



# National Capital Region Infrastructure Fact Sheets

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<sup>1</sup> There are 24 official NPS units which do not appear in this report because of the hierarchy of these units as organized in the Facility Management Software System. For the purposes of this report, the inventory associated with these 24 parks (left column) are included as a sub-set of the larger parks (right column).

Sub Park	Parent Unit
Arlington House (ARHO)	George Washington Memorial Parkway (GWMP)
Belmont-Paul Women's Equality National Monument (BEPA)	National Mall & Memorial Parks (NAMA)
Carter G. Woodson Home National Historic Site (CAWO)	National Capital Parks-East (NACE)
Clara Barton National Historic Site (CLBA)	George Washington Memorial Parkway (GWMP)
Constitution Gardens (COGA)	National Mall & Memorial Parks (NAMA)
Fort Washington Park (FOWA)	National Capital Parks-East (NACE)
Franklin D. Roosevelt Memorial (FDRM)	National Mall & Memorial Parks (NAMA)
Frederick Douglass National Historic Site (FRDO)	National Capital Parks-East (NACE)
Greenbelt Park (GREE)	National Capital Parks-East (NACE)
Korean War Veterans Memorial (KWVM)	National Mall & Memorial Parks (NAMA)
Lincoln Memorial (LINC)	National Mall & Memorial Parks (NAMA)



Sub Park	Parent Unit
Lyndon Baines Johnson Memorial Grove on the Potomac (LYBA)	George Washington Memorial Parkway (GWMP)
Martin Luther King Jr. Memorial (MLKM)	National Mall & Memorial Parks (NAMA)
Mary McLeod Bethune Council House National Historic Site (MAMC)	National Capital Parks-East (NACE)
National Capital Parks (NACC)	National Mall & Memorial Parks (NAMA)
Pennsylvania Avenue National Historic Site (PAAV)	National Mall & Memorial Parks (NAMA)
Piscataway Park (PISC)	National Capital Parks-East (NACE)
Potomac Heritage National Scenic Trail (POHE)	George Washington Memorial Parkway (GWMP)
Theodore Roosevelt Island (THIS)	George Washington Memorial Parkway (GWMP)
Thomas Jefferson Memorial (THJE)	National Mall & Memorial Parks (NAMA)
Vietnam Veterans Memorial (VIVE)	National Mall & Memorial Parks (NAMA)
Washington Monument (WAMO)	National Mall & Memorial Parks (NAMA)
World War I Memorial (WWIM)	National Mall & Memorial Parks (NAMA)
World War II Memorial (WWII)	National Mall & Memorial Parks (NAMA)



# Antietam National Battlefield Infrastructure Fact Sheet



287 Thousand  
Annual Visitors<sup>1</sup>



\$24 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

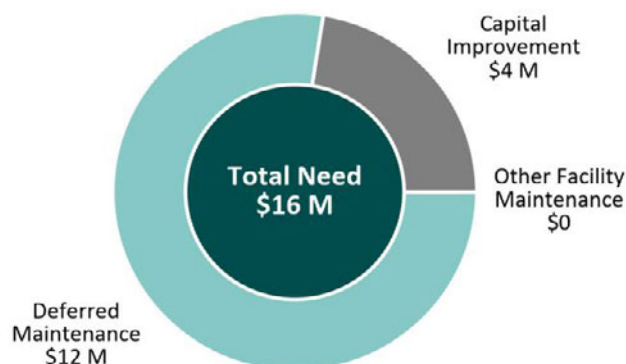


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$602 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$7 M for Buildings**



**\$3 M for Paved Roads & Structures**

**\$5 M for all remaining asset categories**

Driven by maintained landscapes (\$4 M) and interpretive media (\$539 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Pavement Pres, plus trail work	\$1,300,000
Replace Accessible Pedestrian Pathway to Burnside Bridge	\$120,000
Rehabilitate Rohrbach Campground to Improve Visitor Experience	\$120,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Catoctin Mountain Park Infrastructure Fact Sheet



297 Thousand  
Annual Visitors<sup>1</sup>



\$26 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**143**  
Buildings



**26 Miles of**  
Trails



**5** Housing  
Units\*



**8** Camp-  
grounds



**4 Miles of**  
Unpaved  
Roads



**10** Water  
Systems



**11** Waste  
Water  
Systems



**11 Miles of**  
Paved Roads



**36** All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$835 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Water Systems and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$9 M for Water  
Systems**



**\$8 M for Paved Roads  
& Structures**

**\$15 M for all remaining asset categories**  
Driven by buildings (\$5 M) and waste water systems (\$4 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate Greentop Dining Hall and Recreation Hall	\$562,000
Repair Rt. 0011 Section O Foxville- Deerfield Rd	\$500,000
Rehabilitate 4 Greentop Comfort Stations	\$105,000
Rehabilitate Greentop Central Bathhouse	\$69,000
Rehabilitate 2 Misty Mount Comfort Stations	\$50,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Chesapeake & Ohio Canal National Historical Park Infrastructure Fact Sheet



5.1 Million  
Annual Visitors<sup>1</sup>



\$143 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**136**  
Buildings



**200 Miles of**  
Trails



**4** Housing  
Units\*



**35** Camp-  
grounds



**8 Miles of**  
Unpaved  
Roads



**0** Water  
Systems



**0** Waste  
Water  
Systems



**6 Miles of**  
Paved Roads



**613** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, trail tunnels, maintained landscapes, utility systems, dams, constructed waterways, marinas, railroad systems, maintained archeological sites, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$7 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Trails and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$24 M for Trails**



**\$15 M for Paved Roads  
& Structures**

**\$62 M for all remaining asset categories**

Driven by constructed waterways (\$40 M) and trail bridges (\$10 M)

‡Paved Roads & Structures includes paved roadways, paved parking areas, bridges, and tunnels.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Repair Canal Inlet Lock 1 and Lift Locks 1,2 and 5	\$11,062,000
Repair Four Locks Boat Ramp	\$569,000
Repoint and Paint Exterior Brick Facade, Windows and Doors at the Georgetown Visitor Center	\$540,000
Repair Exterior Envelope and Drainage System of Cushwa Warehouse and Trolley Barn	\$345,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Ford's Theatre National Historic Site Infrastructure Fact Sheet



572 Thousand  
Annual Visitors<sup>1</sup>



\$16 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

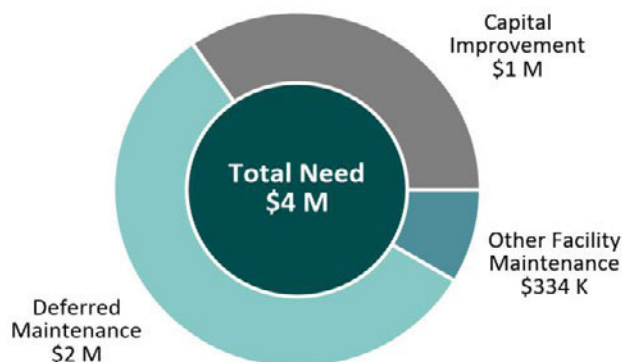


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$4 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figure below does not include the cost of Routine Maintenance.



**\$4 M for Buildings**

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Ford's Theatre National Historic Site does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# George Washington Memorial Parkway<sup>1</sup> Infrastructure Fact Sheet



7.9 Million  
Annual Visitors<sup>2</sup>



\$107 Million  
in Economic Output<sup>3</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**108**  
Buildings



**51 Miles of**  
Trails



**0** Housing  
Units\*



**0** Camp-  
grounds



**6 Miles of**  
Unpaved  
Roads



**1** Water  
System



**10** Waste  
Water  
Systems



**79 Miles of**  
Paved Roads



**149** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, marinas, monuments, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>4</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$5 M annual Routine Maintenance<sup>5</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$662 M for Paved  
Roads & Structures**



**\$27 M for Buildings**

**\$46 M for all remaining asset categories**

Driven by maintained landscapes (\$27 M) and monuments (\$6 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>6</sup>
North End Reconstruction	\$170,000,000
Reconstruct North GWMP Rt0001 and Rt002	\$24,200,000
Replace Critically Deficient Steel Guardrail. Sections 2, 4, 6, and 8	\$496,000

<sup>1</sup> Arlington House, The Robert E. Lee Memorial, Clara Barton National Historic Site, Lyndon Baines Johnson Memorial Grove on the Potomac, Potomac Heritage National Scenic Trail, and Theodore Roosevelt Island are included as they are co-managed with George Washington Memorial Parkway.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Harpers Ferry National Historical Park Infrastructure Fact Sheet



300 Thousand  
Annual Visitors<sup>1</sup>



\$22 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



71 Buildings



24 Miles of  
Trails



7 Housing  
Units\*



0 Camp-  
grounds



9 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



3 Miles of  
Paved Roads



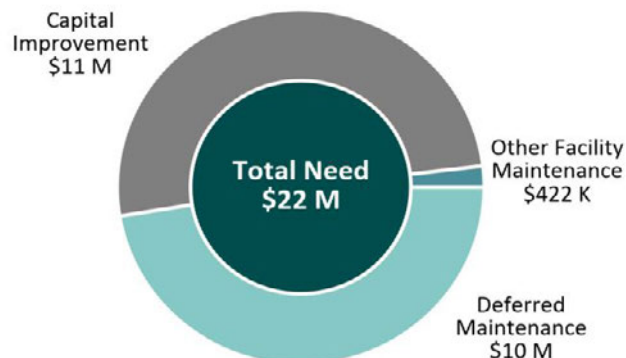
113 All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, monuments, maintained archeological sites, fortifications, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$14 M for Buildings**



**\$4 M for Paved Roads  
& Structures**

**\$4 M for all remaining asset categories**

Driven by maintained landscapes (\$2 M) and maintained archeological sites (\$796 K)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Purchase Six 37 Passenger Buses in 2017/2018	\$150,000
Rehabilitate Gutter and Drainage Systems Parkwide	\$150,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Manassas National Battlefield Park Infrastructure Fact Sheet



510 Thousand  
Annual Visitors<sup>1</sup>



\$42 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$1 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Paved Roads & Structures**



**\$1 M for Buildings**

### \$4 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and trail bridges (\$1 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
EFLHD Pavement Pres (MANA and PRWI)	\$1,000,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Monocacy National Battlefield Infrastructure Fact Sheet



145 Thousand  
Annual Visitors<sup>1</sup>



\$6.1 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**28 Buildings**



**7 Miles of  
Trails**



**1 Housing  
Unit\***



**0 Camp-  
grounds**



**3 Miles of  
Unpaved  
Roads**



**0 Water  
Systems**



**0 Waste  
Water  
Systems**



**< 1 Mile of  
Paved Roads**



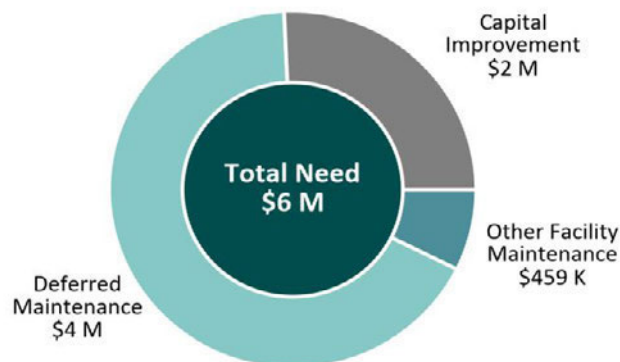
**18 All Other  
Assets<sup>†</sup>**

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, monuments, maintained archeological sites, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



*There is also a **\$176 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.*

**Buildings and Trails** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$4 M for Buildings**



**\$764 K for Trails**

**\$2 M for all remaining asset categories**

Driven by maintained landscapes (\$1 M) and paved roads (\$740 K)

*Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.*

## Project Funding

Monocacy National Battlefield does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# National Capital Parks - East<sup>1</sup>

## Infrastructure Fact Sheet



2.2 Million  
Annual Visitors<sup>2</sup>



\$109 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**154**  
Buildings



**39 Miles of**  
Trails



**0** Housing  
Units\*



**4** Camp-  
grounds



**12 Miles of**  
Unpaved  
Roads



**2** Water  
Systems



**3** Waste  
Water  
Systems



**92 Miles of**  
Paved Roads



**126** All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, constructed waterways, marinas, monuments, maintained archeological sites, fortifications, and amphitheaters.

### Estimated Maintenance Needs<sup>4</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$5 M annual Routine Maintenance<sup>5</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$103 M for Paved  
Roads & Structures**



**\$19 M for Buildings**

**\$82 M for all remaining asset categories**

Driven by maintained landscapes (\$54 M) and fortifications (\$20 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

### Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>6</sup>
Evaluate Anacostia Park Seawall and Complete Interim Safety Repairs	\$448,000
Correct Stormwater Erosion at Fort Washington Ravine	\$425,000
Stabilize and Repair the Barn at Piscataway Park	\$310,000
Replace Culvert and Repair Dogwood Trail at Greenbelt Park	\$90,000

<sup>1</sup> Carter G. Woodson Home National Historic Site, Fort Washington Park, Frederick Douglass National Historic Site, Greenbelt Park, Mary McLeod Bethune Council House National Historic Site, and Piscataway Park are included as they are co-managed with National Capital Parks - East.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# National Capital Regional Office Infrastructure Fact Sheet



N/A

Annual Visitors<sup>1</sup>



N/A

in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

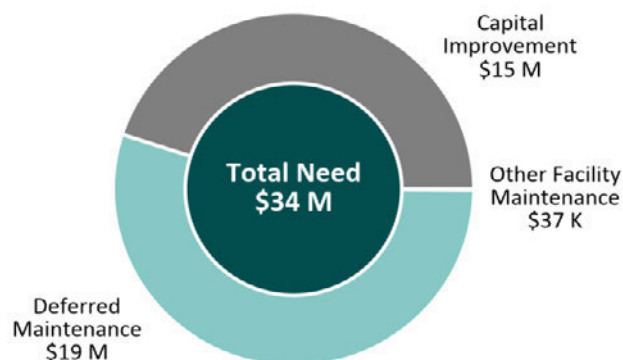


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>There are no other asset categories at National Capital Regional Office.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$88 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figure below does not include the cost of Routine Maintenance.



**\$34 M for Buildings**

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

National Capital Regional Office does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).





# National Mall and Memorial Parks<sup>1</sup>

## Infrastructure Fact Sheet



33 Million  
Annual Visitors<sup>2</sup>



\$921 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



76 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



< 1 Mile of  
Unpaved  
Roads



2 Water  
Systems



1 Waste  
Water  
System



19 Miles of  
Paved Roads



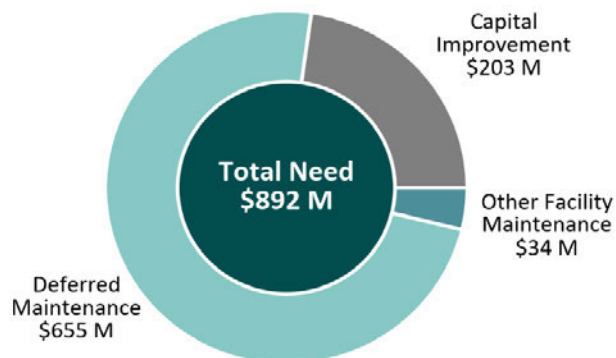
177 All  
Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, marinas, ships, monuments, interpretive media, and amphitheaters.

### Estimated Maintenance Needs<sup>4</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$11 M annual Routine Maintenance<sup>5</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$57 M for Paved Roads  
& Structures**



**\$33 M for Buildings**

**\$802 M for all remaining asset categories**

Driven by marinas (\$449 M) and maintained landscapes (\$260 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

### Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>6</sup>
Rehabilitate Elevator and Install Walkways at Thomas Jefferson Memorial	\$4,500,000
Jefferson Drive and 15th St Resurfacing	\$4,248,000
Ohio Drive and West Basin Drive Resurfacing	\$2,810,000
Repoint and Recaulk Japanese American Memorial	\$779,000
Rehabilitate Structure No 3400-034P Maine Ave Bridge Repair	\$6,000

<sup>1</sup> Belmont-Paul Women's Equality National Monument, Constitution Gardens, Franklin Delano Roosevelt Memorial, Korean War Veterans Memorial, Lincoln Memorial, Martin Luther King, Jr. Memorial, National Capital Parks - Central, Pennsylvania Avenue National Historic Site, Thomas Jefferson Memorial, Vietnam Veterans Memorial, Washington Monument, World War I Memorial, and World War II Memorial are included as they are co-managed with National Mall and Memorial Parks.

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# President's Park (White House)<sup>1</sup>

## Infrastructure Fact Sheet



1.2 Million  
Annual Visitors<sup>2</sup>



\$33 Million  
in Economic Output<sup>3</sup>



### Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include maintained landscapes and monuments.

### Estimated Maintenance Needs<sup>4</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$441 K annual Routine Maintenance<sup>5</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$27 M for Buildings**



**\$5 M for Paved Roads & Structures**

**\$11 M for all remaining asset categories**

Driven by monuments (\$5 M) and maintained landscapes (\$4 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways and paved parking areas.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

### Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>6</sup>
Upgrade Utilities Project F	\$6,959,000
Replace White House Promenade Roof	\$5,994,000
Repair Ornamental Fountains at Lafayette Park and White House Grounds	\$5,774,000
Repair Building Settement and Watermarks on East Wing	\$1,041,000

<sup>1</sup> Note that White House visitor statistics and economic benefits are included in President's Park (White House).

<sup>2</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>3</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>4</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>5</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>6</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.



# Prince William Forest Park Infrastructure Fact Sheet



340 Thousand  
Annual Visitors<sup>1</sup>



\$27 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



**270**  
Buildings



**29 Miles of**  
Trails



**6** Housing  
Units\*



**10** Camp-  
grounds



**22 Miles of**  
Unpaved  
Roads



**9** Water  
Systems



**15** Waste  
Water  
Systems



**14 Miles of**  
Paved Roads



**53** All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, dams, constructed waterways, marinas, interpretive media, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$3 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup>** and **Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$11 M for Paved Roads  
& Structures**



**\$5 M for Buildings**

**\$12 M for all remaining asset categories**

Driven by waste water systems (\$4 M) and maintained landscapes (\$3 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Camp 3 Sewer System	\$848,000
Rehabilitate Three Historic Structures in Cabin Camp 1	\$212,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Rock Creek Park Infrastructure Fact Sheet



2.4 Million  
Annual Visitors<sup>1</sup>

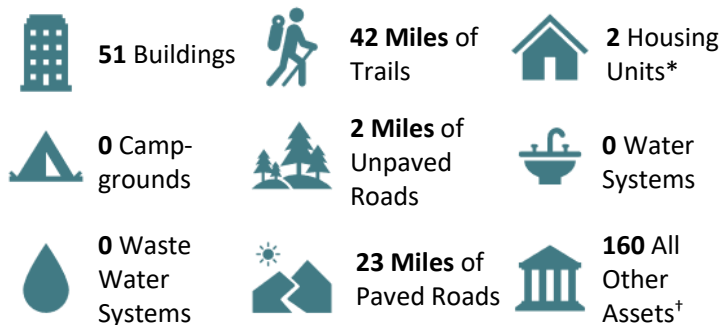


\$67 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

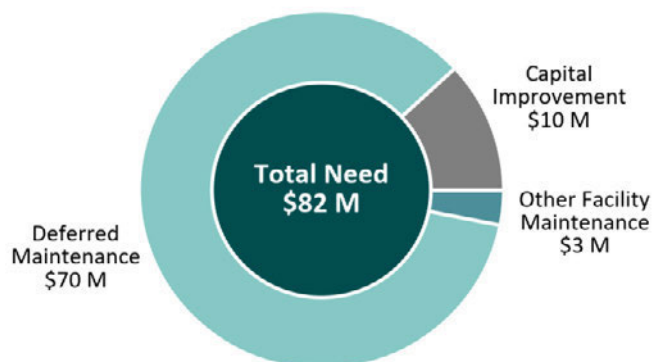


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, utility systems, dams, marinas, monuments, maintained archeological sites, and amphitheaters.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$4 M annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Paved Roads & Structures<sup>‡</sup> and Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$41 M for Paved Roads & Structures**



**\$10 M for Buildings**

**\$32 M for all remaining asset categories**

Driven by maintained landscapes (\$23 M) and amphitheaters (\$6 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, bridges, and tunnels.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows examples of projects in the current funding stream. Not all estimated maintenance needs are captured in the projects below.

Projects in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Rehabilitate Thompson's Boating Center Seawall	\$35,502,000
Reconstruction Piney Branch	\$3,000,000
Rehabilitate P Street Bridge	\$1,598,000
Rehab Glover Road 19(1) combine with below	\$1,500,000
Rehabilitate Kalmia Road Bridge	\$796,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.





# Stephen T. Mather Training Center Infrastructure Fact Sheet



N/A

Annual Visitors<sup>1</sup>



N/A

in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.



2 Buildings



0 Miles of  
Trails



0 Housing  
Units\*



0 Camp-  
grounds



0 Miles of  
Unpaved  
Roads



0 Water  
Systems



0 Waste  
Water  
Systems



0 Miles of  
Paved Roads



2 All Other  
Assets<sup>†</sup>

\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include utility systems.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$28 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings** have the highest **estimated maintenance needs** by asset category at the park. The figure below does not include the cost of Routine Maintenance.



**\$3 M for Buildings**

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Stephen T. Mather Training Center does not have any projects in the formulated lists released publicly.<sup>5</sup>

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> This includes projects in the following fund sources: Recreation Fee Revenue (FY 2021 Congressional Justification), Repair/Rehabilitation (FY 2021 – 2025), Line Item Construction (FY 2021 – 2025), and Federal Lands Transportation Program (FY 2020 – 2021).



# Wolf Trap National Park for the Performing Arts Infrastructure Fact Sheet



403 Thousand  
Annual Visitors<sup>1</sup>

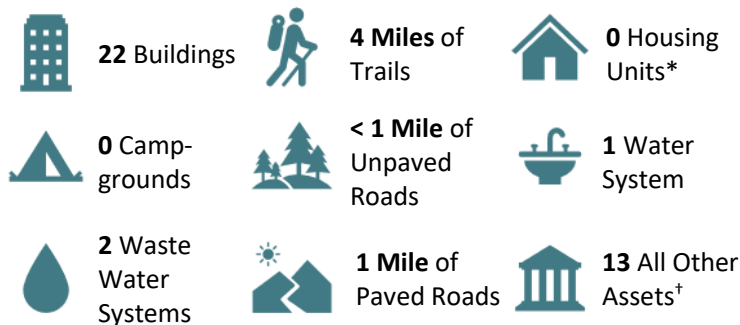


\$34 Million  
in Economic Output<sup>2</sup>



## Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of FY 2018.

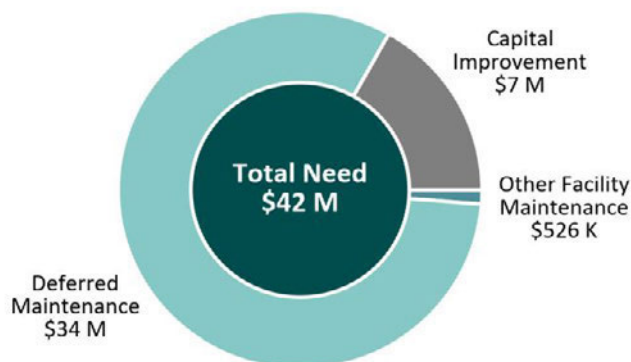


\*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

<sup>†</sup>All Other assets include trail bridges, maintained landscapes, utility systems, and interpretive media.

## Estimated Maintenance Needs<sup>3</sup>

The chart below summarizes the park's outstanding estimated maintenance needs as of the end of FY 2018.



There is also a **\$386 K annual Routine Maintenance<sup>4</sup>** requirement in addition to the costs shown above.

**Buildings and Paved Roads & Structures<sup>‡</sup>** have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



**\$27 M for Buildings**



**\$10 M for Paved Roads & Structures**

**\$5 M for all remaining asset categories**

Driven by maintained landscapes (\$3 M) and waste water systems (\$2 M)

<sup>‡</sup>Paved Roads & Structures includes paved roadways, paved parking areas, and tunnels.

Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

## Project Funding

Project funding will help the park address its outstanding estimated maintenance needs described above. The table below shows an example project in the current funding stream. Not all estimated maintenance needs are captured in the project below.

Project in Current Funding Stream	Estimated Project Cost <sup>5</sup>
Replace Water Heaters at Filene Center	\$336,000

<sup>1</sup> National Park Service Visitor Statistics, Annual Visitation by Park - 2019 - <https://irma.nps.gov/STATS/Reports/National>.

<sup>2</sup> Economic Contributions of National Park Visitor Spending - 2019 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

<sup>3</sup> Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, paved parking areas, bridges, and tunnels.

<sup>4</sup> Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

<sup>5</sup> Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.