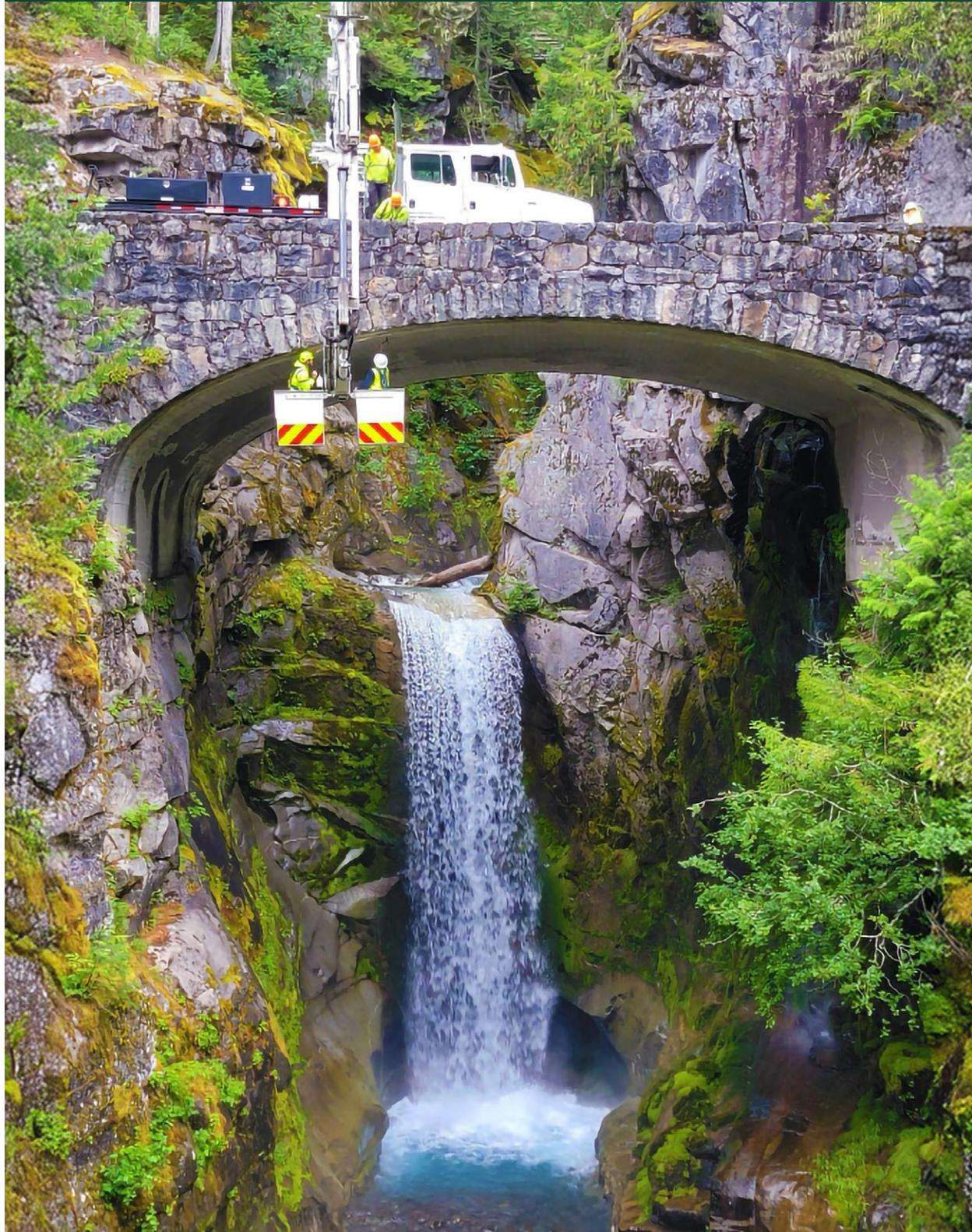




Fiscal Year
2024

Federal Lands Transportation Program Accomplishments



Cover: Crews inspect bridge at Christine Falls, Mount Rainer National Park

INTRODUCTION

This report summarizes the achievements of the National Park Service's (NPS) Federal Lands Transportation Program (FLTP) for fiscal year (FY) 2024. Established under the Ronald Reagan administration, the FLTP is jointly administered with the United States (US) Department of Transportation Federal Highway Administration using Highway Trust Fund dollars to address a federal responsibility. The FLTP supports the program administration, transportation planning, and improvement needs specifically for NPS transportation assets. This role is statutorily mandated in Title 23 of USC (United States Code) 201 and 203 and requires the NPS to implement transportation construction projects nationwide, including projects that improve public safety, maintain infrastructure, address bridge safety deficiencies, and expand recreation access to high-use federal recreation sites.

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 NPS: the Organic Act of 1916 (54 USC 1). This act established the following mission for the NPS:

[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 NPS FEDERAL LANDS TRANSPORTATION PROGRAM SYSTEM

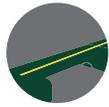
The NPS system includes more than 85 million acres across 433 national park units in every state. These units include national parks, national parkways, national monuments, national historic sites, national military parks, national battlefields, national memorials, national recreation areas, national scenic waterways, and national seashores. To reach these sites, visitors depend on accessible and safe transportation facilities such as trails, roads, bridges, ferries, transit, and more. All NPS-managed roads have a High-Use Federal Recreational Sites or Federal Economic Generators to the states and communities in which they reside.

The data in this report are limited to the FLTP transportation network (infrastructure and systems that are eligible for FLTP funding). Other transportation infrastructure (non-public roads and bridges and backcountry trails) is important to the operations of the NPS but is not eligible for FLTP funding. This funding eligibility difference means that the transportation system data in this report may not exactly match the data in other similar documents (such as the NPS National Transit Inventory and Performance Report) because the purpose and reporting requirements of each document varies.

NPS FY24 Federal Lands Transportation Program System



5,600
miles of paved roads



1,334
bridges



61
tunnels



Approximately 100
transit and ferry systems operated
with 30.5 million passenger boardings



Approximately 200
trail bridges



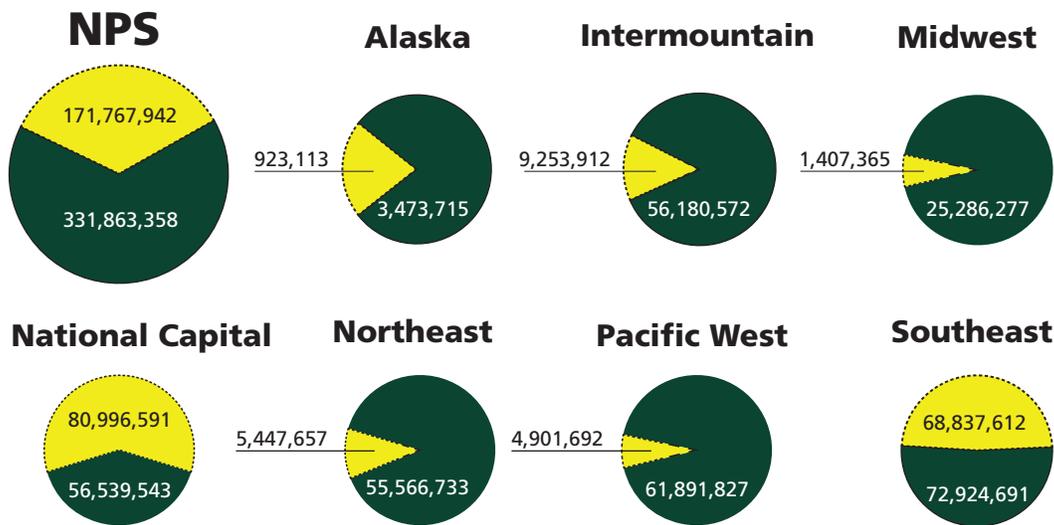
Approximately 1,000
miles of transportation trails

Sources: Federal Highway Administration – Office of Federal Lands Highway, NPS Facility Management Software System (FMSS) and FY23 National Transit Inventory

NPS ANNUAL VISITATION

As of FY23, the total economic output contributed by all national parks to the national economy was \$55.6 billion. All NPS-managed parks have a High-Use Federal Recreational Sites or Federal Economic Generators for their states and local communities. High-Use Federal Recreational Sites or Federal Economic Generators vary based on the planning and programming priority identified in the various funding programs.

The following is the calendar year visitation for 2024. Additional information on NPS visitation and economic contributions to local economies is available from the resources in appendix C.



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:

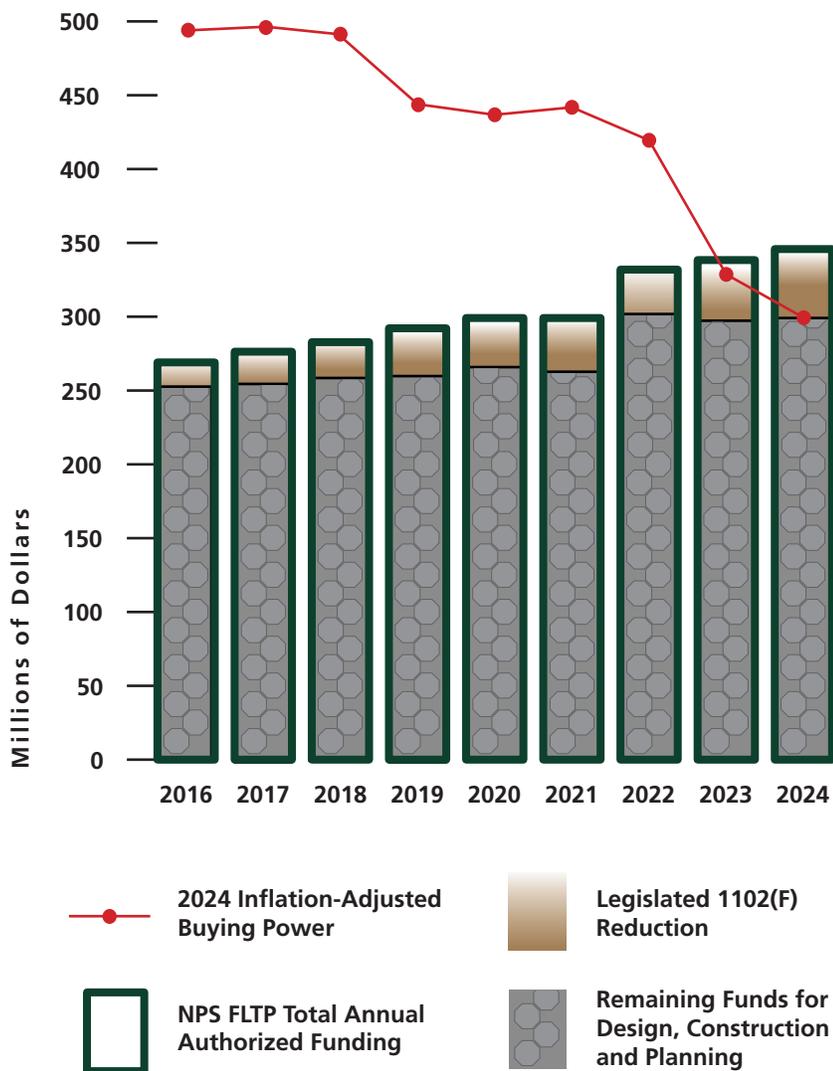
- » persons going to and from inholdings using NPS buildings for civic business or public hearings
- » commuters, non-NPS government personnel, and those with business in the park
- » tours and related activities
- » non-NPS research

Note: The Department of the Interior (DOI) reorganized to 12 Unified Interior Regions in 2018. Because most of the data management systems used by the NPS and Federal Highway Administration (FHWA) for FLTP performance monitoring and reporting 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.

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, data presented in this report are programmatic rather than financial.

Figure 1. NPS FLTP Annual Authorized Funding, Reductions, and Inflation-Adjusted Buying Power

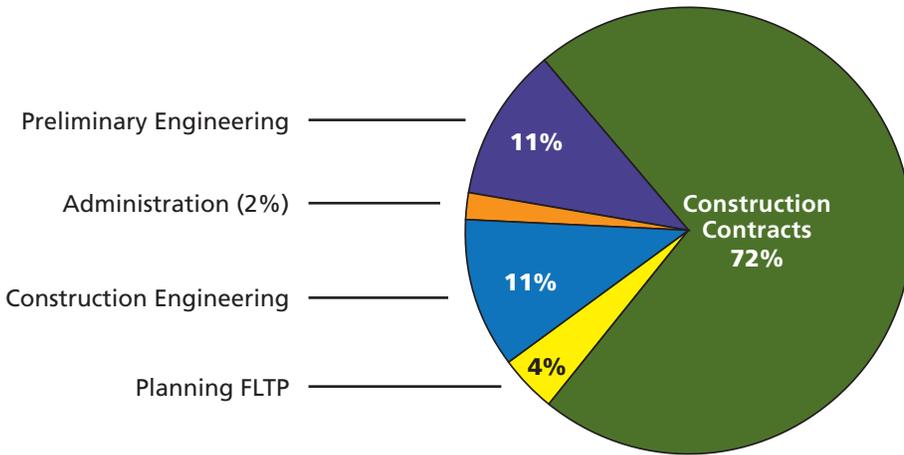


Source: US Department of Transportation Volpe National Transportation Systems Center
 Note: See tabular data in appendix D.

FY24 PROGRAM AMOUNTS AVAILABLE, OBLIGATIONS, AND DEOBLIGATIONS

In FY24, the total amount available for the NPS FLTP was approximately \$297.5 million. The program funded over 462 projects in approximately 146 parks and 43 states. The total program obligation rate using FHWA methodology was approximately 94%. The FLTP continues to report a high obligation rate that allows park visitors to enjoy access improvements on the ground across the country. A breakdown of approved amounts by activity type is shown in figure 2 and table 1. Individual projects are listed in appendix A.

Figure 2. FY24 NPS FLTP Activities by Percentage of Approved Amount



Note: Percentages may not sum to 100 and are rounded to nearest whole percent.

Table 1. FY24 FLTP and Federal Lands Planning Program (FLPP) Approved Amounts

Activity and Sub-Activity	Approved Amount	Percentage of Approved Amount	Number of Projects
Administration			
Program Administration	\$7,081,218		
Deobligations	(-\$250,555)		
AD(YO) Total	\$6,830,663	2%	None
Preliminary Engineering			
Compliance	\$2,550,369		
Design	\$54,396,879		
Revegetation	\$1,609,494		
Deobligations	(-\$4,341,380)		
PE(YD) Total	\$37,327,124	11%	287
Construction Engineering			
Compliance Monitoring	\$907,542		
Construction Management	\$43,134,834		
Deobligations	(-\$8,343,701)		
CE(YS) Total	\$35,698,675	11%	147
Construction Contracts			
Awards	\$272,468,682		
Modifications	\$13,850,296		
Other (activities not related to awards or modifications)	\$2,028,701		
Revegetation	\$8,780		
Deobligations	(-\$52,093,577)		
CN(CN) Total	\$236,262,882	72%	207
Planning			
Project Planning (FLTP)	\$865,552		
Deobligations (FLTP)	(-\$12,144)		
Transportation Planning (FLPP)	\$11,867,352		
Deobligations (FLPP)	\$0		

Source: Park Transportation Allocation and Tracking System (PTATS) as of February 2025

Notes: Percentages may not sum to 100 and are rounded to nearest whole percent. Information in table 1 is budgetary. Many projects include multiple activities. Deobligations are prior-year funds obligated for a project that required less money than anticipated (causes may include contractor bids being lower than the government estimate, cost savings within the project, etc.). Deobligated project funds are returned to the NPS FLTP for distribution to current year projects.

The NPS has more multimodal transportation needs than available dollars. Sound fiscal management includes leveraged funding from multiple fund sources in Title 23 and Title 54.

Table 2. FY24 NPS Leveraged Transportation Funding

Fund Source	NPS Recipients	Programmed Amount
Transportation Grants	Nationally Significant Federal Lands and Tribal Projects: Yellowstone National Park	\$22,000,000
	Ferry Boat Formula Funding: Channel Islands National Park, Cumberland Island National Seashore, Dry Tortugas National Park, Fire Island National Seashore, Fort Matanzas National Monument, Fort Sumpter National Monument, Glacier Bay National Park & Preserve, Glen Canyon National Recreation Area, Golden Gate National Recreation Area, Governors Island National Monument, Gulf Islands National Seashore, Isle Royale National Park, Mammoth Cave National Park, Ozark National Scenic Riverway, Pearl Harbor National Memorial, Sleeping Bear Dunes National Lakeshore, Statue of Liberty National Monument	\$51,477,504
Emergency Relief for Federally Owned Roads (ERFO)	Blue Ridge National Heritage Area, Channel Islands National Park, Chesapeake & Ohio Canal National Historical Park, Death Valley National Park, Delaware Water Gap National Recreation Area, Golden Gate National Recreation Area, Gulf Islands National Seashore, Manzanar National Historic Site, Mojave National Preserve, Mount Rainier National Park, North Cascades National Park, Olympic National Park, Redwood National and State Park, Santa Monica Mountains National Recreation Area, Sequoia & Kings Canyon National Parks, Vicksburg National Military Park, Yellowstone National Park, Yosemite National Park	\$89,174,714
TOTAL		\$162,652,218

Sources: ERFO, Federal Highway Administration – Office of Federal Lands Highway (FLH)

Note: Data is budgetary as of February 2025.

In addition to direct leveraged funding, the NPS also benefits from the Federal Lands Access Program (FLAP). FLAP projects improve transportation facilities that provide access to, are adjacent to, or are located within federal lands and supplement state and local transportation resources (with an emphasis on High-Use Federal Recreational Sites and Federal Economic Generators). Parks that benefited from the approximately \$9 million awarded for construction from this fund source in FY24 (source: FHWA – Office of FLH) include: Lake Roosevelt National Recreation Area, Bighorn Canyon National Recreation Area, Little Rock Central High School National Historic Site, Timucuan Ecological and Historic Preserve, Mississippi National River & Recreation Area.

FLTP PROJECT HIGHLIGHTS

MULTIPLE PARK PAVEMENT PRESERVATION WHMI/NEPE/BIHO/CRMO

PMIS: 324286, 324283, 309028, 206119

Total Project Cost: \$4,013,675

Project Manager: Kevin Gray

This project provided pavement preservation by chip sealing or microsurfacing 14 routes, 29 parking areas, and 1 paved trail within 4 national park units, including Big Hole National Battlefield (BIHO), Nez Perce National Historic Park (NEPE), Whitman Mission National Historic Site (WHMI), and Craters of the Moon National Monument (CRMO). By addressing maintenance on a regular cycle, the service life of structural asphalt is extended and the need for costly full pavement rehabilitation is delayed. Substantial completion was achieved in August 2024.



YELLOWSTONE NATIONAL PARK, WYOMING: REPLACE THE YELLOWSTONE RIVER BRIDGE

PMIS: 225354

Total Project Cost: \$141,098,670

Project Manager: Nathan Douglass

The project will replace the structurally deficient 604-foot Yellowstone River Bridge, constructed in 1961, with a new steel girder bridge, addressing widespread concrete deterioration, seismic vulnerability, and severe bank erosion. The replacement includes the realignment of approach roads to improve safety and navigation, particularly in winter conditions. The current bridge, classified as a Major Priority Improvement, presents significant safety risks and has exceeded its design life. Rehabilitation was deemed insufficient to fully address these deficiencies. The new bridge will enhance structural integrity, reduce maintenance costs, and improve year-round access to Cooke City, Montana. Additionally, the project will maintain recreational opportunities while ensuring safer travel for visitors and residents. Funding for this project comes from a combination of FLTP and Legacy Restoration Fund (LRF) sources, with the FLTP covering the preliminary engineering costs and LRF funding the construction expenses. The LRF allows for the replacement of assets beyond their life cycle, such as this bridge, when the FLTP does not have the financial capacity. Construction for this project started in 2024, with substantial completion expected in the fall of 2026.



YELLOWSTONE NATIONAL PARK, WYOMING: REPLACE THE LEWIS RIVER BRIDGE

PMIS: 225353

Total Project Cost: \$38,796,697

Project Managers: Tim Barber, Dan Rhodes

The Lewis River Bridge replacement project will improve safety for drivers and pedestrians, enhance the visitor experience, and address parking congestion near the bridge. The existing bridge, classified as a Major Priority Improvement, has significant structural deficiencies, including widespread deterioration, cracking, delamination, and scour vulnerability. Additionally, its narrow sidewalks pose safety risks for pedestrians. The bridge's location near Lewis Falls makes it a popular stop, but current parking facilities are inadequate, leading to congestion and safety concerns.

The project will replace the bridge on a new alignment east of the existing structure, with realignment of the South Entrance Road to improve traffic flow. Construction will be ongoing while maintaining traffic on the existing bridge, which will be removed upon completion. The parking area will be expanded with improved ingress, egress, and pedestrian access, and vehicle pullouts will be reconstructed, with the exception of one that will be removed to protect wetlands. Once completed in the summer of 2025, the project will enhance safety, reduce maintenance costs, and improve access for both visitors and residents. This project is funded through a blend of FLTP and Legacy Restoration Fund (LRF) sources, where the FLTP is responsible for the preliminary engineering costs and the LRF will cover the construction expenses.



CUYAHOGA VALLEY NATIONAL PARK, OHIO: STABILIZE RIVERBANKS ALONG THE CUYAHOGA VALLEY SCENIC RAILROAD

PMIS: 246005

Total Project Cost: \$3,339,169

Project Manager: Matthew Jagunic

This project, in collaboration with several other LRF-funded projects, stabilized the riverbanks along a portion of the Cuyahoga Valley Scenic Railroad. These locations lost a significant amount of riverbank in February snowmelt and heavy rains. The Cuyahoga River was encroaching onto the railroad tracks and was about 3 feet away from the ballast edge. This project restored the riverbanks with natural sandstone and tree plantings to protect the railroad infrastructure. This FLTP project was contracted with other LRF projects to enhance efficiency and achieve cost savings, and it reached substantial completion in March 2024.



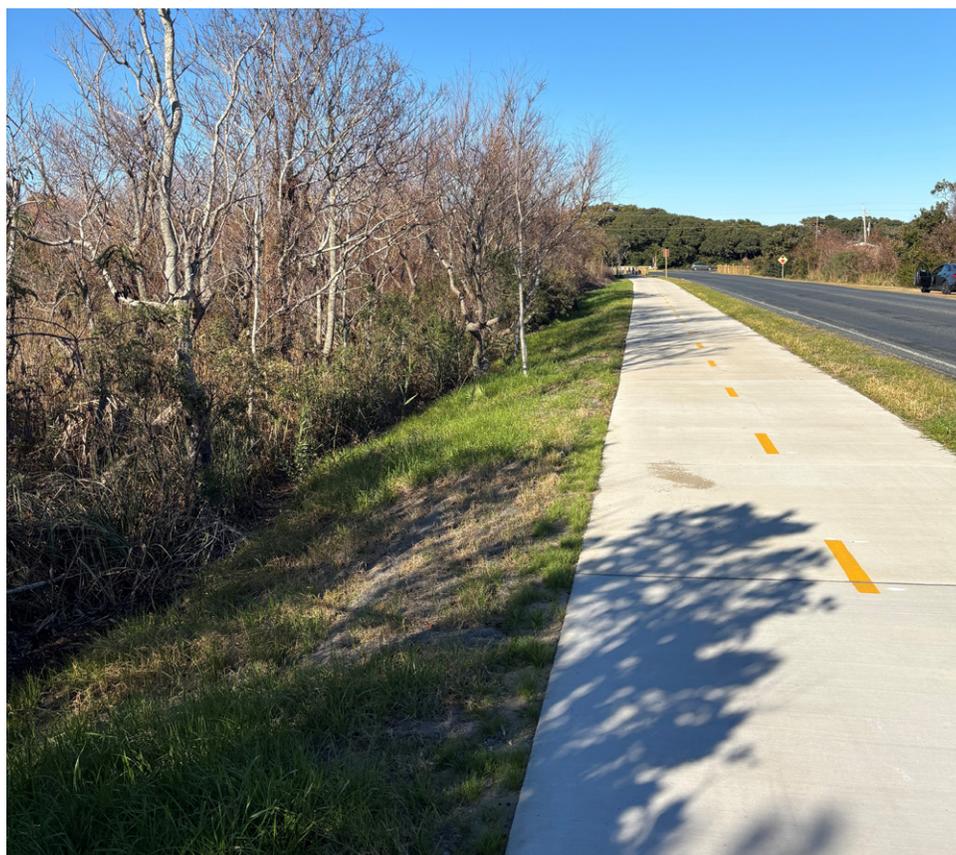
CAPE HATTERAS NATIONAL SEASHORE, NORTH CAROLINA: CONSTRUCT MULTI-USE PATH ON LIGHTHOUSE ROAD

PMIS: 158701

Total Project Cost: \$4,049,323

Project Manager: Steve Torgerson

More than a million people annually visit the Cape Hatteras Lighthouse area and travel the single-entrance road to experience its unique recreational, historic, and natural resources. Originally envisioned in the 1980s as part of national seashore's general management plan, this project establishes a multi-use path to the lighthouse that balances visitor accessibility with environmental resilience. To mitigate environmental impacts, the path was aligned at an elevation above projected sea-level rise, with a focus on protecting the existing wetlands, maritime forest, and shoreline habitat. The design included the replacement of failing culverts that provide critical hydrological connectivity to the surrounding wetlands. The new path is reducing vehicular trips into the park, providing better connectivity to the community, reducing air pollution, improving the soundscape, and protecting the wetland habitat while enhancing environmental stewardship for visitors who come to the park. This project was substantially complete in October 2024. Funding for the project represents a mix of federal funds, base operations, concessions, and generous donations.



NATIONAL CAPITAL PARKS-EAST, MARYLAND: TRANSPORTATION ALTERNATIVES – RESURFACE BIKE TRAIL AT OXON COVE

PMIS: 226875

Total Project Cost: \$2,521,968

Project Manager: Mike Pisano

The Oxon Cove Trail Resurfacing and Rehabilitation Project enhances existing trails in the District of Columbia and Maryland, improving safety, accessibility, and regional connectivity. The project includes trail resurfacing and revegetation.

As a critical link in the regional bicycle and pedestrian network, the upgraded Oxon Cove Trail provides expanded access to key routes, including the Civil Defenses of Washington Hiker Biker Trail, the Anacostia Riverwalk Trail, and the planned South Capitol Street Trail. With growing bicycle commuting and the anticipated expansion of the Oxon Cove Trail system, these improvements will support increased demand for safe, efficient, and Americans with Disabilities Act-compliant nonmotorized transportation options. The project will enhance connectivity for commuters and recreational users while fostering broader community revitalization and access to green spaces. This project is funded with the Transportation Alternatives Program grant funds matched using the FLTP.



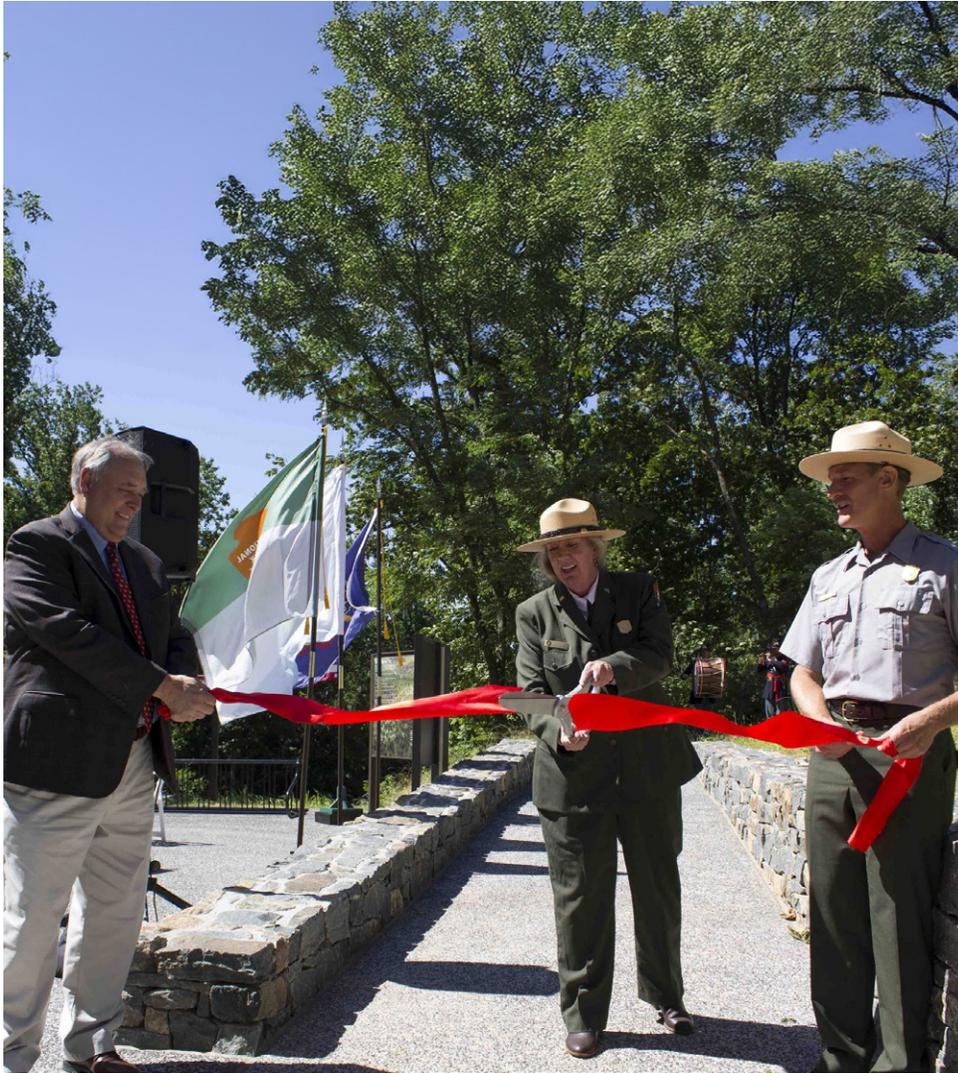
**GETTYSBURG NATIONAL MILITARY PARK, PENNSYLVANIA: REHABILITATE
LITTLE ROUND TOP VISITOR USE AREA AND PAVEMENT PRESERVATION**

PMIS: 250272 (combined over 20 PMIS projects)

Total Project Cost: \$16,159,160

Project Manager: Mike Pisano

Gettysburg National Military Park celebrated the reopening of Little Round Top with a ceremonial ribbon cutting on June 24, 2024. The Little Round Top area of the Gettysburg battlefield, which saw extensive fighting on the afternoon of July 2, 1863, had been closed to the public for almost two years for extensive rehabilitation efforts to improve parking areas, accessibility and safety, and address erosion and vegetation issues. Funding for the project represents a mix of federal funds and generous donations. The FLTP contributed \$4.7 million.



FLTP AWARDS

The annual NPS-FHWA FLTP Awards Program highlights significant team and individual accomplishments achieved within the unique partnership between these two agencies. Award winners include the following:

OUTSTANDING PERFORMER (TOP) AWARD

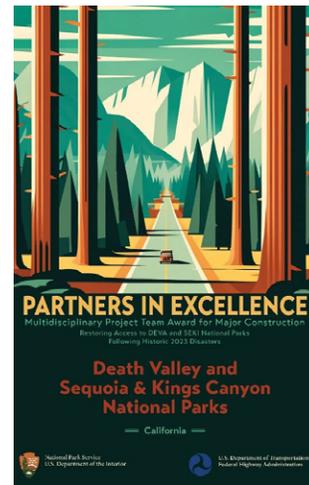
Sena Wiley has demonstrated exemplary leadership as the regional transportation coordinator for the Intermountain Region over the past 18 years, particularly in the execution of the Pavement Preservation Program (PPP). Her dedicated efforts have generated numerous achievements in managing transportation infrastructure across several parks facing significant visitation demands, challenging climates and topography, and the need to preserve sensitive natural, historic, and cultural environments.



Through her innovative approach, Sena has driven significant infrastructure improvements that enhance the overall visitor experience. Her implementation of systematic processes has not only successfully documented the accomplishments of her team but has also bolstered the longevity of the program. By maintaining a strong collaborative relationship between the NPS and the FHWA, she has effectively managed the lifecycle of transportation assets, ensuring sustainable infrastructure solutions for years to come.

PARTNERS IN EXCELLENCE (PIE) AWARD

This year's award honors a dedicated team of 51 multidisciplinary specialists from the NPS and FHWA, comprising members from the FHWA Central Federal Lands Highway Division, Sequoia and Kings Canyon National Parks, Death Valley National Park, the Denver Service Center Transportation Division, and the Pacific West Regional Office. These specialists successfully restored access to Sequoia and Kings Canyon National Parks and Death Valley National Park following devastating natural disasters in 2023, which resulted in significant road damage and park closures. Notable achievements include reopening the primary roadway, Generals Highway, in Sequoia and Kings Canyon in time for the peak summer season, thereby supporting visitor access and local communities. The team also effectively negotiated contract modifications in Death Valley to safely reopen additional roadways. Through regular public meetings and innovative communication tools like ArcGIS maps, the team ensured transparency and accountability throughout the recovery process. Their collaborative efforts to assess damage and restore access exemplified the strength of the NPS-FHWA partnership, reaffirming the commitment to effective disaster response and resource protection in the face of challenging circumstances.



NPS FLTP SYSTEM ASSETS AND PERFORMANCE

The NPS has asset management systems to guide multimodal program investments and performance for public access facilities, as required by Title 23.

Table 3. FY24 FLTP System Assets and Performance Summary

Asset	Inventory	Condition			2026 Performance Target	Data Source
		Good	Fair	Poor		
Paved Roads	» 5,600 road centerline miles	53%	35%	12%	Pavement Condition Rating 85*	FHWA Road Inventory Program
Unpaved Roads	» 7,500 road centerline miles	None	None	None	None	NPS FMSS
Paved Parking	» 6,600 spaces » 1,000 equivalent centerline miles	10%	65%	25%	Pavement Condition Rating 85*	FHWA Road Inventory Program
Unpaved Parking	» 1,800 parking lots	None	None	None	None	NPS FMSS
Bridges (National Bridge Inventory)	» 1334 motor vehicle bridges » 6,879,612 square feet deck area » 50 bridges in poor condition	31%	65%	4%	Bridge Health Index 93* (Additional explanation in note below.)	FHWA Bridge Inspection Program
Tunnels (National Tunnel Inventory)	» 61 motor vehicle tunnels » 1,170,126 square feet of tunnel	None	None	None	FHWA does not calculate good, fair, or poor performance metrics for tunnels	
Paved Transportation Trails	» Approximately 200 miles	49%	7%	44%	None	NPS FMSS
Unpaved Transportation Trails	» Approximately 800 miles	34%	11%	55%	None	NPS FMSS
Trail Bridges	» Approximately 200 trail bridges	41%	3%	56%	None	NPS FMSS

Transit: Approximately 100 transit and ferry systems in operation; see the National Transit Inventory (link in appendix C)

Motor vehicle bridges not in the National Bridge Inventory; motor vehicle tunnels not in the National Tunnel Inventory: no data collected, no performance targets. Additional explanation in note below.

* Paved Roads and Parking as well as Bridge Health indices for FY24 conditions are 77.5 and 94.0, respectively, as figure 3 and 4 show. The NPS FLTP is a performance management program and reports progress towards accomplishment of the performance goals.

Note: The data in this report are limited to the FLTP transportation network (infrastructure and systems that are eligible for FLTP funding). Other transportation infrastructure (non-public roads and bridges and backcountry trails) is important to the operations of the NPS but is not eligible for FLTP funding. This funding eligibility difference means that the transportation system data in this report may not exactly match the data in other similar documents because the purpose and reporting requirements of each document varies.

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 FY24, FLTP funds improved the condition of about 330 miles of NPS roads and 13 parking route miles at a cost of approximately \$216 million.

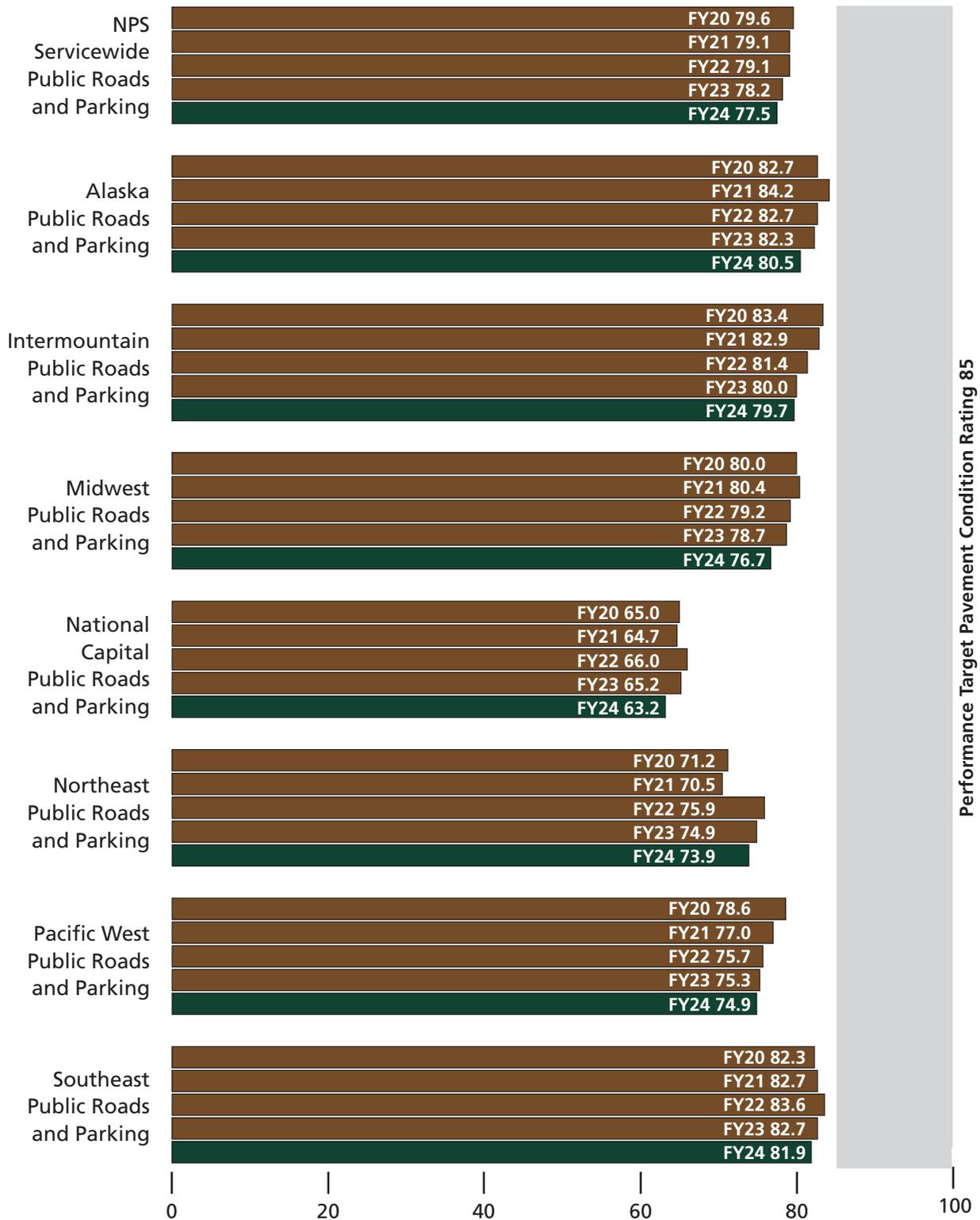
Table 4. FY24 NPS FLTP Paved Road and Parking Route Miles Construction

Construction Category	Road Miles	Parking Route Miles	Number of Projects
Preventative Maintenance	111	9	4
Rehabilitate / Repair	216	3	19
Reconstruct	3	1	5
Total	330	13	28

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: The NPS now allows all public administrative roads to be eligible for FLTP funding. This adds about 130 miles to the total paved road network (a 2% increase). Network pavement condition ratings in this table have been recalculated for FY 2020–2022 to include those miles.

BRIDGE MANAGEMENT SYSTEM

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

In FY24, FLTP funds improved the condition of 60 NPS bridges at a cost of \$31.4 million and improved the condition of two NPS tunnels at a cost of \$0.2 million.

Table 5. FY24 NPS FLTP Bridge and Tunnel Construction

Construction Category	Number of Bridges	Number of Bridge Projects	Number of Tunnels	Number of Tunnel Projects
Preventative Maintenance	0	0	0	0
Rehabilitate / Repair	52	7	2	1
Replace and New	8*	4*	0	0
Total	60*	11*	2	1

* Includes transportation trail bridge projects

Source: Federal Highway Administration – Office of Federal Lands Highway

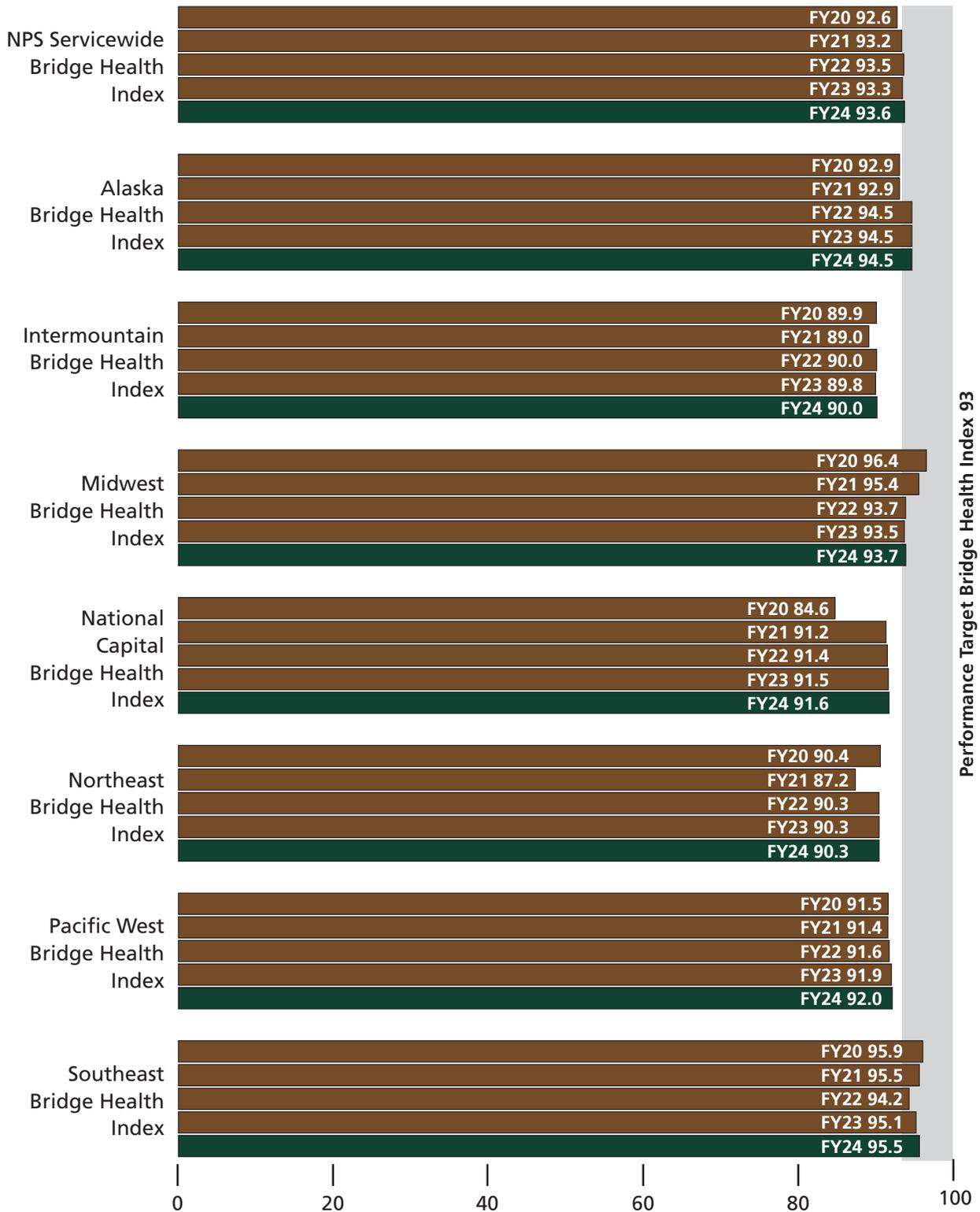
Table 6. FY24 Bridge Health Index

Bridge Conditions	Bridges (Bridge Health Index Target 93)
Servicewide Condition Rating	94
Number of Structures in Poor Condition	50
% of NPS Structures in Poor Condition by Square Feet of Deck Area	4%

Source: Federal Highway Administration – Office of Federal Lands Highway

Note: FHWA does not calculate good, fair, or poor performance metrics for tunnels.

Figure 4. NPS Bridge Health Index Ratings

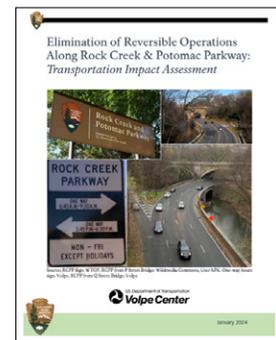


Source: Federal Highway Administration – Office of Federal Lands Highway

SAFETY MANAGEMENT SYSTEM

The NPS Transportation Safety Management System places a strategic emphasis on improving safety data, fostering collaboration, and supporting effective safety decision-making. The NPS Transportation Safety Management System supports the objective to eliminate fatalities and minimize serious injuries on the NPS transportation system outlined in the NPS Transportation Strategy, which identifies number of motor vehicle fatalities as a performance measure. The program accomplished the following:

- Funded road safety audits and plans at the following parks:
 - » Saguaro National Park
 - » Great Smoky Mountains National Park
 - » Guilford Courthouse National Military Park
 - » Abraham Lincoln Birthplace
 - » Chickamauga & Chattanooga National Military Park
 - » Chickamauga Battlefield
 - » Guilford Courthouse
 - » I-395 Ramp Lane Reduction Feasibility Analysis (George Washington Memorial Parkway)
 - » Elimination of Reversible Operations along Rock Creek & Potomac Parkway: Transportation Impact Assessment (Rock Creek Park and National Mall and Memorial Parks)
 - » Safety Assessment: Suitland Parkway at Naylor Road (National Capital Parks-East)
 - » Safety Implementation Plan: Suitland Parkway at Naylor Road (National Capital Parks-East)
 - » Federal Lands Highway: Crash Evaluations (Indiana Dunes National Park)
- Applied for Highway Safety Improvement Program funding for safety improvements to Suitland and Baltimore Washington Parkways
- Secured a federal grant to perform safety evaluations in transition zones for 10 pilot parks, an effort delivered by the Denver Service Center
- Updated the Crash Data Query Tool and Web Map with the most recent two years of crash and animal migration data, offering spatial data visualization and facilitating safety data queries
- Conducted servicewide regional transportation safety briefings and programmed future safety projects for each region
- Fulfilled a foundational recommendation of the NPS Transportation Safety Program by hiring the technical expertise to practice sound practices in education, emergency response, enforcement, and engineering



CONGESTION MANAGEMENT PROGRAM

Traffic congestion and visitor use patterns are evolving at national parks. Once traffic congestion is persistent, a park enters a new management era that requires a new, holistic approach. Balancing operational changes, adjusting capacity (or using existing capacity more effectively), and adding capital investments and/or new services can help park managers navigate the new management era effectively.

The NPS collects four primary types of congestion-related data (parking, trailhead, roadway, and entrance stations) on a park-by-park basis after identifying a congestion-related need. These data are often collected as part of a unit-level transportation plan and/or visitor use management plan.

Congestion is managed on a park-by-park basis. There are no national congestion management performance targets since desired conditions at parks vary so widely. In recent years, the NPS's Congestion Management Program has focused on managing traffic congestion alongside the social science-driven Interagency Visitor Use Management Framework (used by all federal land management agencies).

In FY24, the Congestion Management Program accomplished the following:

- Obligated \$150,000 to assist parks with congestion evaluations or obtaining traffic data
- Supplied temporary traffic data counters at two parks needing congestion data
- Conducted a pilot project at Acadia National Park to evaluate congestion hotspots and identify best practices in emerging mobility, using crowdsourced data with assistance from the US Department of Transportation's Volpe National Transportation Systems Center (Volpe)
- Prepared a draft report for the FHWA Eastern Federal Lands that assesses and recommends future program investments in line with Title 23 stewardship and oversight requirements, as compiled by Volpe. The report identifies compliance with Title 23, recommends pilot projects for future phases, and outlines congestion action plans for 25 parks
- Established a task force involving the FHWA and NPS to integrate visitor use and operations, focusing on a collaborative planning approach to address congestion holistically
- Collaborated with the Multimodal Strategy and Innovation branch within the Park Facility Management Division on emerging mobility pilot projects by connecting congestion management with new mobility data sources and methodologies
- Combined congestion research metrics into FLPP studies and integrated planning efforts with state and local governments

OTHER FLTP / FLPP ASSET MANAGEMENT SYSTEMS

The NPS tracks transit, transportation trails, and associated assets in its systems of record. This systematic approach incorporates multimodal fleet and facility asset inventory and condition information to inform recapitalization and investment priorities to achieve and maintain a state of good repair for multimodal assets.

TRAILS

The NPS defines a transportation trail as a facility that accommodates “pedestrians and/or bicycles and connects to a larger transportation system including land and water-based transit and/or regional trail systems or direct connections to a community. A transportation trail provides functional access to a destination via non-motorized modes, and provides an alternative to motorized transportation, enabling people to switch from motorized to non-motorized modes.”

Table 3 summarizes approximate transportation trail asset conditions.

TRANSIT

The most recent NPS National Transit Inventory and Performance Report 2023 ([link in appendix C](#)) includes data on annual transit ridership and fleet information.

PLANNING

The NPS used FLPP funding to support national, regional, and unit-level transportation planning, data collection, and analysis. Transportation planning supports the program in identifying and prioritizing its transportation facility investments towards the highest priority needs across all modes and facilities. Decisions made in transportation plans are driven partly by visitation and tourism statistics, park operational and financial capacity, facility asset conditions, management systems modeling, and related planning efforts such as climate vulnerability assessments.

LONG RANGE TRANSPORTATION PLANS

As required by Title 23, section 201 and 203, the NPS completed the National Transportation Strategy, the update to the 2017 National Long Range Transportation Plan, in 2024.

UNIT-LEVEL TRANSPORTATION PLANS

Transportation plans were completed at six parks, including Eisenhower National Historic Site, Colorado National Monument, and Joshua Tree National Park.

Transportation plans are ongoing at 15 parks, including San Francisco Maritime National Historical Park, Lake Clark National Park & Preserve, Natchez Trace Parkway, Sitka National Historical Park, Capitol Reef National Park, Glacier National Park, Valles Caldera National Preserve, Lava Beds National Monument, Mount Rainier National Park, Sequoia & Kings Canyon National Parks, and Yosemite National Park.

Transportation plans were initiated at 13 parks, including Hawaii Volcanoes National Park, Fort Pulaski National Monument, Cumberland Island National Seashore, National Parks of Boston, Buffalo National River, Cuyahoga Valley National Park, Whiskeytown National Recreation Area, Ozark National Scenic Riverways, Denali National Park, Pearl Harbor National Memorial, White Sands National Park, and Gettysburg National Military Park

INTEGRATED PLANNING PROGRAM

The NPS continues to engage with external stakeholders, partners, and the public to identify, align, and coordinate transportation planning across boundaries and agencies. Integrated planning efforts include the following locations:

- Boston area parks
- Parks located in Michigan

These projects allow the NPS to identify shared multimodal needs and eligible funding opportunities that will support improved access to and from NPS units and local communities.

APPENDIX A: FY24 FLTP PROJECTS

Note: This table is a snapshot of project data for FY24 as of February 2025. 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 for PE, CE, and CN activities and is budgetary; only projects of \$10,000 or more are represented. Category I (CAT I 3R/4R) uses FLTP dollars that focus on roads, parkways and bridges identified for repair, resurfacing, rehabilitation (3R), or reconstruction (4R) on the FLTP identified transportation network. Category III (CAT III) uses FLTP dollars that focus on other parts of the identified FLTP transportation network that are not roads, parkways, and bridges, such as trails and transit.

Project Title	CAT I 3R/4R	CAT III
AKR Total	\$2,785,544	\$926,360
Denali National Park and Preserve	\$2,184,762	\$889,276
Construct McKinley Village Trailhead Parking Area	-	\$268,998
Construct Polychrome Area Road Improvements, Mile 43-48 of the Denali Park Road	\$2,092,278	-
Repave Surface and Address Drainage Riley Creek CG	\$92,484	-
Construct Nenana River Pedestrian Bridge	-	\$120,278
Construct the Nenana River Multiuse Trail	-	\$500,000
Katmai National Park and Preserve	\$66,625	-
Resurface Last Five Miles of the Valley of 10,000 Smokes Road	\$66,625	-
Klondike Gold Rush National Historical Park	\$255,333	-
Improve Drainage on Road to Old Dyea Town Site & Lost Lake Road – KLGO	\$255,333	-
Sitka National Historic Site	-	\$37,084
Construct Connection to City and Borough of Sitka Multi-modal Seawalk	-	\$37,084
Wrangell St Elias National Park & Preserve	\$278,824	-
Repave and Chip Seal Damaged Pavement at Visitor Center Parking Lot	\$278,824	-
IMR Total	\$57,786,843	\$7,234,779
Arches National Park	\$1,060,820	-
Construct Bridges Over Three Wash Crossings Along the Delicate Arch Road (FLTP 4R)	\$1,060,820	-
Aztec Ruins National Monument	\$270,000	-
FY24 Pavement Preservation Project (PPP) AZRU Roads and Parking Areas	\$270,000	-
Bandelier National Monument	\$347,542	-
Replace Parking Lot at Tsankawi Unit	\$347,542	-
Big Bend National Park	\$2,504,936	-
FY24 BIBE Slope Drain Reconstruction Route 13 West Entrance Road Maverick Entrance	\$2,504,936	-
Bighorn Canyon National Recreation Area	\$2,501,997	-
Yellowtail Dam Area Road Improvements Project Pavement Preservation BICA	\$2,501,997	-
Black Canyon of the Gunnison National Park	\$1,570,807	\$2,630,218
Repair Road Surface at BLCA Entrance and Replace Culvert	\$1,570,807	-
Improve Visitor Center Shuttle Stops and Pedestrian Crosswalk	-	\$294,677
Extend Shared Use Path to Bryce Point	-	\$2,335,541
Capitol Reef National Park	\$2,493,464	-
Rehabilitate Visitor Center Parking Area	\$388,466	-
Rehabilitate 6.4 Miles of Route 10 and Pavement Preservation of Various Routes	\$2,104,998	-

Project Title	CAT I 3R/4R	CAT III
Carlsbad Caverns National Park	\$745,107	-
FY24 Pavement Preservation Project (PPP) CAVE Roads and Parking Areas	\$745,107	-
Capulin Volcano National Monument	\$879,857	-
Emergency Repairs of Volcano Road	\$135,857	-
FY24 Pavement Preservation Project (PPP) CAVO Roads & Parking Areas	\$744,000	-
Chaco Culture National Historical Park	\$1,869,000	-
FY24 Pavement Preservation Project (PPP) CHCU Roads and Parking Areas	\$1,869,000	-
Chickasaw National Recreation Area	\$677,865	-
Repair Road Surfaces at Chickasaw National Recreation Area	\$622,007	-
Replace Veterans Lake Trail Pedestrian Bridge Lost to April 2024 Tornados	\$55,857	-
Dinosaur National Monument	\$60,366	-
Repair Quarry Access Road and Parking Lots to Improve Visitor and Employee Safety	\$60,366	-
El Malpais National Monument	\$499,000	-
FY24 Pavement Preservation Project (PPP) ELMA Roads and Parking Areas	\$499,000	-
El Morro National Monument	\$410,495	-
FY24 Pavement Preservation Project (PPP) ELMO Roads and Parking Areas	\$410,495	-
Fort Union National Monument	\$240,000	-
FY24 Pavement Preservation Project (PPP) FOUN Roads and Parking Areas	\$240,000	-
Gila Cliff Dwellings National Monument	\$266,000	-
FY24 Pavement Preservation Project (PPP) GICL Roads and Parking Areas	\$266,000	-
Glacier National Park	\$10,885,948	-
Rehabilitate the Many Glacier Road from the Hotel Intersection to Swiftcurrent Motor Inn, Route 0014	\$10,220,306	-
Repair Slumps and Roadway on Chief Mountain Highway	\$37,965	-
Rehabilitate the Two Medicine Road	\$627,677	-
Golden Spike National Historical Park	\$27,138	-
Rehabilitate Asphalt Pavement Parking Areas	\$27,138	-
Grand Canyon National Park	-	\$1,393,145
NSFLTP Acquired 30 Buses	-	\$1,305,729
Replace Existing Shuttle Bus Maintenance Facility with New Facility	-	\$87,417
Grand Teton National Park	\$1,818,126	-
Repair and Upgrade Teton Park Road between Moose and Taggart Creek	\$330,066	-
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor	\$367,780	-
Repair the Failing North Park Road at Mile 15.8	\$33,474	-
Construct Causeway on US Hwy 26/89/191 at Buffalo Fork and Snake Rivers	\$1,086,807	-
Lake Meredith National Recreation Area	\$3,511,007	-
Rehabilitation and Preservation (3R) Work on Park Roads	\$967,411	-
Bugbee Road Flood Repair and Maintenance	\$2,543,596	-

Project Title	CAT I 3R/4R	CAT III
Little Bighorn Battlefield National Monument	\$3,418,794	-
Reconstruct Park Roadway and Parking Areas	\$3,418,794	-
Mesa Verde National Park	\$797,915	-
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26	\$287,749	-
Rehabilitate Cedar Tree Tower Road with other routes	\$158,945	-
Pavement Preservation Program (PPP) MEVE Roads and Parking Areas	\$351,221	-
Old Santa Fe Trail Building National Historic Landmark	\$590,000	-
FY24 Pavement Preservation Project (PPP) OSTB Roads and Parking Areas	\$590,000	-
Pecos National Historical Park	\$480,000	-
FY24 Pavement Preservation Project (PECO) Roads and Parking Areas	\$480,000	-
Petroglyph National Monument	\$506,000	-
FY24 Pavement Preservation Project (PPP) PETR Roads and Parking Areas	\$506,000	-
Rocky Mountain National Park	\$2,548,950	-
Reconstruct Holzwarth Culvert 1520-0295	\$20,561	-
Widen Road at Fall River Entrance Station	\$211,162	-
FY25 Bridge Preservation Program (BPP) ROMO	\$2,317,227	-
Saguaro National Park East	\$6,239,846	-
Relocate and Construct Visitor Access Entrance, Roads, Parking, and Sidewalks	\$6,239,846	-
Salinas Pueblo Missions National Monument	\$234,000	-
FY24 Pavement Preservation Project (PPP) SAPU Roads and Parking Areas	\$234,000	-
White Sands National Park	\$1,019,000	-
FY24 Pavement Preservation Project (PPP) WHSA Roads and Parking Areas	\$1,019,000	-
Yellowstone National Park	\$4,679,385	-
Reconstruct Canyon to Fishing Bridge Road to a 30-foot width	\$1,681,369	-
Repair/Repaint/Rehabilitate Gardner River High Bridge Components	\$183,369	-
Reconstruct the Norris to Golden Gate Road Phase 3 Segment of the Grand Loop Road	\$1,177,693	-
Emergency Deck Repair Madison River Bridge	\$247,586	-
Replace Madison River Bridge	\$654,699	-
Rehabilitate Sliding Meadows with Soil Nail Stabilization	\$734,669	-
Zion National Park	\$4,630,754	\$3,204,770
Extend Pa'rus Trail to Temple of Sinawava	-	\$25,482
Realign South Entrance and Visitor Center Access Road	\$4,608,502	-
Install Chargers for Park Shuttle Buses	-	\$3,154,288
Emergency Repairs on Kolob Canyon Scenic Drive	\$22,252	-
Install Variable Message Signs on State Route 9 to benefit visitors	-	\$25,000
MWR Total	\$6,645,096	\$6,565,700
Badlands National Park	\$414,814	-
Rehabilitate-Reroute Loop Road Cedar Pass Hill	\$317,873	-
Accomplish Revegetation Requirement for Slope Stabilization and Plant Community Preservation	\$96,942	-

Project Title	CAT I 3R/4R	CAT III
Cuyahoga Valley National Park	\$244,000	-
Repave Station Rd, Station Parking Lot and Improve Drainage Systems	\$244,000	-
Effigy Mounds National Monument	\$352,010	-
Redesign Parking & Replace Curbs, Walks and Pavement, RT 0900, 0901	\$352,010	-
Grand Portage National Monument	\$39,517	-
Install Wooden Bridge for County Road 17 Realignment	\$39,517	-
Indiana Dunes National Park	\$398,809	\$4,892,397
Replace Douglas Center Pedestrian Bridge	\$302,726	-
Construct Marquette Greenway Trail Lake Street to County Line Road	-	\$4,875,373
Construct Marquette Greenway Trail from West Beach to Portage Lakefront	-	\$17,024
Preserve Road and Parking Lot Pavement Parkwide	\$96,083	-
Isle Royale National Park	-	\$79,219
Construct New Passenger /Cargo Vessel Ranger IV	-	\$19,819
Replace Worn Propellers on the Motor Vessel Ranger 3	-	\$59,400
Mississippi National River & Recreation Area	-	\$926,168
Implement Trail Improvements at Lower Landing	-	\$250,000
Establish Wayfinding and Support Facilities on the West MRT	-	\$36,000
Improving Trail Safety at Only Road-Grade Crossing Area on East Bank Trail	-	\$640,000
Pea Ridge National Military Park	\$14,587	-
Realign Parks Main Tour Road	\$14,587	-
Pictured Rocks National Lakeshore	\$2,133,991	\$381,808
Replace Steel Bridge and Lamprey Barrier Miners River	\$2,133,991	-
Construct Multi-Use Trail Sand Point	-	\$381,808
Sleeping Bear Dunes National Lakeshore	\$3,047,369	\$107,161
Improve Visitor Safety by Installing Turn Lanes at Dune Climb	\$3,047,369	-
Installation of North Manitou Island Temporary Docking Structure	-	\$107,161
Tallgrass Prairie National Preserve	-	\$178,171
Replace Two Aging Alternative Fuel Buses	-	\$178,171
NCR Total	\$31,308,790	\$18,973,092
Antietam National Battlefield	\$68,367	-
Improve Pedestrian Paths at Rodman and Burnside Bridge along with Parkwide Pavement Preservation	\$68,367	-
Catoctin Mountain Park	\$22,115	-
Repair One Mile of Park Central Road (Route 0010)	\$22,115	-
Chesapeake & Ohio Canal National Historical Park	\$4,204,181	\$2,385,342
Rehabilitation of Capital Crescent Trail	-	\$34,687
Stabilize Culvert and Replace Vehicle Bridge at Culvert 82	-	\$726,548
Repair Edwards Ferry Vehicle Bridge	\$81,752	-
Repair Tonoloway Vehicle Bridge	\$20,012	-
Repair Dargan Vehicle Bridge	\$114,169	-

Project Title	CAT I 3R/4R	CAT III
Repair Fifteen Mile Creek Vehicle Bridge	\$78,262	-
Repair Access Road Tunnels at C&O Canal	\$2,899,825	-
Repair Evitts Creek Aqueduct Bridge	-	\$30,367
Resurface Towpath Miles 173.37 to 184.5 and 134.25 137.8 (Transportation Alternatives Program)	\$311,000	-
Repair or Replace 10 Bridges	\$672,582	-
Replace Existing Stairway at Byron Bridge	-	\$1,590,318
George Washington Memorial Parkway	\$13,749,172	\$15,860,181
Arlington Memorial Bridge Rehabilitation Mitigation Projects	\$52,250	-
Rehabilitate Mount Vernon Trail Zone 1	-	\$57,108
Rehabilitate Mount Vernon Trail Zone 2 and Zone 3	-	\$14,982,459
Replace Clara Barton Parkway Cantilever Bridge	\$312,166	-
Preserve Pavement and Bridges at GWMP	\$13,298,273	-
Repair of Road Depression Near Theodore Roosevelt Bridge	\$66,732	-
Rehabilitate Fort Hunt Park Roads and Parking Areas	\$12,460	-
Repair MVT Slope Failure	-	\$820,614
Harper's Ferry National Historical Park	\$19,947	-
Repair 4 HAFE FHWA Bridges	\$19,947	-
National Capital Parks – East	\$1,164,276	\$717,228
Transportation Alternatives Resurface Bike Trail at Oxon Cove	-	\$417,390
Rehabilitate Culverts, Roads, Parking and Drainage Ditches at Marshall Hall Within Piscataway Park	\$530,133	-
Repair Rt 201 Access Ramp Bridge (020P) and BW Parkway Access Bridge (021P)	\$225,473	-
Repave Baltimore Washington Parkway 1(9), 2(9)	\$59,248	-
Construct Suitland Parkway Trail	-	\$299,838
Rehabilitate Fort Washington Roads and Parking	\$10,480	-
Repair BAWA Bridge Rail and Capstone	\$96,407	-
Rehabilitate Suitland Parkway with Safety Improvements	\$232,578	-
National Mall	\$2,887,482	-
Rehabilitate Structure No 3400-031P Outlet Bridge	\$150,520	-
Rehabilitate Structure No 3400-033P Inlet Bridge	\$18,530	-
Resurface Rock Creek and Potomac Parkway FHWA	\$134,495	-
Resurface 15th Street	\$137,436	-
Resurface Independence Ave and Tidal Basin Roads FHWA	\$16,858	-
Resurface Ohio Drive and West Basin Drive Roads	\$1,787,189	-
Rehabilitate Multiple Routes at NAMA	\$291,799	-
NAMA MSI Implementation	\$306,646	-
Rehabilitate Pavement at Hain's Point	\$43,371	-

Project Title	CAT I 3R/4R	CAT III
Rock Creek Park	\$9,193,250	\$10,341
Replace Joyce Road Bridge at Military Road (3450-003P)	\$684,851	-
Rehabilitate Waterside Drive	\$37,070	-
Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2)	\$6,924,824	-
Repair Broad Branch, Kalmia Road, Ross Drive, and P St Bridges	\$88,110	-
Rehabilitate Six Roadways in Rock Creek Park	\$269,710	-
Repair L Street Bridge Over Rock Creek (3450-001P)	\$1,181,592	-
Construct Joyce Road Trail and Improve Beach Drive Trail	-	\$10,341
NER Total	\$ 30,046,275	\$ 7,230,129
Acadia National Park	\$6,515,503	\$2,647,560
Rehabilitate Otter Cove Creek Causeway Bridge (ACAD/1700-019P)	\$151,760	-
Enhance Island Explorer Bus System to Improve Visitor Experience	-	\$2,647,560
PAVEMENT MANAGEMENT Rehabilitate Pavement, Ditches and Culverts Park Loop Road Miles 0.00-5.00	\$5,100,000	-
Mill and Overlay 2" Cadillac Mountain Road Rt ACAD-0013	\$19,711	-
Rehabilitate of Eight (8) Historic Motor Road Bridge Structures	\$1,239,767	-
Assateague Island National Seashore	\$1,294,072	-
Rehabilitate Assateague Channel Bridge (ASIS/4190-001P)	\$764,109	-
Rehabilitate Sheepshead Creek Bridge (ASIS/4190-002P)	\$80,172	-
Rehabilitate Bayberry Drive (Rt10 MP 0-3.6)	\$428,315	-
Replace Sheepshead Creek Bridge	\$21,476	-
Cape Cod National Seashore	-	\$583,662
Replace Two Beach Vehicles to Serve Coast Guard Beach	-	\$80,722
Install Cable Road Multi-Use Path for Safe Beach & Lighthouse Access	-	\$502,189
Colonial National Historical Park	\$4,219,666	-
Rehabilitate Indian Field Creek Bridge (COLO/4290-010P)	\$267,241	-
Rehabilitate Isthmus Bridge (COLO/4290-026P)	\$575,701	-
Rehabilitate Pitch and Tar Bridge (COLO/4290-028)	\$527,416	-
Rehabilitate Mill Creek Bridge (COLO/4290-024P)	\$575,705	-
Rehabilitate College Creek Bridge (COLO/4290-023P)	\$577,894	-
Rehabilitate Long Bridge (COLO/4290-031P)	\$527,314	-
Rehabilitate Blacks Point Bridge (COLO/4290-029P)	\$527,314	-
Rehabilitate Powhatan Creek Bridge, COLO 4290-025P	\$266,119	-
Rehabilitate CSX (C&O) Railroad Bridge (4290-034P) over Colonial Parkway	\$124,936	-
Replace Halfway Creek Bridge	\$124,987	-
Replace King Creek Bridge (4290-012P) on Colonial Parkway	\$125,040	-
Delaware Water Gap National Recreation Area	\$1,197,549	-
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)	\$232,068	-
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)	\$45,295	-
2020-2021 DEWA Pavement Management OMR South MP 3-5.92	\$715,848	-

Project Title	CAT I 3R/4R	CAT III
Conduct Pavement Management OMR South MP 12-13 (RIP 5.97 7)	\$42,197	-
Pavement Management Rt 209 MP 7-13	\$29,754	-
Replace Bushkill Creek Bridge (Str. # 4320-009P) & Retaining Walls	\$17,370	-
Pavement Management Dingmans Falls Rd & Johnny Bee Rd	\$114,177	-
Fredericksburg & Spotsylvania National Military Park	\$2,697,573	-
Rehabilitate Wilderness Run Bridge (FRSP/4370-003P)	\$26,088	-
Rehabilitate Scott's Run Bridge #1 and #2 (FRSP/4370-001P, 4370-002P)	\$53,134	-
Perform Pavement Preservation on Fredericksburg and Spotsylvania Park Roads	\$2,618,351	-
Gateway National Recreation Area	\$6,451,258	-
Apply Preventative Maintenance Treatment to Atlantic Ave	\$680,712	-
Apply Preventative Maintenance Treatment to Hartshorne Ave	\$5,754,443	-
GATE FY22 Pavement Preservation at Various Routes at Ft. Wadsworth, STIS	\$16,103	-
Gettysburg National Military Park	\$641,870	-
Mill and Overlay 2" Wainwright Avenue Rt GETT-0041	\$283,321	-
Pavement Management- Benner Hill Ave GETT-0038- Thin Overlay	\$125,089	-
Pavement Management- Geary Ave GETT-0033 Thin Overlay	\$233,309	-
George Washington Birthplace National Monument	\$23,226	-
Rehab Park Roads 11-12, 900-906	\$23,226	-
Lowell National Historical Park	-	\$3,349,910
ATS-Rehabilitate Trolley System- Replace the Wye of French Street	-	\$868,142
ATS-Rehabilitate Trolley System- Replace Four Track Platforms and Associated Ties	-	\$1,628,077
ATS Rehabilitate Trolley System Fabricate and Install Poles	-	\$853,691
Marsh-Billings-Rockefeller National Historical Park	-	\$615,660
Rehabilitate Pathway from the Park's Shuttle Dropoff to Mansion Entryway for Accessibility	-	\$156,482
Rehabilitate Park Entrance to Provide a Staging Area for Park Shuttle	-	\$202,484
Expand Storage Bay on an Existing Structure for Park Shuttle	-	\$256,695
Minute Man National Historical Park	-	\$33,336
Reroute Battle Road Trail to Improve Safety and Visitor Experience	-	\$33,336
New River Gorge National Park and Preserve	\$4,456,293	-
Repair Cunard Road with MSE Wall Installations Sites 1-4 and 7-11 FHWA	\$4,360,487	-
Repair Two Slides and Stabilize Glade Creek Road FHWA & NPS	\$32,487	-
Repair Cunard Road Slip Sites 5 & 6 with Soldier Pile Wall Installation FHWA	\$59,704	-
Petersburg National Battlefield	\$2,457,955	-
Mill and Overlay Visitor Center Access Road RT. 10, 11, 12, 13, 301, 500, 300	\$2,457,955	-
Shenandoah National Park	\$75,363	-
Prepare and Publish Cultural Landscape Report for Skyline Drive NHL	\$54,000	-
Repair 2 Bridges Along Skyline Drive	\$21,363	-

Project Title	CAT I 3R/4R	CAT III
PWR Total	\$51,504,995	\$4,245,757
Channel Islands National Park	\$59,472	\$268,109
Replace Dilapidated Pier at Scorpion Anchorage	\$59,472	-
Design and Construct Resilience Improvements to Santa Barbara Island Wharf	-	\$268,109
Crater Lake National Park	-	\$535,527
Evaluate and Implement Intelligent Transportation System Applications to Reduce Visitor Accidents	-	\$535,527
Death Valley National Park	-	\$233,157
Construct Extension of Furnace Creek Accessible Trail	-	\$233,157
Fort Point National Historic Site	\$369,356	-
Widen and Reconstruct Long Ave for Safer Multi-Modal Access	\$369,356	-
Golden Gate National Recreation Area	\$189,123	\$2,775,585
Complete Design and Compliance for Vista Point Multi-Use Connections to Fort Baker	-	\$48,871
Rehabilitate Entry Road & North & Central Parking Areas, Stinson Beach	\$189,123	-
Construct Multi-use Trail Connection from Golden Gate Bridge Vista Point to Fort Baker	-	\$2,356,149
Construct Non-motorized Circulation and Safety Improvements at MacArthur Avenue, Upper Fort Mason	-	\$151,925
Construct and Install Improvements to West Bluff Trail/Arrival Area	-	\$40,125
Design and Implement Fort Mason Safety and Recreation Access Improvements	-	\$178,515
Great Basin National Park	\$254,945	-
Apply Pavement Preservation	\$254,945	-
Hawai'i Volcanoes National Park	\$350,395	-
Realign Crater Rim Dr., Construct New VC Parking and Expand Ent. Sta. to Improve Visitor Safety	\$350,395	-
Lava Beds National Monument	\$30,012	-
Rehabilitate and Resurface Main Road, Spur Roads and Parking Areas (Phase 1)	\$30,012	-
Rehabilitate Cottonwood Cove Access Road	\$23,375	-
Lake Roosevelt National Recreation Area	\$18,083	-
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site	\$18,083	-
Mojave National Preserve	\$2,263,949	-
Rehabilitate Cima Road as Primary North Access Road	\$847,419	-
Rehabilitate Kelso Cima & S. Kelbaker Roads from Cima to I-40 for Visitor Safety	\$1,348,668	-
Construct Road Safety Improvements at Mojave National Preserve	\$67,861	-
Mount Rainer National Park	\$16,822,653	-
Rehabilitate Highway 123, Laughing Water Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2)	\$12,119,305	-
Replace Frying Pan Creek Bridge	\$694,766	-
Apply Pavement Preservation to West Park Roads	\$4,008,582	-

Project Title	CAT I 3R/4R	CAT III
Muir Woods National Monument	-	\$46,510
Design and Construct Access Improvements at MUWO Phase I	-	\$46,510
Olympic National Park	\$354,105	-
Repair Storm Damage at Mora Road MP 1.25	\$244,852	-
Replace Culvert at Milepost 14 on Route 104, Quinault North Shore Paved Road	\$36,269	-
Mitigate Rockfall Hazards on Hurricane Ridge Road at MP14	\$63,280	-
Pinnacles National Park	-	\$386,869
Rehabilitate Old Pinnacles Trailhead Parking Area Shuttle Stop for Visitor Satisfaction	-	\$386,869
Sequoia & Kings Canyon National Park	\$29,945,426	-
Rehabilitate 15.29 Miles of the Mineral King Road	\$29,847,649	-
Replace Lewis Creek Bridge	\$97,300	-
Whiskeytown National Recreation Area	\$24,624	-
Replace Asphalt on High Visitor Use Parking Lots (Brandy Creek Beach/Marina)	\$24,624	-
Yosemite National Park	\$771,859	-
Rehabilitate Big Oak Flat Road and Replace Obsolete Powerlines to Tunnel Safety Lighting	\$293,606	-
Stabilize Wawona Road Embankments Damaged by Fire and Water Infiltration	\$336,003	-
Relieve Congestion Through Circulation Changes on Valley Loop Roads	\$44,372	-
Rehabilitate Chowchilla Mountain Road Bridge	\$53,323	-
Emergency Stabilization of the El Capitan Bridge	\$44,555	-
SER Total	\$60,792,930	\$13,311,508
Biscayne National Park	\$150,125	-
Resurface Entrance Road and Parking Lot at Convoy Point	\$150,125	-
Blue Ridge Parkway	\$16,904,192	-
Paint Infrastructure and Correct Safety and Erosion Problems, I-77 Bridge	\$86,635	-
Repave/Repair Mainline Road Section 2X (MP 442.44 to 447.44)	\$22,000	-
Repave/Repair Mainline Road Section 2Y (MP 447.44 to 458.71)	\$22,000	-
Repave/Repair Mainline Road Section 2Z (MP 458.71 to 468.47)	\$20,516	-
Replace Bearing Devices on Bridges VA 130 & Otter Creek 014P and US RT 220 037P	\$47,709	-
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A	\$391,735	-
Rehabilitate James River Bridge 016P	\$10,688,030	-
Rehabilitate US Route 19 Bridge 129P	\$27,377	-
Rehabilitate Big Pine Creek Bridge #5 RT 079P	\$31,596	-
Pavement Preservation for Virginia Parking Areas and Access Roads	\$20,740	-
Perform Critical Repairs to Deep Gap Bridge 091P	\$518,014	-
Repair/Repave Mainline Road Section 1K (MP 86 89)	\$100,169	-
Preventive Maintenance Repairs to Ridge District Bridges	\$196,091	-

Project Title	CAT I 3R/4R	CAT III
Perform Bridge Preventative Maintenance Projects for BLRI in FY24 Plateau and Ridge	\$1,812,781	-
Perform Pavement Preservation Project for BLRI in FY24 Vinton	\$2,836,574	-
Rehabilitate US 421 Bridge at Deep Gap, 5140-091P	\$64,240	-
Cape Hatteras National Seashore	-	\$216,109
Construct Multi Use Path on CAHA Lighthouse Road for Visitor Safety	-	\$216,109
Canaveral National Seashore	\$8,722,071	-
Perform Pavement Preservation Projects for Parks in FY24 CANA	\$8,722,071	-
Casa Grande Ruins National Monument	\$1,257,321	-
Perform Pavement Preservation Projects for Parks in FY24 CASA	\$521,660	-
Perform Pavement Preservation Projects for Parks in FY24 FOMA	\$735,661	-
Chattahoochee River National Recreation Area	\$461,226	-
Pulverize and Overlay Park Roads and Parking Lots in the Akers Mill	\$461,226	-
Cumberland Gap National Historical Park	\$182,674	-
Repair Little Yellow Creek Bridge #1 Structure No. 5230-002P	\$182,674	-
De Soto National Memorial	\$354,232	-
Rehabilitate DESO Rt. 0900	\$354,232	-
Fort Frederica National Monument	\$426,976	-
Perform Pavement Preservation Projects for Parks in FY24 FOFR	\$426,976	-
Fort Pulaski National Monument	\$759,266	-
Perform Pavement Preservation Projects for Parks in FY24 FOPU	\$759,266	-
Fort Sumter and Fort Moultrie National Historical Park	\$228,200	-
Perform Pavement Preservation Projects for Parks in FY24 FOSU	\$228,200	-
Great Smoky Mountains National Park	\$5,996,815	\$703,331
Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	\$5,194,650	-
Rehabilitate Old Cataloochee Entrance Rd. (Turnpike) Bridge #2, 5460-107P	\$40,658	-
Complete NEPA Compliance for Section 8D of Foothills Parkway	\$142,463	-
Replace Huskey Grove Road Crossover Bridge, ND ST 5460-086P	\$279,090	-
Implement Safety Improvements on Gatlinburg Spur Road	\$89,303	-
Bridge Maintenance & Preservation Work on Twenty Bridges	\$119,424	-
Enhance Safety, Resiliency, and Alternative Transportation Connectivity on Gatlinburg Trail	-	\$69,557
Provide Enhanced Tribal Community Connections and Resilience for the Oconaluftee River Trail	-	\$633,774
Perform Pavement Preservation of Newfound Gap Road, NC Side (Section for L3R Phase 1)	\$51,928	-
Replace Parson Branch Bridge #2 structure (5460-039P)	\$38,832	-
Perform Bridge Preventative Maintenance Projects (FY25)	\$21,230	-
Gulf Islands National Seashore	\$3,386,410	\$8,963,850
Replace Traffic Barrier Guard Rails on Davis Bayou Park Road and Construct Pedestrian & Bicycle path	-	\$8,963,850
Pavement Preservation GUIIS-23-28 PVT	\$3,386,410	-

Project Title	CAT I 3R/4R	CAT III
Jean Lafitte National Historical Park and Preserve	\$282,462	-
Repair Deficiencies in Bayou Des Familles Road Bridge to Protect Structure	\$282,462	-
Kennesaw Mountain National Battlefield Park	-	\$819,783
Repurpose Kennesaw Mountain Road to be closed to public vehicles	-	\$819,783
Mammoth Cave National Park	\$9,202,162	-
Reconstruct Mammoth Cave Hotel Parking Area to Resolve Traffic Conflicts and Deteriorated Surfaces	\$3,500,000	-
Resolve Safety Issues at The Frozen Niagara Intersection (Route 16 & 200)	\$5,702,162	-
Natchez Trace National Scenic Trail	\$10,858,536	\$2,608,434
Overlay Park Road PM Project from MP 226.55 to MP 233.04	\$64,465	-
Overlay Park Road Project from MP 233.04 to MP 239.23	\$58,700	-
Overlay Park Road PM Project from MP 238.84 to MP 245.219	\$390,659	-
Overlay Park Road PM Project from MP 245.219 to MP 253.44	\$709,611	-
Overlay Park Road PM Project from MP 354.55 to MP 363.73	\$80,956	-
Overlay Park Road PM Project from MP 363.73 to MP 371.02	\$33,219	-
Contract Modification for NATR 3E16, 3F25	\$700,000	-
Rehabilitate Parkway in Ridgeland MP 101-102.35	\$4,684,519	-
Reconstruct Parkway in Ridgeland MP 88.7-90.8	\$10,544	-
Reconstruct Parkway in Ridgeland MP 92.7-95	\$21,034	-
Heavy 3R Road Work from Parkway Milepost 291-331	\$2,348,129	-
Install Suicide Deterrent Barrier for TN Route 96 Bridge	\$52,007	-
Repair Bridges NATR BMS IDIQ (2023)	\$348,396	-
Repair Bridges NATR BMS FY24 IDIQ	\$659,191	-
Repair Bridges NATR BMS FY25 IDIQ	\$17,078	-
Rehabilitation of Multi-Use Trail Phase 1	-	\$940,668
Rehabilitation of Multi-Use Trail Phase 2	-	\$844,884
Rehabilitation of Multi-Use Trail Phase 3	-	\$822,882
Reconstruct RI Parkway from MP 95 97	\$19,930	-
Replace John Coffee Memorial Bridge	\$653,948	-
Stones River National Battlefield	\$83,316	-
Construct Parking Lot at Tour Stop 5 (Hazen Brigade Monument)	\$83,316	-
Timucuan Ecological & Historic Preserve	\$615,636	-
Perform Pavement Preservation Projects for Parks in FY24 TIMU	\$199,318	-
Perform Pavement Preservation Projects for Parks in FY24 FOCA	\$416,318	-
Tuskegee Airmen National Historic Site	\$32,409	-
Perform Pavement Preservation Projects for Parks in FY25 TUIN	\$32,409	-
Vicksburg National Military Park	\$853,765	-
VICK Pavement Preservation FY23 Schedule A FLTP	\$853,765	-

APPENDIX B: 12 UNIFIED INTERIOR REGIONS AND CORRESPONDING “LEGACY” REGIONAL NAMES

A reorganization of the US Department of the Interior to 12 Unified Interior Regions was completed on August 22, 2018. The NPS is part of the Department of the Interior, and its regions fully align with the new Unified Interior Region boundaries. The following table shows how the 7 “legacy” NPS regions (used by the NPS and FHWA for budget and project reporting) align with the 12 Unified Interior Regions.

12 Interior Region Names Based on Watersheds



“Legacy” NPS Regions	DOI Unified Regions
Alaska (AKR)	Alaska (Region 11)
Intermountain (IMR)	Upper Colorado Basin, Lower Colorado Basin, Arkansas-Rio Grande-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)

APPENDIX C: NPS FLTP PROGRAM KEY INFORMATION RESOURCES

The following are links to key NPS transportation program and related information sources:

- » [NPS Transportation website](#)
- » [NPS FLTP website](#)
- » [NPS Budget Justification – Green Book](#)
- » [NPS Visitor Spending Effects – Economic Contributions of National Park Visitor Spending](#)
- » [NPS Visitation and Visitor Use Statistics](#)
- » [NPS National Transit Inventory and Performance Report for 2023](#)
- » [NPS Congestion Management Toolkit](#)

Federal lands resources:

- » [Interagency Visitor Use Management Framework](#)

APPENDIX D: NPS FLTP ANNUAL AUTHORIZED FUNDING TABLE, REDUCTIONS, AND INFLATION-ADJUSTED BUYING POWER

Fiscal Year	Total NPS Authorizations (millions)	1102 (F) Reductions Rate	Reductions (millions)	Estimated Actual Funds Available	Inflation Adjusted (Q1 2024 dollars; millions)
FY16	\$268	5.10%	\$(13.67)	\$254.33	\$493.89
FY17	\$276	7.20%	\$(19.87)	\$256.13	\$496.18
FY18	\$284	8.30%	\$(23.57)	\$260.43	\$493.49
FY19	\$292	9.90%	\$(28.91)	\$263.09	\$444.72
FY20	\$300	9.40%	\$(28.20)	\$271.80	\$436.24
FY21	\$300	11.10%	\$(33.30)	\$266.70	\$442.66
FY22	\$332	8.70%	\$(28.92)	\$303.51	\$419.58
FY23	\$339	12.20%	\$(41.34)	\$297.53	\$327.64
FY24	\$345	13.20%	\$(45.58)	\$299.72	\$299.72

Source: US Department of Transportation Volpe National Transportation Systems Center

Note: Inflation adjusted based on National Highway Construction Cost Index. FY23 Annual Report showed 1,102 (F) reductions and FLPP funding reductions.



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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