



Alaska Region Infrastructure Fact Sheets

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¹ There are 3 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 3 parks (left column) are included as a sub-set of the larger parks (right column).

Sub Park	Parent Unit
Cape Krusenstern National Monument (CAKR)	Western Arctic National Parklands (WEAR)
Kobuk Valley National Park (KOVA)	Western Arctic National Parklands (WEAR)
Noatak National Preserve (NOAT)	Western Arctic National Parklands (WEAR)



Alagnak Wild River Infrastructure Fact Sheet



N/A
Annual Visitors¹



N/A
in Economic Output²

Infrastructure Inventory

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



1 Building



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

*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.

Estimated Maintenance Needs³

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



There is also a **\$200 annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are no maintenance needs at the park. This need does not include the cost of Routine Maintenance.

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

Project Funding

Alagnak Wild River does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Alaska Public Lands Information Center Anchorage Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

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 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



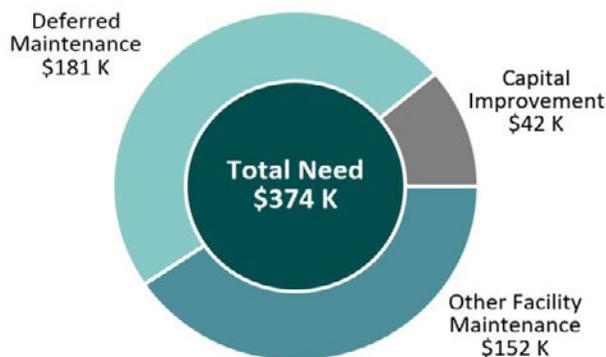
1 All Other Asset[†]

*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 interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$210 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$75 K for Buildings

\$299 K for all remaining asset categories

Driven by interpretive media (\$299 K)

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

Project Funding

Alaska Public Lands Information Center Anchorage does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Alaska Regional Support Office Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



5 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

*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 utility systems.

Estimated Maintenance Needs³

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



There is also a **\$101 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are no maintenance needs at the park. This need does not include the cost of Routine Maintenance.

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

Project Funding

Alaska Regional Support Office does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Aniakchak National Monument & Preserve Infrastructure Fact Sheet



100
Annual Visitors¹



\$99 Thousand
in Economic Output²

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 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

*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.

Estimated Maintenance Needs³

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 Maintenance⁴** requirement in addition to the costs shown above.

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



\$47 K for Buildings

\$3 K for all remaining asset categories

Driven by maintained landscapes (\$3 K)

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

Project Funding

Aniakchak National Monument & Preserve does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Bering Land Bridge National Preserve Infrastructure Fact Sheet



3 Thousand
Annual Visitors¹



\$5.7 Million
in Economic Output²

Infrastructure Inventory

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



20 Buildings



276 Miles of
Trails



7 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



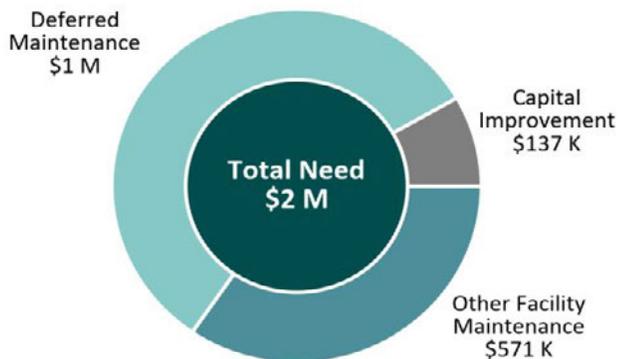
7 All Other
Assets[†]

*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, aviation systems, and interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Housing 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.



\$1 M for Housing



\$129 K for Buildings

\$137 K for all remaining asset categories

Driven by interpretive media (\$90 K) and maintained landscapes (\$47 K)

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

Project Funding

Bering Land Bridge National Preserve does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Denali National Park & Preserve Infrastructure Fact Sheet



601 Thousand Annual Visitors¹



\$874 Million in Economic Output²

Infrastructure Inventory

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

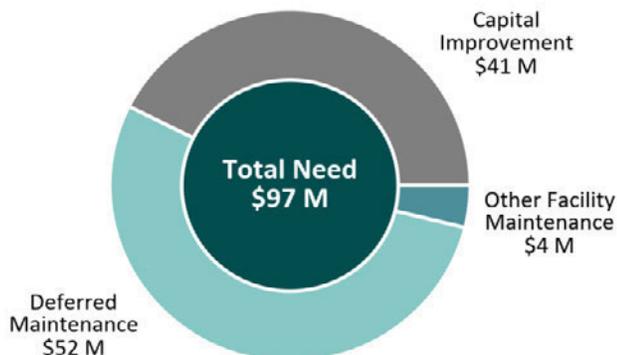


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, trail tunnels, maintained landscapes, utility systems, aviation systems, maintained archeological sites, interpretive media, and amphitheatres.

Estimated Maintenance Needs³

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 Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads and Paved Roads & Structures[‡] have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



[‡]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 ⁵
Toklat River Bridge & Causeway Replacement	\$25,000,000
Replace Ghiglione Bridge That Cannot Be Seismically Retrofitted	\$3,163,000
Rehabilitate Park Headquarters Building B21	\$736,000
Construct a New Laundry Facility and Rehab Existing Shower House at Camp Housing	\$633,000
Rehabilitate Toklat Lower Restroom and Shower Facility	\$192,000

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

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

³ 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.

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

⁵ 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.



Fairbanks Interagency Visitors Center Infrastructure Fact Sheet



N/A
Annual Visitors¹



N/A
in Economic Output²

Infrastructure Inventory

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



1 Building



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



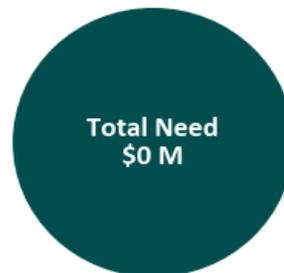
1 All Other Asset[†]

*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 interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$207 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are no maintenance needs at the park. This need does not include the cost of Routine Maintenance.

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

Project Funding

Fairbanks Interagency Visitors Center does not have any projects in the formulated lists released publicly.⁵

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

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

³ 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.

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

⁵ 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).



Gates of the Arctic National Park & Preserve Infrastructure Fact Sheet



11 Thousand Annual Visitors¹



\$23 Million in Economic Output²

Infrastructure Inventory

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

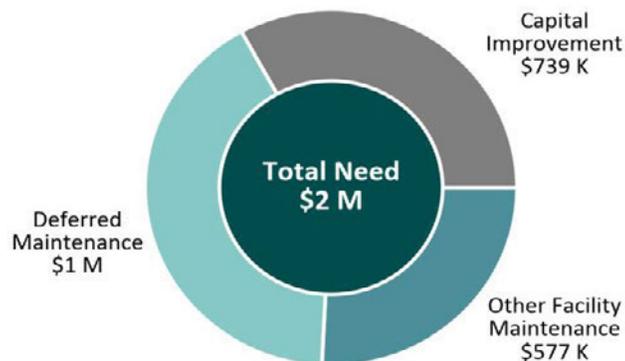


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$251 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Housing 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.

\$1 M for Housing

\$318 K for Buildings

\$451 K for all remaining asset categories
Driven by maintained landscapes (\$197 K) and water systems (\$123 K)

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 ⁵
Rehabilitate Fire Sprinkler Systems in Housing Parkwide	\$314,000
Rehabilitate Anaktuvuk Pass Ranger Station Bunkhouse for Compliance with Federal Housing Standards	\$143,000
Rehabilitate NPS Housing to Increase Insulation and Reduce Energy Consumption	\$109,000
Rehabilitate the Marion Creek Housing Well to Implement Chlorination.	\$103,000
Rehabilitate the Bettles Housing Water System Structure, Building 108	\$98,000

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

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

³ 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.

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

⁵ 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.



Glacier Bay National Park & Preserve Infrastructure Fact Sheet



672 Thousand
Annual Visitors¹



\$402 Million
in Economic Output²

Infrastructure Inventory

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



113
Buildings



100 Miles of
Trails



26 Housing
Units*



3 Camp-
grounds



1 Mile of
Unpaved
Roads



7 Water
Systems



7 Waste
Water
Systems



4 Miles of
Paved Roads



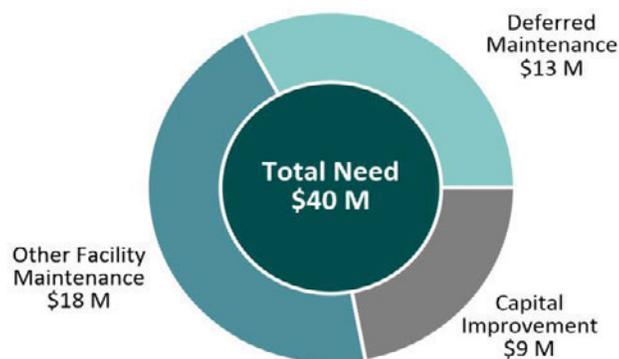
59 All Other
Assets[†]

*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, marinas, aviation systems, and interpretive media.

Estimated Maintenance Needs³

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 Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Paved Roads & Structures[‡] 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 Buildings



\$6 M for Paved Roads & Structures

\$10 M for all remaining asset categories

Driven by electrical systems (\$5 M) and trails (\$2 M)

[‡]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 ⁵
Repair Inner Lagoon Dock Appurtenances	\$259,000
Rehabilitate Secondary Roads	\$223,000
Rehabilitate Forest Loop Trail to Meet Accessibility Compliance	\$172,000
Install Stand-by Generation Systems for Critical Systems	\$161,000
Rehabilitate Historic Lagoon Island Cabin (GBQ01)	\$95,000

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

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

³ 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.

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

⁵ 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.



Katmai National Park & Preserve Infrastructure Fact Sheet



84 Thousand
Annual Visitors¹



\$183 Million
in Economic Output²

Infrastructure Inventory

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



148
Buildings



21 Miles of
Trails



41 Housing
Units*



1 Camp-
ground



28 Miles of
Unpaved
Roads



8 Water
Systems



5 Waste
Water
Systems



0 Miles of
Paved Roads



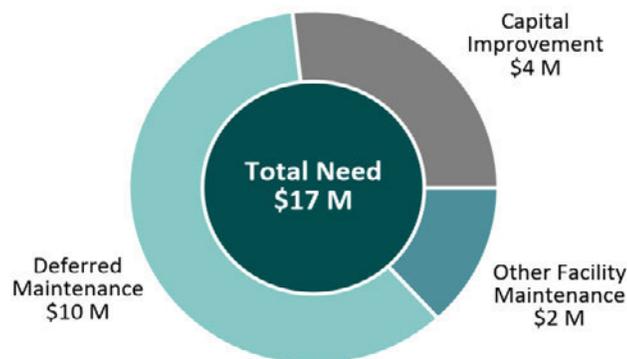
72 All Other
Assets[†]

*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, aviation systems, maintained archeological sites, and interpretive media.

Estimated Maintenance Needs³

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 Maintenance⁴** requirement in addition to the costs shown above.

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



\$5 M for Buildings



**\$3 M for Unpaved
Roads**

\$9 M for all remaining asset categories
Driven by trail bridges (\$2 M) and housing (\$2 M)

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 ⁵
Relocate NPS Administrative Structures from Sensitive Resources	\$5,271,000
Replace South Side Accessible Trail and Access Ramp to Mitigate Human vs Bear Conflict	\$3,545,000
Resurface Last Five Miles of the Valley of 10,000 Smokes Road	\$1,666,000
Relocate Brooks Lake Employee Housing to Valley Road Administrative Area	\$435,000
Rehabilitate Marina Building to remove Mold and Reuse as Outboard Shop	\$336,000

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

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

³ 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.

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

⁵ 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.



Kenai Fjords National Park Infrastructure Fact Sheet



357 Thousand Annual Visitors¹



\$94 Million in Economic Output²

Infrastructure Inventory

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



46 Buildings



10 Miles of Trails



6 Housing Units*



2 Campgrounds



< 1 Mile of Unpaved Roads



2 Water Systems



2 Waste Water Systems



2 Miles of Paved Roads



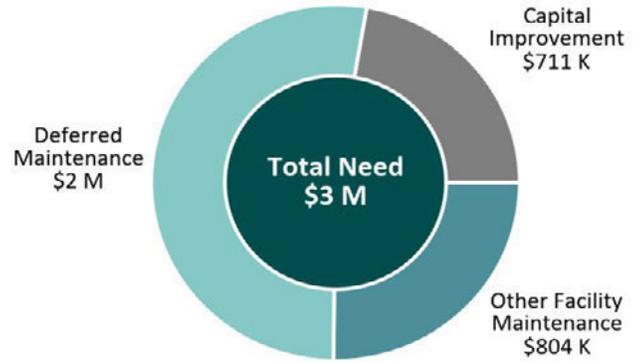
25 All Other Assets[†]

*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, maintained archeological sites, and interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$343 K annual Routine Maintenance⁴** 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.



\$1 M for Buildings



\$400 K for Trails

\$1 M for all remaining asset categories

Driven by interpretive media (\$1 M) and maintained archeological sites (\$270 K)

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 ⁵
Rehabilitate Exit Glacier Trails for Accessibility	\$35,000
Removal and Replacement of Campground Water Pump and Concrete Pad for Accessibility	\$20,000

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

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

³ 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.

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

⁵ 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.



Klondike Gold Rush National Historical Park Infrastructure Fact Sheet



1.1 Million
Annual Visitors¹



\$220 Million
in Economic Output²

Infrastructure Inventory

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

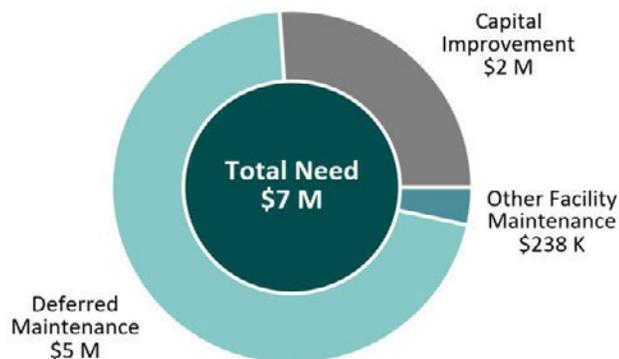


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$548 K annual Routine Maintenance⁴** 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.



\$3 M for Buildings



\$1 M for Trails

\$3 M for all remaining asset categories

Driven by housing (\$1 M) and interpretive media (\$707 K)

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 ⁵
Relocate and Rehabilitate Historic Frye-Bruhn Cold Storage Building (Ice House)	\$998,000
Re-build and Re-route Accessible Riverside Trail to Connect Historic Dyea Townsite to Dyea and Chilkoot Trail	\$329,000
Relocate and Rehabilitate Klondike Gold Rush era Patterson-McDermott Cabin	\$301,000
Replace Deteriorating Fire Suppression System at the Historic Lynch and Kennedy Haberdashery	\$246,000
Replace Chilkoot Overnight Parking Area, Phase III of IV	\$160,000

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

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

³ 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.

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

⁵ 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.



Lake Clark National Park & Preserve Infrastructure Fact Sheet



17 Thousand
Annual Visitors¹



\$37 Million
in Economic Output²

Infrastructure Inventory

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

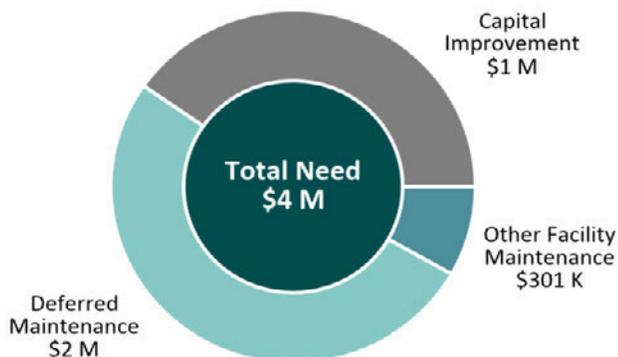


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$486 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Buildings



\$773 K for Housing

\$2 M for all remaining asset categories

Driven by interpretive media (\$429 K) and trails (\$415 K)

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 ⁵
Provide Subsistence Access: Complete Woodlot Route as required by Alaska National Interest Lands Conservation Act	\$117,000
Replace Outdoor Firing Range	\$87,000
Improve Condition and Accessibility of Tanalian Falls Trail	\$50,000

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

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

³ 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.

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

⁵ 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.



Sitka National Historical Park Infrastructure Fact Sheet



233 Thousand Annual Visitors¹



\$61 Million in Economic Output²

Infrastructure Inventory

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

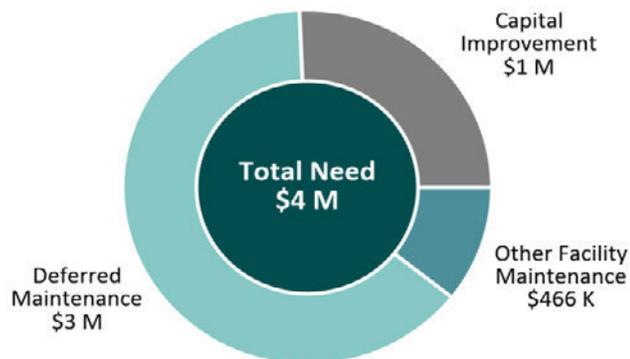


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$238 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Buildings



\$878 K for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and interpretive media (\$831 K)

[‡]Paved Roads & Structures includes 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 ⁵
Stabalize and Protect Kiksadi Fort Site from Water Erosion	\$457,000
Correct Deficiencies in Sitka Visitor Center's HVAC System	\$101,000
Restore the Battle of Sitka's 1804 Battlefield to the Condition During the Period of Significance	\$100,000

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

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

³ 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.

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

⁵ 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.



Western Artic National Parklands¹ Infrastructure Fact Sheet



49 Thousand
Annual Visitors²



\$107 Million
in Economic Output³

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, and interpretive media.

Estimated Maintenance Needs⁴

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



There is also a **\$2 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

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



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 ⁶
Rehabilitate Six Emergency Public Use Shelter Cabins at Bering Land Bridge	\$129,000

¹ Cape Krusenstern National Monument, Kobuk Valley National Park, and Noatak National Preserve are included as they are co-managed with Western Artic National Parklands.

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

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

⁴ 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.

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

⁶ 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.



Wrangell - St Elias National Park & Preserve Infrastructure Fact Sheet



75 Thousand
Annual Visitors¹



\$162 Million
in Economic Output²

Infrastructure Inventory

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



145
Buildings



203 Miles of
Trails



35 Housing
Units*



2 Camp-
grounds



2 Miles of
Unpaved
Roads



11 Water
Systems



15 Waste
Water
Systems



< 1 Mile of
Paved Roads



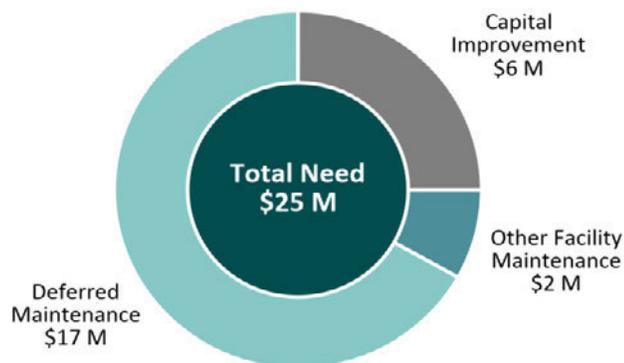
115 All
Other
Assets[†]

*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, aviation systems, and interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$2 M annual Routine Maintenance⁴** 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.



\$11 M for Buildings



\$7 M for Trails

\$7 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and paved roads (\$2 M)

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 ⁵
Replace Deficient VC/HQ Water Treatment System	\$4,277,000
Rehabilitate Kennecott Leach Plant Foundation	\$2,519,000
Replace Water System Intake with Water Wells at Kennecott	\$238,000
Replace and Upgrade Kennecott Electricity Generation System	\$230,000
Kennecott Company Store Rehabilitation	\$138,000

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

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

³ 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.

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

⁵ 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.



Yukon - Charley Rivers National Preserve Infrastructure Fact Sheet



1 Thousand
Annual Visitors¹



\$823 Thousand
in Economic Output²

Infrastructure Inventory

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

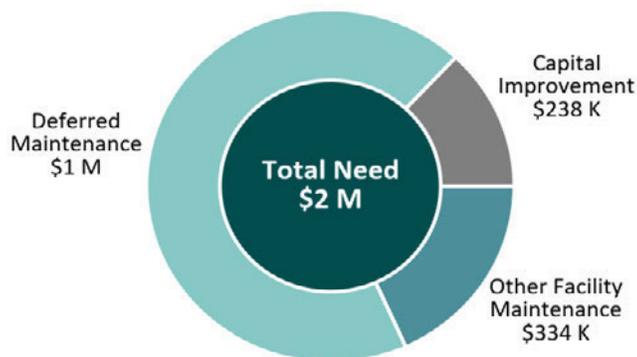


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, utility systems, aviation systems, and interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$678 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Buildings



\$110 K for Housing

\$319 K for all remaining asset categories

Driven by electrical systems (\$154 K) and fuel systems (\$133 K)

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 ⁵
Rehab Eagle Ranger Station Visitor Center for Energy Conservation and Occupancy	\$168,000
Rehabilitate Maintenance Building by Replacing Failed Building System Components	\$149,000
Rehabilitate and Relocate the Eagle Aviation Center Fuel Distribution System and Equipment.	\$121,000
Cyclic Replacement Coal Creek Camp Propane Generator	\$89,000
Rehabilitate Water System Infrastructure to Add Year Round Chlorination Capability- Eagle	\$78,000

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

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

³ 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.

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

⁵ 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.