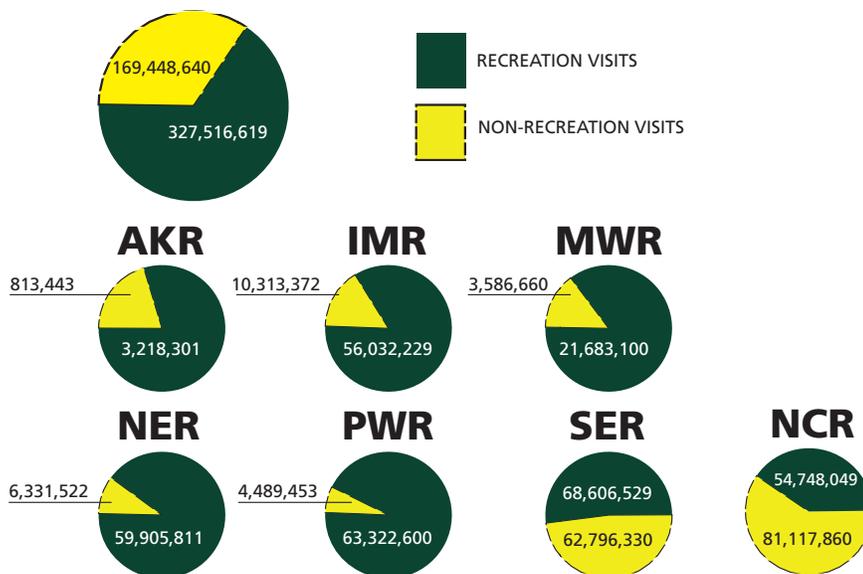
100 transit systems
+40 million annual boardings



4,600 miles
frontcountry trails

NPS Visitation Statistics

(423 official NPS units / 50 states; *source: NPS visitor use statistics website*)



Recreation Visits: includes entry of a person onto NPS lands or waters except for non-recreation visits.



Non-Recreation Visits: *reportable* non-recreation visits include:

- » Persons going to and from inholdings, using NPS buildings for civic business or public hearings;
- » Commuters, non-NPS government personnel, and those with business in the park;
- » Tours and related activities; and
- » Non-NPS research.

FLTP PROGRAM MANAGEMENT

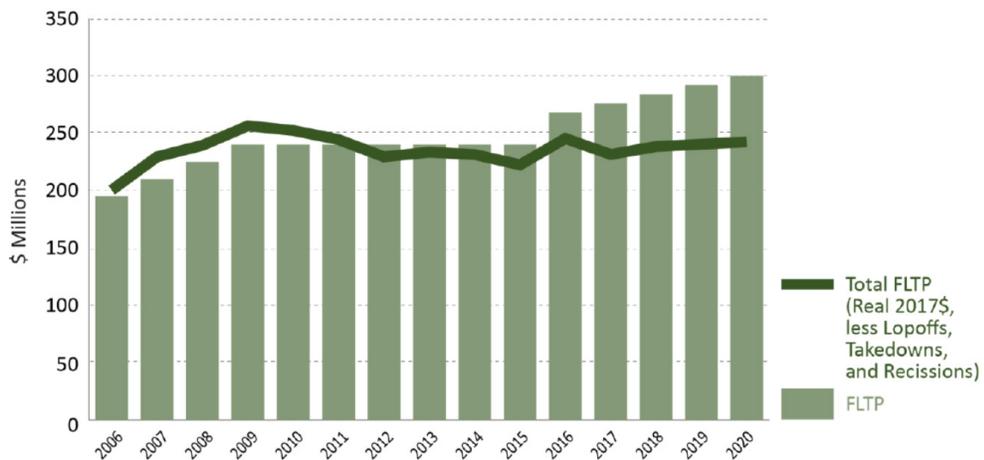


NPS program management and execution FLTP procedures are documented in the 2018 [Federal Lands Transportation Program Implementation Guide](#).

PROGRAM ADMINISTRATION

Efforts to improve system integration between FHWA’s Delphi and NPS’ Financial Business Management System through use of the NPS Park Transportation Allocation and Tracking System (PTATS) continue, so the data provided in this section is programmatic rather than financial.

Annual authorized funding for the NPS FLTP between 2006 and 2020 is shown in the chart below.



Source: USDOT Volpe National Transportation Systems Center

FY20 PROGRAM HIGHLIGHTS AND CHALLENGES INCLUDE:

Highlights

- » Coordination between agencies at year end resulted in a 99% obligation rate
- » Megaprojects list developed by NPS to improve readiness for Nationally Significant Federal Lands and Tribal Projects and Great American Outdoors Act funding
- » Substantial completion of Arlington Memorial Bridge project (within budget and on schedule)
- » Began addressing FLTP staffing and recruitment needs

Challenges

- » COVID-19 pandemic
- » Continued partnership efforts to improve system integration between FHWA and NPS data systems
- » FAST Act extended one year

FY20 PROGRAM OBLIGATIONS AND DEOBLIGATIONS

In FY20, the total amount allocated for the NPS FLTP was \$234 million. The total program obligation rate for FY20 was approximately 114% at \$267.8 million, which includes prior year deobligations and no (\$0) Borrows from FLPP. The total amount available in PTATS during FY20 was \$306.6 million. The amount remaining unobligated in FY20 was approximately \$6.3 million. A breakdown of program costs by activity type is shown in table 1 and figure 1. Individual project costs are shown in appendix A.

To further explain, deobligations are prior year funds obligated for projects but no longer needed (causes include contractor bids being lower than the government estimate, cost savings within the project, and other similar reasons). Deobligated project funds are returned to the regions for use advancing current year projects on the multiyear program of projects. If the deobligated funds were originally allocated to the region via the FLTP Program's needs-based formula, they are returned to the region where they originated. If deobligated funds were not allocated via a needs-based formula, they are returned to the National FLTP NPS program. Deobligations represent additional current year buying power.

Table 1. FY20 NPS FLTP Program Activities and Sub-Activities

Activity and Sub-Activity	WASO Approved Amount	Percentage of FY20 Obligations
Administration		
Program Administration	\$5,763,632	
AD (YO) Total	\$5,763,632	2%
Preliminary Engineering		
Compliance	\$2,527,247	
Design	\$48,652,722	
Revegetation	\$1,068,835	
PE Total Includes De-obligation (\$3,117,475)		
PE(YD) Total	\$52,248,804	17%
Construction Engineering		
Compliance Monitoring	\$1,022,740	
Construction Management	\$22,205,455	
Revegetation	\$24,000	
CE Total Includes De-obligation (\$986,331)		
CE(YS) Total	\$23,252,195	8%
Construction Contracts		
Awards	\$212,936,972	
Modifications	\$7,397,687	
Other	\$899,762	
CN Total Includes De-obligation (\$34,712,866)		
CN(CN) Total	\$221,234,421	72%
Planning		
Transportation Planning: FLTP, FLPP 5%	\$4,110,001	
PL Total Includes De-obligation (\$11,379)		
PL(YP) Total	\$4,110,001	1%

Source: Park Transportation Allocation and Tracking System (PTATS).

Note: Percentages rounded to nearest whole percent.

Note: Table 1 does not include takedowns or rescissions.

Figure 1. FY20 NPS FLTP Activities

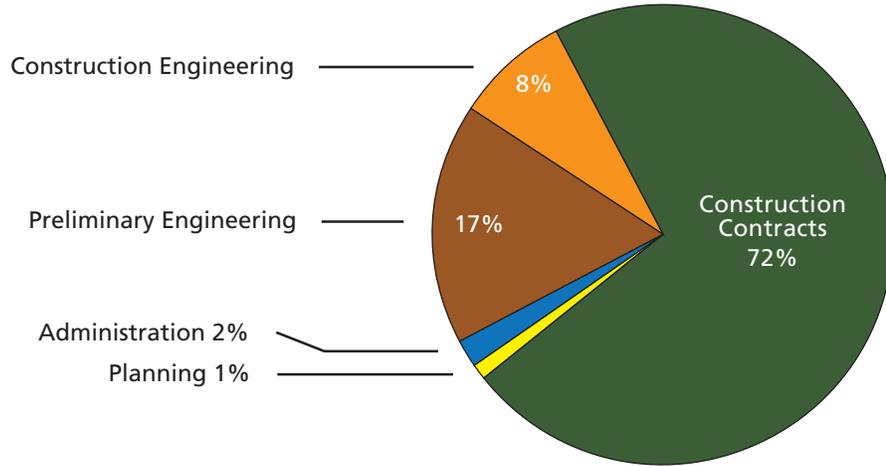


Table 2. FY20 Comparison of NPS and FLH FLTP Project Delivery

Location	Project Delivery (Lead, Support, Oversight)	Project Overhead Charges	Financial Systems of Record or Note
NPS FLTP (Denver Service Center, Regions, Washington Office)	24%*	80%**	Financial Business Management System (FBMS) and PTATS
FHWA FLH (three divisions)	76%*	Pending	Delphi

*Source: PTATS

**NPS Denver Service Center, Transportation Division: project direct labor includes salary and benefits and charged to project accounts. An overhead fee is charged as a percentage of direct labor to recover indirect costs: 32% for indirect labor (leave, training, and other non-project time), plus 48% for office support (GSA lease, utilities, equipment, division and branch chief salaries) for a total overhead charge of 80% (source: NPS DSC)

NPS actively seeks funding resources to support and leverage transportation projects outside FLTP. A partial list of FY20 leveraged project funding is shown in table 3.

Table 3. FY20 Leveraged Project Funding

Leveraged Fund Source	Parks That Received Funds	Leveraged Funding Formulated Amounts
Transportation Grants (multiple sources)	Fort Sumter National Monument, Isle Royale National Park, Chesapeake and Ohio National Historical Park	\$5,559,009
Emergency Relief for Federally Owned Roads (ERFO)	Vicksburg Military Park, Great Smokies National Park, Blue Ridge Parkway, Mount Rainier National Park, Big South Fork National River & Recreation Area, Natchez Trace Parkway	\$21,985,456
Federal Lands Access Program	Glacier National Park, Olympic National Park, Oregon Caves National Monument, Denali National Park, Wrangell-St. Elias National Park and Preserve, Yellowstone National Park, Lake Roosevelt National Recreation Area, Fort Vancouver National Historic Site, Big Horn Canyon Lake Roosevelt National Recreation Area, Saguaro National Park, Chiricahua National Monument, Devil's Postpile National Monument, Redwood National Park, Point Reyes National Seashore, Muir Woods National Monument, Golden Gate National Recreation Area, Great Sand Dunes National Park, Mesa Verde National Park, Rocky Mountain National Park, Curecanti National Recreation Area, Scott's Bluff National Monument, Minuteman Missile National Historic Site (<i>complete list of parks receiving FLAP funds in FY20 is pending from FHWA</i>)	Amount pending from FHWA (approximately \$51 million)
Technology and Innovation Deployment	Automated shuttle pilots, multiple parks	\$600,000

Sources: Grants from NPS Project Management Information System (PMIS), ERFO from FHWA FY20 Program of Projects, FLAP from FHWA

REGIONAL PROJECT HIGHLIGHTS

Each region has provided a highlighted project in the sections below.

ALASKA REGION

Park Name: Denali National Park and Preserve

Project Title: Denali Park Road Polychrome Area Reroute: Expert-Based Risk Assessment and Value Analysis / PMIS 251978

Cost: \$620,000

Project managers: Doug Anderson and Brandon Stokes, Western Federal Lands Highway Division (FLHD)

In summer 2020, the region hosted an Expert-Based Risk Assessment and a Value Analysis virtually with NPS, State of Alaska, private consulting firms, and Western FLHD. Subject-matter experts in permafrost, arctic engineering, geohazards, and design and construction of infrastructure on unstable slopes developed alternatives for improvements to the Denali Park Road (mile 43–49).

On-site meetings and workshops were not possible because of COVID-19. To allow participants to fully understand site issues and risks without traveling, a consultant provided Microsoft HoloLens augmented-reality headsets to the project team. Park-provided data allowed the consultant to create project visualizations so participants could remotely view 3-D holographic site representations (geological features, terrain data, site photogrammetry, and road alignment alternatives). The HoloLens provided the needed “field time” to assess issues, risks, opportunities, and the best location of the road reroute.



The HoloLens goggle technology connected team members for an intense and successful team collaboration, while keeping everyone safe from pandemic risks. It holds promise for the future where a project site walk-through isn't possible and could assist nontechnical decision makers within NPS, the public, and stakeholders to better understand the challenges and risks related to facilities and or infrastructure.

INTERMOUNTAIN REGION

Park Name: Zion National Park

Project Title: Implement Transit Fleet Replacement Strategy / PMIS 243000

Cost: \$3.9 million (FY20 obligation only)

Project Managers: Zion park staff

Zion National Park is a world-renowned destination that offers opportunities for a range of recreational activities. Both the park and its rural neighbors struggled with congestion as Zion rose in popularity with approximately 4.5 million visitors in 2019. The area is topographically constrained with limited parking and highway access.

Zion's transit system's (launched in 2000) current fleet includes 39 buses and 23 trailers. With the exception of nine bus and nine trailer units put into service in 2010, the fleet is 20 years old. The system currently operates from late February through November, with nearly 6.8 million boardings in 2019. Long service seasons and growth in visitation has stretched the park's aging transit fleet and road infrastructure to a breaking point. In addition to concerns of an aging fleet, propane is becoming less viable as a fuel source for transit vehicles, and engine manufacturers have discontinued making parts. Over the past 10 years, Zion evaluated its options and decided to transition its fleet from propane-powered vehicles and trailers to battery electric buses.

This project will purchase four battery electric buses (one 40-foot bus and three 60-foot buses) with the goal of having them in service by 2022. This is the first phase of a multi-year approach to transition Zion's fleet, and it reflects the challenges of securing the commitment, stakeholders, and funds to recapitalize a transit system that serves both the park and surrounding community.

Park staff leverages local, state and US Department of Transportation (USDOT) support, and grants to fund recapitalization. In 2017, a \$25 million TIGER grant was submitted to USDOT but was not successful. In 2018, the USDOT reapplied on behalf of the park for a \$25 million BUILD grant, but that application was also not successful. In 2019, the park applied for a \$35 million Nationally Significant Federal Lands and Tribal Projects Program grant and was again unsuccessful. The NPS reapplied for the Nationally Significant Federal Lands and Tribal Projects Program grant (requesting \$35 million funding) in FY20.



MIDWEST REGION

Park Name: Isle Royal National Park

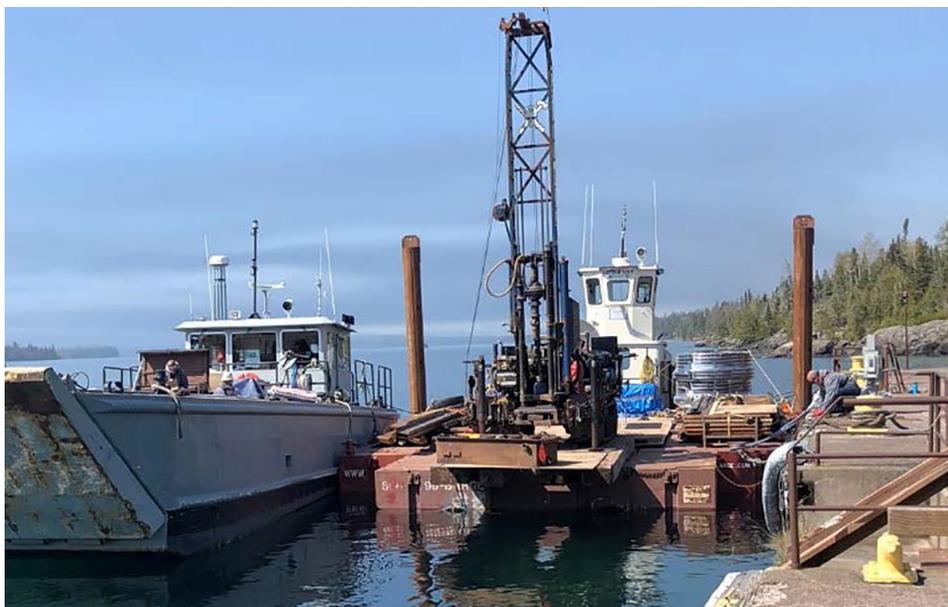
Project Title: Rock Harbor Dock Rehabilitation / PMIS 243310 and 234067

Cost: \$301,911

Project Managers: Randy Rastello and Denice Swanke (park); Mike Buonopane, Dan Mannheim and Ben Rasmussen (USDOT Volpe Center)

The Rock Harbor ferry dock on Isle Royale provides access for NPS employees and visitors via ferry to Isle Royale National Park. The largest ship currently using the dock is the Ranger III, operated by NPS between Isle Royale and park headquarters in Houghton, MI. In certain conditions, the draft of Ranger III can be close to the available depth at the dock. Furthermore, during boarding and cargo operations, the dock can become congested, and visitor and staff safety can be compromised.

The design to expand and upgrade Rock Harbor was completed in 2020. The project included developing design drawings and construction specifications for the upgrades, which include widening the dock, adding a pedestrian-only walkway for safety, upgrading the fuel and electrical systems on the dock, and adding a wheelchair accessible ramp. A geotechnical analysis of the Rock Harbor bedrock was also performed along the length of the proposed dock extension to assess the ground conditions needed to support the design of the deep foundation support. The 100% design drawings and construction specifications were completed in September 2020. The solicitation process for the construction of the Rock Harbor dock upgrades began in August 2020; construction is anticipated for 2021.



NATIONAL CAPITAL REGION

Park Name: George Washington Memorial Parkway

Project Title: Arlington Memorial Bridge Rehabilitation / PMIS 39252

Cost: Approximately \$227 million

Project Managers: NPS: Karen Arey, Chantae Moore, and Chris Close

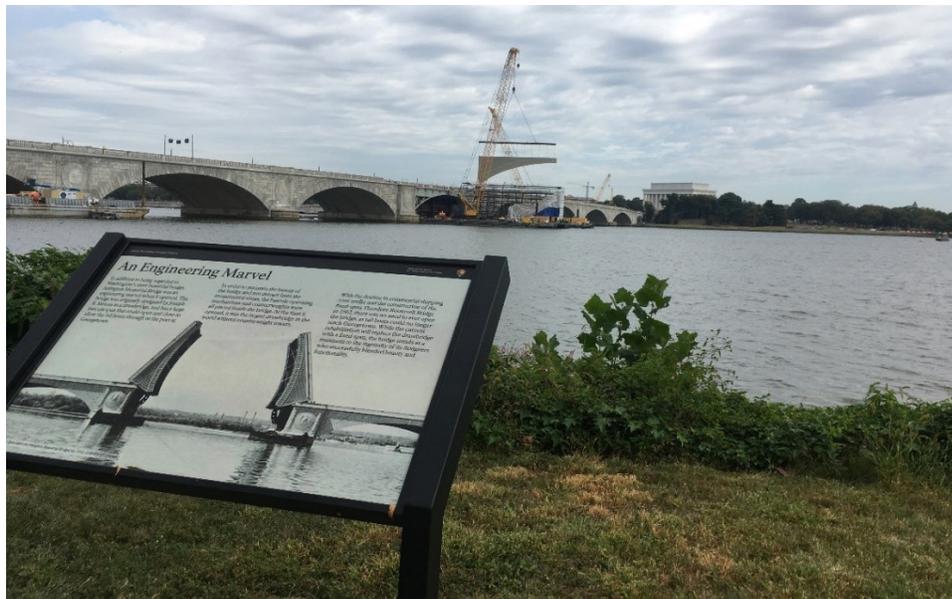
FHWA: Joe Fabis, Ramnik Satasiya, and George Choubah

Arlington Memorial Bridge has served as a monument to the sacrifices and valor of our nation's military since 1932. At its dedication in 1932, the bridge was the longest, heaviest, and fastest drawbridge in the world.

Major construction began in summer 2018. Access for 68,000 daily vehicles was maintained, with some temporary closures and shifts in traffic patterns. More than 450 precast concrete panels were placed to completely rehabilitate the bridge deck.

NPS and FHWA have rehabilitated the bridge to prepare it to stand strong for another century. Arlington Memorial Bridge now has a fixed span, while maintaining the aesthetics and some features of the existing drawbridge. In addition to rehabilitating the bridge's structural elements, the project rehabilitated historic elements, including thousands of the granite balustrades and benches. Additional safety improvements near the Memorial Circle side of the bridge were included in the final construction via a contract modification.

A formal bridge reopening ceremony with the secretary of interior was held on December 4, 2020. As one of the largest transportation projects in NPS history, the rehabilitation of Arlington Memorial Bridge gave new life to our capital's ceremonial entrance while respecting its character, history, and national significance.



NORTHEAST REGION

Park Name: Cape Cod National Seashore

Project Title: Head of the Meadow Bicycle Trail and Connector Rehabilitation / PMIS 163586

Cost: \$2,208,000

Project Managers: DSC Darin Thacker

Cape Cod National Seashore recently completed a major bicycle improvement project in Truro to implement a portion of the Outer Cape Bicycle and Pedestrian Master Plan of 2017; the Master Plan was released by the Cape Cod Commission with the national seashore and the towns of Wellfleet, Truro, and Provincetown. Safe bicycle connections to more park and Truro destinations are possible as the National Seashore's bicycle trail now extends from High Head Road to Coast Guard Road in Truro.

The 1.9-mile Head of the Meadow Bicycle Trail was rehabilitated, including a new base course, widening, resurfacing, and the addition of rest areas/pull-offs with benches. The 0.8 mile Old King's Highway segment from Head of the Meadow Road to Coast Guard Road is now renamed the Head of the Meadow Bicycle Trail Connector. An alternative permeable, stable surface was preferred in the master plan for this new construction and was used in lieu of asphalt on two flatter sections of the trail extension. The project included upgrades to the trail surface, signage, fencing, drainage and shoulder stabilization.



PACIFIC WEST REGION

Park Name: Hawai'i Volcanoes National Park

Project Title: Volcanic Disaster Recovery / PMIS 258806 and 238625

Cost: \$4,482,987

Project Managers: Laila Jayyousi (park) and Tom Sohn (Central FLHD)

During the heat of 2018's volcano disaster, lava flows closed all but one access road and threatened the last route available for thousands of island residents impacted by the flows. The Central FLHD team worked closely with the park, Hawaii Department of Transportation, and Hawai'i County to construct an emergency escape route through the park on a portion of the Chain Of Crater Road closed by recent lava flows that closed the park for an historic 153 days. Once the park reopened in fall 2018, damage to park roadways kept key areas of the park closed to visitation pending reconstruction.

This project is a great example of the valuable partnership between FHWA and NPS to support national parks in the aftermath of a disaster. FHWA provided a team in the immediate weeks after the volcanic collapse ended to assess the damage and strategize repairs. This team also helped direct park teams with initial stabilization and short-term recovery efforts. In the longer term, Central FLHD provided specialized engineering strategies and assistance for the recovery, project delivery leadership, and funding through the Emergency Relief Federally Owned (ERFO) program. NPS contributed multiple funding sources, overall direction in project programming, project development, environmental compliance, liaison with partners at the USGS Hawaiian Volcano Observatory, and landscape architecture.



The project repaired and replaced heavily damaged pavement at multiple locations around the summit caldera. Frequently, the entire road structure was lost into deep earth cracks resulting from the volcanic collapse. Repairs included special engineering strategies such as rock scaling, installation of geotextile, and geogrid to improve resiliency of the roadways against future damage from eruptions of this volcano, one of the world's most active.

SOUTHEAST REGION

Park Name: Cape Lookout National Seashore

Project Title: Replace Cape Point Lighthouse Dock / PMIS 201696

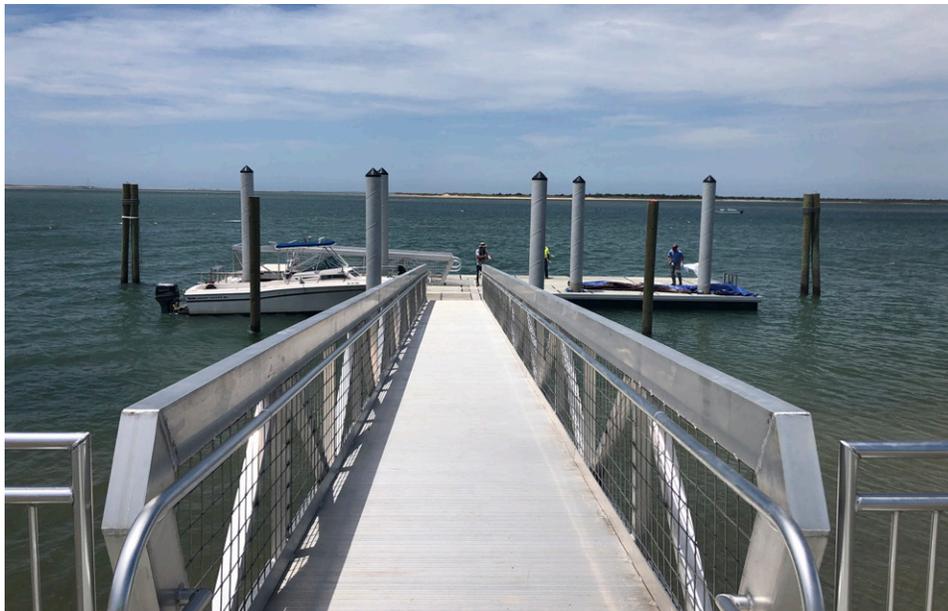
Cost: \$1,572,922

Project Managers: DSC, Guy Headland and Michael Pisano

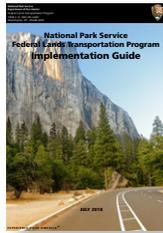
Cape Lookout National Seashore spans 56-miles of roadless barrier island beach, marsh, and water along the Outer Banks of North Carolina, running from Ocracoke Inlet to Beaufort Inlet. Public access to the seashore is limited to concession or permitted ferry services or privately owned boats. More than 102,000 ferry passengers annually use the dock as the primary access to the seashore, Island Express concession ferry services, boating, visitor center, historic district, lighthouse, and beaches.

The old Cape Point Lighthouse dock originally was a 200-foot, T-shaped, fixed dock, providing year-round vessel access for NPS operational vessels and concessioner operated passenger ferry service vessels. Before the dock replacement, every ferry passenger had to come onto or off the dock by either climbing up or down marine ladders and walking up and down a temporary unfixed ramp or step over open water. This dock was not compatible with the mainland docks, which were fully accessible for all passengers.

The new dock added 30 feet of length to avoid dredging activities within the adjacent Barden Inlet, providing a floating dock platform with gangway ramp and landing connected to the main dock, full Architectural Barriers Act Accessibility Standards access for passengers, and sustainable materials to withstand extreme weather.



ASSET MANAGEMENT SYSTEMS



NPS has four primary asset management systems (pavement, bridge, safety, and congestion) to guide program investments and performance, as required by Title 23. Other performance-based activities supplement these four and promote wise multimodal investments. For information about how and when data is collected for the asset management systems, see [NPS' 2018 FLTP Implementation Guide](#).

PAVEMENT MANAGEMENT SYSTEM

The Pavement Management System identifies road resurfacing, rehabilitation, and reconstruction needs and assists in informed project selection. The Highway Pavement Management Application factors in nine climatic zones and 21 different surface treatments, uses these factors to model pavement deterioration, and uses data from the Road Inventory Program.

Data on unpaved roads is not collected or managed in the FLTP pavement management system.

Condition Assessment: In FY20, FLTP funds improved the condition of about 565 miles of NPS roads and 77.8 parking route miles at a cost of approximately \$179,843,815.

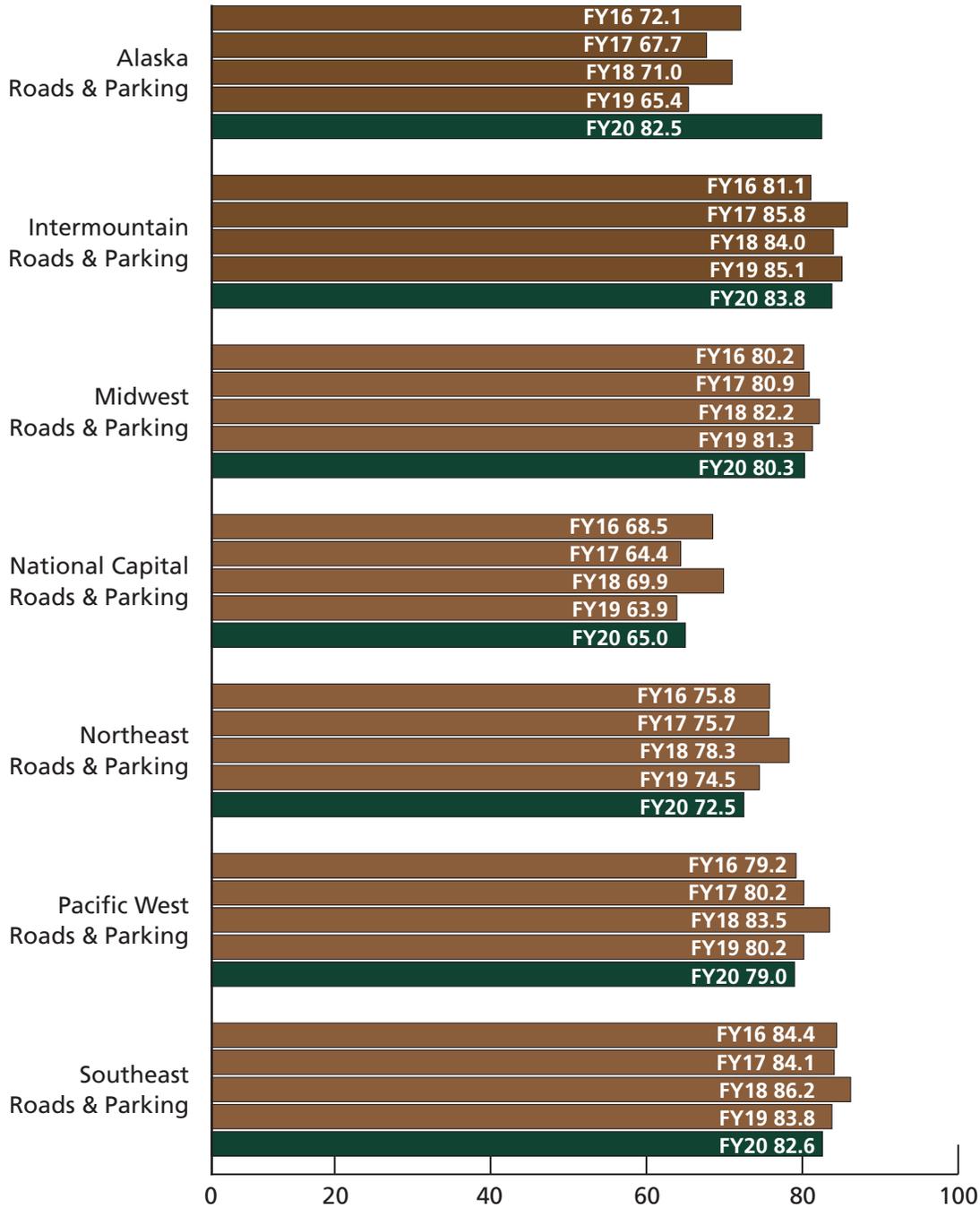
**Table 4. FY20 Work Category for NPS FLTP Total Miles of Road Construction
FY20 Comparison of NPS and FLH FLTP Project Delivery**

Construction Category	Road Miles	Parking Route Miles	Total Road and Park Construction Miles
Preventative Maintenance	486.6	71.4	558.0
Rehabilitate / Repair	63.9	6.3	70.2
Reconstruct	14.6	0.1	14.7
Total Miles of Construction	565.0	77.8	642.8

Source: Federal Highway Administration Office of Federal Lands Highway

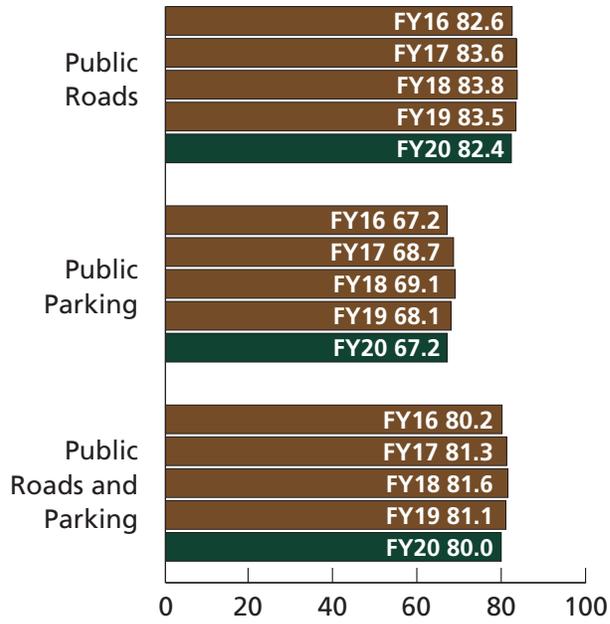
Note: Data in table 4 does not sum fully due to rounding.

Figure 2. Average Pavement Condition Rating for Public Roads and Parking by Region



Source: FHWA Office of Federal Lands Highway

Figure 3. Change in Servicewide Pavement Condition Rating



Source: FHWA Office of Federal Lands Highway

BRIDGE MANAGEMENT SYSTEM

The Bridge Management System improves decision making about the type and priority of bridge investments. It is based on inspection data collected in the Bridge Inspection Program, as required under 23 U.S.C. 144.

Condition Assessment. In FY20, FLTP funds improved the condition of 130 NPS bridges at a cost of \$72,781,452.

Table 5. FY20 Work Category for NPS FLTP Bridge Construction

Construction Category	Number of Bridges
Preventative Maintenance	118
Rehabilitate or Repair	9
Replace and New	3
Other	0
Total Bridge Construction	130

Source: Federal Highway Administration Office of Federal Lands Highway

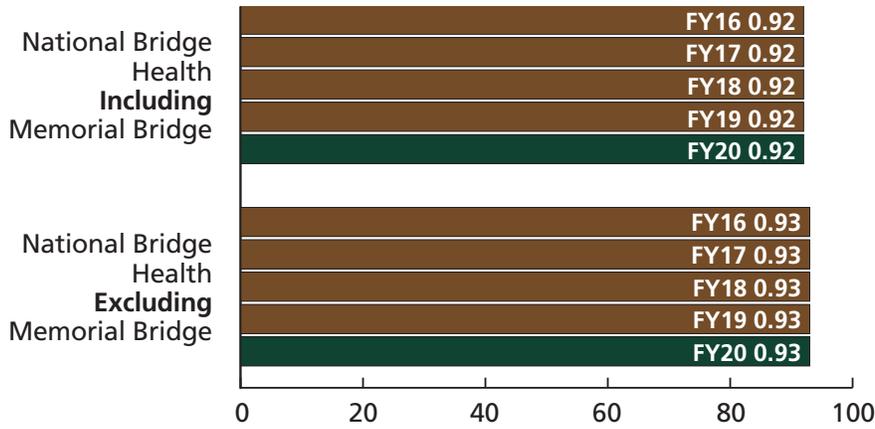
The Servicewide Bridge Health Index (BHI) for all public motor vehicle structures in FY20 was 0.92 (without Arlington Memorial Bridge project, the BHI is 0.93).

Table 6. FY20 Change in Bridge Health Index

FY20	BHI
Servicewide BHI (includes tunnels)	0.92
Servicewide BHI (omits the Arlington Memorial Bridge)	0.93
Number of Structurally Deficient Bridges	45
% of NPS Bridges that are Structurally Deficient	3%
Total Bridge Construction	130

Source: Federal Highway Administration Office of Federal Lands Highway

Figure 4: Servicewide Bridge Health Index



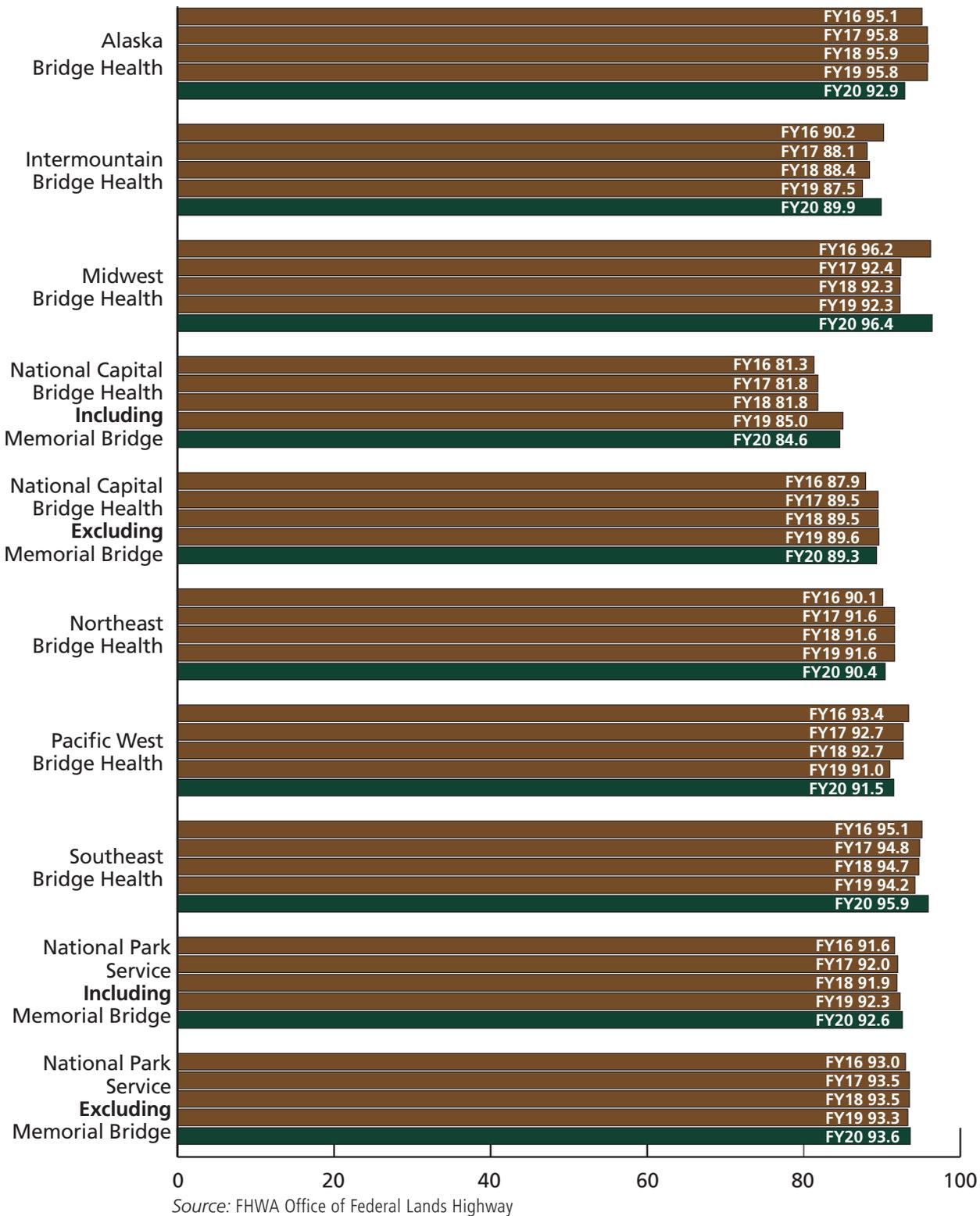
Source: FHWA Office of Federal Lands Highway

Table 7. Average Public Bridge Health Index by Region

NPS and Regions	FY16	FY17	FY18	FY19	FY20
Alaska	95.1	95.8	95.9	95.8	92.9
Intermountain Region	90.2	88.1	88.4	87.5	89.9
Midwest	96.2	92.4	92.3	92.3	96.4
National Capital (Including Memorial Bridge)	81.3	81.8	81.8	85.0	84.6
National Capital (Excluding Memorial Bridge)	87.9	89.5	89.5	89.6	89.3
Northeast	90.1	91.6	91.6	91.6	90.4
Pacific West	93.4	92.7	92.7	91.0	91.5
Southeast	95.1	94.8	94.7	94.2	95.9
National Park Service (Including Memorial Bridge)	91.6	92.0	91.9	92.3	92.6
National Park Service (Excluding Memorial Bridge)	93.0	93.5	93.5	93.3	93.6

Source: FHWA Office of Federal Lands Highway

Figure 5. Average Public Bridge Health Index by Region



CONGESTION MANAGEMENT PROGRAM

This program focuses on building knowledge of operational, capital, and planning techniques for parks experiencing early and intermediate traffic congestion. The strategic approach is programmatic vs. system engineering (due to lack of system-wide data), shifting congestion management to a “fair-first” approach to align with the pavement and bridge management systems. Responsibility for funding and conducting congestion assessments has shifted from WASO to the regions now that testing has concluded and multiple examples, business practices/templates are available.

Condition Assessment: No condition assessments are collected for the Congestion Management Program because of the lack of WASO staffing and system-wide data.

SAFETY MANAGEMENT SYSTEM / TRANSPORTATION SAFETY PROGRAM

Once fully developed, the Transportation Safety Program (TSP) will ensure that safety is considered and implemented, as appropriate, in all phases of transportation system planning, design, construction, maintenance, and operations. As the TSP matures, it will guide the NPS in reducing crashes, saving lives, and protecting resources through a quantitative safe systems approach to safety investment decisions. Safety solutions will be adaptable to the unique visitor use, natural resource, and cultural resource contexts of each park.

NPS and the FHWA have partnered in the implementation of an analytical safety software program (Safety Analyst) using safety data from 22 parks that have the highest number of total crashes. During the pilot phase, Safety Analyst will

analyze crash data and recommend roadway engineering countermeasures designed to reduce fatalities and serious injuries. Once fully integrated with crash data systems, Safety Analyst will analyze crash data patterns to identify crash hot spots and systemic safety issues, select targeted 4-E (engineering, education, enforcement, emergency response, see figure 6) strategies, conduct cost benefit analysis, and track implemented projects to measure results and performance servicewide.



**Figure 6. 4Es
of Safety
Management**

Condition Assessment: The Department of the Interior’s Incident Management, Analysis and Reporting System (IMARS) includes a crash reporting module and centralizes crash incident data for the NPS. Individual parks with traffic incidents conduct crash investigations and enter crash data into IMARS. In 2020, the Transportation Program partnered with NPS Risk Management and Law Enforcement staff to release the IMARS Crash Module Data Dictionary. This Dictionary provides law enforcement officers with a servicewide reference on crash module data fields and standardizes crash data definitions to improve crash analysis. One challenge that remains with IMARS is system integration with Safety Analyst and other systems.

RELATED ASSET MANAGEMENT SYSTEMS

FEDERAL LANDS PLANNING PROGRAM (FLPP)

FLPP funds activities to maintain a performance-based transportation management program for NPS. It is capped at 5% of the total FLTP for each fiscal year of the funds authorized under 23 U.S.C. 203 and 23 U.S.C. 204. FLPP guidelines define goals, purpose, eligibility, prioritization criteria, and program mechanics. Eligible activities include:

- » performance management
- » data collection and analysis to support performance management
- » road and bridge inventory
- » long range transportation plans, and
- » Transportation Improvement Programs

ALTERNATIVE TRANSPORTATION SYSTEMS LIFECYCLE ASSET MANAGEMENT (ATSLAM)

Identifying relevant assets associated with nearly 100 alternative transportation systems is underway. ATSLAM uses NPS systems of record to identify transit, trails, and associated assets. This systematic approach will incorporate multimodal fleet and facility asset inventory and condition information to inform recapitalization and investment priorities. The goal is to develop a Transit Health Index and achieve and maintain a state of good repair for NPS multimodal assets.



The 2020 NPS National Transit Inventory and Performance Report (including data such as number of boardings, CO₂ reductions etc.) will be posted to the [NPS Transportation website](#) in summer 2021.

LONG RANGE TRANSPORTATION PLANNING (LRTP)

NPS completed its National LRTP in 2017. In FY20, regional LRTP updates for the Alaska and Intermountain regions were completed. The focus of program is shifting to unit-level LRTPs and preparations for the first National LRTP update.



NLRTP Performance Measures Being Reported:

- » Condition of highest priority transportation assets (roads and bridges) – see Pavement and Bridge sections
- » INSTEP project sustainability tool: [complete, access INSTEP here](#).
- » Phase II of the Congestion Management Program: complete, see Congestion Management System

Additional performance measures will become available as data systems are developed, analyzed, tracked, and monitored.

LOOKING FORWARD: INNOVATION

Transportation industry trends forecast major changes over the next 20 years for mobility, communications, infrastructure, traveler/visitor expectations, and quality of life. Many of these changes will impact NPS transportation systems and park operations, resulting in changes to visitor experience, ability to protect resources, asset management practices, and investments. In FY20, NPS' emerging mobility workgroup prepared initial recommendations for NPS leadership in four areas: micro-mobility, traveler information, automated vehicles and ridehailing, and a contract was awarded for an automated shuttle demonstration at Yellowstone National Park for the 2021 visitor season.

INNOVATION FEATURE: REGIONAL TRANSPORTATION SYSTEM USAGE ANALYSIS - COLORADO NATIONAL PARKS

In conjunction with the Intermountain LRTP update, a mobile device data collection technology pilot (using StreetLight data) was conducted. Developed to improve understanding of visitor use and travel patterns to, through, and within Colorado national parks, this methodology helps NPS gain a more dynamic picture of visitation and travel patterns. The effort engaged stakeholders from

NPS, USDOT Volpe Center, and Colorado Department of Transportation. Results provided 11 of the 13 Colorado national parks with a profile for weekday vs. weekend visitation, resident and nonresident travelers, travel speeds, dwell times, and top five internal destinations. Rocky Mountain National Park received a deeper analysis (figure 7). Potential applications of this approach include traffic monitoring, parking demand management, and transportation planning.

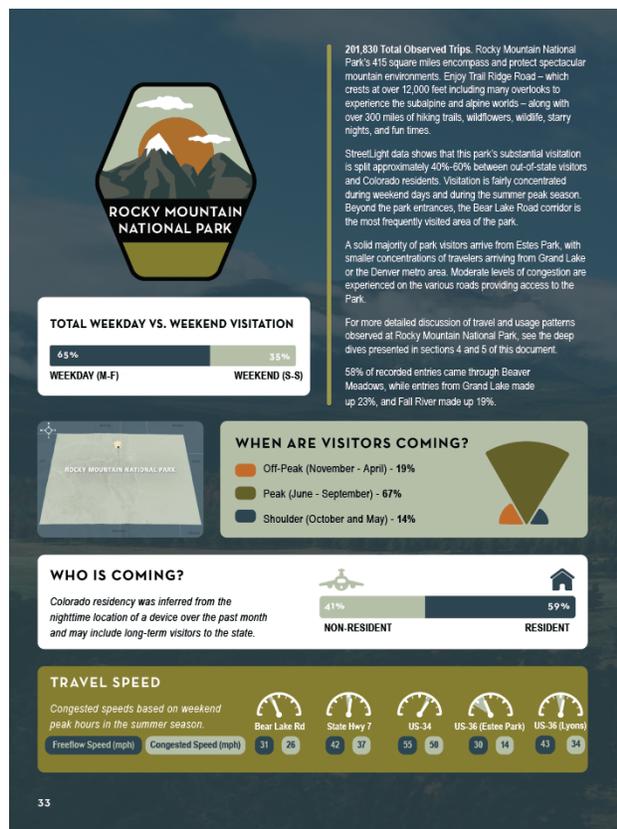


Figure 7. Sample Travel Pattern Dashboard

APPENDIX A: FLTP PROJECT APPROVED AMOUNTS FOR FISCAL YEAR 2020

Note: The information presented below is programmatic, not financial.

Source: PTATs

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
AKR	\$130,000	\$2,667,867	\$6,860,000		\$95,820
Alaska Regional Support Office	\$130,000	\$495,552			
Alaska Long Range Transportation Plan Update	\$130,000				
Collect baseline engineering data (road soils, investigate) to facilitate out-year project designs		\$237,552			
FLTP Administration, WFLH in AKR		\$8,000			
Regional FLTP Program Coordination		\$250,000			
Denali National Park and Preserve		\$2,071,315	\$6,860,000		
Construct Fish Friendly Drainage Structures for West District Streams Crossing the Park Road		\$205,000			
Design and Construct Polychrome Area Improvements, mile 43-48 of the Denali Park Road			\$555,000		
FY20 Conduct Gravel Scrape for Materials for Denali Park Road		\$170,476			
FY20 Stage 2 - FHWYs Reconstruct Roadway Across the Pretty Rocks Landslide (mile 45.4)		\$151,000			
FY20 Stage 3 Summer Long Maint of Roadway Across the Pretty Rocks Landslide (Mile 45.4)		\$108,717			
Mitigate Rockfall Hazards at Toklat Bluffs, MP 52.88-52.95 of the Denali Park Road		\$105,000			
Reducing Risk of Pretty Rocks Slump		\$410,000			
Repair and Rehabilitate Eight Park Road Bridges		\$1,000			
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge			\$6,305,000		
Replace Bridges That Cannot Be Seismically Retrofitted, Rock Creek Bridge			\$-		
Replace Failing Pavement on the Denali Park Road Milepost 0-3		\$920,122			
Glacier Bay National Park and Preserve					\$10,000
Prepare Technical Study on Sustainable, Appropriate, and Integrated Frontcountry Transportation					\$10,000
Katmai National Park and Preserve		\$100,000			
Resurface Last Five Miles of the Valley of 10,000 Smokes Road		\$100,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Kenai Fjords National Park		\$1,000			\$1,000
Exit Glacier Area Summer Transportation Feasibility Study					\$1,000
Exit Glacier Road Bridge Rehabilitation		\$1,000			
Klondike Gold Rush National Historical Park					\$42,799
Dyea Area Transportation Feasibility Study					\$1,000
Replace Chilkoot Overnight Parking Area in Dyea					\$41,799
Sitka National Historical Park					\$42,021
Construct Connection to City and Borough of Sitka Multi-modal Seawalk					\$40,021
SITK Transportation Master Plan					\$2,000
Western Arctic National Parklands					\$-
Emergency Public Use Shelter Cabin Management Plan for BELA					\$-
DSC	\$69,000	\$196,649			
Denver Service Center	\$69,000	\$196,649			
Bluetooth Device Testing	\$28,000				
NPS Transit Inventory	\$41,000				
WASO Program Support		\$196,649			
IMR	\$113,100	\$40,200,238	\$11,050,459		\$5,458,882
Arches National Park		\$(1,995,142)			
Rehabilitate Entrance Road (rt 10) for 17.4 miles and loop (rt 501) 0.8 mile		\$(1,995,142)			
Bandelier National Monument		\$245,522			
Replace Parking Lot at Tsankawi Unit		\$245,522			
Big Bend National Park		\$4,353,712			
Repair Road Deficiencies on RT11, RT13 and RT14		\$4,353,712			
Big Thicket National Preserve		\$7,545			
Hurricane Harvey Damage To Turkey Creek Pedestrian Trail Bridges 1 and 2		\$7,545			
Black Canyon of the Gunnison National Park		\$231,247			
Repair Road Surface at BLCA Entrance and Replace Culvert		\$231,247			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Cache la Poudre River National Heritage Area		\$721,585			
FY19 Bridge Preservation Program CACH Rio de Chelly Bridge		\$721,585			
Carlsbad Caverns National Park		\$(40,325)			
PPP Federal Highways Pavement Chipseal for CAVE		\$(40,325)			
Casa Grande Ruins National Monument		\$911,473			
Rehabilitate Paved Park Entrance Road		\$911,473			
Caulin Volcano National Monument		\$2,561,498			
Emergency Repairs of Volcano Road		\$2,561,498			
Chamizal National Memorial		\$12,500			
FY2018 Rehabilitation of CHAM Paved Surfaces		\$12,500			
Colorado National Monument		\$15,252			
FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive		\$15,252			
Devils Tower National Monument		\$881,525			\$-
Correct Deficiencies in Visitor Center Parking Lot		\$881,525			
Transportation Project Planning					\$-
Florissant Fossil Beds National Monument		\$(79,526)			
Reconstruction of Visitor Center Parking and Road to Reduce Safety Hazards		\$(79,526)			
Glacier National Park		\$2,335,968			\$79,052
Integrated Plan for Glacier Transportation System-GTSR Corridor					\$19,052
Pavement Preservation Program (PPP) GLAC Roads and Parking Areas		\$59,650			
Rehabilitate 6 miles of the Many Glacier Road		\$2,533,909			
Rehabilitate GTSR Phase X		\$10,000			
Rehabilitate GTSR Phase XIII		\$16,911			
Rehabilitate the GTSR Final Phase - MT PRA GLAC 10(42)		\$(559,452)			
Repair Camas Road Slumps and Resurface Remaining 4 Miles		\$162,450			
Replace Sprinter Buses in the Park's Transit System					\$-
Replace Utilities Along Lake McDonald		\$112,500			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Transportation Safety Study for pedestrians, bicyclists, motorists and transit passengers along the					\$60,000
Glen Canyon National Recreation Area		\$334,610			
FY-19 Bridge Preservation Program (BPP) GLCA Paria River Bridge		\$314,610			
Stabilize and Repair Lees Ferry Ranch House Access Road GLCA Route 409		\$20,000			
Grand Canyon National Park		\$6,840,697			\$1,318,540
Conduct Analysis of Shuttle Bus Fleet to Ensure Park has Efficient & Sustainable Transit System					\$28,968
Expand LNG Pumping Capability at Fueling Station to Ensure Uninterrupted Transit Service					\$1,129,125
Implement an Intelligent Traffic Management System					\$1,570
Mill and Repave Village Loop Drive and Bypass Road		\$(349,673)			
Pavement Preservation Program (PPP) GRCA Roads and Parking Areas		\$7,190,370			
Perform Predesign Work at Grand Canyon Shuttle Bus Stops to Improve the Visitor Experience					\$158,877
Grand Teton National Park		\$595,432			
2019 Pavement Preservation Program (PPP) GRTE Roads and Parking Areas		\$(327,529)			
GRTE Spread Creek Pit MOU		\$8,970			
Improve Safety at Gros Ventre Junction with a Modern Roundabout		\$18,000			
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor		\$875,460			
Repair Buffalo Fork Side Channel to Prevent Roadway Damage		\$8,500			
Repair Structural Deficiencies at Four Highway Bridges		\$12,031			
Grant-Kohrs Ranch National Historic Site		\$32,779			
Reconstruct Visitor Center and Museum Parking Areas		\$32,779			
Great Sand Dunes National Park and Preserve		\$30,000			
Perform Critical Maintenance on Main Visitor Use Roads		\$30,000			
Intermountain Regional Office	\$113,100	\$2,404,974			
CFL Technical Assistance		\$20,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
DSC Technical Assistance		\$51,241			
FLTP Administration IMRO		\$596,201			
FLTP Administration, CFLH in IMR		\$(81,200)			
FLTP Administration, WFLH in IMR		\$334,219			
IMR LRTP 2019 Update	\$113,100				
IMR Pavement Preservation OH - CFL		\$40,000			
IMR Pavement Preservation OH - WFL		\$1,297,400			
IMR Regional Transportation Safety Studies		\$139,113			
WFL Technical Assistance		\$8,000			
Lake Meredith National Recreation Area		\$36,973			
Rehabilitation and Preservation (3R) Work on Park Roads		\$36,973			
Little Bighorn Battlefield National Monument		\$327,079			
Reconstruct Park Roadway and Parking Areas		\$327,079			
Mesa Verde National Park		\$10,599,386			
Repair and Rock Scale Main Entrance Road		\$154,135			
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26		\$5,602,798			
Resurface 4.7 Miles of Mesa Top Loop Roads MEVE-0101 MP 0 to 4.26		\$5,009,000			
Resurface Headquarters Loop Road Route MEVE-0209 MP 0 to MP 1.18		\$(166,547)			
Natural Bridges National Monument		\$425,000			
Rehabilitate Entrance Road at Natural Bridges National Monument		\$425,000			
Petrified Forest National Park		\$1,367,246			
Rehabilitate 13.45 miles of Main Park Road		\$1,367,246			
Rocky Mountain National Park		\$879,492			\$74,594
Complete Transportation System Modeling to Support Visitor Use Management Strategy					\$74,594
Resurface Beaver Meadows Road Rte 0011		\$879,492			
Saguaro National Park		\$35,000			
Pavement Preservation Program (PPP) SAGU Roads and Parking Areas		\$35,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Timpanogos Cave National Monument			\$-		
Redesign Road and Parking for Public Safety at Timpanogos Contact Station			\$-		
Tuzigoot National Monument		\$417,997			
FY19 Bridge Preservation Program TUZI Entrance Bridge		\$417,997			
Yellowstone National Park		\$5,589,941	\$11,050,459		\$10,382
Reconstruct the Norris to Golden Gate Road, Phase 2			\$(1,944,470)		
3R Grand Loop Rd-Old Faithful to West Thumb		\$25,000			
Conduct Alternative Transportation Feasibility Study in Focal Corridors of Yellowstone National Park					\$10,382
IMR Bridge Preservation OH - DSC		\$816,089			
North Entrance Road-Gardiner Gateway Project			\$8,327,409		
Pavement Preservation - FHWA Contract - FY15		\$(250,495)			
Preserve Yellowstone Bridges to Prevent Further Detrioration 2018		\$37,208			
Reconstruct Canyon to Fishing Bridge Road to a 30 foot width			\$532,243		
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R			\$2,576,432		
Reconstruct Norris to Golden Gate Road Phase 3			\$1,419,680		
Reconstruct the Northeast Entrance Road		\$1,593,473			
Reconstruct Visitor Facility Parking Areas to Improve Visitor Safety and Satisfaction		\$21,891			
Replace the Lewis River Bridge		\$316,103			
Replace the Yellowstone River Bridge		\$3,030,672			
YELL Northern Loop (Canyon to Tower Phase 3)			\$139,165		
Zion National Park		\$120,798			\$3,976,314
Emergency Repair on Zion Mount Carmel Highway		\$(17,001)			
FY19 Bridge Preservation Program (BPP) ZION		\$904,603			
Implement Zion Transit Fleet Replacement Strategy (FY17- FY22)					\$3,976,314
Reconstruct 6 Miles Kolob Canyon Route 13		\$(766,804)			
Replace ZION Transit Fleet					\$-

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
MWR		\$5,915,293	\$2,266,090		\$1,396,664
Badlands National Park		\$1,567,962	\$-		
Conduct Engineering Study on the Loop Road (HWY 240) and Conata Road.		\$117,075			
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25		\$1,388,929			
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience		\$61,958			
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill			\$-		
Cuyahoga Valley National Park					\$172,865
Construct Parking Lots and Improve Circulation for Village of Boston and New Primary Visitor Center					\$-
Rehabilitate Station Road Pedestrian Bridge.					\$172,865
Fort Larned National Historic Site			\$147,120		
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities			\$147,120		
Hot Springs National Park		\$-			
Matching Funds for Blacksnake Road Upgrades		\$-			
Indiana Dunes National Lakeshore		\$5,269			
Make Safety Improvements to the Intersection of Lake/Porter County Line Road		\$269			
Replace Douglas Center Pedestrian Bridge		\$5,000			
Isle Royale National Park					\$434,724
Construct New Passenger /Cargo Vessel Ranger IV					\$427,709
Motor Vessel Ranger III Value Based Decision Making Workshop and Planning for Isle Royale NP					\$7,015
Jewel Cave National Monument		\$210,000			
FY21 Pavement Improvement Project		\$210,000			
Midwest Regional Office		\$1,312,397			\$100,000
Engineering and Safety Studies - CFL		\$713,000			
Engineering and Safety Studies-EFL		\$327,996			
FLTP Administration, CFLH in MWR		\$23,400			
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering		\$90,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
MWR Transportation Program Management, FY13 (A), FY 14 (B), FY 15 (C), FY 16 (D), FY 17 (E), FY 18(F), FY 19(G), and FY 20 (H).		\$158,001			
Volpe Technical Assistance					\$100,000
Mississippi National River and Recreation Area					\$191,330
Complete and Implement Multi-modal, Alternative Transportation Plan for MISS					\$191,330
Ozark National Scenic Riverways		\$492,519			
OZFLO17-Re-establish Utilities, Demolish and Rebuild the Alley Spring Pedestrian Walk Bridge 6640-00		\$-			
Rehabilitate Big Spring Highway Bridge		\$492,519			
Pea Ridge National Military Park			\$2,118,970		
Realign Parks Main Tour Road			\$2,118,970		
Sleeping Bear Dunes National Lakeshore					\$-
FY18 North Manitou Island Dredging					\$-
Theodore Roosevelt National Park		\$(212,854)			
Construction monitoring and revegetation for Federal Lands Transportation Project ND FTNP THRO 11(7)		\$117,582			
Repair slide on Route 0011 (MM 12) and drainage repairs on Routes 0010 and 0206		\$(4,921)			
Resurface Routes 11A and 11E		\$(325,515)			
Voyageurs National Park					\$497,745
Improve Alternative Boat Transportation System on Namakan District					\$497,745
Wind Cave National Park		\$2,540,000			
WICA Pavement Preservation Program		\$2,540,000			
NCR		\$22,160,326	\$5,176,146		\$2,102,654
Antietam National Battlefield		\$262,864			
ANTI Pavement Preservation Phase II		\$262,864			
Catoctin Mountain Park		\$48,000	\$(61,186)		
Repair Catoctin Mountain Park 2011 Storm Damage			\$(61,186)		
Repair Rt. 0011 Section 0 Foxville-Deerfield Road		\$48,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Chesapeake and Ohio Canal National Historical Park		\$519,697			\$-
Improve Safety - Fletcher's Entrance Road		\$9,493			
Repair Dargan Vehicle Bridge		\$16,684			
Repair Edwards Ferry Vehicle Bridge		\$16,684			
Repair Fifteen Mile Creek Vehicle Bridge		\$16,684			
Repair Sycamore Island Pedestrian Bridge					\$-
Repair Tonoloway Vehicle Bridge		\$460,152			
George Washington Memorial Parkway		\$10,778,208	\$5,237,332		\$1,455,673
Arlington Memorial Bridge Reconstruction Communication Plan		\$27,689			
Arlington Memorial Bridge Rehabilitation Mitigation Projects		\$8,000			
Conduct traffic analysis at Morningside Lane		\$81,127			
Emergency Repair Gulf Branch Bridge 3300-007P (Expansion Joints of Bridge Structure)		\$(229,369)			
FHLP - North GWMP Rehabilitation EA		\$277,200			
FLHP - Bridge #31 Mount Vernon Trail improvement and reconstruction					\$115,000
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge			\$2,353,300		
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches		\$10,201,575			
FLHP -Repair concrete overlay of the southbound lanes Windy Run Bridge (3300-009P)		\$44,344			
Implement Safety Enhancements to Arlington Memorial Circle			\$2,884,032		
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements					\$-
MVT Bridge 12 Environmental Assessment (EA)					\$(455,000)
Perform Preliminary Studies for North Parkway Rehabilitation		\$-			
Repair Sinkhole and Drainage Structure on Northbound Lanes of the Parkway		\$405,700			
Replace Mount Vernon Trail Bridge 12					\$1,690,235
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24					\$105,438
Stabilize Slope along GWMP between Spout Run and Windy Run Bridges to Improve Visitor Safety		\$(38,058)			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Manassas National Battlefield Park		\$219,000			
Rehabilitate Stone Bridge and Stone Bridge Loop Trail		\$219,000			
National Capital Parks-East		\$1,527,702			
Conduct Archeological Overview and Assessment and Id and Eval of the Baltimore-Washington Pkwy		\$-			
Enhance Shoulders along the Baltimore Washington Parkway		\$9,532			
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road		\$209,978			
Install Median Crossovers along the Baltimore Washington Parkway		\$2,100			
Repair and Repave Asphalt Roads - Ft. Dupont Park		\$191,477			
Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197		\$1,054			
Repave Baltimore Washington Parkway 1(7), 2(7)		\$56,262			
Repave Baltimore Washington Parkway 1(8), 2(8)		\$149,840			
Repave Baltimore Washington Parkway 1(9), 2(9)		\$100,000			
Repave Baltimore-Washington Parkway		\$2,306			
Repave Greenbelt Park Roadways and Construct New Bridge		\$805,153			
National Capital Regional Office		\$442,753			
DSC Transportation Program Support (Pilot)		\$27,338			
FLTP Administration, EFLH in NCR		\$240,000			
Provide Program Support for the National Capital Region Federal Lands Highway Program		\$175,415			
National Mall & Memorial Parks		\$7,299,873			\$639,521
Kutz Bridge Rehabilitation / Structure No. 3400-032P		\$3,402			
Mill and Overlay Asphalt Bike/Pedestrian Path from Inlet Bridge to Memorial Bridge					\$637,674
Reconstruct Four Circulator stops,add Pedestrian Crosswalk, and Upgrade Crosswalk Markings					\$1,847
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab		\$154,432			
Resurface East Basin Drive Roads		\$107,500			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Resurface Independence Ave and Tidal Basin Roads FHWA		\$4,537,512			
Resurface Jefferson Avenue and 15th Street		\$49,736			
Resurface Ohio Drive and West Basin Drive Roads		\$172,049			
Resurface Rock Creek and Potomac Parkway FHWA		\$2,275,242			
Potomac Heritage National Scenic Trail					\$9,210
Identify options to eliminate a gap in the POHE NST network within and adjacent to Great Falls Park					\$9,210
Prince William Forest Park		\$92,052			\$(1,750)
Design & Construct a New Park Entrance from VA RT. 234					\$-
Pavement Preservation on PRWI Public Roads and Adjacent Parking Areas		\$97,543			
Repair South Fork Timber Bridge		\$(16,226)			
Repair the Historic Pyrite Mine Road Bridge					\$(1,750)
Resurface Administrative Roads and Parking Lots		\$10,735			
Rock Creek Park		\$1,216,570			
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive		\$32,402			
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive		\$6,515			
Perform Pavement Preservation and Replace Drainage System on Bingham Drive		\$3,286			
Perform Preventive Maintenance and Replace Drainage System on Ross Drive		\$37,162			
Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2)		\$347,314			
Rehabilitate Broad Branch Road Bridge		\$1,745			
Rehabilitate Glover Road		\$3,201			
Rehabilitate Joyce Road Bridge at Military Road (3450-003P)		\$358,743			
Rehabilitate Kalmia Road Bridge		\$465			
Rehabilitate Ross Drive Bridge		\$500			
Rehabilitate Shoreham Hill Bridge		\$9,040			
Rehabilitate Waterside Drive		\$11,600			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Rehabilitate Wise Road		\$4,275			
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall		\$565,685			
Repair Edgewater Stable Access Bridge		\$(165,363)			
White House / President's Park		\$(246,393)			
Mill, Pave and Re-stripe Ellipse Roadway		\$(246,393)			
NER	\$9,680	\$26,001,509	\$-		\$1,635,100
Acadia National Park		\$1,131,274			
Complete All Phases of Interior and Exterior Rehabilitation on the Duck Brook Bridge		\$1,014,477			
Mill and Overlay 2" Access To State Highway Rt ACAD-0101		\$-			
Mill and Overlay 2" Cadillac Mountain Road Rt ACAD-0013		\$8,838			
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ		\$107,959			
Rehabilitate Duck Brook Bridge		\$-			
Adams National Historical Park					\$-
Architectural Study for Adams Academy Transportation Hub					\$-
Appomattox Court House National Historical Park		\$-	\$-		\$-
Complete APCO Comprehensive Trail Plan and Environmental Assessment					\$-
Mill and Overlay 3" Lee Parking Rt APCO-0905			\$-		
Pavement Management - Replace Curbing at Grant Headquarter's Wayside Parking Area		\$-			
Boston Harbor Islands National Recreation Area					\$-
Boston Harbor Islands Water Transportation Plan					\$-
Cape Cod National Seashore					\$400,084
Improve Major Bicycle Roadway Crossings					\$21,064
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes					\$-
Rehab Province Lands Bike Trail Beech Forest spur leading to Provincetown					\$339,020
Share-the-road Bike Safety Improvements on NPS-owned roads in support of Outer Cape Bike Master Plan					\$40,000

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Colonial National Historical Park		\$1,167,284			
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 20.34 to end)		\$-			
Provide Title II Services Jones Mill Pond Dam		\$-			
Rehabilitate Colonial National Historical Parkway		\$1,027,229			
Rehabilitate Felgate's Creek Bridge (COLO/4290-011P)		\$(45,328)			
Rehabilitate Halfway Creek Bridge (COLO/4290-022)		\$(23,720)			
Rehabilitate Hubbards Lane Bridge (COLO/4290-014P)		\$5,668			
Rehabilitate Indian Field Creek Bridge (COLO/4290-010P)		\$7,893			
Rehabilitate Isthmus Bridge (COLO/4290-026P)		\$7,893			
Rehabilitate Kings Creek Bridge (COLO/4290-012)		\$(1,508)			
Rehabilitate Lafayette Street Bridge (COLO/4290-019)		\$732			
Rehabilitate Mine Depot Overpass (COLO/4290-009P)		\$7,892			
Rehabilitate Newport Avenue Bridge (COLO/4290-020P)		\$12,092			
Rehabilitate North Pier Naval Access Road Bridge (COLO/4290-008)		\$7,893			
Rehabilitate Page Street Bridge (COLO/4290-018)		\$3,462			
Rehabilitate Penniman Road Bridge (COLO/4290-013)		\$8,213			
Rehabilitate Williamsburg Tunnel (COLO/4290-033)		\$77,345			
Repave 10 Roads and Parking areas - Rt 102, 103, 0500, 0503AZ, 0901, 0902, 0922, 0928, 099, 0931		\$-			
Repave 5 roads and parking areas Rt 106, 501A, 501B, 0926 and 0950		\$-			
Replace Joints and Repair Spalls on the Colonial Parkway in the Williamsburg Tunnel		\$71,528			
Delaware Water Gap National Recreation Area		\$3,056,711			
2018-2019 DEWA Pavement Management OMR South MP 0-3 (RIP 6-9)		\$108,235			
Delaware Water Gap Loop Road		\$358,627			
Pulverize and Overlay 3" Old Mine Road (south) Rt DEWA-0010		\$349,025			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Rehabilitate Adams Creek Bridge (DEWA/420-013P)		\$307,977			
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)		\$1,210,385			
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)		\$162,461			
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)		\$197,202			
Rehabilitate Toms Creek Bridge (DEWA/4320-049)		\$117,629			
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)		\$245,170			
Eleanor Roosevelt National Historic Site		\$-			
Overlay 1.75" Main Parking Rt ELRO-0900		\$-			
Flight 93 National Memorial		\$150,099			
Repair Roads at Flight 93 NM		\$150,099			
Fort Necessity National Battlefield		\$-			
Apply Microsurface Treatment Treatment Visitor Center Parking Rt FONE-0900		\$-			
Fredericksburg and Spotsylvania Battlefields Mem NMP		\$1,862,697	\$-		
Perform Pavement Preservation on Fredericksburg and Spotsylvania Park Roads		\$230,475			
Perform Surface Treatment on Lee Drive FRSP-0010		\$1,567,222			
Provide Safe Pedestrian Access to Coolidge Monument and North Lee Drive		\$65,000			
Treat Surface Visitors Center Annex Rt FRSP-0901			\$-		
Gateway National Recreation Area		\$1,709,304	\$-		\$-
Apply Microsurface Treatment Ryan Visitor Center Parking Rt GATE-0965D		\$36,000			
Apply Microsurface Treatment Treatment Visitors Center Parking Se Rt GATE-0965B		\$-			
Apply Microsurface Treatment Visitors Center Parking Nw Rt GATE-0965C		\$-			
Crack Seal Paved Surface of SAHO Parking Area D RT 0975		\$20,056			
Mill and Overlay 2" Floyd Bennett Entrance Road 1 Rt GATE-0200AZ & BZ		\$64,265			
Mill and Overlay 2" Heinzelman Road Rt GATE-0212		\$387,319			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Mill and Overlay 2" Miller Field Access Road Rt GATE-0130		\$500,000			
Mill and Overlay 2" New Dorp High School Parking B Rt GATE-0953B		\$-			
Mill and Overlay 2" New Dorp High School Parking C Rt GATE-0953C		\$-			
Mill and Overlay 2" Theater Parking A & B GATE-0976A/B		\$20,966			
Mill and Overlay Tomkins Road Rt 447 - Fort Wadsworth		\$388,000			
Pulverize base and overlay 3" Beach 169Th Street Parking Rt GATE-0985			\$-		
Pulverize base and overlay 3" Gateway Sports Parking Rt GATE-0901		\$33,061			
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222			\$-		
Replace Failing GFCI Breakers at Great Kill Marina					\$-
Treat Surface Atlantic Drive Rt GATE-0160		\$45,137			
Treat Surface Beach Pickup Area Rt GATE-0947		\$-			
Treat Surface Buffalo Road Rt GATE-0030		\$99,500			
Treat Surface Parking Area A Rt GATE-0942		\$-			
Treat Surface Parking Area E Rt GATE-0944		\$-			
Treat Surface Parking Area F Rt GATE-0945		\$-			
Treat Surface Sanchez Road East Rt GATE-0132A		\$115,000			
Gauley River National Recreation Area		\$894,454			
Mill and Overlay 2" Tail Water Access Road Rt GARI-0100		\$894,454			
Gettysburg National Military Park	\$-	\$-			\$-
Comprehensive Community Trails Plan/EA	\$-				\$-
Pavement Management - Rehabilitate Road Surface on Historic Millerstown Road (FHWA Rt. 0053)		\$-			
Home of Franklin D. Roosevelt NHS					\$-
Provide shuttle, and tram services for the Roosevelt-Vanderbilt ATS program FY 2019					\$-
Purchase replacement Shuttle Vans for ATS at ROVA					\$-
Lowell National Historical Park					\$582,507

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Construct Lowell Riverwalk Extension					\$500,000
Create Upper Pawtucket Canal Walkway					\$-
Replace Trolley Power Station/Substation					\$82,507
Minute Man National Historic Park					\$77,944
Develop Materials/Specs for All Boardwalk Repairs & Repair Olive Stow Boardwalk					\$71,744
Reroute Battle Road Trail to Improve Safety and Visitor Experience					\$6,200
Morristown National Historical Park		\$1,224,412			
Mill and Overlay 2" Fort Nonsense Access Road Rt MORR-0015		\$1,046,883			
Mill and Overlay at MORR		\$177,529			
New River Gorge National River					\$178,565
Repair Mouth of Glade Creek Trail Bridge FHWA 4780-006T					\$178,565
Northeast Regional Office	\$9,680	\$47,750			\$396,000
FLTP Administration, EFLH in NER		\$40,000			
FLTP CAT III Administration NER					\$146,000
NER Program Admin, (Trav) Design & Implementation Support		\$7,750			
Northeast Region Long Range Transportation Plan Update	\$9,680				
Program Management - Volpe IAA (5 Year Agreement beginning in FY 2018)					\$250,000
Petersburg National Battlefield		\$161,455			
Mill and Overlay Visitor Center Access Road RT. 10, 11, 12, 13, 301, 500, 300		\$161,455			
Richmond National Battlefield Park		\$36,475			
Surface Treat Battlefield Park Road (RICH-0304)		\$36,475			
Saratoga National Historic Park		\$2,686,609			\$-
Mill and Overlay 2" Entrance Road Rt SARA-0010		\$2,182,402			
PAVEMENT MANAGEMENT LIGHT PRESERVATION Crack Seal on Tour Road		\$504,207			
Saratoga Alternative Transportation Study Phase II					\$-
Shenandoah National Park		\$11,872,985			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Apply Microsurface Skyline Drive Central Rt 108 MM 31.69 to 33.38		\$-			
Double Chip Seal on Skyline Drive RT 10A and RT 10C		\$200,060			
Mill and Overlay 2" Loft Mountain Information Center Parking Rt 940		\$-			
Mill and Overlay Rt. 10B 65.2-69 SHEN		\$110,000			
Mill and Overlay Skyline Drive RT 10C from mile 69 to mile 74		\$140,000			
Mill and Overlay Skyline Drive RT 10C from mile 74 to mile 79		\$140,000			
Mill and Overlay Skyline Drive RT 10C from mile 79 to mile 84		\$140,000			
Pavement Management - Skyline Drive MM 33.38 to 50 and Associated Overlook Parking Areas		\$223,422			
Pavement Management - Design & Apply Surface Treatment to 4 Parking Areas		\$268,000			
Pavement Management - Mathews Arm and The Point Overlook Rt 012 and 1039		\$-			
Pavement Management - Parkwide entrance/exit ramps and select parking areas		\$-			
Pavement Management - Parkwide Overlook Parking Areas		\$-			
Pavement Management - Parkwide Roads and Parking Areas		\$2,079,000			
Pavement Management - Repair Road and Parking Area Surfaces - FY 2015		\$-			
Pavement Management - Skyline Drive (North) MM 15.63 to 20.63		\$38,752			
Pavement Management - Skyline Drive (South) MM 102.1 to 105.66 and Brown Gap Parking		\$-			
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3		\$8,510,000			
Skyline Drive MM 0 to 5.63, North Entrance Residence Rt 100, and Dickey Ridge Trail Parking Rt 1071		\$23,751			
PWR		\$70,232,301	\$1,866,248		\$2,283,567
Cabrillo National Monument		\$(172,286)			
Chipseal Paved Roads and Parking Areas		\$(172,286)			
Channel Islands National Park					\$1,067,436
Replace Dilapidated Pier at Scorpion Anchorage					\$1,067,436
Crater Lake National Park		\$1,485,150			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Develop Design and Environmental Planning to Address Serious Safety Deficiencies at Cleetwood Cove		\$382,897			
Rehabilitate Cleetwood Trail and Marina		\$100,000			
Rehabilitate Sections of the East Rim Drive		\$986,486			
Restore Safe Width of West Rim Drive (Route 14)		\$15,767			
Death Valley National Park		\$44,380			
Death Valley Oct. 2015 Flood - Emergency Storm Damage (Facility)		\$6,459			
Perform Traffic Safety Study at Visitor Use Areas along CA-190		\$37,921			
Fort Point National Historic Site		\$552,123			
Widen and Reconstruct Long Ave for Safer Multi-Modal Access		\$552,123			
Golden Gate National Recreation Area		\$98,158			\$272,000
Construct Non-motorized Circulation and Safety Improvements at MacArthur Avenue, Upper Fort Mason					\$272,000
Pavement Preservation of the Marin Headlands		\$11,548			
Rehabilitate Entry Road. & North & Central Parking Areas, Stinson Beach		\$74,181			
Rehabilitate Fort Funston Parking Areas and Access Drive		\$15,275			
Repair Baker Barry Tunnel Lining		\$(2,846)			
Haleakala National Park		\$988,743			
Apply Pavement Preservation Materials and Sealing of Cracks on Haleakala Park Road		\$2,000,000			
Rehabilitate Main Park Road, MP 11.2 to MP 14.8		\$(1,011,257)			
Hawaii Volcanoes National Park		\$8,299,772			
Emergency Repairs to Chain of Craters Road to Ensure Visitor Safety		\$463,021			
HAVO park-wide Pavement Preservation		\$7,823,751			
HAVO Park-wide Road Safety Audit		\$13,000			
John Muir National Historic Site		\$-			
Conduct Transportation Planning and Analysis for Mount Wanda CSMP		\$-			
Kaloko-Honokohau National Historical Park		\$320,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
KAHO Pavement Preservation		\$320,000			
Lake Mead National Recreation Area		\$829,076	\$452,772		
Apply Pavement Preservation to Southern Park Roads		\$(25,680)			
Apply Pavement Preservation Treatment to Northshore Road		\$(41,960)			
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization			\$(17,424)		
Realign, Reconstruct, Resurface, and Restore Willow Beach Road			\$523,187		
Reconstruct Cottonwood Cove Access Road		\$896,716			
Reconstruct Katherine Landing Access Road			\$(52,991)		
Lake Roosevelt National Recreation Area		\$(1,017,070)			
Apply Pavement Preservation Treatment to Lake Roosevelt NRA		\$(1,044,570)			
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site		\$27,500			
Lassen Volcanic National Park		\$4,908,500			
Apply Pavement Preservation to Park Roads		\$4,900,000			
Perform Parkwide Rockfall Study		\$8,500			
Mojave National Preserve		\$320,301	\$2,202		
Reconstruct Segments of Kelbaker Road to Improve Safety			\$2,202		
Rehabilitate and Realign Cima Road as Primary North Access Road		\$237,915			
Rehabilitate Route 13, Morning Star Mine Road		\$82,386			
Mount Rainier National Park		\$2,451,859	\$150,000		
Apply Pavement Preservation to East Park Roads		\$217,925			
Emergency Work to Rockfall Area on Valley Loop Road		\$237,666			
ERFO Storm Repairs to Carbon River Entrance Road Caused by Disaster WA2020-1-NPS		\$17,678			
ERFO Storm Repairs to Longmire South Back Gate Road Caused by Disaster WA2020-01 NPS		\$18,538			
ERFO Storm Repairs to Nisqually Road Caused by Disaster WA2020-1 NPS		\$12,872			
ERFO Storm Repairs to Stevens Canyon Road Caused by Disaster WA2020-01 NPS		\$73,243			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
FHWA Repair Mather Memorial Parkway Slide Area		\$3,500			
Nisqually Paradise Bridge Preservation		\$1,208,150			
Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2)		\$157,962			
Rehabilitate Mather Memorial Parkway (SR410), Cayuse Pass to MP 60		\$-			
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6		\$27,900			
Rehabilitate Stevens Canyon Rd MP 5-14		\$439,850			
Replace Frying Pan Creek Bridge		\$36,575	\$150,000		
Muir Woods National Monument					\$(11,379)
Implement Muir Woods and Nearby NPS Parklands Transportation Improvements					\$(11,379)
North Cascades National Park		\$41,545	\$115,000		
Emergency Repair Cascade River Road Due To November 23 Winter Storm Event FLTP		\$-			
Reroute Stehekin Valley Road at Mile 5.5			\$115,000		
Stabilize Stehekin Road at Mile 2.2 (Frog Island)		\$41,545			
Olympic National Park		\$5,173,919	\$94,661		
Engineer and Repair Eight Slumping Fill Sections on Sol Duc Road, Rt 103 (Phase 2 of 2)		\$-			
Pave Bike Trail to Reduce Congestion and Improve Safety on Lake Crescent Highway		\$680,000			
Realign 1 Mile of Elwha Valley Road at Olympic National Park			\$94,661		
Reduce Congestion and Improve Safety at Heart of the Hills Entrance		\$1,424,625			
Rehabilitate Heart-of-the-Hills Parkway		\$83,234			
Rehabilitate Olympic Hot Springs Road		\$270,000			
Rehabilitate Route 103, Sol Duc Valley Road		\$355,000			
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)		\$1,284,090			
Rehabilitate Staircase Road		\$44,352			
Repair Mora Road at Two Winter Damage Sites		\$75,300			
Repair Winter Storm Damage at Elwha Road, Quinault North Shore and Graves Creek Roads		\$6,613			
Replace Culvert at South Beach Campground		\$8,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Upper Hoh Road Improvements Matching Contribution		\$942,705			
Pacific West Region		\$3,587,449			\$109,379
Conduct Transportation Safety Study at Olympic National Park		\$78,000			
FLTP Administration, CFLH in PWR		\$108,800			
FLTP Administration, PWRO		\$560,001			
FLTP Administration, WFLH in PWR		\$284,000			
Perform Road Safety Audit at Hawaii Volcanoes National Park		\$-			
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks		\$7,694			
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks		\$145,000			
PWR ATPPL/CAT III Planning Project					\$109,379
PWR-CFLHD Pavement Preservation Program, Preliminary and Construction Engineering		\$(346)			
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering		\$2,404,300			
Point Reyes National Seashore		\$6,021,990			
Chip Seal and Repair Park Roads		\$21,322			
Chip Seal and Repave Park Roads		\$5,411,871			
Emergency Repairs McClures Beach Acces Road		\$213,540			
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.		\$375,257			
Pu'uhonua o Hōnaunau National Historical Park		\$325,000			
PUHO Pavement Preservation		\$325,000			
Pu'ukoholā Heiau National Historic Site		\$175,000			
PUHE Pavement Preservation		\$175,000			
Redwood National Park		\$71,000			
Replace Cushing Creek Concrete Box Culvert		\$71,000			
San Juan Island National Historical Park		\$(14,263)			
Pavement Preservation FY19 San Juan Island National Historical Park		\$(92,607)			
Realign Access Road and Parking at American Camp Visitor Center to Improve Safety		\$78,344			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Sequoia and Kings Canyon National Park		\$1,514,947	\$1,139,407		\$-
Evaluate Congestion, Circulation and TDM Strategies and Explore Feasibility of a Pilot Shuttle					\$-
LRF Rehabilitate 15.29 Miles of the Mineral King Road		\$321,200			
Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2			\$1,198,763		
Rehabilitate 1 Mile of Generals Highway (Deer Ridge to Eleven Range)			\$(59,356)		
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road		\$586,583			
Replace Lower Kings River Bridge		\$557,096			
Replace Upper Kings River Bridge		\$50,068			
Whiskeytown National Recreation Area		\$(451,431)			
Repair, Chipseal and Re-Stripe Roads and Parking Areas Parkwide		\$(451,431)			
WWII Valor in the Pacific NM		\$960,000			
VALR Pavement Preservation		\$960,000			
Yosemite National Park		\$33,718,439	\$(87,794)		\$846,131
Assess Traffic and Road Network Capacity for Yosemite Valley		\$338,000			
Chip/Micro Seal Portions of Tioga Road and the Big Oak Flat Road		\$(237,337)			
Conduct Transit Flow Analysis in Yosemite Valley					\$160,000
Construct & Rehabilitate Facilities at Bridalveil Fall Viewing Area		\$914,260			
Construct Northside Drive Overpass at Yosemite Falls Promenade			\$(87,794)		
Emergency Stabilization of the Wawona Road (Grapevine Area)		\$1,856,645			
Improve Shuttle and Transit Bus Stops on Village Loop Drive					\$224,040
Install ITS and Transit Information Systems in the Southern and Northern Parts of Yosemite					\$342,091
Perform Bridge Preservation Work on Tioga Rd., El Portal Rd., Glacier Pt. Rd. and on the Valley Roads		\$59,978			
Perform ERFO-Eligible Storm Damage Repairs to Yosemite Roads		\$(106,265)			
Rehabilitate Big Oak Flat Road, MP 0 to MP 9.8		\$427,506			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road		\$(631,771)			
Rehabilitate Glacier Point Road, MP 5.1 to 15.7		\$279,104			
Rehabilitate Tioga Road: Phase 2 of 3 – From MP 27 to MP42 (Olmsted Pt. to Blue Slide)		\$30,830,076			
Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1		\$(11,757)			
Upgrade Shuttle Bus Stops in Yosemite Valley					\$120,000
SER		\$62,583,704	\$3,379,309	\$11,066	\$2,000,068
Andersonville National Historic Site		\$520			
Pavement Preservation at Andersonville National Historic Site		\$520			
Andrew Johnson National Historic Site		\$227,152			
Repair and Seal Lots and Roads at Andrew Johnson NHS		\$227,152			
Big South Fork National River and Recreation Area		\$5,364,061			
Improve Infrastructure-Overlay Decaying High Use Parking Area at Leatherwood Ford		\$104,572			
Overlay Critical Access Route Servicing Park Visitor Center, Horse Stables and Popular Trailheads		\$36,371			
Overlay Essential Access Route - Blue Heron Overlook Road and Parking Areas		\$381,771			
Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM		\$196,972			
Overlay Number One KY Tourist Attraction Route - Blue Heron Road and Parking Areas		\$952,092			
Overlay Parking Area at Popular Honey Creek Overlook to Mitigate Deferred Maintenance		\$36,892			
Pavement Preservation - Conduct Preventive Maintenance to Big South Fork Routes and Parking Areas		\$138,092			
Resurface Heavily Traveled East Bandy Creek Road to Mitigate Deferred Maintenance		\$899,893			
Resurface Leatherwood Ford Road		\$2,617,406			
Blue Ridge Parkway		\$15,533,432			
Geotechnical Assessment of the Mainline Roadway		\$288,219			
Pavement Preservation at MP 328 - 337; 292-298; 304-318, Pisgah and Highlands District		\$71,049			
Pavement Preservation for Virginia Parking Areas and Access Roads		\$2,792,892			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Pavement Preservation from MP 174.0 to MP 216.9		\$4,045			
Pavement Preservation from MP 248.32 thru MP 276.61, Highlands District, North Carolina		\$96,688			
Pavement Preservation from MP 359.05 thru MP 412.82, Pisgah District, North Carolina		\$898,636			
Pavement Preservation from MP 423.96 thru MP 470.20, Pisgah District, North Carolina		\$(59,445)			
Pavement Preservation of MP 0 - 27.2 and MP 37.5 -64.5, Ridge District, Virginia		\$(101,475)			
Pavement Preservation on 90.7 miles on the Blue Ridge Parkway, Virginia		\$2,912			
Pavement Preservation on MP 365.5 to MP 388.8 (23.3 miles)		\$18,324			
Preventative Maintenance Repairs to North Carolina Bridges		\$55,957			
Preventative Maintenance Repairs to Virginia Bridges		\$1,034,398			
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J		\$2,717,587			
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A		\$13,884			
Remove Rock Slide and Repair Mainline Road at MP 277 - Phase II		\$-			
Repair Critical Mainline Roadway Failures at MP 119.7 and MP 127.9		\$169,281			
Repair Multiple Fill and Cut Slope Failures Along the Mainline Roadway Between MP 277 and 342.7		\$143,321			
Repair Post Tensioning System on the Linn Cove Viaduct (Structure # 5140-182P)		\$(82,790)			
Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39)		\$(402,398)			
Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18)		\$453			
Repave/Repair Mainline Road Section 2M - (MP 336.39 to 346.86)		\$409,381			
Repave/Repair Mainline Road Section 2N - (MP346.88 to 359.39)		\$-			
Replace Bearing Devices on Bridges VA 130 & Otter Creek 014P and US RT 220 037P		\$7,533			
Replace Bearing Devices on Four North Carolina Bridges - 102P, 103P, 120P and 122P		\$5,917			
Replace Laurel Fork Bridge		\$1,516,585			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182		\$7,467			
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028		\$5,925,011			
Cape Hatteras National Seashore		\$471,577			
Pave Pylon Loop Road and Adjacent Parking Area in Wright Brothers National Memorial		\$1,456			
Pave Roadway Surface and Replace Culverts on Various Roads in Wright Brothers National Memorial		\$1,456			
Road & Parking Lot Improvements at Fort Raleigh National Historic Site		\$3,495			
Schedule A FHWA Road Repairs		\$465,170			
Cape Lookout National Seashore					\$87,668
ATP Phase III Ensure and Enhance ADA Transportation Access at Cape Lookout National Seashore					\$-
ATP: Ensure and Enhance Transportation Access- Implementation of Harkers Isl Ferry Phase 2					\$-
Replace Cape Point Lighthouse Dock					\$87,668
Chattahoochee River National Recreation Area		\$519			
Pavement Preservation Project		\$519			
Chickamauga and Chattanooga National Military Park		\$140,964			
Pavement Preservation Roads Chickamauga Chattanooga NMP		\$520			
Pavement Preservation Rt.0100 Jays Mill Road And Associated Parking		\$655			
Repair, Rehabilitation, Reconstruction of .076 Mile Rt. 016 Sanders Road		\$198,591			
Repair, Rehabilitation, Reconstruction of 0.34 Miles of Rt. 0502 Poe Road		\$5,731			
Repair, Rehabilitation, Reconstruction of 0.78 Miles of Rt. 0503 Glenn Viniard Road		\$170,529			
Repair, Rehabilitation, Reconstruction of 0.91 Miles of Rt. 0010 McFarland Gap Road		\$(178,342)			
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton Road		\$117,611			
Repair, Rehabilitation, Reconstruction of 1.98 Miles of Rt. 0014 Reeds Bridge Road		\$(178,343)			
Repair, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly Road		\$4,012			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Congaree National Park		\$(105,500)			
Rehab Park Entrance Road		\$(105,500)			
Cumberland Gap National Historical Park		\$2,885,982			
Pavement Preservation Cycle Five		\$2,885,982			
Everglades National Park		\$260,517	\$(868,897)		
Construct 2.60-Mile Tamiami Trail Bridge			\$(868,897)		
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park Boundary, Route 10 Main Park Road		\$104,790			
Replace Culverts and Overlay Paving/Main Park Road-Route 10		\$5,727			
Tamiami Trail Next Steps DSC Project Management and In-House Technical Support		\$150,000			
Fort Pulaski National Monument			\$28,058		
Replace Fort Pulaski Entrance Bridge			\$28,058		
Fort Sumter National Monument					\$1,912,400
Rehabilitate Fort Sumter Waterfront Dock					\$1,912,400
Great Smoky Mountains National Park		\$20,393,148	\$4,220,148	\$11,066	
8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8)				\$2,214	
Complete NEPA Compliance for Section 8D of Foothills Parkway		\$3,985,616			
Conduct Slope Stability Study		\$40,000			
Construct Foothills Parkway-8E (Missing Link-Bridge 4)				\$2,213	
Construct Site 3 on Foothills Parkway Missing Link				\$2,213	
Construct Site 6 of the Foothills Parkway Missing Link				\$2,213	
Construct Site 7 of the Foothills Parkway 8E Missing Link				\$2,213	
NEPA Compliance for Safety Improvements to Gatlinburg Spur Road & Pre NEPA for FOOT Section D		\$203,528			
Overlay of Deep Creek Area Roads		\$92,722			
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads		\$19,826			
Pavement Preservation of Cades Cove Loop Road and Campground Entrance Road		\$70,797			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Pavement Preservation of Clingmans Dome Road		\$426,818			
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads		\$259,027			
Pavement Preservation of Foothills Parkway (West), MP 55 to 65		\$62,110			
Pavement Preservation of Foothills Parkway (West), MP 65 to 72		\$41,255			
Pavement Preservation of Foothills Parkway-East		\$78,447			
Pavement Preservation of Look Rock Developed Area		\$1,015,000			
Pavement Preservation of Newfound Gap Road, TN Side (MP 6.1 to 12.3)		\$2,831,442			
Rehabilitate Eight Bridges On the Tennessee Side of the Park		\$3,271,479			
Rehabilitate Gatlinburg Tunnel at Big Ridge Mt ST 5460-085P		\$731,501			
Rehabilitate Newfound Gap Road, ND (TN Side, MP 12.4 to 14.4)		\$6,803,970			
Repair Bote Mountain Tunnel		\$235,891			
Repair Cataloochee Woody Creek Rd Damaged by the Storms of 2/4-8, 2020 ERFO Disaster #NC2020-1-NPS		\$200,000			
Replace Five Bridges on Forge Creek Road		\$23,719	\$4,220,148		
Guilford Courthouse National Military Park		\$109,377			
Pavement Preservation for Administration and Visitor Contact Parking Lots		\$109,377			
Gulf Islands, FL		\$682,952			
Hurricane repair to roads for potential ERFO project		\$-			
Hwy 399 and Ft. Pickens Road Feasibility Study		\$595,691			
Repair Road and Shoulder to Fort Pickens Road (Michael)		\$3,425			
Repair Road and Shoulder to SR J Earle Bowden Road (Michael)		\$3,425			
Road Repairs, to SR J Earle Bowden Road/State Highway 399 RT. 0011		\$80,411			
Horseshoe Bend National Military Park		\$920			
Pavement Preservation Cyclic Seal Coating for Horseshoe Bend Public Roads and Parking Lots		\$920			
Jimmy Carter National Historic Site		\$519			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Pavement Preservation at Jimmy Carter National Historic Site		\$519			
Kennesaw Mountain National Battlefield Park		\$520			
Pavement Preservation for Paved Roads and Parking at Kennesaw Mountain		\$520			
Mammoth Cave National Park		\$1,872,658			
Pavement Preservation Mammoth Cave Roads		\$(1,041,999)			
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the parks Western Boundary		\$2,914,657			
Martin Luther King Jr National Historic Site		\$519			
Cyclic Preservation of Paving Visitor Parking Lot		\$519			
Natchez Trace Parkway		\$9,786,182			
Heavy 3R Road Work from Parkway Milepost 291-331		\$6,912,620			
Install Suicide Deterrent Barrier for TN Route 96 Bridge		\$207,859			
NATR BMS FY20 - Bridge Preventive Maintenance at NATR		\$721,434			
Overlay Park Road - PM Project from MP 102.98 to MP 110.32		\$1,048,264			
Overlay Park Road - PM Project from MP 160.74 to MP 171.75		\$30,986			
Overlay Park Road - PM Project from MP 171.75 to MP 182.82		\$30,987			
Overlay Park Road - PM Project from MP 238.84 to MP 245.219		\$63,220			
Overlay Park Road - PM Project from MP 253.44 to MP 259.56		\$4,160,043			
Overlay Park Road - PM Project from MP 259.56 to MP 268.629		\$3,339,962			
Overlay Park Road - PM Project from MP 316.55 to MP 326.55		\$(4,912,100)			
Overlay Park Road - PM Project from MP 45.04 to 49.76		\$-			
Overlay Park Road - PM Project from MP 49.76 to MP 59.764		\$(504,548)			
Overlay Park Road - PM Project from MP 8.318 to MP 15		\$(828,826)			
Repair Bridges - NATR BMS IDIQ #8 (2018)		\$10,944			
Repair Bridges - NATR BMS IDIQ #8 (2019)		\$(675,918)			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Repair Bridges - NATR BMS IDIQ (2021)		\$89,520			
Stabilization of Shoreline at Duck River Bridge		\$91,735			
Obed Wild and Scenic River		\$241,292			
Pavement Preservation - Conduct Crucial Preventive Maintenance to Obed WSR Routes and Parking Areas		\$241,292			
Russell Cave National Monument		\$655			
Pavement Preservation at Russell Cave National Monument		\$655			
Shiloh National Military Park		\$1,555,626			
Pavement Preservation for Park Roads		\$717,866			
Resurface Four Tour Route Roads and Two Parking Areas		\$379,866			
Resurface Remaining Tour Route Roads and Parking Area		\$277,345			
Resurface Road and Parking Areas at Picnic Area		\$180,549			
Southeast Regional Office		\$1,128,234			
FLTP Administration, EFLH to SER		\$500,000			
SER - Program and Project Support from VOLPE		\$1,873			
SER Bridge Deck Studies		\$1,874			
SER Safety Planning and RSA Technical Assistance		\$10,520			
SERO Transportation Program Management		\$562,061			
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)		\$51,906			
Stones River National Battlefield		\$625,899			
Pavement Preservation throughout Stones River National Battlefield		\$625,899			
Tuskegee Airmen National Historic Site		\$1,038			
Pavement Preservation at TUAL overlook and skyway club parking FY17		\$1,038			
Tuskegee Institute National Historic Site		\$771			
Pavement Presevation TUIN Oaks/ HQ parking areas FY17		\$771			
Vicksburg National Military Park		\$1,404,170			
Parkwide Road System Study		\$1,186,000			

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III
Repair Confederate Avenue Route 0012 Road Undermining & to Union Ave. Route 20		\$(33,447)			
Repair Deficiencies on Park Bridges		\$9,258			
Repair Union Avenue and Louisiana Circle		\$194,353			
Replace Several Tour Road Bridges' Railings and Guardrails		\$1,669			
Urgent Correction of Road Erosion And Repair Confederate Ave. Route 0012		\$4,479			
Urgent Erosion Repairs on Union Ave, Confederate Ave and South Loop (Sites 1 & 12-17 per DSR's)		\$20,504			
Urgent Geotechnical Study for Embankment Failures Causing Damage to Park Roads		\$849			
Urgent Repair Serious Erosion Threatening Battery DE Golyer Bridge (5600-002P) (DSR Site #2)		\$20,505			
WAS	\$2,249,776	\$2,419,554			
Washington Office	\$2,249,776	\$2,419,554			
5% CAP PPFL Administration	\$725,000				
Congestion Management Program		\$56,500			
DSC-Technical Assistance to WASO-T	\$150,000	\$372,081			
FLHP Revegetation Support Section at DSC		\$105,136			
FLTP WASO PFMD		\$1,446,000			
Geographic Information System/GIS Team	\$204,000				
John Muir Trail	\$12,000				
LRTP Program; DSC Planning Branch Support	\$63,600				
MORA Traveler Data Collection Task	\$135,000				
MS Roads Workgroup	\$26,532				
MS Traffic Data Program	\$13,370				
Planning Support for PPSS Transportation Projects	\$550,000				
SUSTAINABLE PARK ROAD DESIGN & CONSTRUCTION PRACTICES	\$5,274				
System Development Support		\$439,837			
Transportation Scholars	\$365,000				

APPENDIX B: 12 UNIFIED INTERIOR REGIONS AND CORRESPONDING LEGACY REGION NAMES

A reorganization of the Department of the Interior to 12 Unified Interior Regions became final on August 22, 2018. The NPS is part of the Department of Interior, and its regions fully align with the new Unified Interior Region boundaries. The following map and table shows how the seven “legacy” regions of the NPS align with the 12 Unified Interior Regions.

12 Interior Region Names Based on Watersheds



"Legacy" NPS Regions	Interior Unified Regions
Alaska	Alaska (Region 11)
Intermountain	Upper Colorado Basin, Lower Colorado Basin, Arkansas-Rio Grand-Texas-Gulf (Regions 6, 7, and 8)
Midwest	Mississippi (Regions 3, 4, and 5)
National Capital	North Atlantic-Appalachian (Region 1), National Capital Area only
Northeast	North Atlantic-Appalachian (Region 1), excluding the National Capital Area
Pacific West	Columbia-Pacific Northwest, California-Great Basin and Pacific Islands (Regions 9, 10, and 12)
Southeast	South Atlantic-Gulf (Region 2)



As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

DSC 900/175386
June 2021

