



Fiscal Year  
**2022**

# Federal Lands Transportation Program **Accomplishments**



PUBLISHED SEPTEMBER 2023

**Cover: Dock reconstruction on Channel Islands National Park**

## INTRODUCTION

This report summarizes the achievements of the National Park Service’s (NPS) Federal Lands Transportation Program (FLTP) for fiscal year (FY) 2022.

The 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. [United States Code] 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

## THE NPS FEDERAL LANDS TRANSPORTATION PROGRAM SYSTEM

The Department of the Interior (DOI) reorganized to 12 Unified Interior Regions in 2018. Since many systems used by the NPS and the Federal Highway Administration (FHWA) for FLTP management reference the pre-2018 “legacy” designations, the regional legacy names are retained in this report. See appendix B for a list of the 12 Unified Interior Regions and the corresponding legacy region names.

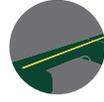
NPS FY22 Federal  
Lands Transportation  
Program System  
(Source: NPS Surface  
Transportation  
Reauthorization  
Resource Paper,  
August 2019)



**5,500 miles**  
of paved roads



**6,100 paved**  
parking areas



**1,400**  
bridges



**60**  
tunnels



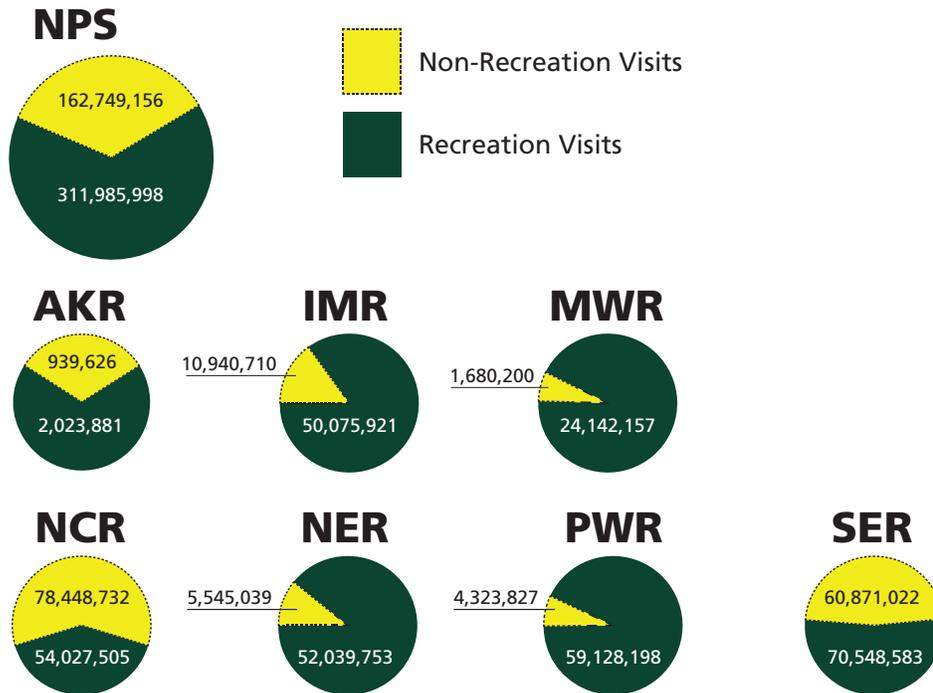
**100 transit systems**  
+40 million annual boardings



**4,600 miles**  
frontcountry trails

## VISITATION

The NPS 2022 visitation by region is shown below. Additional information is available from the [Visitor Use Statistics](#) website.



Region key: AKR – Alaska, IMR – Intermountain, MWR – Midwest, NCR – National Capital, NER – Northeast, PWR – Pacific West, SER – Southeast



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

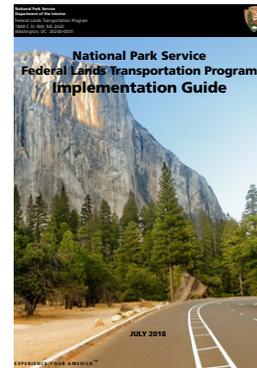


**Non-recreation Visits:** reportable non-recreation visits include:

- » 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
- » Non-NPS research

## FLTP PROGRAM MANAGEMENT

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



## PROGRAM ADMINISTRATION

Efforts to improve system integration between the FHWA's Delphi and the NPS's Financial Business Management System through the NPS Park Transportation Allocation and Tracking System (PTATS) continue; therefore, these data are programmatic rather than financial.

**Figure 1. Annual Authorized Funding for the NPS FLTP, 2006–2020**



Source: US Department of Transportation Volpe National Transportation Systems Center

## FY22 PROGRAM HIGHLIGHTS AND CHALLENGES

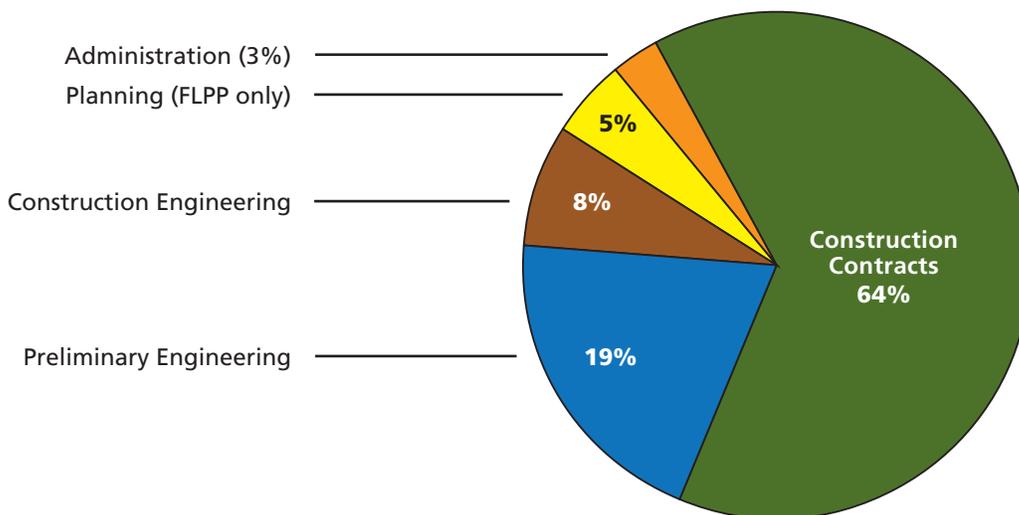
The FLTP highlights and challenges for FY22 include the following:

Highlights	Challenges
<ul style="list-style-type: none"> <li>» Passage of the Bipartisan Infrastructure Law (BIL) by Congress. BIL reauthorized the FLTP</li> <li>» Completion of the FLTP policy update, which addresses new BIL requirements</li> <li>» Development of a transportation grant strategy targeted toward BIL opportunities</li> <li>» Inclusion of the FLTP program of projects in the FY23 Budget Justifications and Performance Information (Green Book) for the Administration to Congress</li> </ul>	<ul style="list-style-type: none"> <li>» Adapting program management and staffing resources to address new policy and program requirements for BIL implementation</li> <li>» Adapting the FLTP multiyear programming process to integrate with new guidance from the FHWA and DOI</li> <li>» Identification of data system integration as a priority for senior leadership from the FHWA and the NPS</li> </ul>

## FY22 PROGRAM OBLIGATIONS AND DEOBLIGATIONS

In FY22, the total amount available for the NPS FLTP was \$296 million. The total program obligation rate was approximately 98%. A breakdown of program costs by activity type is shown in figure 2 and table 1. Individual project costs are listed in appendix A.

**Figure 2. FY22 NPS FLTP and Federal Lands Planning Program (FLPP) Activities by Percentage**



**Table 1. FY22 NPS FLTP and FLPP Obligations**

Activity and Sub-Activity	WASO Approved Amount	Percentage of FY22 Obligations
<b>Administration</b>		
Program Administration (No Deobligations)	\$9,855,476	
<b>AD(YO) Total</b>	<b>\$9,855,476</b>	<b>3%</b>
<b>Preliminary Engineering</b>		
Compliance	\$4,810,132	
Design	\$53,202,495	
Revegetation	\$674,531	
Deobligations	<i>(-\$1,911,906)</i>	
<b>PE(YD) Total</b>	<b>\$56,775,252</b>	<b>19%</b>
<b>Construction Engineering</b>		
Compliance Monitoring	\$1,263,519	
Construction Management	\$24,623,736	
Deobligations	<i>(-\$1,648,499)</i>	
<b>CE(YS) Total</b>	<b>\$24,238,756</b>	<b>8%</b>
<b>Construction Contracts</b>		
Awards	\$221,568,939	
Modifications	\$15,306,598	
Other (activities not related to awards or modifications)	\$5,367,592	
Deobligations	<i>(-\$53,229,552)</i>	
<b>CN(CN) Total</b>	<b>\$189,013,577</b>	<b>64%</b>
<b>Planning (FLPP Only)</b>		
Transportation Planning and Management Systems*	\$16,189,700	
Deobligations	<i>(-\$5,000)</i>	
<b>PL(YP) Total FLPP Only</b>	<b>\$16,184,700</b>	<b>5%</b>

*Notes:* Percentages may not sum to 100. Percentages are rounded to nearest whole percent. Information in table 1 is programmatic, not financial. Takedowns and rescissions are not included. Deobligations are prior-year funds obligated for projects but no longer needed (causes may include contractor bids being lower than the government estimate, cost savings within the project, etc.). Deobligated project funds are returned to the regions for use in advancing current-year projects on the multiyear program of projects. If the deobligated funds were originally allocated to the region via the FLTP'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 NPS FLTP. Deobligations represent additional current year buying power.

*Sources:* Park Transportation Allocation and Tracking System (PTATS). \* Federal Highway Administration - Office of Federal Lands Highway

The NPS has more transportation needs than available dollars. Sound transportation system management includes leveraging funding from multiple fund sources in both Title 23 and Title 54. Significant sources of leveraged funding for FY22 are shown in table 2.

**Table 2. FY22 NPS Leveraged Transportation Funding**

Fund Source	NPS Recipients	Programmed Amount
Great American Outdoors Act (Title 54)	Blue Ridge Parkway (2), Colonial National Historical Park, Crater Lake National Park, Great Smoky Mountains National Park, Natchez Trace Parkway, Yellowstone National Park <i>Note: Costs do not include planning and design.</i>	\$475,200,000
Transportation Grants	<b>Ferry Boat Program:</b> Channel Islands National Park, Isle Royale National Park	\$2,530,000
Emergency Relief for Federally Owned Roads (ERFO)	Death Valley National Park, Mojave National Preserve, Yellowstone National Park	\$71,700,000
Federal Lands Access Program (FLAP)	Appalachian National Scenic Trail, Blue Ridge Parkway, Denali National Park and Preserve, Devil's Post Pile National Monument, Fort Monroe National Monument, Gauley River National Recreation Area, Gettysburg National Military Park, Glacier National Park (2), Little Rock Central High School National Historic Site, Mississippi River National River and Recreation Area, NPS National Scenic Riverways Program, Olympic National Park, Oregon Caves National Monument and Preserve, Ozark National Scenic Riverway, Potomac National Heritage Scenic Trail, Rocky Mountain National Park, Shiloh National Military Park, Timucuan Ecological and Historic Preserve, Wrangell – St. Elias National Park and Preserve (2), Yellowstone National Park	\$113,000,000
<b>TOTAL</b>		<b>\$662,430,000</b>

Sources: Great American Outdoors Act Legacy Restoration Fund and Transportation Grants (NPS); ERFO and FLAP – Federal Highway Administration – Office of Federal Lands Highway.

Note: Data is programmatic, not financial, and reflects data available as of August 2023.

## FY22 PROJECT AND PROGRAM HIGHLIGHTS

### INTERMOUNTAIN REGION

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**Project Title:** Grand Canyon National Park Fleet Replacement and Bus Maintenance Facility Upgrade

**PMIS:** 23742/250440

**Project Managers:** Bus Maintenance Facility: Vicky Stinson, Mike Pisano/Fleet Replacement: Pam Edwards, Mike Madej, Linda MacIntyre

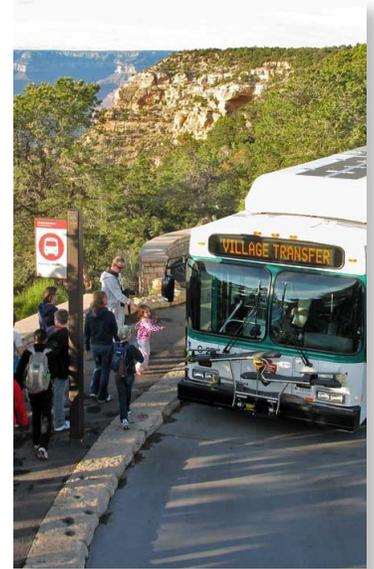
Grand Canyon National Park has the largest multimodal system in the NPS. The system has been in operation for 40 years, with an average of 7.5 million boardings prior to the pandemic. The transit system is the transportation backbone of the park for both visitors and locals for travels throughout the South Rim. The fleet and bus maintenance facility require upgrades for the fleet to continue to operate safely and effectively for another 20 years. The project consists of two components:

- » fleet replacement, to include 10 new battery electric buses (BEB) and charging infrastructure, plus 20 new compressed natural gas buses
- » new transit vehicle maintenance facility with spatial and technical capacities to provide a modern transit fleet support

The replacement of the fleet and new BEB charging infrastructure will ensure continued access to a regional transportation network that supports visitors and local residents, connect to destinations and links other modes in a comprehensive transportation system, support continued economic activity of the park and the surrounding region, and provide a sustainable and innovative investment that serves as a model for future bus replacements at other NPS parks.

To ensure world-class transit operations, this project will also support the construction of a new shuttle bus maintenance facility. The new 11,500-square-foot facility will include four maintenance area work bays that can accommodate alternative fuel types and longer buses; administration areas for staff operations, training, and dispatch; a bus wash bay; parking for up to 42 buses; and a separate, privately owned vehicle parking lot for up to 60 vehicles. The addition of the new shuttle bus maintenance facility is critical for addressing transportation challenges related to maintaining an aging shuttle bus fleet and the NPS goal to achieve sustainable transportation alternatives.

The NPS applied for \$56.8 million of FY22 Nationally Significant Federal Lands and Tribal Projects Program funds to address fleet replacement needs and related electric bus charging infrastructure for its South Rim shuttle bus fleet, along with the construction of a new 11,500-square-foot modernized bus maintenance facility.



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## **PACIFIC WEST REGION**

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**Project Title: Mojave National Preserve Safety Implementation Plan**

**PMIS: 324587**

**Program Manager: Wayne Emington**

Mojave National Preserve acquired and became responsible (via congressional legislation) for roadway operations and maintenance on 165 miles of paved roads. Local perception is that a route through the preserve is the fastest way to Las Vegas from the highly populated areas of southern California. Over a 10-year period (2009–2018), at least 93 crashes were reported within the preserve (18 were severe or fatal and 75 resulted in injuries). Preserve staff have reported as many as 6 transportation-related fatalities in a year, along with undesirable impacts on the iconic, endangered desert tortoise population (10 or more are killed annually by vehicles).

To address these factors, a safety implementation plan was developed in 2022. An interdisciplinary team from the FHWA, NPS, and Caltrans met virtually and at the preserve to develop short-, medium-, and long-term safety strategies to address and mitigate safety risks.

In March 2022, park staff began enhanced traffic safety and enforcement operations to target excessive speeding and reduce motor vehicle accidents, visitor fatalities, and impacts on the desert tortoise and other preserve wildlife.



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## INNOVATION

Transportation industry trends forecast multiple changes over the next 20 years for mobility, communications, infrastructure, and traveler expectations. Many of these changes will impact NPS transportation systems and park operations. The NPS is engaging in multiple activities to prepare for these changes and how they might impact park transportation systems and access.

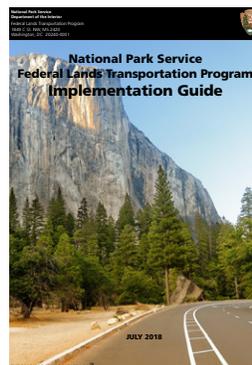
On November 17, 2021, DOI Secretary Deb Haaland and Department of Transportation (DOT) Secretary Pete Buttigieg signed the DOI-DOT Memorandum of Understanding (MOU) Regarding Transportation Innovation in the National Park System. The MOU strengthens the collaboration between the NPS and DOT to continue working together to proactively address emerging mobility. The MOU outlines initiatives to guide the departments' efforts to build world-class transportation systems that provide enhanced, equitable access for car-free trips. Since the signing of the MOU, representatives from the DOI and DOT are making progress in five areas:

- » innovative technology pilots
- » shared mobility integration
- » major transit fleet electrification
- » electric vehicle charging stations
- » advanced traveler information systems

The NPS has developed an electric vehicle transition report and five-year work plan, which outlines current activities and challenges; planned activities related to electric vehicles, including policy and guidance; infrastructure and utilities; charging stations; fleet electrification; asset management; workforce development; and financial analysis. The NPS is implementing the work plan.

## ASSET MANAGEMENT SYSTEMS

The NPS has developed asset management systems to guide multimodal program investments and performance, as required by Title 23. Information about how and when data are collected for the asset management systems is in the NPS 2018 [FLTP Implementation Guide](#).



## PAVEMENT MANAGEMENT SYSTEM

The FLTP pavement management system identifies road resurfacing, rehabilitation, and reconstruction needs and assists in informed project selection. The Highway Pavement Management Application factors in 9 climatic zones and 21 different surface treatments and uses data from the Road Inventory Program to model pavement deterioration.

Data on unpaved roads are not collected or managed in the FLTP pavement management system. In FY22, FLTP funds improved the condition of about 368.5 miles of NPS roads and 60.3 parking route miles, at a cost of approximately \$226,023,783.

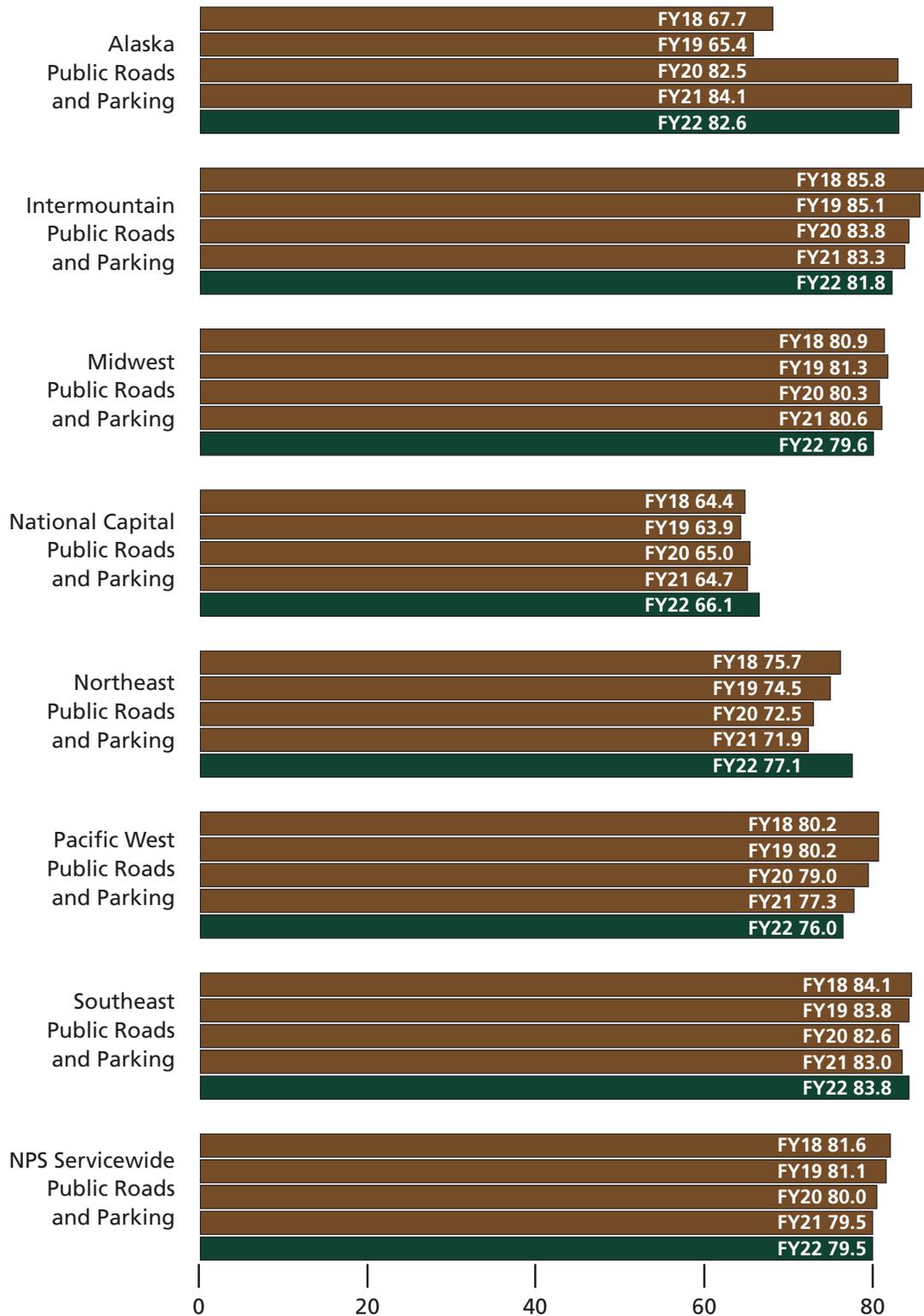
**Table 3. FY22 Work Category for NPS FLTP Total Miles of Road Construction**

Construction Category	Road Miles	Parking Route Miles	Total Road and Parking Construction Miles
Preventative Maintenance	251.8	48.5	300.3
Rehabilitate / Repair	100.5	6.6	107.1
Reconstruct	16.2	5.1	21.4
<b>Total Miles of Construction</b>	<b>368.5</b>	<b>60.3</b>	<b>428.8</b>

Source: Federal Highway Administration – Office of Federal Lands Highway

Note: Data may not sum fully due to rounding.

**Figure 3. NPS Pavement Condition Ratings for Public Roads and Parking**



Source: Federal Highway Administration – Office of Federal Lands Highway

Note: Pavement Condition Rating values for FY18 were reported erroneously in the FY2021 accomplishments report. Previously reported erroneous values are within 2% of their actual values (except for the Alaska Region which is within 4%).

## BRIDGE MANAGEMENT SYSTEM

The bridge management system improves decision-making about the type and priority of bridge investments, using data collected in the Bridge Inspection Program, as required under 23 U.S.C. 144.

In FY22, FLTP funds improved the condition of 57 NPS bridges at a cost of \$64,771,749.

**Table 4. FY22 Work Category for NPS FLTP Bridge Construction**

Construction Category	Number of Bridges
Preventative Maintenance	47
Rehabilitate or Repair	9
Replace and New	1
Other	0
<b>Total Bridge Construction</b>	<b>57</b>

Source: Federal Highway Administration – Office of Federal Lands Highway

The Servicewide Bridge Health Index (BHI) for all public motor vehicle structures in FY22 was 93.5.

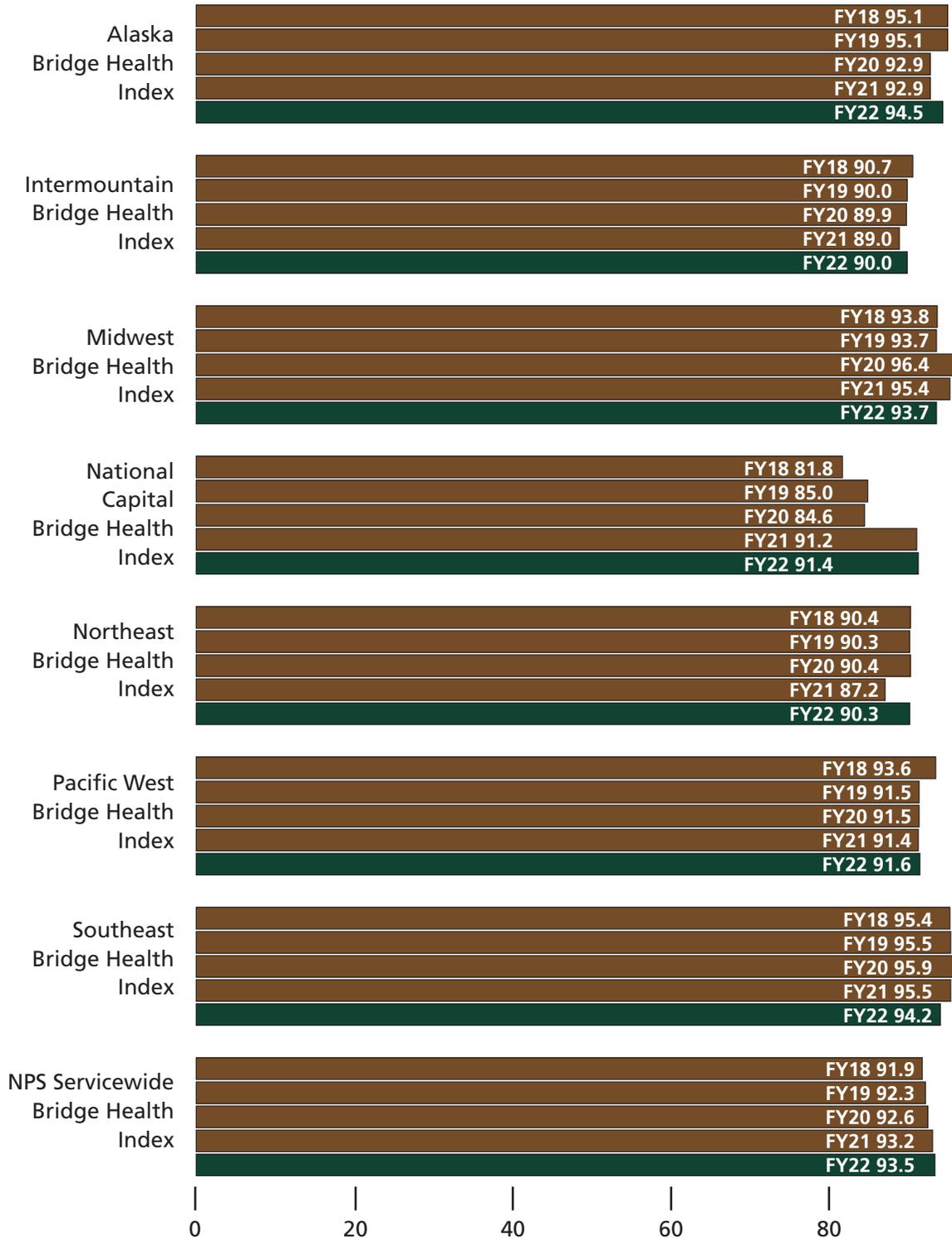
**Table 5. FY22 Bridge Health Index**

FY22	BHI
Servicewide BHI (includes tunnels)	93.5
Number of Structurally Deficient Bridges	39
% of NPS Bridges that are Structurally Deficient	2.7%

Source: Federal Highway Administration – Office of Federal Lands Highway

Note: National and regional BHIs are shown in figure 4. Prior to reconstruction, the BHI and large deck area of the Arlington Memorial Bridge affected not only the BHI for the National Capital Region but the entire NPS. The reconstruction of Arlington Memorial Bridge was substantially complete in December 2020, meaning that the NPS and National Capital BHIs will not be weighted by the former condition of that bridge.

**Figure 4. NPS Bridge Health Index Ratings**



Source: Federal Highway Administration – Office of Federal Lands Highway

Note: BHI values for FY18 and FY19 were reported erroneously in the FY21 accomplishments report. Previously reported erroneous values are within 2% of their actual values.

## SAFETY MANAGEMENT SYSTEM

The NPS is building a multidisciplinary “4E” (emergency response, education, engineering, law enforcement) transportation safety program. This transportation safety team provides data-driven annual regional transportation safety briefings and also partners with the FHWA to implement Safety Analyst (a software tool that analyzes crash data and identifies locations for further investigation and potential treatment).

Gathering quality transportation crash data is critical to a safety management system. The NPS Crash Data System (CDS) will include crash reports from 1990 to the present—after migrating all data to a consistent schema and importing crash data queried from the Incident Management, Analysis, and Reporting System (IMARS). Using information from the CDS and the Safety Analyst software tool, the NPS can identify safety-related technical assistance opportunities for parks (road safety audits, road safety assessments, safety implementation plans, and park road safety plans) to improve safety investments and decision-making.

Program highlights include a pilot transportation safety briefing in the IMR, importing more than 120,000 crash data reports (pre-2005 data) into the CDS, and direct technical support (including data analysis, bicycle/pedestrian, signage, GIS, and partnership coordination) to 13 parks.

## CONGESTION MANAGEMENT PROGRAM

The NPS has four primary types of transportation system congestion: parking, trailhead, roadway, and entrance station. Data are collected on a park-by-park basis after identifying a congestion-related need.

In recent years, the NPS’s congestion management program has focused on managing traffic congestion through the social science-driven [Interagency Visitor Use Management Framework](#) (used by all federal land management agencies).

The NPS developed a [Congestion Management Toolkit](#) to assist parks in understanding the range (from changes to traffic operations and traffic calming to adding infrastructure and services) of tools available to manage different types of congestion. The toolkit is available for NPS staff, consultants, partners, and other federal land management agencies.



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## FEDERAL LANDS PLANNING PROGRAM

This program funds activities to maintain a performance-based transportation management program and conduct long range transportation planning for the NPS. In FY22, funding for the FLPP was capped at 5% of the total FLTP funds authorized under 23 U.S.C. 203 and 204. Eligible activities include:

- » performance management, monitoring, and reporting
- » data collection and analysis to support performance management for roads, bridges, safety, transit, and transportation trails
- » emerging transportation technologies
- » transportation fellows
- » unit transportation plans
- » long range transportation plans
- » transportation improvement programs

## ALTERNATIVE TRANSPORTATION SYSTEMS LIFECYCLE ASSET MANAGEMENT

The Alternative Transportation Systems Lifecycle Asset Management database uses the NPS's systems of record to identify transit, trails, and associated assets. This systematic approach will incorporate multimodal fleet and facility asset inventory, along with condition information, to inform recapitalization and investment priorities. The goal is to develop a Vehicle Health Index and achieve and maintain a state of good repair for multimodal assets.

The Ford Island Bus Tour at Pearl Harbor National Memorial and the Full Circle Trolley at Marsh-Billings-Rockefeller National Historical Park were added to the inventory in 2022. Additionally, four systems returned to the inventory and two systems are no longer operating.

The [2022 NPS National Transit Inventory and Performance Report](#) (which includes data such as number of boardings and CO2 reductions).

**Table 6. NPS Transit Systems Inventory (2018–2022)**

Key Findings	2018	2019	2020	2021	2022
<b>Total Number of Systems</b>	95	95	96	97	101
Number of Systems That Operated	95	95	66	63	81
<b>Number of Parks Represented</b>	60	60	49	62	63
<b>Passenger Boardings (millions)</b>	42.1	45.9	11.1	16.2	26.6
Excluding 10 Highest Ridership Systems	7.0	7.1	1.1	2.3	4.7
<b>Number of Vehicles</b>	-	-	-	865	874
NPS-Owned Vehicles	976	835	673	269	274
NPS-Owned Vehicles That Operated	281	236	149	215	244
Non-NPS Vehicles	695	599	524	596	600
Non-NPS Vehicles That Operated	-	-	-	508	546
<b>Systems Operated by a Local Transit Agency</b>	9	9	3	5	5

## LONG RANGE TRANSPORTATION PLANNING

The NPS completed its first National Long Range Transportation Plan (LRTP) in 2017. The first national LRTP update is in progress and includes multiple performance measures for each of the plan’s goals.

Performance measures currently being reported at the national level include:

- » condition of highest-priority transportation assets (see the pavement and bridge management sections)
- » INSTEP project sustainability tool (completed)
- » Phase II of the Congestion Management Program (completed)

Additional or updated performance measures will become available as data systems are further developed.



## APPENDIX A: NPS FLTP APPROVED PROJECT AMOUNTS FOR FISCAL YEAR 2022

Note: This table is a snapshot of each project's data for FY22, as of July 2023. This snapshot does not include financial data for the entire history of projects and may vary from NPS and FHWA accounting systems of record. The project information below is only for PE, CE, and CN projects and is programmatic, not financial.

Source: PTATS

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>AKR</b>	<b>\$(75,099)</b>	<b>\$45,638,686</b>	<b>\$1,454,886</b>
<b>Denali National Park and Preserve</b>	<b>\$(140,582)</b>	<b>\$45,638,686</b>	<b>\$129,250</b>
Construct Fish Friendly Drainage Structures for West District Streams Crossing the Park Road	<b>\$(177,979)</b>	\$-	\$-
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge	\$-	<b>\$(7,086,654)</b>	\$-
Repair and Rehabilitate Eight Park Road Bridges	<b>\$23,824</b>	\$-	\$-
Construct McKinley Village Trailhead Parking Area	\$-	\$-	<b>\$129,250</b>
Replace Failing Pavement on the Denali Park Road Milepost 0-3	<b>\$(151,226)</b>	\$-	\$-
Construct Polychrome Area Road Improvements, Mile 43-48 of the Denali Park Road	<b>\$63,837</b>	<b>\$52,725,341</b>	\$-
Identifying the effects permafrost thaw on landslides on the Denali Park Road - grad student support	<b>\$33,751</b>	\$-	\$-
LiDAR data acquisition for geohazard identification and quantification along the Denali Park Road	<b>\$67,211</b>	\$-	\$-
<b>Katmai National Park and Preserve</b>	<b>\$65,484</b>	<b>\$-</b>	<b>\$-</b>
Resurface Last Five Miles of the Valley of 10,000 Smokes Road	<b>\$65,484</b>	\$-	\$-
<b>Klondike Gold Rush National Historical Park</b>	<b>\$-</b>	<b>\$-</b>	<b>\$1,314,627</b>
Replace Chilkoot Overnight Parking Area in Dyea	\$-	\$-	<b>\$1,314,627</b>
<b>Sitka National Historic Site</b>	<b>\$-</b>	<b>\$-</b>	<b>\$11,010</b>
Construct Connection to City and Borough of Sitka Multi-modal Seawalk	\$-	\$-	<b>\$11,010</b>
<b>IMR</b>	<b>\$63,849,618</b>	<b>\$581,061</b>	<b>\$3,174,040</b>
<b>Alibates Flint Quarries National Monument</b>	<b>\$1,089,883</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitation and Preservation (3R) Work on Alibates Road	<b>\$1,089,883</b>	\$-	\$-
<b>Arches National Park</b>	<b>\$166,708</b>	<b>\$-</b>	<b>\$-</b>
Construct Emergency Vehicle Bypass Lane Adjacent to Entrance Road	<b>\$166,708</b>	\$-	\$-
<b>Bandelier National Monument</b>	<b>\$1,536,797</b>	<b>\$-</b>	<b>\$539,761</b>
Build Shuttle Service Expansion Parking Lot at Frey Trailhead	\$-	\$-	<b>\$539,761</b>
Replace Parking Lot at Tsankawi Unit	<b>\$1,696,426</b>	\$-	\$-
Pavement Preservation Program (PPP) BAND Roads and Parking Areas	<b>\$(159,629)</b>	\$-	\$-
<b>Bent's Old Fort National Historic Site</b>	<b>\$100,000</b>	<b>\$-</b>	<b>\$-</b>
FLTP Pavement Preservation for Main Rd and VC Parking Lot	<b>\$100,000</b>	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Big Bend National Park</b>	<b>\$(1,638,658)</b>	\$-	\$-
Repair Road Deficiencies on RT11, RT13 and RT14	\$6,903	\$-	\$-
Pavement Preservation Program (PPP) BIBE Roads and Parking Areas	<b>\$(1,645,561)</b>	\$-	\$-
<b>Big Thicket National Preserve</b>	<b>\$807,965</b>	\$-	\$-
Hurricane Harvey Damage To Turkey Creek Pedestrian Trail Bridges 1 and 2	\$807,965	\$-	\$-
<b>Black Canyon of the Gunnison National Park</b>	<b>\$5,604,481</b>	\$-	\$-
Repair Road Surface at BLCA Entrance and Replace Culvert	\$5,604,481	\$-	\$-
<b>Capitol Reef National Park</b>	<b>\$369,627</b>	\$-	\$-
Rehabilitate 8 Miles of Route 10 0.102 Miles of Route 100 and 0.093 of Route104	\$369,627	\$-	\$-
<b>Capulin Volcano National Monument</b>	<b>\$2,001,588</b>	\$-	\$-
Emergency Repairs of Volcano Road	\$2,001,588	\$-	\$-
<b>Casa Grande RuiNational Seashore National Monument</b>	<b>\$1,941</b>	\$-	\$-
Rehabilitate Paved Park Entrance Road	\$1,941	\$-	\$-
<b>Chickasaw National Recreation Area</b>	<b>\$9,538,313</b>	\$-	\$-
Repair Road Surfaces at Chickasaw National Recreation Area	\$9,538,313	\$-	\$-
<b>Chiricahua National Monument</b>	<b>\$(65,670)</b>	\$-	\$-
Pavement Preservation Program (PPP) CHIR Roads and Parking Areas	<b>\$(65,670)</b>	\$-	\$-
<b>Coronado National Memorial</b>	<b>\$(35,041)</b>	\$-	\$-
Pavement Preservation Program (PPP) CORO Roads and Parking Areas	<b>\$(35,041)</b>	\$-	\$-
<b>Curecanti National Recreation Area</b>	<b>\$2,200,000</b>	\$-	\$-
Pavement Preservation Program CURE Roads and Parking Areas	\$2,200,000	\$-	\$-
<b>Devils Tower National Monument</b>	<b>\$187,412</b>	\$-	<b>\$7,549</b>
Correct Deficiencies in Visitor Center Parking Lot	\$187,412	\$-	\$-
Complete A Traffic, Transportation, and Congestion Study - DETO	\$-	\$-	<b>\$7,549</b>
<b>Dinosaur National Monument</b>	<b>\$9,297,793</b>	\$-	\$-
Repair Pavement on Harpers Corner Road MP 1.22 to 3.94	\$9,059,091	\$-	\$-
Repair Quarry Access Road and Parking Lots to Improve Visitor and Employee Safety	\$238,702	\$-	\$-
<b>Fort Bowie National Historic Site</b>	<b>\$(4,295)</b>	\$-	\$-
Pavement Preservation Program (PPP) FOBO Roads and Parking Areas	<b>\$(4,295)</b>	\$-	\$-
<b>Glacier National Park</b>	<b>\$472,226</b>	<b>\$133,060</b>	<b>\$596,863</b>
Rehabilitate GTSR Phase XII	<b>\$(7,875)</b>	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Rehabilitate GTSR Phase XIII	\$(32,231)	\$-	\$-
Repair Camas Road Slumps and Resurface Remaining 4 Miles	\$185,431	\$-	\$-
Rehabilitate 6 miles of the Many Glacier Road	\$63,137	\$-	\$-
Rehabilitate the GTSR Final Phase - MT PRA GLAC 10(42)	\$5,537	\$-	\$-
Install Balance of Horizontal Drains on the Many Glacier Road, Route 0014	\$144,288	\$-	\$-
Replace Nine Sprinter Buses in the Park's Visitor Transportation System, FY21 to 23	\$-	\$-	\$596,863
Rehabilitate the Two Medicine Road	\$51,411	\$-	\$-
Rehabilitate Final 9.3 miles of the Going-to-the-Sun Road from & Replace Bridge Over McDonald Creek	\$-	\$133,060	\$-
FY21 GLAC Bridge Preservation Program	\$62,530	\$-	\$-
<b>Grand Canyon National Park</b>	<b>\$(121,282)</b>	<b>\$-</b>	<b>\$1,542,928</b>
Implement an Intelligent Traffic Management System	\$-	\$-	\$12,634
Rehabilitate Mather Campground Roads	\$377,343	\$-	\$-
Rehabilitate Asphalt Surface of North Entrance Road RT 014	\$66,070	\$-	\$-
Expand LNG Pumping Capability at Fueling Station to Ensure Uninterrupted Transit Service	\$-	\$-	\$7,008
Conduct Analysis of Shuttle Bus Fleet to Ensure Park has Efficient & Sustainable Transit System	\$-	\$-	\$6,489
NSFLTP match	\$-	\$-	\$1,516,797
Pavement Preservation Program (PPP) GRCA Roads and Parking Areas	\$(564,695)	\$-	\$-
<b>Grand Teton National Park</b>	<b>\$581,275</b>	<b>\$-</b>	<b>\$-</b>
Repair, Pulverize, and Overlay 3 Miles of Teton Park Road - Moose to Taggart Lake Trailhead	\$140,957	\$-	\$-
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor	\$39,840	\$-	\$-
Reroute 1.8 miles of Gros Ventre Road to avoid future washouts	\$94,068	\$-	\$-
Repair Buffalo Fork Side Channel to Prevent Roadway Damage to Highway 191	\$249,763	\$-	\$-
Repair the Gros Ventre Roundabout Pedestrian Crossings	\$147	\$-	\$-
GRTE Spread Creek Pit MOU	\$56,500	\$-	\$-
<b>Great Sand Dunes National Park and Preserve</b>	<b>\$1,500,000</b>	<b>\$-</b>	<b>\$436,769</b>
Produce a Transportation and Transit Plan to Address Congestion and Visitor Safety	\$-	\$-	\$436,769
Resurface Roads and Parking Areas, GRSA Pavement Preservation Program	\$1,500,000	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Intermountain Regional Support Office</b>	\$3,260,602	\$-	\$-
IMR Pavement Preservation OH - WFL	\$1,265,354	\$-	\$-
IMR Regional Transportation Safety Studies	\$174,973	\$-	\$-
IMR Bridge Preservation OH - DSC	\$1,820,275	\$-	\$-
<b>Lake Meredith National Recreation Area</b>	\$1,706,831	\$-	\$-
Rehabilitation and Preservation (3R) Work on Park Roads	\$1,706,831	\$-	\$-
<b>Little Bighorn Battlefield National Monument</b>	\$210,022	\$-	\$-
Reconstruct Park Roadway and Parking Areas	\$210,022	\$-	\$-
<b>Mesa Verde National Park</b>	\$5,096,686	\$-	\$-
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26	\$96,686	\$-	\$-
Pavement Preservation Program (PPP) MEVE Roads and Parking Areas	\$5,000,000	\$-	\$-
<b>Natural Bridges National Monument</b>	\$3,624,254	\$-	\$-
Rehabilitate Entrance Road at Natural Bridges National Monument	\$3,624,254	\$-	\$-
<b>Organ Pipe Cactus National Monument</b>	\$(193,864)	\$-	\$-
Pavement Preservation Program (PPP) ORPI Roads and Parking Areas	\$(193,864)	\$-	\$-
<b>Petrified Forest National Park</b>	\$36,836	\$-	\$-
Rehabilitate 13.45 miles of Main Park Road	\$36,836	\$-	\$-
<b>Rocky Mountain National Park</b>	\$890,959	\$-	\$-
Resurface Beaver Meadows Road Rte 0011	\$60,374	\$-	\$-
Widen Road at Fall River Entrance Station	\$830,585	\$-	\$-
<b>Saguaro National Park East</b>	\$(13,662)	\$-	\$-
Relocate and Construct Visitor Access Entrance, Roads, Parking, and Sidewalks	\$106,512	\$-	\$-
Pavement Preservation Program (PPP) SAGU Roads and Parking Areas	\$(120,174)	\$-	\$-
<b>Tonto National Monument</b>	\$(14,617)	\$-	\$-
Pavement Preservation Program (PPP) TONT Roads and Parking Areas	\$(14,617)	\$-	\$-
<b>Tumacacori National Historical Park</b>	\$(6,917)	\$-	\$-
Pavement Preservation Program (PPP) TUMA Roads and Parking Areas	\$(6,917)	\$-	\$-
<b>Valles Caldera National Preserve</b>	\$115,544	\$-	\$-
General Management Plan / Wilderness Study for VALL	\$115,544	\$-	\$-
<b>White Sands National Park</b>	\$30,786	\$-	\$-
Scope and identify needs for comprehensive planning to guide park management	\$30,786	\$-	\$-
<b>Wupatki National Monument</b>	\$8,956	\$-	\$-
Replace Guardrails on the Wupatki-Sunset Crater Volcano Loop Road	\$8,956	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Yellowstone National Park</b>	<b>\$12,820,560</b>	<b>\$448,001</b>	<b>\$50,171</b>
Reconstruct the Norris to Golden Gate Road, Phase 2	\$-	\$(655,779)	\$-
North Entrance Road-Gardiner Gateway Project	\$39,921	\$82,249	\$-
3R Grand Loop Rd-Old Faithful to West Thumb	\$61,923	\$-	\$-
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R	\$30,235	\$(1,177,230)	\$-
Replace the Lewis River Bridge	\$168,198	\$-	\$-
Replace the Yellowstone River Bridge	\$794,269	\$-	\$-
Reconstruct Norris to Golden Gate Road Phase 3	\$-	\$(2,837)	\$-
YELL Northern Loop (Canyon to Tower Phase 3)	\$-	\$1	\$-
Reconstruct the Northeast Entrance Road	\$3,349,845	\$-	\$-
Conduct Alternative Transportation Feasibility Study in Focal Corridors of Yellowstone National Park	\$-	\$-	\$50,171
Reconstruct Canyon to Fishing Bridge Road to a 30 foot width	\$197,359	\$2,201,598	\$-
Repair/Repaint/Rehabilitate Gardner River High Bridge Components	\$408,475	\$-	\$-
Reconstruct the Norris to Golden Gate Road Phase 3 Segment of the Grand Loop Road	\$1,871,306	\$-	\$-
Repair Flood Damage to Park Roads and Bridges	\$5,899,028	\$-	\$-
<b>Zion National Park</b>	<b>\$2,685,580</b>	<b>\$-</b>	<b>\$-</b>
Realign South Entrance and Visitor Center Access Road	\$1,822,746	\$-	\$-
Repair Guard Wall at Canyon Junction Bridge	\$47,294	\$-	\$-
FLOOD RESPONSE Replace Undersized Box Culvert at South Entrance	\$815,540	\$-	\$-
<b>MWR</b>	<b>\$4,072,557.34</b>	<b>\$421,888.30</b>	<b>\$2,035,896.25</b>
<b>Badlands National Park</b>	<b>\$518,391</b>	<b>\$-</b>	<b>\$-</b>
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25	\$(175,959)	\$-	\$-
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience	\$42,772	\$-	\$-
Conduct Engineering Study on the Loop Road (HWY 240) and Conata Road.	\$49,510	\$-	\$-
Rehabilitate-Reroute Loop Road Cedar Pass Hill	\$8,453	\$-	\$-
Pavement Preservation of Loop Road	\$(1,679,428)	\$-	\$-
Cedar Pass Slide Repair	\$2,273,043	\$-	\$-
<b>Buffalo National River</b>	<b>\$31,240</b>	<b>\$-</b>	<b>\$-</b>
Resurface Steel Creek Road	\$(11,910)	\$-	\$-
Resurface Buffalo Point Federally Owned Roads and Paved Parking Areas	\$43,150	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Cuyahoga Valley National Park</b>	\$-	\$-	\$365,967
Rehabilitate Station Road Pedestrian Bridge.	\$-	\$-	\$1,527
Stabilize Riverbanks at MP 55.3 along the Cuyahoga Valley Scenic Railroad	\$-	\$-	\$364,440
<b>Effigy Mounds National Monument</b>	\$13,367	\$-	\$-
Redesign Parking & Replace Curbs, Walks and Pavement, RT 0900, 0901	\$13,367	\$-	\$-
<b>Fort Larned National Historic Site</b>	\$10,496	\$(148)	\$-
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities	\$10,496	\$(148)	\$-
<b>George Washington Carver National Monument</b>	\$15,998	\$-	\$-
Complete Pavement Rehabilitation on High-Priority NPS Roads in Missouri	\$15,998	\$-	\$-
<b>Grand Portage National Monument</b>	\$-	\$-	\$19,994
Install Wooden Bridge for County Road 17 Realignment	\$-	\$-	\$19,994
<b>Homestead National Historical Park</b>	\$-	\$-	\$32,352
Provide for Safe Access to Homestead National Monument of America by Constructing Trail Spur	\$-	\$-	\$32,352
<b>Indiana Dunes National Park</b>	\$3,045,455	\$-	\$337,789
Make Safety Improvements to the Intersection of Lake/Porter County Line Road	\$6,286	\$-	\$-
Construct Marquette Greenway Trail - Broadway to Lake Street	\$-	\$-	\$51,031
Replace Douglas Center Pedestrian Bridge	\$3,038,817	\$-	\$-
Construct Marquette Greenway Trail Lake Street to Grand Boulevard	\$352	\$-	\$231,095
Construct Marquette Greenway Trail from West Beach to Portage Lakefront	\$-	\$-	\$55,663
<b>Isle Royale National Park</b>	\$-	\$-	\$322,763
Construct New Passenger /Cargo Vessel Ranger IV	\$-	\$-	\$280,333
HABS/HAER Documentation of Ranger III	\$-	\$-	\$42,430
<b>Jewel Cave National Monument</b>	\$(200,237)	\$-	\$-
FY21 Pavement Improvement Project	\$(200,237)	\$-	\$-
<b>Midwest Regional Support Office</b>	\$977,183	\$-	\$-
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	\$977,183	\$-	\$-
<b>Mississippi National River and Recreation Area</b>	\$-	\$-	\$957,032
Complete and Implement Multi-modal, Alternative Transportation Plan for MISS	\$-	\$-	\$900,000

Projects	CAT 1 3R	CAT 1 4R	CAT III
Reconstruct Minnehaha Multi-use Trail to Current Urban Design Standards	\$-	\$-	\$1,132
Improve Paddle Share Station at Mississippi Gateway Regional Park	\$-	\$-	\$48,000
Fund Interactive Signage Subscription Services	\$-	\$-	\$7,900
<b>Ozark National Scenic Riverways</b>	<b>\$327,810</b>	<b>\$-</b>	<b>\$-</b>
OZFLO17-Re-establish Utilities, Demolish and Rebuild the Alley Spring Pedestrian Walk Bridge 6640-00	\$227,304	\$-	\$-
Complete Pavement Rehabilitation on High-Priority NPS Roads in Missouri	\$100,506	\$-	\$-
<b>Pea Ridge National Millitary Park</b>	<b>\$934,646</b>	<b>\$166,912</b>	<b>\$-</b>
Realign Parks Main Tour Road	\$934,646	\$166,912	\$-
<b>Pictured Rocks National Lakeshore</b>	<b>\$70,579</b>	<b>\$255,124</b>	<b>\$-</b>
Replace Steel Bridge and Lamprey Barrier - Miners River	\$52,282	\$255,124	\$-
Complete Pavement Rehabilitation on High-Priority NPS Roads in Michigan	\$18,297	\$-	\$-
<b>Sleeping Bear Dunes National Lakeshore</b>	<b>\$375,985</b>	<b>\$-</b>	<b>\$-</b>
Improve Visitor Safety by Installing Turn Lanes at Dune Climb	\$322,319	\$-	\$-
Replace Pierce Stocking Scenic Drive Covered Bridge Guardrails and Repair Scenic Drive Shoulders	\$35,611	\$-	\$-
Complete Pavement Rehabilitation on High-Priority NPS Roads in Michigan	\$18,054	\$-	\$-
<b>Tallgrass Prairie National Preserve</b>	<b>\$50,028</b>	<b>\$-</b>	<b>\$-</b>
Resurface Parking Lot	\$50,028	\$-	\$-
<b>Theodore Roosevelt National Park</b>	<b>\$(2,171,821)</b>	<b>\$-</b>	<b>\$-</b>
Construction monitoring and revegetation for Federal Lands Transportation Project ND FTNP THRO 11(7)	\$(25,555)	\$-	\$-
Chip Seal Coat for Park Scenic Roads, Pullouts, Parking Areas, and Support Roads and Parking	\$(2,173,426)	\$-	\$-
Repair South Unit Scenic Loop Slide	\$27,160	\$-	\$-
<b>Voyageurs National Park</b>	<b>\$36,718</b>	<b>\$-</b>	<b>\$261</b>
Improve Alternative Boat Transportation System on Namakan District	\$-	\$-	\$261
Complete Pavement Rehabilitation on High-Priority NPS Roads in Missouri	\$36,718	\$-	\$-
<b>NCR</b>	<b>\$11,826,212.32</b>	<b>\$64,301.80</b>	<b>\$12,062,694.84</b>
<b>Antietam National Battlefield</b>	<b>\$10,696</b>	<b>\$-</b>	<b>\$1,606,653</b>
ANTI Pavement Preservation Phase II	\$3,551	\$-	\$-
Improve Pedestrian Paths at Rodman and Burnside Bridge along with Parkwide Pavement Preservation	\$7,146	\$-	\$1,606,653

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Catoctin Mountain Park</b>	\$98,522	\$-	\$-
Repair One Mile of Park Central Road (Route 0010)	\$98,522	\$-	\$-
<b>Chesapeake &amp; Ohio Canal National Historical Park</b>	\$3,625,822	\$-	\$1,557,785
Rehabilitation of Capital Crescent Trail	\$-	\$-	\$36,268
Stabilize Culvert and Replace Vehicle Bridge at Culvert 82	\$-	\$-	\$1,085,000
C&O Canal Culvert Assessment	\$-	\$-	\$(38)
Repair Edwards Ferry Vehicle Bridge	\$1,143,917	\$-	\$-
Repair Tonoloway Vehicle Bridge	\$244	\$-	\$-
Repair Dargan Vehicle Bridge	\$1,136,299	\$-	\$-
Repair Fifteen Mile Creek Vehicle Bridge	\$1,120,859	\$-	\$-
Repair Access Road Tunnels at C&O Canal	\$54,965	\$-	\$-
Repair or Replace 9 Bridges	\$142,055	\$-	\$-
Improve Accessibility at Byron Bridge through Construction of an Access Ramp	\$-	\$-	\$340,929
Upgrade Transportation and Traffic Elements within Fletcher's Area	\$27,482	\$-	\$-
Preserve and Improve Paw Paw Bends Trail Systems	\$-	\$-	\$95,627
<b>George Washington Memorial Parkway</b>	\$(21,902)	\$64,302	\$6,073,901
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge	\$-	\$64,302	\$-
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24	\$-	\$-	\$4,745,293
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches	\$12,029	\$-	\$-
FHLP - North GWMP Rehabilitation EA	\$(3,450)	\$-	\$-
Replace Mount Vernon Trail Bridge 12	\$-	\$-	\$282,143
Stripe and Mark Roadway Alexandria to Mount Vernon	\$(70,999)	\$-	\$-
Implement Safety Enhancements to Arlington Memorial Circle	\$-	\$-	\$15,532
Rehabilitate Mount Vernon Trail - Zone 2 and Zone 3	\$-	\$-	\$1,030,933
Repair Clara Barton Cantilever Bridge and Bridge to No-Where	\$40,519	\$-	\$-
<b>Harper's Ferry National Historical Park</b>	\$14,259	\$-	\$(9,337)
Repair 4 HAFE FHWA Bridges	\$14,259	\$-	\$191,576
Refurbish Six 38 Passenger Buses	\$-	\$-	\$(450,000)
Rehabilitate and Electrify Transit Facility	\$-	\$-	\$249,087
<b>National Capital Parks – East</b>	\$(908,363)	\$-	\$1,733,521
Repave Greenbelt Park Roadways and Construct New Bridge	\$136,157	\$-	\$-
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road	\$206	\$-	\$1,044

Projects	CAT 1 3R	CAT 1 4R	CAT III
Transportation Alternatives Resurface Bike Trail at Oxon Cove	\$-	\$-	\$1,565,150
Install Median Crossovers along the Baltimore Washington Parkway	\$417	\$-	\$-
Repave Baltimore Washington Parkway 1(8), 2(8)	\$564	\$-	\$-
Repave Baltimore Washington Parkway 1(9), 2(9)	\$(1,554,657)	\$-	\$-
ART Mile Marker Fabrication and Installation	\$-	\$-	\$167,327
National Capital Area Bridge and Pavement Preservation NACE	\$508,950	\$-	\$-
<b>National Mall</b>	<b>\$4,240,459</b>	<b>\$-</b>	<b>\$1,100,171</b>
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab	\$206,581	\$-	\$-
Resurface Rock Creek and Potomac Parkway FHWA	\$(1)	\$-	\$867,613
Resurface 15th Street	\$62,456	\$-	\$-
Resurface Independence Ave and Tidal Basin Roads FHWA	\$308,042	\$-	\$-
Resurface Ohio Drive and West Basin Drive Roads	\$2,516,138	\$-	\$-
Multimodal Improvements to Lincoln Circle, Jefferson and Madison Drives, and Maine Avenue	\$1,147,243	\$-	\$-
Mill and Overlay Asphalt Bike/Pedestrian Path from Inlet Bridge to Memorial Bridge	\$-	\$-	\$232,559
<b>Prince William Forest Park</b>	<b>\$(105,000)</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation on PRWI Public Roads and Adjacent Parking Areas	\$(105,000)	\$-	\$-
<b>Rock Creek Park</b>	<b>\$4,871,720</b>	<b>\$-</b>	<b>\$-</b>
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive	\$1,757	\$-	\$-
Rehabilitate Wise Road	\$12,195	\$-	\$-
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive	\$3,310	\$-	\$-
Perform Preventive Maintenance and Replace Drainage System on Ross Drive	\$1,982	\$-	\$-
Replace Joyce Road Bridge at Military Road (3450-003P)	\$2,748,266	\$-	\$-
Rehabilitate Shoreham Hill Bridge	\$13,151	\$-	\$-
Rehabilitate Waterside Drive	\$51,695	\$-	\$-
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall	\$14,995	\$-	\$-
Prepare a Feasibility Study for Safety Gate and Intelligent Transportation System	\$160,000	\$-	\$-
Preserve Pavement on Rock Creek Parkway, Ramps, and Trail	\$21,536	\$-	\$-
Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2)	\$287,353	\$-	\$-
Repair Broad Branch, Kalmia Rd, Ross Dr, and P St Bridges	\$91,032	\$-	\$-
Rehabilitate Six Roadways in Rock Creek Park	\$1,461,471	\$-	\$-
Repair L Street Bridge Over Rock Creek (3450-001P)	\$2,978	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>NER</b>	<b>\$12,071,048.56</b>	<b>\$-</b>	<b>\$4,358,360.66</b>
<b>Acadia National Park</b>	<b>\$3,149,135</b>	<b>\$-</b>	<b>\$1,362,535</b>
Mill and Overlay 2" Otter Cliff Road Rt ACAD-0105	\$70,298	\$-	\$-
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ	\$(101)	\$-	\$-
Mill and Overlay 2" Blackwoods Campground Entrance Road Rt ACAD-0211	\$9,396	\$-	\$-
Rehabilitate Otter Cove Creek Causeway Bridge (ACAD/1700-019P)	\$35,331	\$-	\$-
Complete All Phases of Interior and Exterior Rehabilitation on the Duck Brook Bridge	\$1,429,696	\$-	\$-
Repave Sieur de Monts Road RT 0208	\$31,467	\$-	\$-
Resurface Old Farm Rd. RT.0416	\$(40,243)	\$-	\$-
Apply Thin Overlay of Seawall Campground Entrance RD. RT.0232	\$193,927	\$-	\$-
Apply thin overlay to the Park loop Rd. RT.0300	\$(128,564)	\$-	\$-
Mill and Overlay Surface of Park Loop Rd RT 0300	\$(300,934)	\$-	\$-
Rehabilitate Blue Hill Overlook Parking Area	\$(7,649)	\$-	\$-
Enhance Island Explorer Bus System to Improve Visitor Experience	\$-	\$-	\$1,362,535
PAVEMENT MANAGEMENT - Rehabilitate Pavement, Ditches and Culverts - Park Loop Road Miles 0.00-5.00	\$44,974	\$-	\$-
Mill and Overlay 2" Cadillac Mountain Road Rt ACAD-0013	\$1,639,898	\$-	\$-
Rehabilitate of Eight (8) Historic Motor Road Bridge Structures in Acadia National Park	\$171,639	\$-	\$-
<b>Assateague Island National Seashore</b>	<b>\$90,085</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Assateague Channel Bridge(ASIS/4190-001P)	\$45,001	\$-	\$-
Rehabilitate Sheepshead Creek Bridge (ASIS/4190-002P)	\$45,085	\$-	\$-
<b>Cape Cod National Seashore</b>	<b>\$-</b>	<b>\$-</b>	<b>\$954,616</b>
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes	\$-	\$-	\$3
Rehab Province Lands Bike Trail Beech Forest spur leading to Provincetown	\$-	\$-	\$218,448
Establish Route 6 Bike Trail Connector to Herring Cove Beach Parking Lot	\$-	\$-	\$736,165
<b>Colonial National Historical Park</b>	<b>\$413,415</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Lafayette Street Bridge (COLO/4290-019)	\$5,253	\$-	\$-
Rehabilitate Newport Avenue Bridge (COLO/4290-020P)	\$5,253	\$-	\$-
Rehabilitate Hubbards Lane Bridge (COLO/4290-014P)	\$5,535	\$-	\$-
Rehabilitate Page Street Bridge (COLO/4290-018)	\$10,985	\$-	\$-
Rehabilitate Penniman Road Bridge (COLO/4290-013)	\$4,382	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Rehabilitate College Creek Bridge (COLO/4290-023P)	\$15,469	\$-	\$-
Rehabilitate Mine Depot Overpass (COLO/4290-009P)	\$145,461	\$-	\$-
Rehabilitate Colonial National Historical Parkway	\$220,010	\$-	\$-
Rehabilitate CSX (C&O) Railroad Bridge (4290-034P) over Colonial Parkway	\$1,067	\$-	\$-
<b>Delaware Water Gap National Recreation Area</b>	<b>\$1,241,254</b>	<b>\$-</b>	<b>\$64,882</b>
Mill and Overlay 2" Us Route 209 Rt DEWA-0014	\$(2,242)	\$-	\$-
Rehabilitate Toms Creek Bridge (DEWA/4320-049)	\$202,407	\$-	\$-
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)	\$101,010	\$-	\$-
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)	\$15,123	\$-	\$-
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)	\$(9,958)	\$-	\$-
Rehabilitate and Repair Critical Sections of Old Mine Road	\$(117)	\$-	\$-
DEWA Alternative Transportation Partnership and ITS Planning and Deployment	\$-	\$-	\$64,882
Conduct Pavement Management OMR South MP 12-13 (RIP 5.97-7)	\$300,000	\$-	\$-
Pavement Management Rt 209 MP 7-13	\$418,601	\$-	\$-
TS Ida ERFO Emergency Repair of Route 615 Washout	\$25,057	\$-	\$-
TS Ida ERFO Slope Repair/Reconstruct US 209 mm 14, 15, 16.68, 17.2 & McDade Trail	\$191,373	\$-	\$-
<b>Flight 93 National Memorial</b>	<b>\$137,251</b>	<b>\$-</b>	<b>\$-</b>
Repair Roads at Flight 93 National Monument	\$137,251	\$-	\$-
<b>Fort McHenry National Monument and Historic Shrine</b>	<b>\$(8,200)</b>	<b>\$-</b>	<b>\$-</b>
Mill and Overlay 2" Visitor Center Parking Rt FOMC-0900	\$(8,200)	\$-	\$-
<b>Fredericksburg &amp; Spotsylvania National Millitary Park</b>	<b>\$(1,273,983)</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Wilderness Run Bridge (FRSP/4370-003P)	\$60,960	\$-	\$-
Rehabilitate Scott's Run Bridge #1 and #2 (FRSP/4370-001P, 4370-002P)	\$62,541	\$-	\$-
Perform Surface Treatment on Lee Drive FRSP-0010	\$35,855	\$-	\$-
Perform Pavement Preservation on Fredericksburg and Spotsylvania Park Roads	\$(1,433,346)	\$-	\$-
Provide Safe Pedestrian Access to Coolidge Monument and North Lee Drive	\$6	\$-	\$-
<b>Friendship Hill National Historic Site</b>	<b>\$1,511,640</b>	<b>\$-</b>	<b>\$-</b>
Surface Treatment Entrance Road and Parking (0010, 0900)	\$1,511,640	\$-	\$-
<b>Gateway National Recreation Area</b>	<b>\$85,295</b>	<b>\$-</b>	<b>\$-</b>
Mill and Overlay 2" New Dorp High School Parking C Rt GATE-0953C	\$(10,540)	\$-	\$-
Mill and Overlay 2" New Dorp High School Parking B Rt GATE-0953B	\$(11,100)	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Mill and Overlay 2" Sanchez Road West Rt GATE-0132B	\$(16,600)	\$-	\$-
Mill and Overlay 2" Heinzelman Road Rt GATE-0212	\$70,607	\$-	\$-
Mill and Overlay 2" Theater Parking A & B GATE-0976A/B	\$(355,479)	\$-	\$-
Mill and Overlay 2" North Carolina Road Rt GATE-0453	\$(1,089)	\$-	\$-
Mill and Overlay 2" New Dorp High School Parking A Rt GATE-0953A	\$(6,437)	\$-	\$-
Mill and Overlay Tomkins Road Rt 447 - Fort Wadsworth	\$498	\$-	\$-
Apply preventative maintenance treatment to Hartshorne Ave NB	\$21,273	\$-	\$-
Sandy Hook Roadway and Parking Lot Repairs	\$250,000	\$-	\$-
GATE FY22 Pavement Preservation at Various Routes at Ft. Wadsworth, STIS	\$144,163	\$-	\$-
<b>George Washington Birthplace National Monument</b>	<b>\$1,897,616</b>	<b>\$-</b>	<b>\$-</b>
Rehab Park Roads 11-12, 900-906	\$1,897,616	\$-	\$-
<b>Gettysburg National Military Park</b>	<b>\$1,630,297</b>	<b>\$-</b>	<b>\$-</b>
Mill and Overlay 2" West Confederate Avenue Rt GETT-0018	\$(132,948)	\$-	\$-
Mill and Overlay 2" North Sickles Avenue Rt GETT-0015	\$(45,850)	\$-	\$-
Pulverize base and overlay 3" Humphreys Avenue Rt GETT-0022	\$10,378	\$-	\$-
Treat Surface Berdan Avenue Rt GETT-0020	\$14,928	\$-	\$-
Mill and Overlay 2" United States Avenue Rt GETT-0014	\$(40,546)	\$-	\$-
Mill and Overlay 2" Wheatfield Road Rt GETT-0013	\$71,653	\$-	\$-
Mill and Overlay 2" South Confederate-Skyes Avenue Rt GETT-0012	\$(156,816)	\$-	\$-
Mill and Overlay 2" Sedgwick Avenue Rt GETT-0011	\$(16,557)	\$-	\$-
Mill and Overlay 2" Hancock Avenue Rt GETT-0010	\$38,575	\$-	\$-
Treat Surface Howe Avenue Rt GETT-0054	\$4,239	\$-	\$-
Treat Surface Crawford Avenue Rt GETT-0017	\$(9,750)	\$-	\$-
Treat Surface Ayers Avenue Rt GETT-0044	\$(3,531)	\$-	\$-
Treat Surface South Sickles Avenue Rt GETT-0042	\$(15,742)	\$-	\$-
Rehabilitate Little Round Top Visitor Use Area	\$1,415,008	\$-	\$-
Pavement Management - Rehabilitate Road Surface on Historic Millerstown Road (FHWA Rt. 0053)	\$(1,447)	\$-	\$-
Pavement Management- Birney Ave GETT-0202 - Surface Treatment	\$8,181	\$-	\$-
Pavement Management- Cross/ Brooks/ DeTrobriland Ave GETT-0043 - Surface Treatment	\$(22,270)	\$-	\$-
Repave Big Round Top Parking Area	\$7,699	\$-	\$-
Repave Devils Den Parking Area	\$3,552	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Repave Virginia Memorial Loop Parking Area	\$9,767	\$-	\$-
Repave Longstreet Tower Parking Area	\$7,172	\$-	\$-
Pavement Management - Repave Warren Avenue (FHWA RT. 016)	\$219,435	\$-	\$-
Pavement Management - Repave Wright Avenue (FHWA RT.019)	\$265,169	\$-	\$-
<b>Johnstown Flood National Memorial</b>	<b>\$894,060</b>	<b>\$-</b>	<b>\$-</b>
Rehab Park Roads 10, 11, 900, 901, 902, 903	\$894,060	\$-	\$-
<b>Minute Man National Historical Park</b>	<b>\$-</b>	<b>\$-</b>	<b>\$1,693,041</b>
Reroute Battle Road Trail to Improve Safety and Visitor Experience	\$-	\$-	\$384,933
Develop Materials/Specs for All Boardwalk Repairs & Repair Olive Stow Boardwalk	\$-	\$-	\$12,286
MIMA Boardwalk Repairs	\$-	\$-	\$1,295,822
<b>Morristown National Historical Park</b>	<b>\$1,617,253</b>	<b>\$-</b>	<b>\$4</b>
Cat. III: Implement Traffic Calming Measures in the Jockey Hollow Area to Improve Regional Trail Use	\$-	\$-	\$4
Mill and Overlay Rts 11, 12, 13, 405, 911 at MORR	\$1,617,253	\$-	\$-
<b>New River Gorge National Park and Preserve</b>	<b>\$192,482</b>	<b>\$-</b>	<b>\$280,349</b>
Conduct Critical Repairs and Improvements to Rend Trail and Bridges	\$-	\$-	\$280,330
Repair Mouth of Glade Creek Trail Bridge FHWA 4780-006T	\$-	\$-	\$19
Repair Cunard Road Slips and Correct Erosion and Drainage Issues to Prevent Road Failure - FHWA	\$305,576	\$-	\$-
FHWA Pulverize and 3 Inch Overlay on Turkey Spur Road NERI-0126	\$(142,523)	\$-	\$-
Pavement Management- Rehabilitate Grandview RT10	\$29,429	\$-	\$-
<b>Northeast Regional Support Office</b>	<b>\$2,892</b>	<b>\$-</b>	<b>\$2,934</b>
NER Program Admin, (Trav) Design & Implementation Support	\$2,892	\$-	\$2,934
<b>Petersburg National Battlefield</b>	<b>\$413,618</b>	<b>\$-</b>	<b>\$-</b>
Mill and Overlay Visitor Center Access Road RT. 10, 11, 12, 13, 301, 500, 300	\$413,618	\$-	\$-
<b>Richmond National Battlefield Park</b>	<b>\$109,940</b>	<b>\$-</b>	<b>\$-</b>
Surface Treat Cold Harbor Road (RICH-0500), Confederate Turnout (RICH-0904)	\$50,792	\$-	\$-
Surface Treat Cold Harbor VC Parking (RICH-0903)	\$5,764	\$-	\$-
Surface Treat Garthright House Road (RICH-0303)	\$(15,404)	\$-	\$-
Surface Treat Battlefield Park Road (RICH-0304)	\$257,828	\$-	\$-
Surface Treat Hoke Brady Road (RICH-0308)	\$42,123	\$-	\$-
Surface Treat Picnic Road (RICH-0306), Picnic Parking (RICH 0911), Picnic Bus Parking (RICH 0912)	\$(105,054)	\$-	\$-
Surface Treat Fort Harrison Parking (RICH-0909)	\$533	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Surface Treat Malvern Hill Parking (RICH-0920)	\$(20,259)	\$-	\$-
Surface Treat Fort Brady Parking (RICH-0917)	\$586	\$-	\$-
Surface Treat Fort Gilmer Parking (RICH-0907)	\$(5,627)	\$-	\$-
Surface Treat Fort Johnson Parking (RICH-0908)	\$(19,418)	\$-	\$-
Surface Treat Fort Hoke Parking (RICH-0910)	\$(7,574)	\$-	\$-
Surface Treat Chickahominy Bluffs Parking (RICH-0900)	\$(45,506)	\$-	\$-
Surface Treat Beaver Dam Creek Parking (RICH-0901)	\$(18,099)	\$-	\$-
Surface Treat Watt House Parking (RICH-0902)	\$(10,571)	\$-	\$-
Surface Treat Drewrys Bluff Parking (RICH-0918)	\$9,699	\$-	\$-
Surface Treat Union Turnout (RICH-0905)	\$(12,525)	\$-	\$-
Surface treat Parkers Battery Parking Area 0919	\$2,653	\$-	\$-
<b>Saratoga National Historical Park</b>	<b>\$(31,528)</b>	<b>\$-</b>	<b>\$-</b>
PAVEMENT MANAGEMENT LIGHT PRESERVATION Crack Seal on Tour Road	\$(7,165)	\$-	\$-
Mill and Overlay 2" Entrance Road Rt SARA-0010	\$(24,364)	\$-	\$-
<b>Shenandoah National Park</b>	<b>\$(1,473)</b>	<b>\$-</b>	<b>\$-</b>
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3	\$30,101	\$-	\$-
Pavement Management - Skyline Drive MM 33.38 to 50 and Associated Overlook Parking Areas	\$(31,574)	\$-	\$-
<b>PWR</b>	<b>\$37,151,925.91</b>	<b>\$2,056,266.92</b>	<b>\$7,243,056.41</b>
<b>Channel Islands National Park</b>	<b>\$-</b>	<b>\$-</b>	<b>\$2,349,665</b>
Replace Dilapidated Pier at Scorpion Anchorage	\$-	\$-	\$2,349,665
<b>Crater Lake National Park</b>	<b>\$208,906</b>	<b>\$-</b>	<b>\$382,061</b>
Restore Safe Width of West Rim Drive (Route 14)	\$(9,320)	\$-	\$-
Rehabilitate Sections of the East Rim Drive	\$38,814	\$-	\$-
Evaluate and Implement Intelligent Transportation System Applications to Reduce Visitor Accidents	\$-	\$-	\$21,201
Realign Parking and Roadways at Rim Village to Reduce Traffic Congestion	\$-	\$-	\$360,859
Develop Design and Environmental Planning to Address Serious Safety Deficiencies at Cleetwood Cove	\$179,412	\$-	\$-
<b>Devils Postpile National Monument</b>	<b>\$500,000</b>	<b>\$-</b>	<b>\$-</b>
Improve Safety with Matching FLTP Funds for Reds Meadow Road	\$500,000	\$-	\$-
<b>Fort Point National Historic Site</b>	<b>\$(54,692)</b>	<b>\$-</b>	<b>\$7,398</b>
Widen and Reconstruct Long Ave for Safer Multi-Modal Access	\$5,453	\$-	\$7,398
Pavement Preservation Parkwide, Fort Point	\$(60,145)	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Golden Gate National Recreation Area</b>	<b>\$(969,726)</b>	<b>\$-</b>	<b>\$174,327</b>
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker	\$2,274	\$-	\$(42,251)
Rehabilitate Entry Road. & North & Central Parking Areas, Stinson Beach	\$54,708	\$-	\$-
Construct and Install Improvements to West Bluff Trail/Arrival Area	\$-	\$-	\$216,578
Pave and Formalize Tennessee Valley Trailhead Parking Lot	\$224,382	\$-	\$-
Pavement Preservation All Park Routes	\$(1,246,631)	\$-	\$-
Pavement Preservation of the Marin Headlands	\$(17,579)	\$-	\$-
Improve Alexander Ave./US 101 Interchange	\$13,120	\$-	\$-
<b>Hawai'i Volcanoes National Park</b>	<b>\$69,061</b>	<b>\$91,165</b>	<b>\$-</b>
Emergency Repairs to Chain of Craters Road to Ensure Visitor Safety	\$(31,047)	\$-	\$-
HAVO park-wide Pavement Preservation	\$30,057	\$-	\$-
Realign Crater Rim Dr., Construct New VC Parking and Expand Ent. Sta. to Improve Visitor Safety	\$70,051	\$91,165	\$-
<b>John Muir National Historic Site</b>	<b>\$12,237</b>	<b>\$-</b>	<b>\$-</b>
Conduct Transportation Planning and Analysis for Mount Wanda CSMP	\$12,237	\$-	\$-
<b>Lake Mead National Recreation Area</b>	<b>\$(490,348)</b>	<b>\$250,689</b>	<b>\$-</b>
Realign, Reconstruct, Resurface, and Restore Willow Beach Road	\$11,169	\$250,689	\$-
Reconstruct Cottonwood Cove Access Road	\$67,871	\$-	\$-
Apply Pavement Preservation to Southern Park Roads	\$(569,388)	\$-	\$-
<b>Lake Roosevelt National Recreation Area</b>	<b>\$12,243</b>	<b>\$-</b>	<b>\$-</b>
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site	\$12,243	\$-	\$-
<b>Lassen Volcanic National Park</b>	<b>\$303,049</b>	<b>\$-</b>	<b>\$-</b>
Perform Parkwide Rockfall Study	\$3,281	\$-	\$-
Apply Pavement Preservation to Park Roads	\$299,768	\$-	\$-
<b>Lava Beds National Monument</b>	<b>\$(4,419,340)</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate and Resurface Main Road, Spur Roads and Parking Areas (Phase 1)	\$(4,419,340)	\$-	\$-
<b>Mojave National Preserve</b>	<b>\$28,520,616</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Cima Road as Primary North Access Road	\$28,193,432	\$-	\$-
Develop Road Safety Action Plan	\$176,479	\$-	\$-
Scope Comprehensive Rehab on 68 Road Miles	\$150,705	\$-	\$-
<b>Mount Rainer National Park</b>	<b>\$1,229,373</b>	<b>\$324,472</b>	<b>\$-</b>
Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2)	\$509,061	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Rehabilitate Stevens Canyon Rd MP 5-14	\$79,408	\$-	\$-
Replace Frying Pan Creek Bridge	\$160,136	\$324,472	\$-
Apply Pavement Preservation to East Park Roads	\$(162,766)	\$-	\$-
<b>Nisqually Paradise Bridge Preservation</b>	<b>\$(141,670)</b>	<b>\$-</b>	<b>\$-</b>
ERFO Storm Repairs to Carbon River Entrance Road Caused by Disaster WA2020-1-NPS	\$22,032	\$-	\$-
ERFO Storm Repairs to Stevens Canyon Road Caused by Disaster WA2020-01 NPS	\$(755)	\$-	\$-
ERFO - Emergency Repairs Nov 2021 Storms and Flooding	\$763,927	\$-	\$-
<b>Muir Woods National Monument</b>	<b>\$-</b>	<b>\$-</b>	<b>\$42,766</b>
Design and Construct Access Improvements at MUWO - Phase I	\$-	\$-	\$42,766
<b>North Cascades National Park</b>	<b>\$444,012</b>	<b>\$1,389,940</b>	<b>\$-</b>
Pavement Preservation of NOCA Park Roads	\$282,209	\$-	\$-
Reroute Stehekin Valley Road at Mile 5.5	\$-	\$1,389,940	\$-
ERFO - Repair Roadway Damage on Company Creek Road, November 2021	\$161,803	\$-	\$-
<b>Olympic National Park</b>	<b>\$3,547,899</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Route 103, Sol Duc Valley Road	\$671,911	\$-	\$-
Rehabilitate Olympic Hot Springs Road	\$166,881	\$-	\$-
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)	\$(657,220)	\$-	\$-
Realign 1 Mile of Elwha Valley Road at Olympic National Park	\$9,477	\$-	\$-
Reduce Congestion and Improve Safety at Heart of the Hills Entrance	\$20,140	\$-	\$-
Repair Mora Road at Two Winter Damage Sites	\$111,062	\$-	\$-
Pave Bike Trail to Reduce Congestion and Improve Safety on Lake Crescent Highway	\$(81,093)	\$-	\$-
Repair Slumps on Hurricane Ridge and Obstruction Point Roads	\$2,159,294	\$-	\$-
Perform Bridge Preservation on Parkwide Bridges	\$590,000	\$-	\$-
ERFO Emergency Repairs Nov 2021 Storms and Flooding	\$557,447	\$-	\$-
<b>Pacific West Regional Support Office</b>	<b>\$3,059,083</b>	<b>\$-</b>	<b>\$15,723</b>
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks	\$39,065	\$-	\$-
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks	\$110,352	\$-	\$-
PWR ATPPL/CAT III Planning Project	\$-	\$-	\$15,723
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	\$2,909,666	\$-	\$-
<b>Point Reyes National Seashore</b>	<b>\$77,781</b>	<b>\$-</b>	<b>\$-</b>
Chip Seal and Repair Park Roads	\$10,163	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.	\$65,655	\$-	\$-
Emergency Repairs McClures Beach Acces Road	\$1,371	\$-	\$-
Pierce Point Road FLAP DSC Support	\$592	\$-	\$-
<b>Redwood National Park</b>	<b>\$1,376,221</b>	<b>\$-</b>	<b>\$40,000</b>
Replace Cushing Creek Concrete Box Culvert	\$1,376,221	\$-	\$-
Assess Traffic and Visitor Use to Develop TDM Strategies and Accurate Visitation Reporting	\$-	\$-	\$40,000
<b>San Francisco Maritime National Historical Park</b>	<b>\$(16,403)</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation for Jefferson and Van Ness	\$(16,403)	\$-	\$-
<b>Sequoia &amp; Kings Canyon National Park</b>	<b>\$(235,634)</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road	\$(293,768)	\$-	\$-
Rehabilitate 15.29 Miles of the Mineral King Road	\$287,449	\$-	\$-
Replace Lower Kings River Bridge	\$356,068	\$-	\$-
Pavement Preservation of Park Roads	\$(691,180)	\$-	\$-
Lewis Creek Bridge Replacement	\$105,797	\$-	\$-
<b>Yosemite National Park</b>	<b>\$3,977,589</b>	<b>\$-</b>	<b>\$4,231,117</b>
Upgrade Shuttle Bus Stops in Yosemite Valley	\$-	\$-	\$2,393,634
Improve Parkwide Alternative Transportation Program Marketing	\$-	\$-	\$(188)
Install ITS and Transit Information Systems in the Southern and Northern Parts of Yosemite	\$-	\$-	\$56,821
Construct & Rehabilitate Facilities at Bridalveil Fall Viewing Area	\$218,467	\$-	\$-
Glacier Point Road Rehabilitation	\$7,028	\$-	\$-
Rehabilitate Big Oak Flat Road and Replace Obsolete Powerlines To Tunnel Safety Lighting	\$463,086	\$-	\$-
Rehabilitate Tioga Road: Phase 2 of 3 – From MP 27 to MP42 (Olmsted Pt. to Blue Slide)	\$1,112,471	\$-	\$-
Perform Bridge Preservation Work on Tioga Rd., El Portal Rd., Glacier Pt. Rd. and on the Valley Roads	\$(170,093)	\$-	\$-
Improve Shuttle and Transit Bus Stops on Village Loop Drive	\$-	\$-	\$1,780,850
Assess Traffic and Road Network Capacity for Yosemite Valley	\$56,396	\$-	\$-
Emergency Stabilization of the Wawona Road (Grapevine Area)	\$36,424	\$-	\$-
Pave the South Lot of the Yosemite Village Day Use Area	\$1,896,468	\$-	\$-
Stabalize Wawona Road Embankments Damaged By Fire and Water Infiltration	\$51,351	\$-	\$-
Relieve Congestion Through Circulation Changes on Valley Loop Roads	\$305,992	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>SER</b>	<b>\$47,759,530.67</b>	<b>\$(5,631.96)</b>	<b>\$1,053,557.24</b>
<b>Andrew Johnson National Historic Site</b>	<b>\$51,763</b>	<b>\$-</b>	<b>\$-</b>
Repair and Seal Lots and Roads at Andrew Johnson National Historic Site	\$51,763	\$-	\$-
<b>Big Cypress National Park</b>	<b>\$(63,945)</b>	<b>\$-</b>	<b>\$-</b>
Perform Pavement Preservation 2021	\$(63,945)	\$-	\$-
<b>Big South Fork National River and Recreation Area</b>	<b>\$158,389</b>	<b>\$-</b>	<b>\$-</b>
Resurface Heavily Traveled East Bandy Creek Road to Mitigate Deferred Maintenance	\$10,171	\$-	\$-
Improve Infrastructure-Overlay Decaying High Use Parking Area at Leatherwood Ford	\$25,855	\$-	\$-
Overlay Critical Access Route Servicing Park Visitor Center, Horse Stables and Popular Trailheads	\$25,855	\$-	\$-
Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM	\$25,855	\$-	\$-
Overlay Parking Area at Popular Honey Creek Overlook to Mitigate Deferred Maintenance	\$10,171	\$-	\$-
Overlay Number One KY Tourist Attraction Route - Blue Heron Road and Parking Areas	\$10,171	\$-	\$-
Overlay Essential Access Route - Blue Heron Overlook Road and Parking Areas	\$25,855	\$-	\$-
Pavement Preservation - Conduct Preventive Maintenance to Big South Fork Routes and Parking Areas	\$10,171	\$-	\$-
Resurface Leatherwood Ford Road	\$14,286	\$-	\$-
<b>Biscayne National Park</b>	<b>\$3,147,042</b>	<b>\$-</b>	<b>\$-</b>
Resurface Entrance Road and Parking Lot at Convoy Point	\$3,111,274	\$-	\$-
URGENT Road Repair - Convoy Point Entrance Road	\$35,768	\$-	\$-
<b>Blue Ridge Parkway</b>	<b>\$7,230,603</b>	<b>\$-</b>	<b>\$123,782</b>
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J	\$(11,176)	\$-	\$-
Repave/Repair Mainline Road Section 2M - (MP 336.39 to 346.86)	\$193,233	\$-	\$-
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028	\$429,684	\$-	\$-
Replace Bearing Devices on Bridges VA 130 & Otter Creek 014P and US RT 220 037P	\$965,870	\$-	\$-
Repair and Stabilize Sharp Top Mtn Road and Bus Parking Area	\$-	\$-	\$123,782
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A	\$2,938,527	\$-	\$-
Repair Multiple Fill and Cut Slope Failures Along the Mainline Roadway Between MP 277 and 342.7	\$(1,246,537)	\$-	\$-
Rehabilitate James River Bridge 016P	\$91,726	\$-	\$-
Remove Rock Slide and Repair Mainline Road at MP 277 - Phase II	\$24,668	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Rehabilitate Sections of Blue Ridge Parkway in Virginia	\$193,702	\$-	\$-
Blue Ridge Parkway Reconstruction (NC)	\$33,141	\$-	\$-
Preventative Maintenance Repairs to Virginia Bridges	\$(25,017)	\$-	\$-
Geotechnical Assessment of the Mainline Roadway	\$7,638	\$-	\$-
Replace Bearing Devices on Four North Carolina Bridges - 102P, 103P, 120P and 122P	\$1,908,411	\$-	\$-
Repair Critical Mainline Roadway Failures at MP 119.7 and MP 127.9	\$62,941	\$-	\$-
Pavement Preservation for Virginia Parking Areas and Access Roads	\$(205,925)	\$-	\$-
Pavement Preservation for North Carolina Parking Areas and Access Roads	\$(1,198,691)	\$-	\$-
Perform Critical Repairs to Deep Gap Bridge 091P	\$309,006	\$-	\$-
Complete Repairs to Price Lake Dam Bridge 5140-097P	\$617,603	\$-	\$-
Pavement Preservation for Pisgah District Parking Areas and Access Roads	\$2,086,411	\$-	\$-
Pavement Preservation on 89.5 miles of the Blue Ridge Parkway in Virginia	\$21,068	\$-	\$-
Preventive Maintenance Repairs to Ridge District Bridges	\$34,319	\$-	\$-
<b>Cape Hatteras National Seashore</b>	<b>\$(335,126)</b>	<b>\$-</b>	<b>\$21,286</b>
Construct Multi Use Path on CAHA Lighthouse Road for Visitor Safety	\$-	\$-	\$21,286
Schedule A FHWA Road Repairs	\$(335,126)	\$-	\$-
<b>Cape Lookout National Seashore</b>	<b>\$-</b>	<b>\$-</b>	<b>\$74,398</b>
Replace Cape Point Lighthouse Dock	\$-	\$-	\$74,398
<b>Chattahoochee River National Recreation Area</b>	<b>\$2,058,301</b>	<b>\$-</b>	<b>\$-</b>
Pulverize and Overlay Park Roads and Parking Lots in the Akers Mill	\$2,058,301	\$-	\$-
<b>Chickamauga &amp; Chattanooga National Military Park</b>	<b>\$984,373</b>	<b>\$-</b>	<b>\$-</b>
Repair, Rehabilitation, Reconstruction of 0.76 Miles of Rt. 0101 Dyer Road	\$37,264	\$-	\$-
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton Road	\$33,000	\$-	\$-
Repair, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly Road	\$387,105	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.34 Miles of Rt. 0502 Poe Road	\$297,347	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.78 Miles of Rt. 0503 Glenn Viniard Road	\$31,689	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.82 Miles of Rt. 0501 Battleline Road	\$169,976	\$-	\$-
Repair, Rehabilitation, Reconstruction of .076 Mile Rt. 016 Sanders Road	\$(9,087)	\$-	\$-
Repair, Rehabilitation, Reconstruction of Roads and Parking	\$37,080	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
<b>Cumberland Gap National Historical Park</b>	<b>\$(202,493)</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation Cycle Five	<b>\$(202,493)</b>	<b>\$-</b>	<b>\$-</b>
<b>Cumberland Island NS</b>	<b>\$-</b>	<b>\$-</b>	<b>\$946,713</b>
Re-surface and Repair Grand Avenue on Cumberland Island	<b>\$-</b>	<b>\$-</b>	<b>\$946,713</b>
<b>Everglades National Park</b>	<b>\$2,935,531</b>	<b>\$-</b>	<b>\$-</b>
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park Boundary, Route 10 Main Park Road	<b>\$462</b>	<b>\$-</b>	<b>\$-</b>
Tamiami Trail Next Steps DSC Project Management and In-House Technical Support	<b>\$98,617</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation FY21/22 Schedule A - FLTP	<b>\$2,836,453</b>	<b>\$-</b>	<b>\$-</b>
<b>Fort Sumter and Fort Moultrie National Historical Park</b>	<b>\$-</b>	<b>\$-</b>	<b>\$225,388</b>
Rehabilitate Fort Sumter Waterfront Dock	<b>\$-</b>	<b>\$-</b>	<b>\$14,421</b>
Replace Fort Sumter Dock (FY2028 Placeholder)	<b>\$-</b>	<b>\$-</b>	<b>\$210,968</b>
<b>Great Smoky Mountains National Park</b>	<b>\$8,799,465</b>	<b>\$(5,632)</b>	<b>\$-</b>
Overlay of Deep Creek Area Roads	<b>\$(40,306)</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	<b>\$233,113</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads	<b>\$429</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Eight Bridges On the Tennessee Side of the Park	<b>\$17,428</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation of Look Rock Developed Area	<b>\$40,299</b>	<b>\$-</b>	<b>\$-</b>
Replace Five Bridges on Forge Creek Road	<b>\$25,703</b>	<b>\$(5,632)</b>	<b>\$-</b>
Pavement Preservation of Foothills Parkway-East	<b>\$153,554</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation of Cades Cove Loop Road and Campground Entrance Road	<b>\$110,260</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation of Clingmans Dome Road	<b>\$657,319</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitation of Greenbrier Entrance Road, RT 102	<b>\$93,730</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation of Newfound Gap Road, TN Side (MP 6.1 to 12.3)	<b>\$227,047</b>	<b>\$-</b>	<b>\$-</b>
Complete NEPA Compliance for Section 8D of Foothills Parkway	<b>\$102,524</b>	<b>\$-</b>	<b>\$-</b>
Replace Wiley Oakley Crossover Bridge ST 5460-087	<b>\$114,071</b>	<b>\$-</b>	<b>\$-</b>
NEPA Compliance for Safety Improvements to Gatlinburg Spur Road & Pre NEPA for FOOT Section D	<b>\$72,024</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Newfound Gap Road, ND (TN Side, MP 12.4 to 14.4)	<b>\$(135,587)</b>	<b>\$-</b>	<b>\$-</b>
Rehabilitate Gatlinburg Tunnel at Big Ridge Mt ST 5460-085P	<b>\$5,352,720</b>	<b>\$-</b>	<b>\$-</b>
Repair Greenbrier Rd (Unpaved Section) Damaged by Storms of 2/4-8, 2020 ERFO Disaster #TN 2020-1-NPS	<b>\$3,844</b>	<b>\$-</b>	<b>\$-</b>

Projects	CAT 1 3R	CAT 1 4R	CAT III
Repair Townsend Entrance Road Damaged by Storms of 2- 4-8, 2020, ERFO Disaster #TN 2020-1-NPS	\$(10,785)	\$-	\$-
Foothills Parkway Rehabilitation	\$(29,774)	\$-	\$-
Rehabilitate Park Roads and Road Structures	\$355,148	\$-	\$-
Bridge Maintenance & Preservation Work on Twenty Bridges	\$1,456,703	\$-	\$-
<b>Gulf Islands National Seashore</b>	<b>\$645,640</b>	<b>\$-</b>	<b>\$321,461</b>
Replace Traffic Barrier Guard Rails on Davis Bayou Park Road and Construct Pedestrian & Bicycle path	\$530,811	\$-	\$120,506
Hwy 399 and Ft. Pickens Road Feasibility Study	\$77,624	\$-	\$-
Repair Hwy399 post-Hurricane Sally	\$23,092	\$-	\$-
Repair Fort Pickens Road Post Hurricane Sally	\$14,113	\$-	\$-
Repair Fort Pickens Ferry Pier Post Hurricane Sally	\$-	\$-	\$197,114
Repairs to Ship Island Dock - Sally	\$-	\$-	\$92
Construct Davis Bayou Bicycle and Pedestrian Lanes from Park Road to Campground	\$-	\$-	\$3,748
<b>Horseshoe Bend National Millitary Park</b>	<b>\$32,201</b>	<b>\$-</b>	<b>\$-</b>
Replace and Repair Tour Road Components for Visitor and Employee Safety	\$32,201	\$-	\$-
<b>Kennesaw Mountain National Battlefield Park</b>	<b>\$-</b>	<b>\$-</b>	<b>\$146,294</b>
Redesign Kennesaw Mountain Road to improve visitor experience	\$-	\$-	\$146,294
<b>Mammoth Cave National Park</b>	<b>\$(313,317)</b>	<b>\$-</b>	<b>\$83,999</b>
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the parks Western Boundary	\$(21,659)	\$-	\$-
Pavement Preservation Mammoth Cave Roads	\$(291,658)	\$-	\$-
2021 FBP-Address Flootation, Gate, Generator Issues On The Green River Ferry	\$-	\$-	\$83,999
<b>Natchez Trace Parkway</b>	<b>\$24,418,081</b>	<b>\$-</b>	<b>\$131,347</b>
Overlay Park Road - PM Project from MP 142.66 to MP 152.02	\$88,686	\$-	\$-
Overlay Park Road - PM Project from MP 152.02 to 160.74	\$28,260	\$-	\$-
Overlay Park Road - PM Project from MP 160.74 to MP 171.75	\$34,459	\$-	\$-
Overlay Park Road - PM Project from MP 171.75 to MP 182.82	\$220,558	\$-	\$-
Overlay Park Road - PM Project from MP 226.55 to MP 233.04	\$28,924	\$-	\$-
Overlay Park Road - PM Project from MP 233.04 to MP 238.84	\$28,923	\$-	\$-
Overlay Park Road - PM Project from MP 238.84 to MP 245.219	\$5,680,053	\$-	\$-
Overlay Park Road - PM Project from MP 245.219 to MP 253.44	\$5,590,000	\$-	\$-

Projects	CAT 1 3R	CAT 1 4R	CAT III
Overlay Park Road - PM Project from MP 253.44 to MP 259.56	\$320,201	\$-	\$-
Construct Multi Use Trail Sections 3P19 and 3P20	\$-	\$-	\$76,517
Reconstruct Parkway in Ridgeland MP 86.8-88.7	\$65,318	\$-	\$-
Reconstruct Parkway in Ridgeland MP 102.3-103.7	\$65,319	\$-	\$-
Reconstruct Parkway in Ridgeland MP 112.4-114.6	\$379,623	\$-	\$-
Reconstruct Parkway in Ridgeland MP 92.7-95	\$(0)	\$-	\$-
Heavy 3R Road Work from Parkway Milepost 291-331	\$9,306,844	\$-	\$-
NATR BMS FY20 - Bridge Preventive Maintenance at NATR	\$669	\$-	\$-
Install Suicide Deterrent Barrier for TN Route 96 Bridge	\$72,402	\$-	\$-
Repair Bridges - NATR BMS IDIQ (2021)	\$51,061	\$-	\$-
Rehabilitation of Multi-Use Trail Phase 1	\$-	\$-	\$53,531
Rehabilitation of Multi-Use Trail Phase 2	\$-	\$-	\$650
Rehabilitation of Multi-Use Trail Phase 3	\$-	\$-	\$650
Rehabilitate or Replace John Coffee Memorial (TN River) Bridge 028P	\$2,447,110	\$-	\$-
Repair Bridges - NATR BMS IDIQ (2023)	\$9,673	\$-	\$-
<b>Obed Wild and Scenic River</b>	<b>\$10,171</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation - Conduct Crucial Preventive Maintenance to Obed WSR Routes and Parking Areas	\$10,171	\$-	\$-
<b>Shiloh National Millitary Park</b>	<b>\$(55,350)</b>	<b>\$-</b>	<b>\$-</b>
Resurface Road and Parking Areas at Picnic Area	\$(28,643)	\$-	\$-
Resurface Remaining Tour Route Roads and Parking Area	\$11,534	\$-	\$-
Resurface Four Tour Route Roads and Two Parking Areas	\$6,954	\$-	\$-
Pavement Preservation for Park Roads	\$(45,194)	\$-	\$-
<b>Southeast Regional Support Office</b>	<b>\$93,106</b>	<b>\$-</b>	<b>\$-</b>
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)	\$93,106	\$-	\$-
<b>Stones River National Battlefield</b>	<b>\$(545)</b>	<b>\$-</b>	<b>\$-</b>
Pavement Preservation throughout Stones River National Battlefield	\$(545)	\$-	\$-
<b>Vicksburg National Millitary Park</b>	<b>\$(849,987)</b>	<b>\$-</b>	<b>\$-</b>
Urgent Repair Serious Erosion Threatening Battery DE Golyer Bridge (5600-002P) (DSR Site #2)	\$12,829	\$-	\$-
Erosion Repairs at Union Ave Rt 0020 At Ransom's Gun Path (DSR Site #4)	\$7,800	\$-	\$-
Parkwide Road System Study	\$499,856	\$-	\$-
Urgent Erosion Repairs on Union Ave, Confederate Ave and South Loop (Sites 1 & 12-17 per DSR's)	\$(1,370,472)	\$-	\$-

## 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 table shows how the seven “legacy” NPS regions align with the 12 Unified Interior Regions.

### 12 Interior Region Names Based on Watersheds



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

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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.

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