



Abraham Lincoln Birthplace National Historical Park Infrastructure Fact Sheet



238 Thousand
Annual Visitors¹



\$19 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.



14 Buildings



2 Miles of
Trails



2 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



3 Water
Systems



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



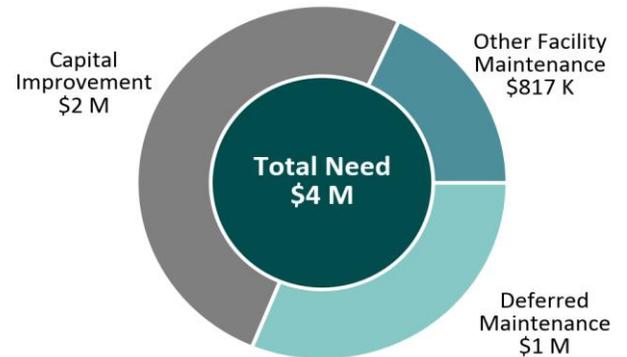
14 All Other
Assets[†]

*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, 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 **\$115 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.



\$3 M for Buildings



\$586 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$871 K) and unpaved roads (\$64 K)

[‡]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 ⁵
Rehabilitate Hazardous Materials Storage Building	\$11,000

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.



Acadia National Park Infrastructure Fact Sheet



3.4 Million
Annual Visitors¹



\$511 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.



205
Buildings



153 Miles of
Trails



71 Housing
Units*



6 Camp-
grounds



80 Miles of
Unpaved
Roads



17 Water
Systems



18 Waste
Water
Systems



57 Miles of
Paved Roads



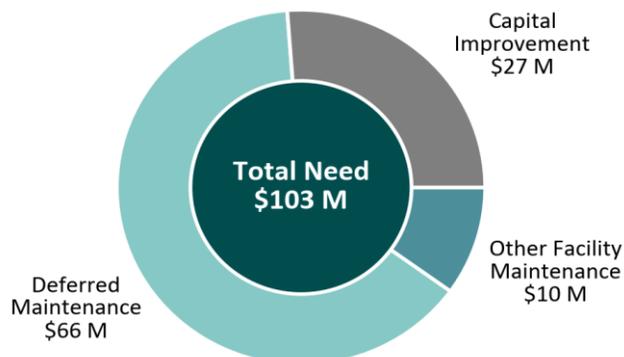
56 All Other
Assets[†]

*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, boundaries, utility systems, dams, marinas, 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.

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.



\$41 M for Buildings



\$25 M for Paved Roads & Structures

\$37 M for all remaining asset categories
Driven by unpaved roads (\$11 M) and trails (\$10 M)

‡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
Replace Maintenance Facilities at McFarland Hill Headquarters	\$30,297,000
NER Contribution to Replace Twelve (12) Year 2006 Propane Buses	\$4,098,000
Mill 2 + Ovlv 2" ACAD-0013 Cadillac Mountain Road	\$1,284,000
Demolish and Replace Waste Water Treatment Plant Facility at Acadia National Park	\$757,000
Rehabilitate Seawall Campground Maintenance Building	\$239,000

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.



Adams National Historical Park Infrastructure Fact Sheet



187 Thousand Annual Visitors¹



\$16 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.

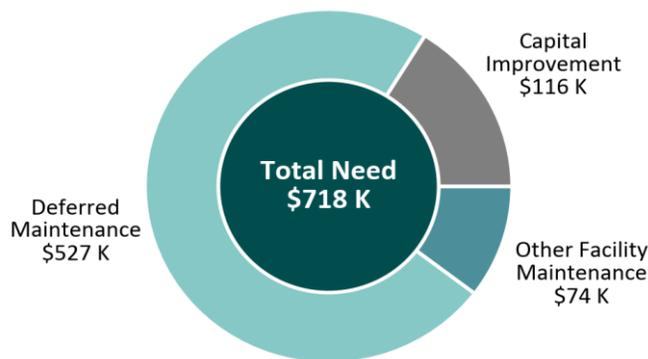


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, and 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 **\$120 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.



\$596 K for Buildings

\$122 K for all remaining asset categories
Driven by maintained landscapes (\$122 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 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 ⁵
Replace Fire Detection System Devices	\$43,000

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.



African Burial Ground National Monument Infrastructure Fact Sheet



47 Thousand Annual Visitors¹



\$3.9 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.



2 Buildings



0 Miles of Trails



0 Housing Units*



0 Camp-grounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



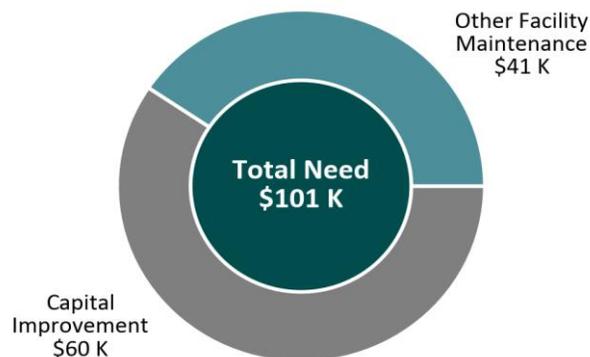
4 All Other Assets[†]

*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, and monuments.

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 **\$39 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.



\$60 K for Buildings

\$41 K for all remaining asset categories

Driven by maintained landscapes (\$41 K)

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

Project Funding

African Burial Ground National Monument 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).



Agate Fossil Beds National Monument Infrastructure Fact Sheet



17 Thousand
Annual Visitors¹



\$1.3 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, boundaries, utility 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 **\$246 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures



\$350 K for Buildings

\$307 K for all remaining asset categories

Driven by housing (\$124 K) and interpretive media (\$99 K)

[‡]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

Agate Fossil Beds National Monument 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).



Ala Kahakai National Historic Trail 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.



0 Buildings



3 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



0 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.

[†]There are no other asset categories at Ala Kahakai National Historic Trail.

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 **\$58 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

Ala Kahakai National Historic Trail 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).



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



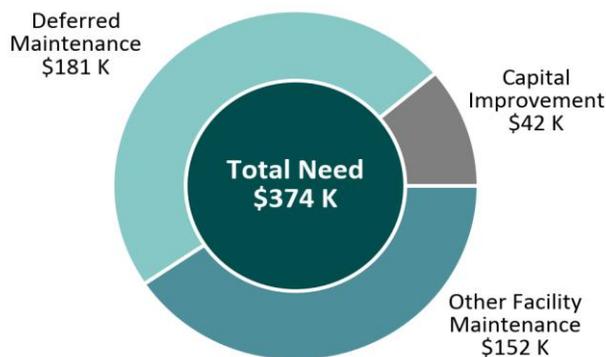
1 All Other Asset[†]

*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).



Alibates Flint Quarries National Monument Infrastructure Fact Sheet



9 Thousand Annual Visitors¹



\$649 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.

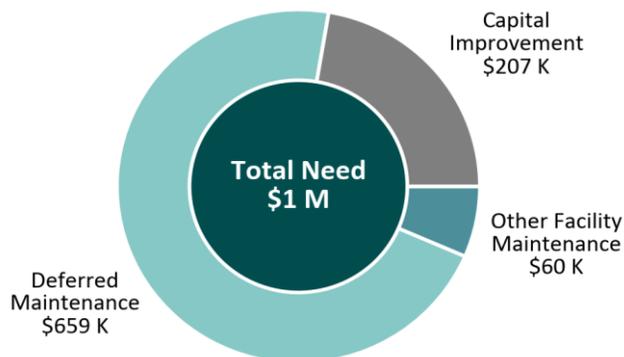


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, 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 **\$790 K 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 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 ⁵
Rehabilitation and Preservation (3R) Work on Park Roads	\$1,452,000

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.



Allegheny Portage Railroad National Historic Site Infrastructure Fact Sheet



189 Thousand Annual Visitors¹



\$16 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.



12 Buildings



14 Miles of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



1 Mile of Paved Roads



51 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, trail tunnels, maintained landscapes, boundaries, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$728 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.



\$3 M for Buildings



\$772 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by trail bridges (\$361 K) and boundaries (\$326 K)

[‡]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

Allegheny Portage Railroad National Historic Site 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).



American Memorial Park 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.



10 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



2 Miles of Paved Roads



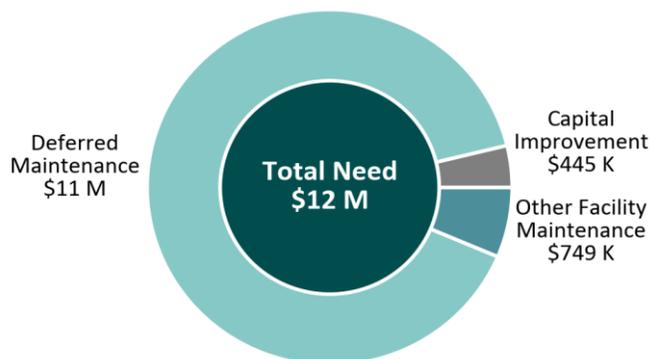
12 All Other Assets[†]

*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, monuments, and amphitheaters.

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 **\$273 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$9 M for Paved Roads & Structures



\$596 K for Buildings

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and monuments (\$479 K)

[‡]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
Install Asphaltic Concrete Pavement on Micro Beach Loop Road	\$332,000
Rehabilitate and Seal Leaks in Concrete Structure at Administrative Offices	\$202,000
Install Electrical Improvements at the Administration Building	\$66,000

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.



Amistad National Recreation Area Infrastructure Fact Sheet



1.3 Million
Annual Visitors¹



\$58 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.

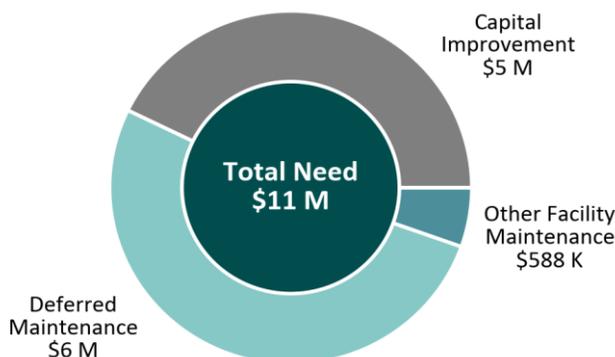


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$641 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and **Water Systems** 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 Water Systems

\$6 M for all remaining asset categories
Driven by marinas (\$3 M) and waste water systems (\$702 K)

[‡]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 ⁵
Rehabilitate Pecos Comfort Station	\$256,000

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.



Andersonville National Historic Site Infrastructure Fact Sheet



104 Thousand
Annual Visitors¹



\$7.7 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.



12 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



3 Water
Systems



3 Waste
Water
Systems



5 Miles of
Paved Roads



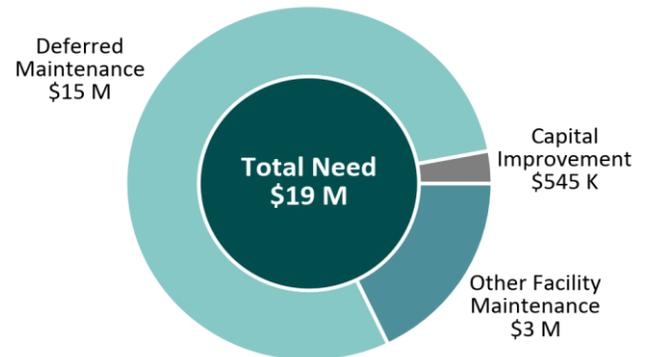
72 All Other
Assets[†]

*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 maintained landscapes, boundaries, utility systems, monuments, fortifications, 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 **\$456 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.



\$5 M for Buildings



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

\$8 M for all remaining asset categories

Driven by maintained landscapes (\$5 M) and boundaries (\$2 M)

[‡]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
Repoint Second third of Cemetery Wall	\$744,000
Clean and Repoint SouthWest Section of Historic Cemetery Wall	\$548,000
Repair Civilian Conservation Corps Erosion Control Channels	\$548,000
Rehabilitate Rostrum, Prisoner of War Museum Courtyard, Entrance Gate Wall and Exit Gate Wall	\$380,000
Replace Fire Alarm System for Prisoner of War Museum and Administrative Building	\$190,000

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.



Andrew Johnson National Historic Site Infrastructure Fact Sheet



51 Thousand
Annual Visitors¹



\$3.9 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, 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 **\$110 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



\$195 K for Paved Roads & Structures

\$1 M for all remaining asset categories
Driven by maintained landscapes (\$1 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
Rehabilitate Historic Wood Windows on Lodge Building	\$134,000
Replace Visitor Center and Memorial Building Mechanical Systems	\$87,000
Repair Lodge Wooden Gutters and Exterior Mill Work	\$59,000

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.



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



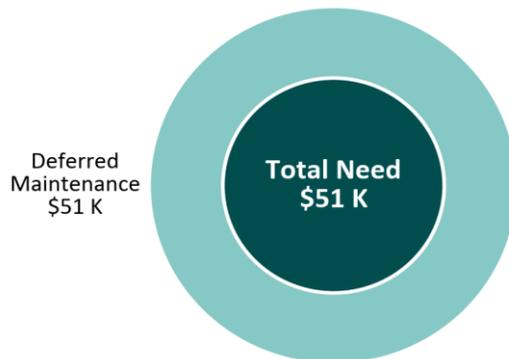
1 All Other Asset[†]

*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).



Antietam National Battlefield Infrastructure Fact Sheet



287 Thousand Annual Visitors¹



\$24 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.

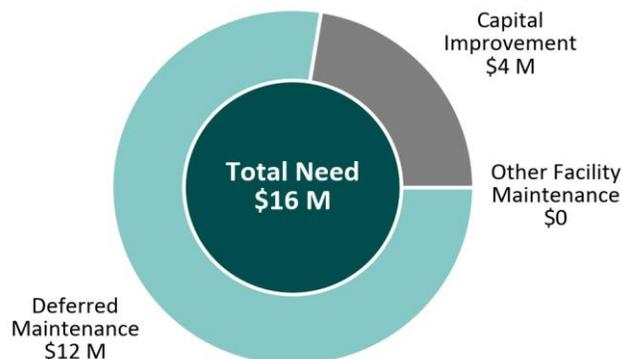


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, 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 **\$602 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.



\$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)

[‡]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
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

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.



Apostle Islands National Lakeshore Infrastructure Fact Sheet



241 Thousand
Annual Visitors¹



\$46 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.



119
Buildings



58 Miles of
Trails



16 Housing
Units*



18 Camp-
grounds



< 1 Mile of
Unpaved
Roads



10 Water
Systems



7 Waste
Water
Systems



1 Mile of
Paved Roads



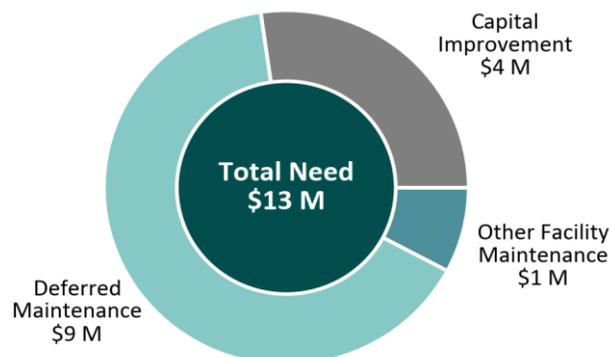
96 All Other
Assets[†]

*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, 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 **\$833 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.



\$3 M for Housing



\$3 M for Buildings

\$8 M for all remaining asset categories
Driven by marinas (\$3 M) and trails (\$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 the Historic Hokenson Dock and Repair the Herring Shed	\$686,000
Replace Manitou Island Dock	\$516,000
Lengthen and Rehabilitate the Long Island Dock	\$276,000
Paint Exterior of Chequamegon Point Light Tower (Long Island)	\$166,000
Stabilize and Address Deferred Maintenance to Historic Michigan Island Barn and Privy	\$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.



Appalachian National Scenic Trail 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.



623
Buildings



4,614 Miles
of Trails



0 Housing
Units*



13 Camp-
grounds



< 1 Mile of
Unpaved
Roads



4 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



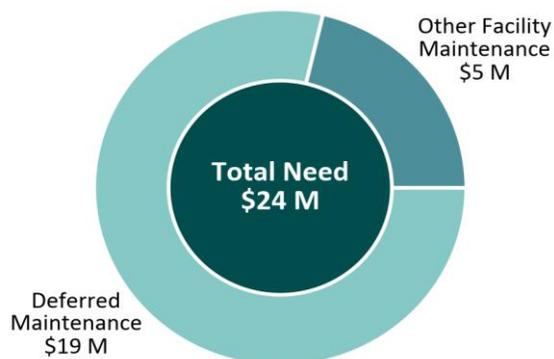
82 All Other
Assets[†]

*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, trail tunnels, maintained landscapes, boundaries, and dams.

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 **\$70 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$17 M for Trails



\$6 M for Buildings

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$475 K) and boundaries (\$383 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 Appalachian Trail Treadway and Privies in the Southern Appalachian Trail Region	\$449,000
Rehabilitate Appalachian Trail Treadway, Privies, and Campsite in New England Region	\$405,000
Rehabilitate Appalachian Trail, Shelter, and Bridge in New England Region	\$308,000
Rehabilitate Four Appalachian Trail Sections in VA with Konnarock Trail Crew	\$215,000
Rehabilitate One Campsite, Two Bridges, & One Parking Area in Mid-Atlantic Appalachian Trail Region	\$211,000

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.



Appomattox Court House National Historical Park Infrastructure Fact Sheet



102 Thousand Annual Visitors¹



\$7.6 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.



36 Buildings



5 Miles of Trails



1 Housing Unit*



0 Campgrounds



3 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



2 Miles of Paved Roads



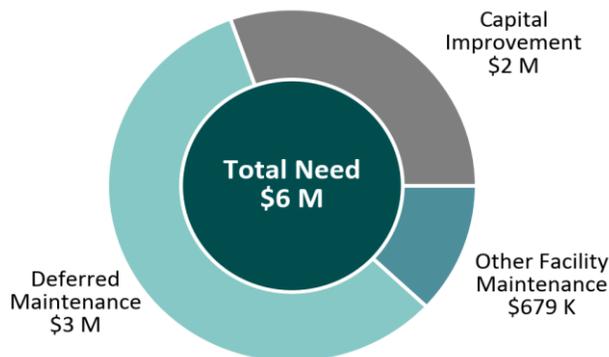
22 All Other Assets[†]

*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, 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 **\$215 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.



\$3 M for Buildings



\$1 M for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$341 K) and waste water systems (\$311 K)

[‡]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 ⁵
Reconstruct and Paint Isbell House Fence	\$37,000

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.



Arches National Park Infrastructure Fact Sheet



1.7 Million
Annual Visitors¹



\$264 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.

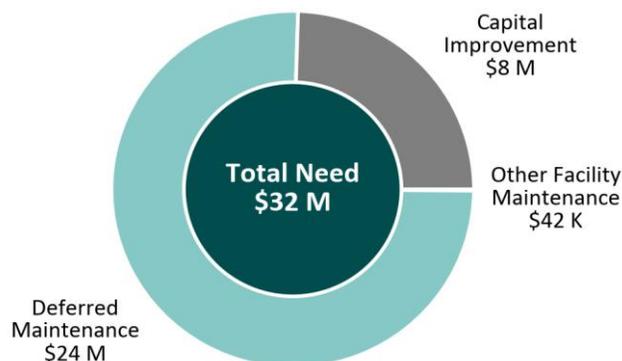


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, 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 **\$898 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Construct Bridges Over Three Wash Crossings along the Delicate Arch	\$9,733,000
Reconstruct Retaining Wall at Headquarters Area to Prevent Storm Water Damage	\$369,000

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.



Arkansas Post National Memorial Infrastructure Fact Sheet



29 Thousand Annual Visitors¹



\$2.1 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.



9 Buildings



3 Miles of Trails



2 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



1 Mile of Paved Roads



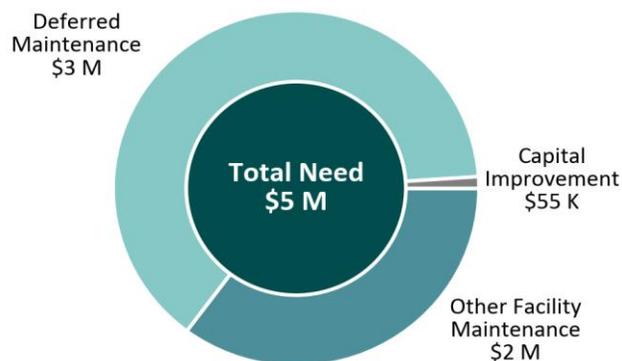
20 All Other Assets[†]

*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, dams, 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 **\$254 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$896 K for Paved Roads & Structures



\$475 K for Buildings

\$4 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and interpretive media (\$1 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 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 ⁵
Replace Temporary Exhibits within Arkansas Post Visitor Center	\$1,281,000

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.



Assateague Island National Seashore Infrastructure Fact Sheet



2.3 Million Annual Visitors¹



\$117 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.



81 Buildings



5 Miles of Trails



7 Housing Units*



9 Campgrounds



23 Miles of Unpaved Roads



5 Water Systems



7 Waste Water Systems



11 Miles of Paved Roads



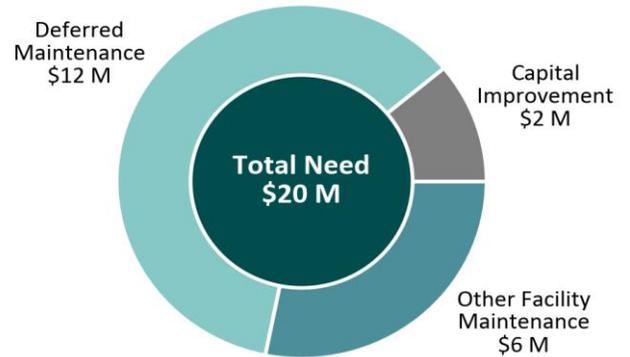
35 All Other Assets[†]

*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, boundaries, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$7 M for Paved Roads & Structures



\$6 M for Buildings

\$6 M for all remaining asset categories

Driven by marinas (\$2 M) and maintained landscapes (\$1 M)

[‡]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
Replace Timber Approach Guardrails. Repave East	\$90,000
Repair Erosion At Ends Of Northeast And Southwest	\$55,000

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.



Aztec Ruins National Monument Infrastructure Fact Sheet



64 Thousand Annual Visitors¹



\$4.5 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.

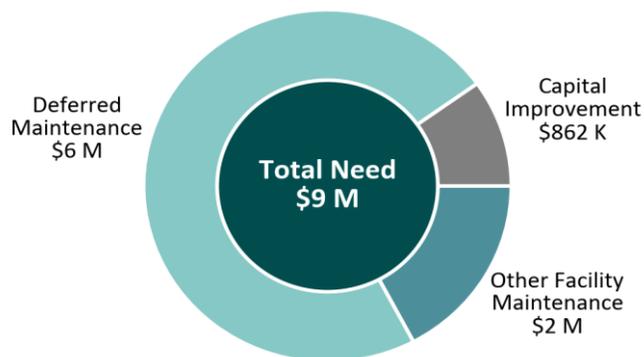


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, 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 **\$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.



\$3 M for Buildings



\$390 K for Trails

\$6 M for all remaining asset categories

Driven by maintained archeological sites (\$4 M) and maintained landscapes (\$630 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
Reduce Footprint by Converting Storage Facility into Monument Headquarters	\$393,000
Upgrade Inadequate Heating and Air-Conditioning Systems and Insulation in Four Buildings	\$218,000

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.



Badlands National Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$80 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.



102
Buildings



10 Miles of
Trails



35 Housing
Units*



3 Camp-
grounds



49 Miles of
Unpaved
Roads



9 Water
Systems



9 Waste
Water
Systems



35 Miles of
Paved Roads



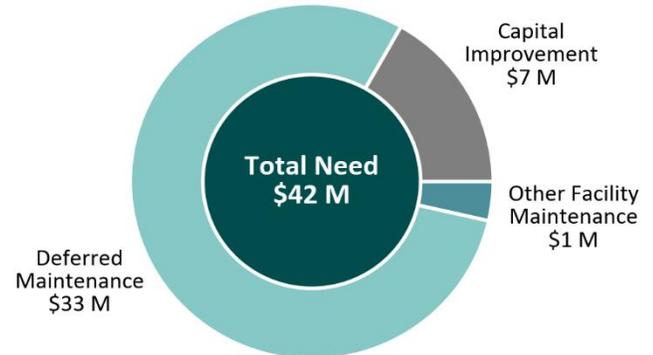
74 All Other
Assets[†]

*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, boundaries, utility systems, dams, monuments, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



**\$24 M for Paved Roads
& Structures**



\$9 M for Buildings

\$9 M for all remaining asset categories

Driven by boundaries (\$2 M) and unpaved roads (\$1 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
Constructed Drainage System Remove Culverts and Repair Frost	\$1,500,000
Rehabilitate Conata Picnic Area to Provide Increased Visitor Education and Meet Accessibility Requirements	\$955,000
Rehabilitate South Unit Waste Water System	\$382,000
Mill Asphalt Surface and Apply New Asphalt to Ben Reifel Place Road	\$375,000
Rehabilitate #32 Quarters in Badlands National Park	\$360,000

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.



Bandelier National Monument Infrastructure Fact Sheet



201 Thousand Annual Visitors¹



\$16 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.

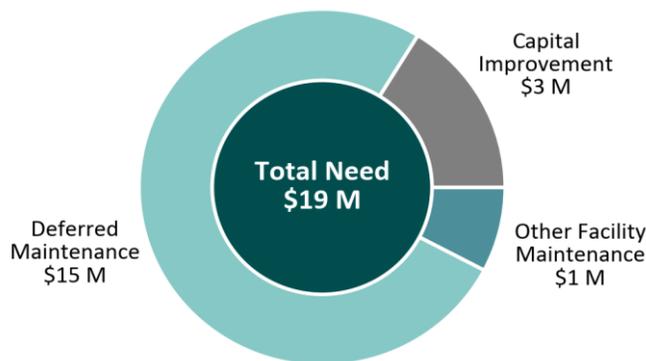


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, utility systems, 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 **\$2 M 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.



\$4 M for Buildings



\$4 M for Housing

\$11 M for all remaining asset categories
Driven by paved roads (\$4 M) and trails (\$3 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
Build Shuttle Service Expansion Parking Lot at Trailhead	\$3,732,000
Replacement of Sewer Lagoon Liners at Frijoles and Mesa Locations	\$1,781,000
Replace Sewer System at Agoyo Road	\$601,000
Repair Historic Walkways in Residential Areas	\$183,000
Rehabilitate Historic Comfort Station HB-01	\$119,000

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.



Bent's Old Fort National Historic Site Infrastructure Fact Sheet



22 Thousand
Annual Visitors¹



\$1.6 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.



6 Buildings



3 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



6 Miles of
Unpaved
Roads



2 Water
Systems



3 Waste
Water
Systems



< 1 Mile of
Paved Roads



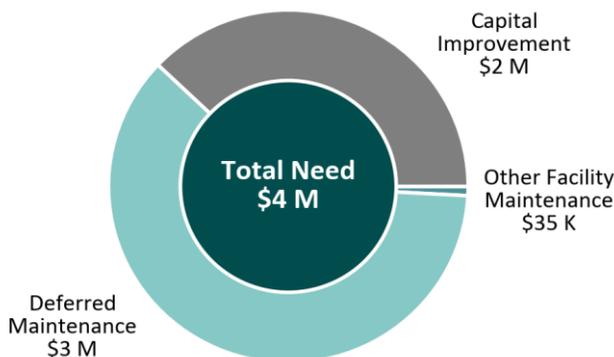
8 All Other
Assets[†]

*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, constructed waterways, monuments, and fortifications.

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.

Unpaved Roads 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 Unpaved
Roads**



\$407 K for Buildings

\$3 M for all remaining asset categories

Driven by fortifications (\$2 M) and maintained landscapes (\$340 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 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 ⁵
Repair And Upgrade The Park's Maintenance Road	\$109,000

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.



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



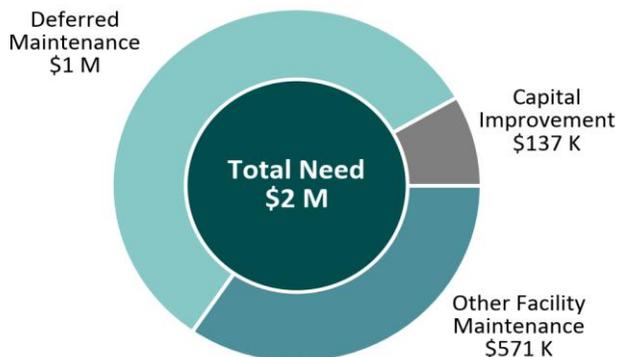
7 All Other
Assets[†]

*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).



Big Bend National Park¹ Infrastructure Fact Sheet



464 Thousand
Annual Visitors²



\$47 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.



181
Buildings



161 Miles of
Trails



115
Housing
Units*



48 Camp-
grounds



217 Miles of
Unpaved
Roads



6 Water
Systems



16 Waste
Water
Systems



122 Miles of
Paved Roads



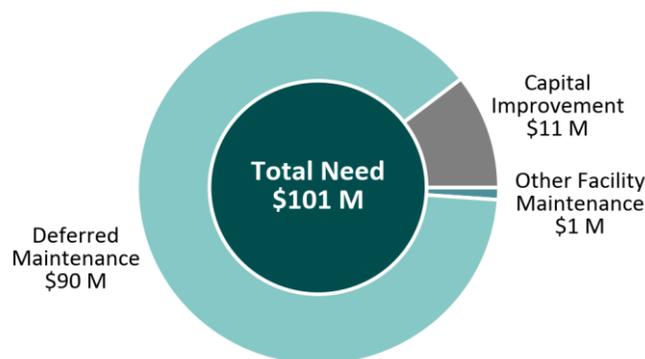
62 All Other
Assets[†]

*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, maintained archeological sites, interpretive media, and amphitheatres.

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 **\$4 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$68 M for Paved Roads
& Structures**



\$11 M for Buildings

\$23 M for all remaining asset categories

Driven by water systems (\$10 M) and waste water systems (\$5 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 ⁶
Rehabilitate Castolon Water System	\$783,000
Rehabilitate Water System at KBar Area	\$597,000
Rehabilitate Rio Grande Village Comfort Stations	\$281,000
Rehabilitate Heavily-Used Window Trail	\$135,000

¹ Rio Grande Wild & Scenic River is included as it is co-managed with Big Bend National Park.

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.



Big Cypress National Preserve Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$117 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.



141
Buildings



287 Miles of
Trails



66 Housing
Units*



10 Camp-
grounds



19 Miles of
Unpaved
Roads



21 Water
Systems



34 Waste
Water
Systems



26 Miles of
Paved Roads



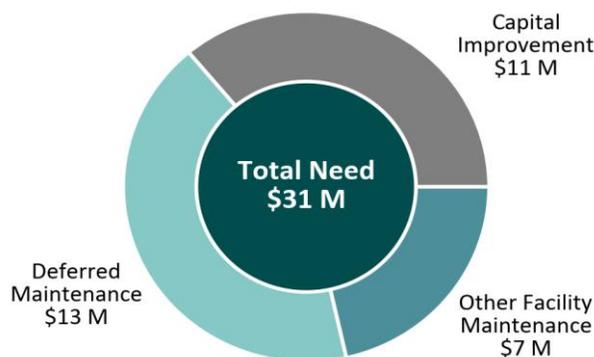
87 All Other
Assets[†]

*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, dams, constructed waterways, aviation systems, monuments, interpretive media, and amphitheaters.

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 **\$6 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$12 M for Trails



\$9 M for Paved Roads & Structures

\$10 M for all remaining asset categories
Driven by buildings (\$6 M) and unpaved roads (\$1 M)

‡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
Upgrade Headquarters Fire Suppression Systems	\$642,000
Build 16 New Picnic Shelters and 1 Interpretive Kiosk	\$417,000
Repair/Rehabilitate the Teufel Property	\$409,000
Replace 3 Hunter Check-in Stations	\$376,000
Repair Headquarters Roof	\$183,000

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.



Big Hole National Battlefield Infrastructure Fact Sheet



46 Thousand Annual Visitors¹



\$3.4 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, and 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 **\$117 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures**

 **\$263 K for Housing**

\$322 K for all remaining asset categories
Driven by waste water systems (\$73 K) and buildings (\$62 K)

[‡]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
Replace Foot Bridge Decking, and Railing	\$55,000
Rehabilitate Curb Ramps, Accessible Parking Spaces, and Visitor Center Walkways	\$39,000
Rehabilitate the .08 Mile Nez Perce Camp Trail	\$36,000

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.



Big South Fork National River & Recreation Area Infrastructure Fact Sheet



750 Thousand
Annual Visitors¹



\$26 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.



117
Buildings



458 Miles of
Trails



5 Housing
Units*



7 Camp-
grounds



65 Miles of
Unpaved
Roads



4 Water
Systems



33 Waste
Water
Systems



26 Miles of
Paved Roads



265 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, boundaries, utility systems, dams, marinas, railroad systems, 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 **\$8 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$14 M for Paved Roads & Structures



\$7 M for Unpaved Roads

\$9 M for all remaining asset categories
Driven by trails (\$4 M) and buildings (\$2 M)

[‡]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
Correct 8 Miles of Fork Ridge Trails to Mitigate Erosion From Improper Water Drainage	\$473,000
Rehabilitate 5.8 Miles of Road & Trail Surfaces to Correct Improper Water Drainage	\$452,000
Replace Rustic Fence at Historic Oscar Blevins Farm	\$226,000
Repair Poor Surface Drainage on Three Heavily Used Multi-Use Trails	\$201,000
Install Waterline to Bandy Creek Campground to Improve Water Production	\$196,000

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.



Big Thicket National Preserve Infrastructure Fact Sheet



256 Thousand Annual Visitors¹



\$22 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.



42 Buildings



34 Miles of Trails



2 Housing Units*



0 Campgrounds



16 Miles of Unpaved Roads



6 Water Systems



6 Waste Water Systems



0 Miles of Paved Roads



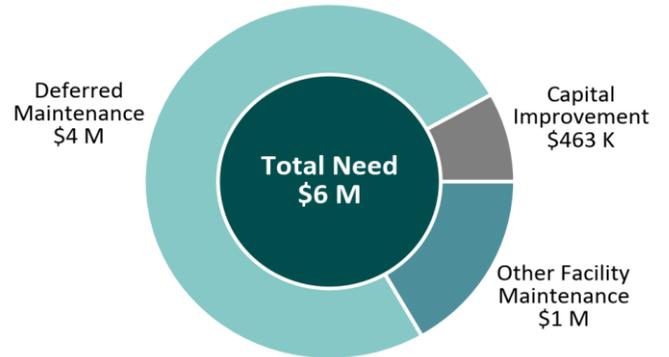
41 All Other Assets[†]

*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, boundaries, 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 **\$650 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$2 M for Trails



\$751 K for Buildings

\$3 M for all remaining asset categories

Driven by boundaries (\$1 M) and trail bridges (\$601 K)

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

Project Funding

Big Thicket 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).



Bighorn Canyon National Recreation Area Infrastructure Fact Sheet



250 Thousand
Annual Visitors¹



\$13 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, boundaries, utility systems, constructed waterways, marinas, aviation systems, maintained archeological sites, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.

\$19 M for Paved Roads & Structures

\$5 M for Buildings

\$7 M for all remaining asset categories
Driven by marinas (\$2 M) and unpaved roads (\$2 M)

‡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
Repair Horseshoe Bend Waste Water System Components	\$1,636,000
Rehabilitate Ok-a-beh Stair System, Fuel and Ancillary Docks	\$680,000
Replace Floating Comfort Stations at Devil and Dryhead Canyons	\$443,000
Repair Lockhart Lane Boundary Fence	\$393,000
Rehabilitate Four Structures at Three Historic Ranches	\$154,000

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.



Birmingham Civil Rights National Monument 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



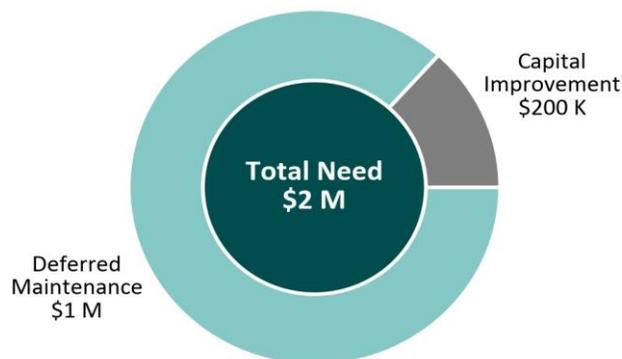
0 All Other Assets[†]

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

[†]There are no other asset categories at Birmingham Civil Rights National Monument.

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 **\$6 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 figure below does not include the cost of Routine Maintenance.



\$2 M for Buildings

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

Project Funding

Birmingham Civil Rights National Monument 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).



Biscayne National Park Infrastructure Fact Sheet



709 Thousand
Annual Visitors¹



\$65 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.



35 Buildings



10 Miles of
Trails



6 Housing
Units*



2 Camp-
grounds



0 Miles of
Unpaved
Roads



4 Water
Systems



4 Waste
Water
Systems



< 1 Mile of
Paved Roads



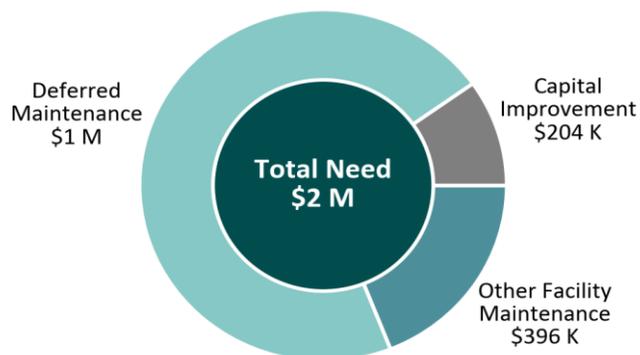
30 All Other
Assets[†]

*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, boundaries, utility systems, constructed waterways, marinas, 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 **\$430 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads
& Structures**



\$264 K for Buildings

\$600 K for all remaining asset categories

Driven by constructed waterways (\$229 K) and campgrounds (\$103 K)

[‡]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 and Repoint Historic Stone seawall and other walls at Boca Chita	\$909,000
Replace Diesel Generator with Solar Power on Remote Island Elliott Key.	\$485,000
Preserve Boca Chita Key Windows and Doors	\$321,000
Replace Gate Valves at Convoy Point and Remove Valves and Band Irrigation	\$177,000
Rehabilitate Visitor Use Areas to Ensure Compliance with Universal Accessibility Standards	\$135,000

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.



Black Canyon of the Gunnison National Park Infrastructure Fact Sheet



433 Thousand
Annual Visitors¹



\$34 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.



32 Buildings



21 Miles of
Trails



7 Housing
Units*



3 Camp-
grounds



17 Miles of
Unpaved
Roads



6 Water
Systems



4 Waste
Water
Systems



9 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, boundaries, utility systems, interpretive media, and amphitheaters.

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 **\$493 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$6 M for Paved Roads
& Structures**



\$642 K for Trails

\$2 M for all remaining asset categories

Driven by buildings (\$630 K) and housing (\$444 K)

[‡]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 Road Surface at BLCA Entrance	\$936,000
Rehabilitate South Rim Amphitheater and Reconfigure for Accessibility	\$208,000

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.



Blackstone River Valley National Historical Park 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.



0 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



3 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 and 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 **\$0 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

Blackstone River Valley National Historical Park 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).



Blue Ridge Parkway Infrastructure Fact Sheet



15 Million
Annual Visitors¹



\$1.4 Billion
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.



502
Buildings



361 Miles of
Trails



23 Housing
Units*



10 Camp-
grounds



16 Miles of
Unpaved
Roads



48 Water
Systems



89 Waste
Water
Systems



1,006 Miles
of Paved
Roads



1,255 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, trail tunnels, maintained landscapes, utility systems, dams, constructed waterways, marinas, railroad systems, monuments, fortifications, 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 **\$19 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$472 M for Paved
Roads & Structures**



\$36 M for Buildings

\$32 M for all remaining asset categories

Driven by maintained landscapes (\$10 M) and campgrounds (\$6 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 ⁵
Blue Ridge Parkway Road and Bridge Reconstruction (VA and NC)	\$187,000,000
Repair Laurel Fork Bridge 159P	\$15,000,000
Upgrade Parkway Communications System	\$1,626,000
Repair Overlooks in Road Section 1G (Milepost 50.10 to 63.61)	\$1,134,000
Repair Overlooks, Parking, and Access in Road Section 1J (Milepost 74.60 to 85.59)	\$1,108,000

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.



Bluestone National Scenic River Infrastructure Fact Sheet



38 Thousand Annual Visitors¹



\$1.9 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.



1 Building



8 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



2 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 and boundaries.

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 **\$60 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$27 K for Trails

\$33 K for all remaining asset categories
Driven by boundaries (\$33 K)

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

Project Funding

Bluestone National Scenic 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).



Booker T. Washington National Monument Infrastructure Fact Sheet



25 Thousand Annual Visitors¹



\$1.9 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.



17 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



2 Water Systems



2 Waste Water Systems



1 Mile of Paved Roads



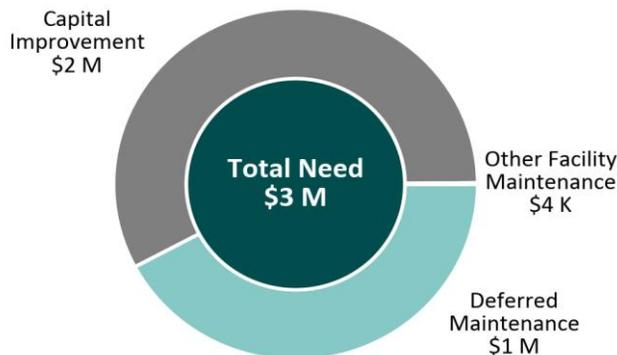
9 All Other Assets[†]

*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, and monuments.

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 **\$369 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.



\$2 M for Buildings



\$440 K for Paved Roads & Structures

\$881 K for all remaining asset categories

Driven by trails (\$416 K) and maintained landscapes (\$402 K)

[‡]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

Booker T. Washington National Monument 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 facility 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).



Boston African American National Historic Site Infrastructure Fact Sheet



420 Thousand
Annual Visitors¹



\$36 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.



2 Buildings



< 1 Mile 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



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 monuments.

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 **\$21 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.



\$139 K for Buildings

\$2 M for all remaining asset categories
Driven by monuments (\$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 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 ⁵
Abiel Smith School Elevator Replacement	\$110,000

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.



Boston Harbor Islands National Recreation Area 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.

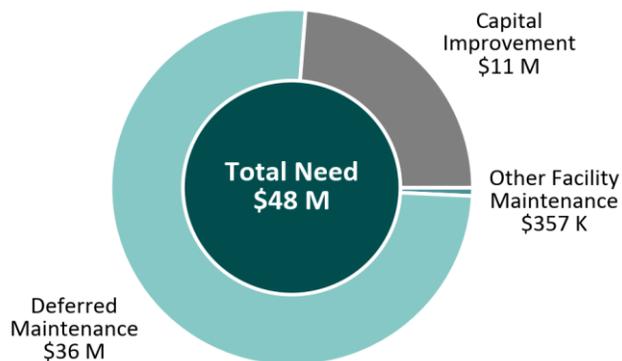


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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.

 **\$12 M for Buildings**

 **\$1 M for Trails**

\$35 M for all remaining asset categories
Driven by marinas (\$26 M) and fortifications (\$8 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 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 ⁵
Rehabilitate Waterfront Facilities at Thompson Island	\$2,983,000

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.



Boston National Historical Park Infrastructure Fact Sheet



3.2 Million
Annual Visitors¹



\$273 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.



29 Buildings



1 Mile of
Trails



11 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



1 Mile of
Paved Roads



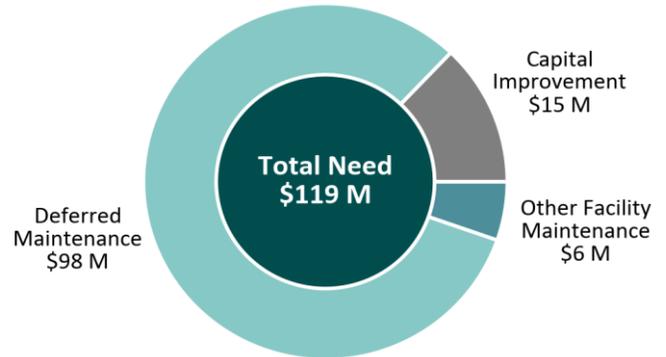
14 All Other
Assets[†]

*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, boundaries, utility systems, constructed waterways, marinas, ships, and monuments.

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



\$79 M for Buildings



\$9 M for Housing

\$32 M for all remaining asset categories

Driven by marinas (\$14 M) and maintained landscapes (\$6 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
Rehabilitate Dorchester Heights Hardscapes for Accessibility and Eliminate Hazards	\$8,242,000
Repair and Replace Storm Drain System at Charlestown Navy Yard	\$4,339,000
Replace Boiler in Building 107	\$945,000
Repoint and Rehabilitate North, South, and West Façades of Building 107	\$938,000
Complete Rehabilitation, Quarters F (Building 265)	\$871,000

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.



Brown v. Board of Education National Historic Site Infrastructure Fact Sheet



21 Thousand Annual Visitors¹



\$1.9 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.



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



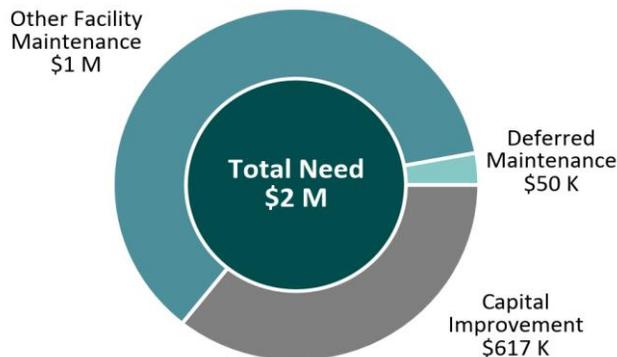
4 All Other Assets[†]

*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, 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 **\$89 K 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.



\$768 K for Buildings



\$281 K for Unpaved Roads

\$681 K for all remaining asset categories

Driven by interpretive media (\$652 K) and maintained landscapes (\$20 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 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 ⁵
Replace 13 Air Handling Units at the end of Life Cycle	\$519,000

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.



Bryce Canyon National Park Infrastructure Fact Sheet



2.6 Million
Annual Visitors¹



\$269 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.



71 Buildings



78 Miles of
Trails



48 Housing
Units*



5 Camp-
grounds



6 Miles of
Unpaved
Roads



2 Water
Systems



3 Waste
Water
Systems



38 Miles of
Paved Roads



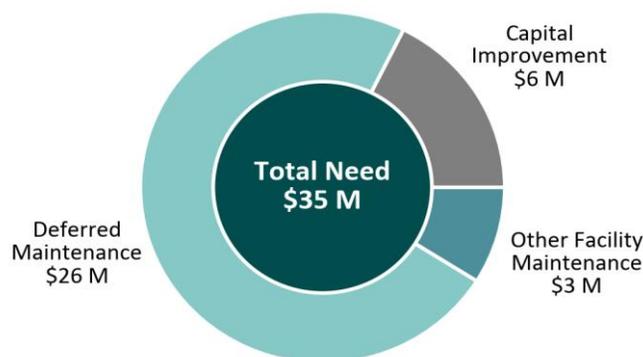
33 All Other
Assets[†]

*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, boundaries, utility systems, monuments, maintained archeological sites, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$16 M for Paved Roads
& Structures**



\$7 M for Buildings

\$12 M for all remaining asset categories
Driven by trails (\$4 M) and water systems (\$3 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 and Rehabilitate the Fairyland Loop Trail	\$481,000
Rehabilitate Exterior Siding of Duplex Units 26, 27, and 28	\$453,000
Pulverize and Overlay North Campground Picnic Area Parking and Roadway	\$433,000
Repair Damage to Shuttle Stops & Installation of Visitor Center Stop	\$275,000
Replace Two Above Ground Fuel Tanks in the Maintenance Area	\$58,000

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.



Buck Island Reef National Monument Infrastructure Fact Sheet



37 Thousand
Annual Visitors¹



\$2.9 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.



3 Buildings



2 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



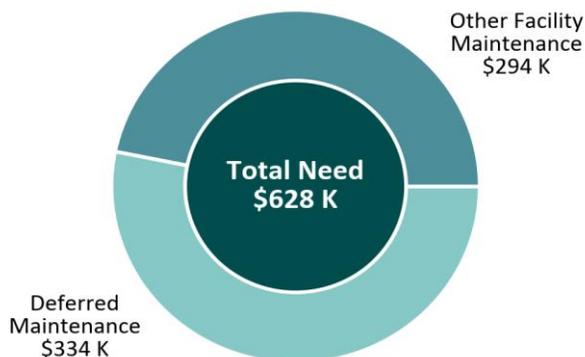
13 All Other
Assets[†]

*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, marinas, 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 **\$41 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$137 K for Trails



\$50 K for Buildings

\$442 K for all remaining asset categories

Driven by marinas (\$268 K) and interpretive media (\$120 K)

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

Project Funding

Buck Island Reef National Monument 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).



Buffalo National River Infrastructure Fact Sheet



1.3 Million
Annual Visitors¹



\$68 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.



212
Buildings



164 Miles of
Trails



13 Housing
Units*



17 Camp-
grounds



115 Miles of
Unpaved
Roads



22 Water
Systems



31 Waste
Water
Systems



10 Miles of
Paved Roads



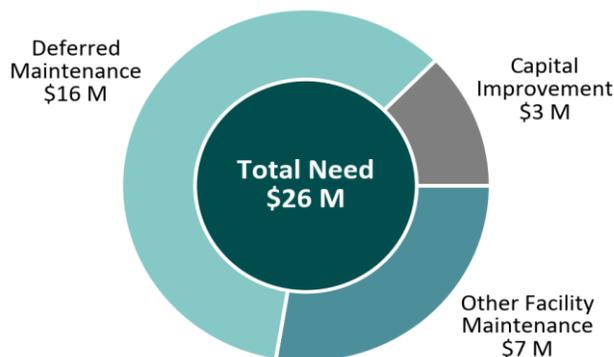
94 All Other
Assets[†]

*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, boundaries, utility systems, monuments, 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 **\$3 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.



**\$9 M for Unpaved
Roads**



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

\$9 M for all remaining asset categories
Driven by buildings (\$2 M) and campgrounds (\$2 M)

[‡]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
Repair Tyler Bend Hiking Trail	\$146,000
Stabilize Historic William Villines Cabin/Barn	\$48,000
Repair Tyler Bend Bathhouse	\$45,000
Replace Water Lines Buffalo Point Upper Level Water System	\$33,000

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.



Cabrillo National Monument Infrastructure Fact Sheet



761 Thousand Annual Visitors¹



\$62 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.

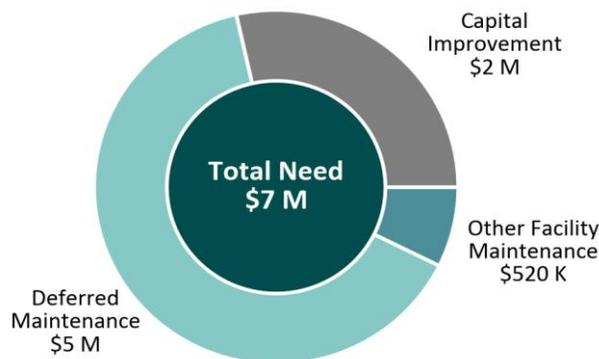


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, monuments, fortifications, 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 **\$254 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

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

 **\$2 M for Buildings**

\$2 M for all remaining asset categories
Driven by trails (\$1 M) and maintained landscapes (\$811 K)

[‡]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

Cabrillo National Monument 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).



Canaveral National Seashore Infrastructure Fact Sheet



1.9 Million
Annual Visitors¹



\$95 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.



72 Buildings



3 Miles of
Trails



0 Housing
Units*



1 Camp-
ground



6 Miles of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



17 Miles of
Paved Roads



37 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, 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 **\$607 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$14 M for Paved Roads & Structures



\$3 M for Buildings

\$2 M for all remaining asset categories
Driven by marinas (\$892 K) and trails (\$600 K)

[‡]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
Replace Fellers House Dock and Pier	\$177,000
Replace Eddy Creek Dock	\$123,000

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.



Cane River Creole National Historical Park Infrastructure Fact Sheet



30 Thousand
Annual Visitors¹



\$2.2 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.



49 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



1 Mile of
Unpaved
Roads



2 Water
Systems



3 Waste
Water
Systems



< 1 Mile of
Paved Roads



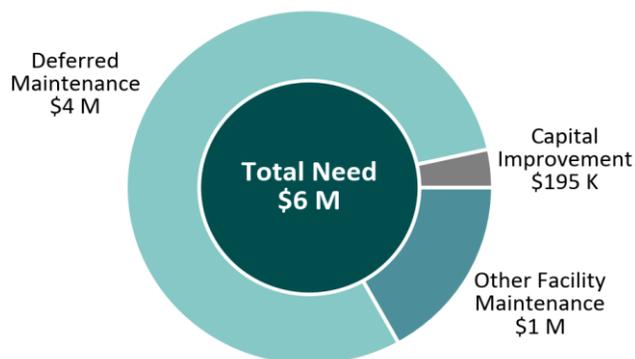
25 All Other
Assets[†]

*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, boundaries, utility systems, marinas, 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 **\$288 K 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.



\$3 M for Buildings



\$310 K for Unpaved Roads

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and solid waste and recycling systems (\$510 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 Oakland Trail System	\$416,000
Rehabilitate Magnolia Trail System	\$332,000
Repair Wood Components at 8 Magnolia Slave-Tenant Cabins	\$149,000
Install Magnolia Gin Barn Lighting	\$73,000

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.



Canyon de Chelly National Monument Infrastructure Fact Sheet



461 Thousand
Annual Visitors¹



\$36 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.



39 Buildings



16 Miles of
Trails



13 Housing
Units*



1 Camp-
ground



45 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



27 Miles of
Paved Roads



20 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, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$14 M for Paved Roads
& Structures**



\$2 M for Buildings

\$4 M for all remaining asset categories

Driven by interpretive media (\$1 M) and trails (\$566 K)

[‡]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
Rehabilitate Park Water System	\$316,000
Replace Visitor Center Security Surveillance System	\$124,000
Rehabilitate Second Section of Bat Trail	\$116,000
Replace Alarm System in Visitor Center	\$83,000

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.



Canyonlands National Park Infrastructure Fact Sheet



734 Thousand Annual Visitors¹



\$55 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.



83 Buildings



186 Miles of Trails



39 Housing Units*



29 Campgrounds



164 Miles of Unpaved Roads



3 Water Systems



9 Waste Water Systems



53 Miles of Paved Roads



34 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, boundaries, utility systems, maintained archeological sites, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$15 M for Paved Roads & Structures



\$2 M for Trails

\$7 M for all remaining asset categories

Driven by buildings (\$1 M) and electrical systems (\$1 M)

[‡]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
Replace Primary Power Diesel Generation System	\$1,642,000
Replace Propane Tank at the Needles District	\$162,000

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.



Cape Cod National Seashore Infrastructure Fact Sheet



4.1 Million
Annual Visitors¹



\$672 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.



191
Buildings



28 Miles of
Trails



70 Housing
Units*



1 Camp-
ground



< 1 Mile of
Unpaved
Roads



11 Water
Systems



9 Waste
Water
Systems



16 Miles of
Paved Roads



73 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, dams, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$32 M for Paved Roads & Structures



\$12 M for Buildings

\$12 M for all remaining asset categories
Driven by trails (\$4 M) and maintained landscapes (\$3 M)

[‡]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
Replace HVAC System at Park Administration and Operational Buildings Parkwide	\$1,537,000
Replace Over 1,700 Deteriorated and Missing Park Regulatory and Informational Signs Per Sign Plan	\$1,176,000
Maintenance Area Reorganization, Upgrade and Efficiency Improvements	\$945,000
Pulverize + Ovly 3" CACO-0919 Salt Pond Visitor Center Parking	\$577,000
Rehabilitate Interior of Residential Education Center	\$461,000

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.



Cape Hatteras National Seashore¹ Infrastructure Fact Sheet



3.3 Million
Annual Visitors²



\$261 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.



194
Buildings



13 Miles of
Trails



58 Housing
Units*



5 Camp-
grounds



25 Miles of
Unpaved
Roads



17 Water
Systems



38 Waste
Water
Systems



112 Miles of
Paved Roads



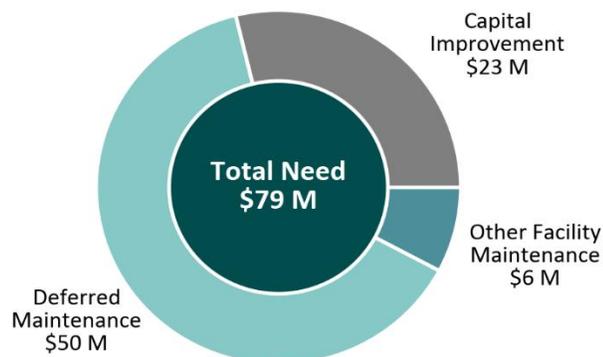
129 All
Other
Assets[†]

*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, boundaries, utility systems, marinas, aviation systems, monuments, maintained archeological sites, fortifications, interpretive media, and amphitheaters.

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 **\$4 M annual Routine Maintenance⁵** 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.



\$26 M for Buildings



\$20 M for Paved Roads & Structures

\$32 M for all remaining asset categories

Driven by maintained landscapes (\$12 M) and marinas (\$4 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 ⁶
Replace Fort Raleigh and Frisco Water Systems	\$3,612,000
Preserve Ocracoke Lighthouse	\$838,000
Update Data and Communication Infrastructure	\$685,000
Rehabilitate Historic Keeper's Quarters on Ocracoke Island	\$672,000
Replace Seating Chairs in the Fort Raleigh Lost Colony Amphitheater	\$542,000

¹Fort Raleigh National Historic Site and Wright Brothers National Memorial are included as they are co-managed with Cape Hatteras National Seashore.

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

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

⁴Total 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.

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

⁶Cost 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.



Cape Lookout National Seashore Infrastructure Fact Sheet



456 Thousand Annual Visitors¹



\$22 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.



159 Buildings



2 Miles of Trails



7 Housing Units*



0 Campgrounds



39 Miles of Unpaved Roads



4 Water Systems



30 Waste Water Systems



< 1 Mile of Paved Roads



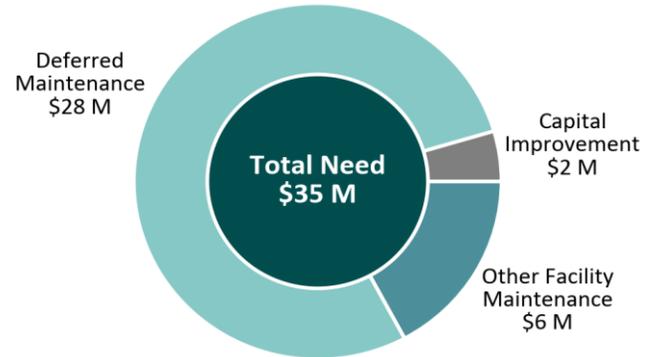
57 All Other Assets[†]

*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, boundaries, utility systems, marinas, 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 **\$718 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.



\$20 M for Buildings



\$2 M for Trails

\$13 M for all remaining asset categories

Driven by marinas (\$7 M) and maintained landscapes (\$3 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
Preserve Cape Lookout Village Life Saving Station	\$561,000
Stabilize and Sustain the Cape Coast Guard Station	\$551,000
Remove and Replace Shackleford Banks Resource Management All-Terrain Vehicle Shed	\$169,000

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.



Capitol Reef National Park Infrastructure Fact Sheet



1.2 Million
Annual Visitors¹



\$102 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.

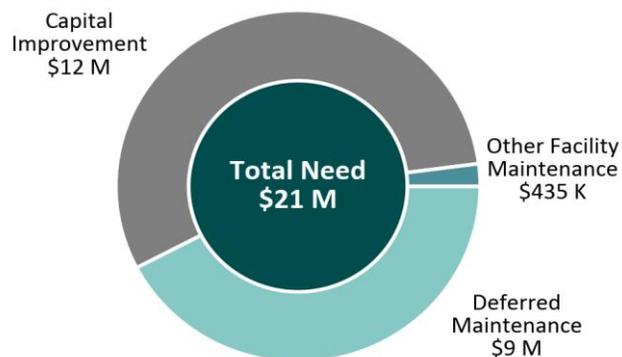


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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.

Paved Roads & Structures[‡] 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.

\$16 M for Paved Roads & Structures

\$882 K for Buildings

\$5 M for all remaining asset categories
Driven by maintained landscapes (\$1 M) and trails (\$800 K)

[‡]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
Rehabilitate Visitor Center Parking Area	\$712,000
Replace Rim Repeater Housing	\$123,000
Install Transfer Switch and Electrical Equipment	\$122,000
Replace Roof Covering and Restore Original Roof Line on Historic Ranger Station	\$78,000
Rehabilitate Visitor Center Outdoor North Area	\$31,000

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.



Capulin Volcano National Monument Infrastructure Fact Sheet



82 Thousand Annual Visitors¹



\$2.5 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.

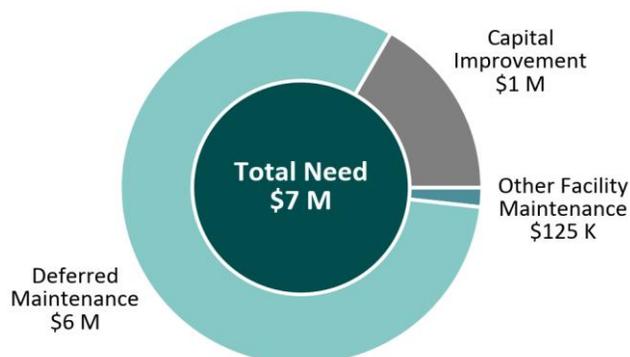


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, and 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 **\$158 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.



‡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
Remove and Replace 5.15 Miles of Boundary Fence	\$260,000
Replace Visitor Center Roof	\$198,000
Rehabilitate Visitor Center Building Heating Systems	\$79,000
Rehabilitate Historic Rock Building and Storage Area	\$61,000

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.



Carl Sandburg Home National Historic Site Infrastructure Fact Sheet



78 Thousand
Annual Visitors¹



\$5.8 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.

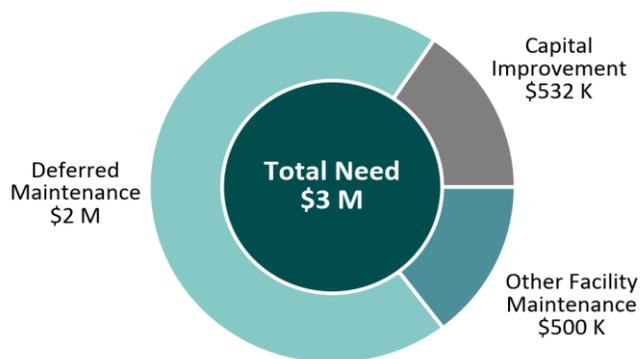


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, constructed waterways, 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 **\$263 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.



\$2 M for Buildings



\$636 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by amphitheatres (\$503 K) and trails (\$190 K)

[‡]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 ⁵
Expand Administrative Parking Lot	\$374,000

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.



Carlsbad Caverns National Park Infrastructure Fact Sheet



441 Thousand Annual Visitors¹



\$32 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, boundaries, utility systems, constructed waterways, interpretive media, and amphitheaters.

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



\$25 M for Buildings



\$2 M for Trails

\$18 M for all remaining asset categories

Driven by electrical systems (\$8 M) and waste water systems (\$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
Modernize Water and Sewer Systems	\$1,107,000
Rehabilitate Historic Building #16, Superintendent Complex	\$838,000
Replace Concrete Irrigation Ditch at Rattlesnake Springs	\$758,000
Rehabilitate Maintenance Office and Shop	\$461,000
Repair Water Transmission Pipeline Right of Way	\$394,000

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.



Casa Grande Ruins National Monument¹ Infrastructure Fact Sheet



68 Thousand
Annual Visitors²



\$6.1 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.



11 Buildings



< 1 Mile of
Trails



2 Housing
Units*



1 Camp-
ground



1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



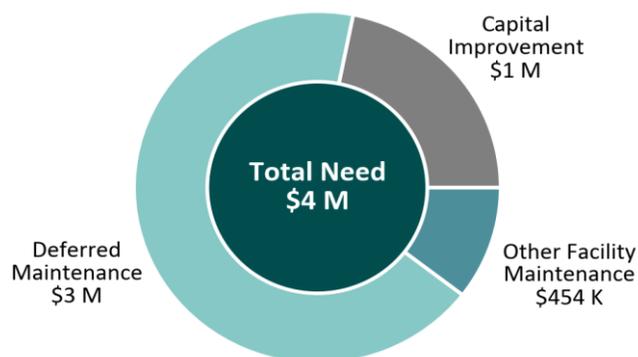
85 All Other
Assets[†]

*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, boundaries, utility systems, maintained archeological sites, 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 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.



\$2 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$1 M for all remaining asset categories

Driven by water systems (\$464 K) and housing (\$169 K)

[‡]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 ⁶
Rehabilitate Park Roads	\$1,755,000
Building Upgrades and Repairs Facilities	\$404,000
Replace Domestic Water System Components	\$329,000
Replace Park Sewer Main	\$258,000
Increase Generation Capacity of Photovoltaic System	\$204,000

¹ Hohokam Pima National Monument is included as it is co-managed with Casa Grande Ruins National Monument.

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.



Castillo de San Marcos National Monument¹ Infrastructure Fact Sheet



1.3 Million
Annual Visitors²



\$103 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.



19 Buildings



< 1 Mile of
Trails



2 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



0 Miles of
Paved Roads



30 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, fortifications, 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 **\$219 K annual Routine Maintenance⁵** 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.



\$727 K for Buildings



\$724 K for Paved Roads & Structures

\$8 M for all remaining asset categories

Driven by fortifications (\$6 M) and maintained landscapes (\$689 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

Castillo de San Marcos National Monument does not have any projects in the formulated lists released publicly.⁶

¹ Fort Matanzas National Monument is included as it is co-managed with Castillo de San Marcos National Monument.

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 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).



Castle Clinton National Monument Infrastructure Fact Sheet



4.4 Million Annual Visitors¹



\$129 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.



3 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



2 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 and fortifications.

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 **\$20 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.



\$73 K for Buildings

\$5 M for all remaining asset categories

Driven by fortifications (\$4 M) and maintained landscapes (\$311 K)

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

Project Funding

Castle Clinton National Monument 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).



Catoctin Mountain Park Infrastructure Fact Sheet



297 Thousand Annual Visitors¹



\$26 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.



143 Buildings



26 Miles of Trails



5 Housing Units*



8 Campgrounds



4 Miles of Unpaved Roads



10 Water Systems



11 Waste Water Systems



11 Miles of Paved Roads



36 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, interpretive media, and amphitheaters.

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 **\$835 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Water Systems 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.



\$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)

‡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
Rehabilitate Greentop Dining Hall and Recreation Hall	\$562,000
Repair Rt. 0011 Section 0 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

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.



Cedar Breaks National Monument Infrastructure Fact Sheet



580 Thousand Annual Visitors¹



\$44 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.



10 Buildings



9 Miles of Trails



5 Housing Units*



1 Camp-ground



1 Mile of Unpaved Roads



1 Water System



3 Waste Water Systems



15 Miles of Paved Roads



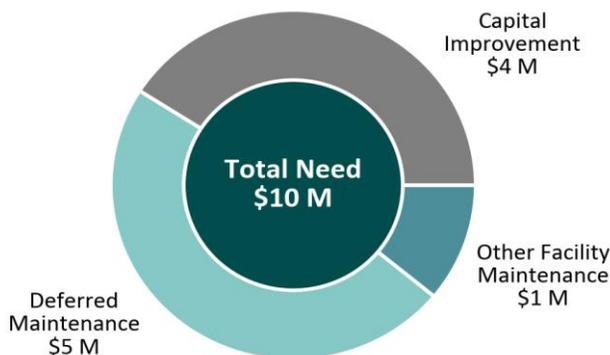
9 All Other Assets[†]

*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, boundaries, utility systems, interpretive media, and amphitheaters.

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 **\$269 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures



\$1 M for Trails

\$4 M for all remaining asset categories

Driven by buildings (\$1 M) and maintained landscapes (\$1 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

Cedar Breaks National Monument 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).



Cedar Creek & Belle Grove National Historical Park 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.



10 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



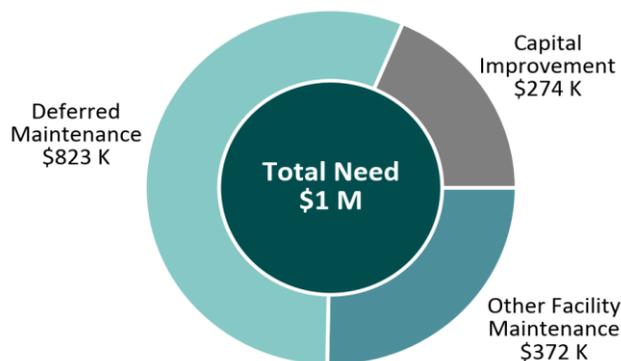
10 All Other Assets[†]

*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, 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 **\$43 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.



\$1 M for Buildings

\$428 K for all remaining asset categories
Driven by maintained landscapes (\$428 K)

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

Project Funding

Cedar Creek & Belle Grove National Historical Park 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).



César E. Chávez National Monument Infrastructure Fact Sheet



16 Thousand Annual Visitors¹



\$1.4 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.



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



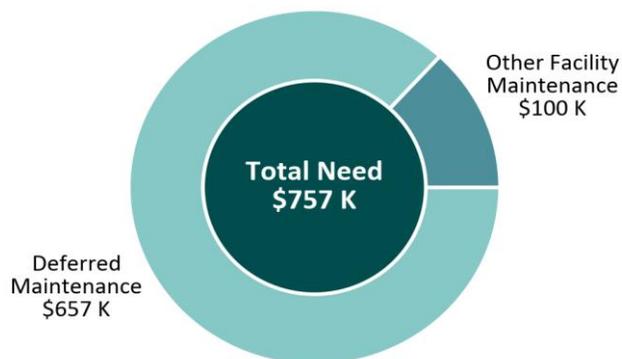
2 All Other Assets[†]

*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 and monuments.

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 **\$6 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 figure below does not include the cost of Routine Maintenance.



\$757 K for Buildings

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 ⁵
Rehabilitate Visitor Center Basement at Cesar Chavez National Monument	\$731,000

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.



Chaco Culture National Historical Park Infrastructure Fact Sheet



47 Thousand
Annual Visitors¹



\$3.4 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.

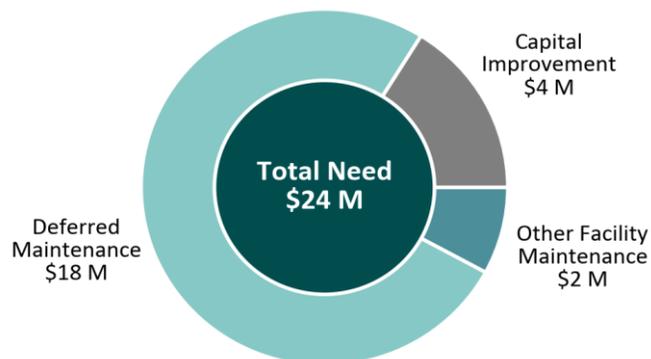


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, utility systems, maintained archeological sites, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$7 M for Paved Roads & Structures



\$2 M for Buildings

\$15 M for all remaining asset categories

Driven by maintained archeological sites (\$4 M) and housing (\$2 M)

[‡]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 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 ⁵
Rehabilitate Building Electrical Systems Parkwide	\$542,000

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.



Chamizal National Memorial Infrastructure Fact Sheet



38 Thousand Annual Visitors¹



\$2.9 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.



5 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



< 1 Mile of Paved Roads



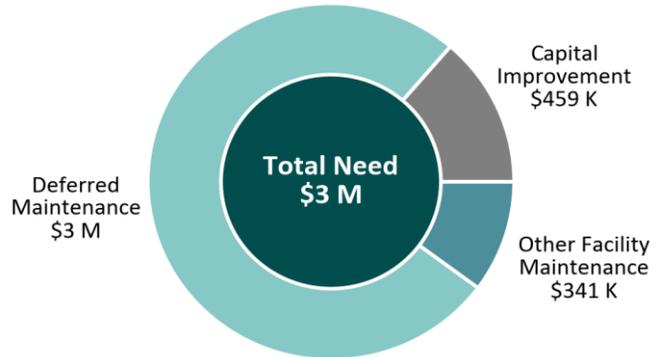
34 All Other Assets[†]

*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, monuments, 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 **\$145 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



\$1 M for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by trails (\$466 K) and interpretive media (\$304 K)

[‡]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

Chamizal National Memorial 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).



Channel Islands National Park Infrastructure Fact Sheet



410 Thousand
Annual Visitors¹



\$36 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.

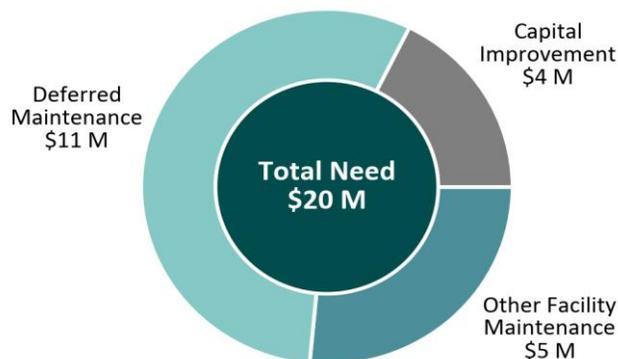


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, utility systems, marinas, aviation systems, 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 **\$1 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.



\$7 M for Buildings



\$1 M for Trails

\$12 M for all remaining asset categories
Driven by marinas (\$5 M) and maintained landscapes (\$4 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
Rehabilitate Anacapa Island Pier for Safe At-Sea Transfer During Live Boating Operations, Phase II of II	\$4,924,000
Install Fire Protection System at Historic Scorpion Ranch	\$354,000
Replace Headquarters Asphalt Drive with Concrete	\$106,000
Repair Five Miles of the Main Road on Santa Rosa Island	\$56,000
Improve Four Miles of Smith Highway on Santa Rosa Island	\$55,000

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.



Charles Pinckney National Historic Site Infrastructure Fact Sheet



35 Thousand
Annual Visitors¹



\$2.7 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.



6 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



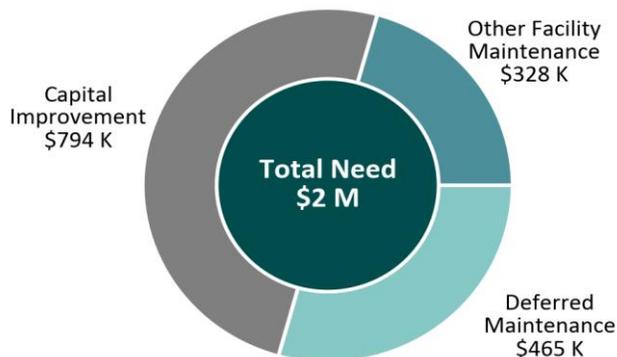
6 All Other
Assets[†]

*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, 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 **\$71 K 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.



\$644 K for Buildings



**\$17 K for Unpaved
Roads**

\$1 M for all remaining asset categories

Driven by interpretive media (\$589 K) and maintained archeological sites (\$220 K)

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

Project Funding

Charles Pinckney National Historic Site 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).



Charles Young Buffalo Soldiers National Monument Infrastructure Fact Sheet



14 Thousand Annual Visitors¹



\$1.1 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.

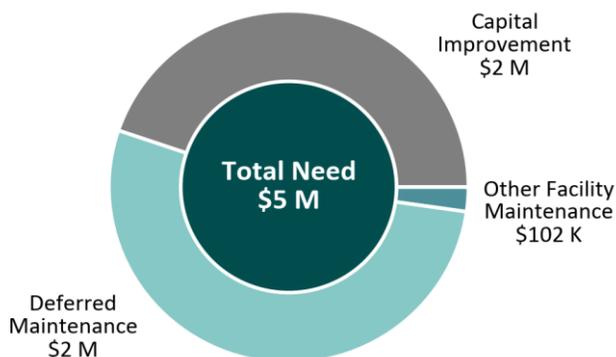


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes.

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 **\$5 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.



[‡]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 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 ⁵
Replace Outbuildings and Landscape Elements Identified in Cultural Landscape Report	\$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.



Chattahoochee River National Recreation Area Infrastructure Fact Sheet



3.4 Million
Annual Visitors¹



\$213 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.



40 Buildings



53 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



9 Miles of
Unpaved
Roads



3 Water
Systems



10 Waste
Water
Systems



3 Miles of
Paved Roads



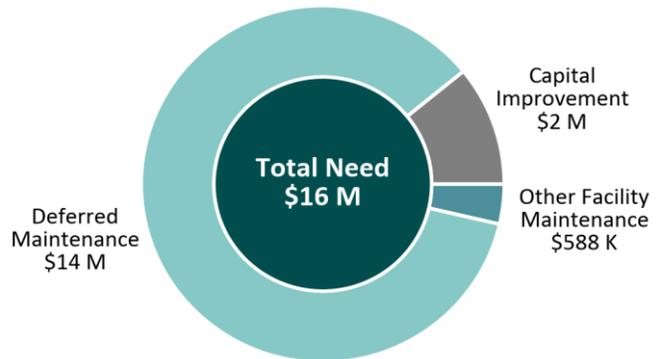
102 All
Other
Assets[†]

*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, dams, marinas, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



**\$4 M for Unpaved
Roads**

\$4 M for all remaining asset categories

Driven by buildings (\$2 M) and maintained landscapes (\$815 K)

[‡]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 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 ⁵
Rehabilitate the Chattahoochee River Environmental Education Center (CREEC)	\$539,000

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.



Chesapeake & Ohio Canal National Historical Park Infrastructure Fact Sheet



5.1 Million
Annual Visitors¹



\$143 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.



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[†]

*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 Needs³

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

Trails 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 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 ⁵
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

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.



Chickamauga & Chattanooga National Military Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$72 Million
in Economic Output²

Infrastructure Inventory

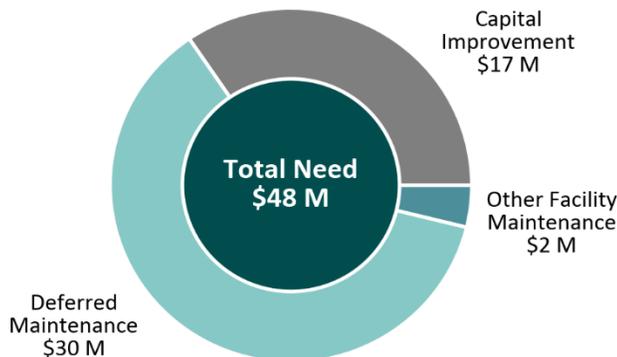
The figures below show the park's real property inventory by asset category as of the end of FY 2018.



*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, maintained archeological sites, fortifications, 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 **\$6 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Repair, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly	\$1,509,000
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton	\$1,266,000
Paving And Storm Water Deficiencies Facility Maintenance Compound	\$671,000
Replace Maintenance Compound Roofs	\$455,000
Rehabilitation Maintenance Compound Restrooms To Accessibility and Environmental Requirements	\$442,000

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.



Chickasaw National Recreation Area Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$18 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, dams, constructed waterways, marinas, interpretive media, and amphitheatres.

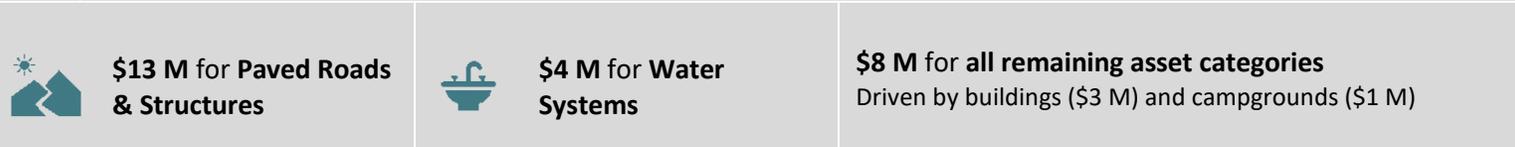
Estimated Maintenance Needs³

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



There is also a **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and Water Systems 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
Replace Buckhorn Water Treatment Plant and Address Critical Water System Deficiencies	\$10,554,000
Modify Historic Comfort Stations for Accessibility	\$654,000
Lift Station Replacement A, B, and C	\$468,000
Relocate Lift Station 3 to Higher Ground	\$451,000
Rehabilitate Historic Bromide Area Lily Pond	\$441,000

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.



Chiricahua National Monument Infrastructure Fact Sheet



61 Thousand Annual Visitors¹



\$3.9 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, 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 **\$543 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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 Historic Stone Structures on Upper Rhyolite Trail	\$237,000
Repair Historic Stonework on Heart of Rocks Trail	\$208,000
Address Safety, Code Compliance, and Deferred Maintenance Issues at Quarters Five	\$187,000
Replace Roof, Paint and Repair Drainage at Historic Quarters 29W	\$181,000
Rehabilitate Silver Spur Meadow Trail	\$153,000

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.



Christiansted National Historic Site Infrastructure Fact Sheet



104 Thousand
Annual Visitors¹



\$7.9 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, fortifications, 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 **\$203 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.



\$8 M for Buildings



\$2 M for Paved Roads & Structures

\$5 M for all remaining asset categories
Driven by marinas (\$2 M) and fortifications (\$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
Preserve/Repair Danish Customs House (Park HQ)	\$802,000
Restore Fort Christianvaern Entrance Ravelin, East and West Bastions	\$697,000
Rehabilitate East Side Road	\$625,000
Resurface Contact Station Road	\$431,000

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.



City of Rocks National Reserve Infrastructure Fact Sheet



99 Thousand Annual Visitors¹



\$6.8 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.



10 Buildings



21 Miles of Trails



0 Housing Units*



8 Campgrounds



27 Miles of Unpaved Roads



3 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



6 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, boundaries, utility systems, and dams.

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 **\$431 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Campgrounds 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.



\$77 K for Campgrounds



\$63 K for Trails

\$22 K for all remaining asset categories
Driven by boundaries (\$22 K)

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

Project Funding

City of Rocks National Reserve 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).



Colonial National Historical Park Infrastructure Fact Sheet



3.3 Million
Annual Visitors¹



\$424 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, dams, marinas, monuments, maintained archeological sites, fortifications, 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.

Paved Roads & Structures[‡] 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.

\$376 M for Paved Roads & Structures

\$13 M for Buildings

\$46 M for all remaining asset categories
Driven by marinas (\$40 M) and dams (\$2 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 ⁵
Colonial Parkway Slab Replacement	\$30,000,000
Repair Jones Mill Pond Dam	\$7,274,000
Repair, Rehab and Protect Historic Dudley Digges House	\$536,000
Waterproof Basements Nelson, Edmund Smith And Ballard Houses And Yorktown National Cemetery Lodge	\$340,000
Rehabilitate Windows and Siding Ballard House	\$196,000

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.



Colorado National Monument Infrastructure Fact Sheet



397 Thousand Annual Visitors¹



\$31 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, boundaries, utility systems, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



[‡]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 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 Saddlehorn Water System	\$4,261,000
Repair Liberty Cap Trail	\$404,000
Rehabilitation of the Canyon Side of Historic Guard Wall MM19.6 Along Rim Rock Drive	\$396,000
Repair Historic Guard Walls along Rim Rock Drive	\$354,000
Restoration of Historic Drainage Headwalls Along Rim Rock Drive	\$317,000

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.



Congaree National Park Infrastructure Fact Sheet



159 Thousand Annual Visitors¹



\$9.6 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.

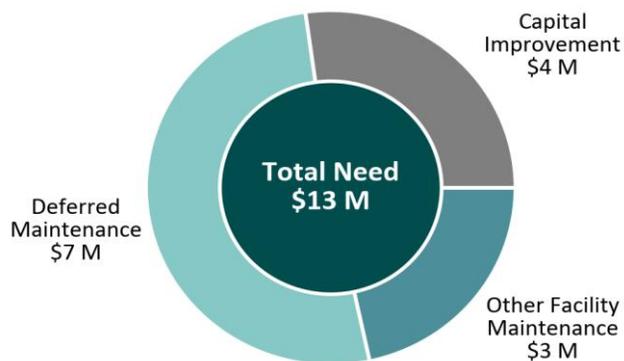


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, 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 **\$456 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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 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
Replace Roofing and Install Fall Protection on Park Buildings	\$604,000
Rehab Maintenance Bay Storage Building	\$327,000
Rehabilitate Fire Building Failing Exterior and Install Insulation	\$237,000
Correct Fire Suppression System and Water Tank Deficiencies	\$140,000
Install Accessibility Compliant Vault Toilet on Sims Trail	\$67,000

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.



Coronado National Memorial Infrastructure Fact Sheet



130 Thousand Annual Visitors¹



\$9.8 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, 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 **\$254 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



‡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
Rehabilitate Interior and Mitigate Lead and Asbestos in Quarters Two	\$252,000
Perform Necessary Repairs, Paint and Upgrades to the Water Storage Tank	\$210,000
Rehabilitate Coronado Cave Trailhead and Trailhead Parking Area	\$178,000

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.



Cowpens National Battlefield Infrastructure Fact Sheet



223 Thousand Annual Visitors¹



\$20 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.



11 Buildings



5 Miles of Trails



1 Housing Unit*



0 Campgrounds



2 Miles of Unpaved Roads



0 Water Systems



4 Waste Water Systems



3 Miles of Paved Roads



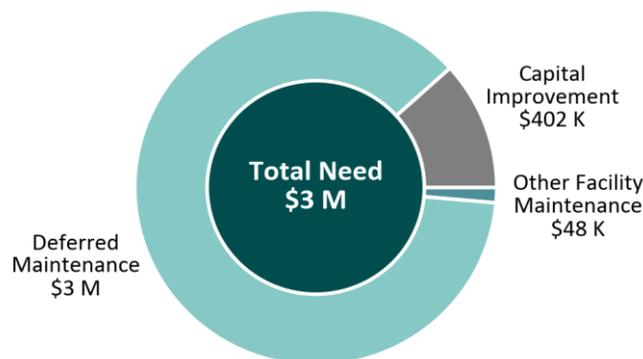
30 All Other Assets[†]

*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, 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 **\$363 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures



\$1 M for Buildings

\$883 K for all remaining asset categories

Driven by interpretive media (\$223 K) and trails (\$216 K)

[‡]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
Rehabilitate Administrative Building to Comply with Accessibility Standards	\$384,000
Correct Drainage at the Visitor Center	\$162,000
Repair Damaged Concrete Around Monument	\$43,000

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.



Crater Lake National Park Infrastructure Fact Sheet



705 Thousand Annual Visitors¹



\$83 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, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



[‡]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
Rehabilitate East Rim Drive	\$33,600,000
Rehabilitate Cleetwood Trail and Marina to Mitigate Hazards	\$12,158,000
Rehabilitate East Rim Drive from MP 4.5 to MP 23.2 (Cleetwood Cove to	\$12,037,000
Reconstruct Maintenance Area Parking -- Rte. 402	\$720,000
Replace Emergency Generator	\$444,000

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.



Craters of the Moon National Monument & Preserve Infrastructure Fact Sheet



272 Thousand Annual Visitors¹



\$11 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.



26 Buildings



14 Miles of Trails



8 Housing Units*



3 Campgrounds



112 Miles of Unpaved Roads



1 Water System



4 Waste Water Systems



27 Miles of Paved Roads



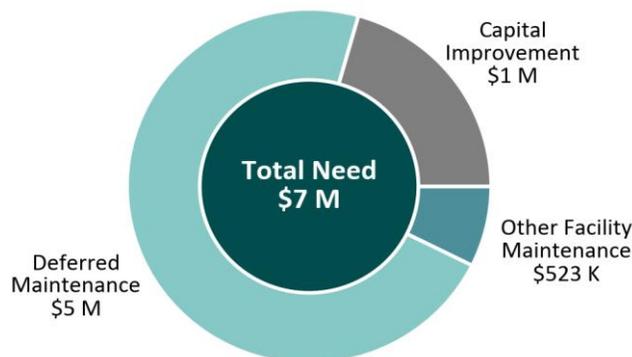
23 All Other Assets[†]

*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, boundaries, utility systems, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$3 M for Paved Roads & Structures



\$2 M for Buildings

\$2 M for all remaining asset categories

Driven by campgrounds (\$644 K) and waste water systems (\$609 K)

[‡]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

Craters of the Moon 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).



Cumberland Gap National Historical Park Infrastructure Fact Sheet



705 Thousand
Annual Visitors¹



\$58 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, boundaries, utility systems, monuments, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

 **\$9 M for Paved Roads & Structures**

 **\$3 M for Buildings**

\$4 M for all remaining asset categories
Driven by maintained landscapes (\$2 M) and trails (\$725 K)

‡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 ⁵
Rehabilitate Willie Gibbons Barn and Black Smith Shop Exteriors	\$378,000
Clean Little Yellow Creek Culverts	\$351,000
Replacement of Gap Creek Wilderness Road Trail Bridge	\$190,000
Davis Branch Road Repair-Rehabilitation	\$120,000
Repair and Maintain Tri-State Shelter	\$46,000

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.



Cumberland Island National Seashore Infrastructure Fact Sheet



54 Thousand
Annual Visitors¹



\$2.8 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.



64 Buildings



37 Miles of
Trails



12 Housing
Units*



6 Camp-
grounds



38 Miles of
Unpaved
Roads



18 Water
Systems



20 Waste
Water
Systems



0 Miles of
Paved Roads



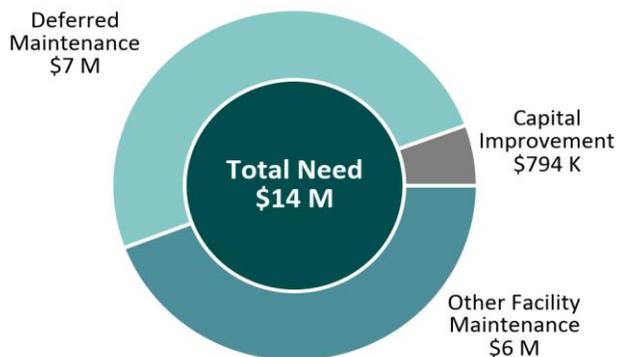
48 All Other
Assets[†]

*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, 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 Trails 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



\$1 M for Trails

\$8 M for all remaining asset categories

Driven by marinas (\$5 M) and unpaved roads (\$634 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 Seacamp Ranger Station	\$596,000
Rehabilitate Seacamp Restrooms and Showers	\$468,000

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.



Curecanti National Recreation Area Infrastructure Fact Sheet



836 Thousand
Annual Visitors¹



\$42 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.



92 Buildings



12 Miles of
Trails



23 Housing
Units*



16 Camp-
grounds



19 Miles of
Unpaved
Roads



10 Water
Systems



10 Waste
Water
Systems



6 Miles of
Paved Roads



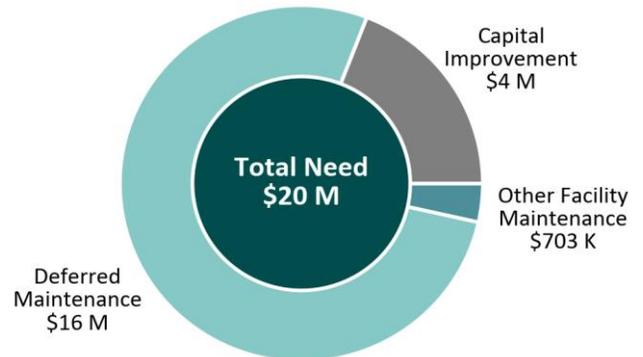
82 All Other
Assets[†]

*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 tunnels, maintained landscapes, utility systems, constructed waterways, marinas, monuments, 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 **\$825 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$7 M for Paved Roads
& Structures**



\$6 M for Buildings

\$8 M for all remaining asset categories

Driven by marinas (\$3 M) and campgrounds (\$856 K)

[‡]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
Replace Lake Fork Breakwater System, Phase II	\$712,000
Rehabilitate Lift Stations at Elk Creek Lake Fork and Iola	\$556,000
Replace Office EC8 Boiler and Office EC10 Forced Air Gas Furnace	\$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.



Cuyahoga Valley National Park Infrastructure Fact Sheet



2.2 Million
Annual Visitors¹



\$57 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.



329
Buildings



111 Miles of
Trails



4 Housing
Units*



2 Camp-
grounds



5 Miles of
Unpaved
Roads



7 Water
Systems



11 Waste
Water
Systems



4 Miles of
Paved Roads



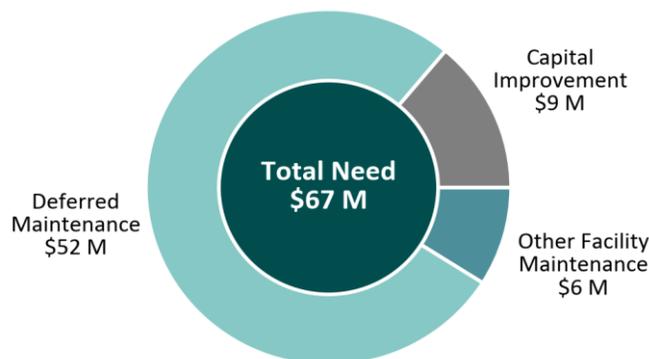
223 All
Other
Assets[†]

*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, trail tunnels, maintained landscapes, utility systems, dams, constructed waterways, marinas, railroad 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 **\$4 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.



\$38 M for Buildings



\$6 M for Paved Roads & Structures

\$23 M for all remaining asset categories
Driven by railroad systems (\$9 M) and trails (\$6 M)

‡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
Stabilize Riverbank at High Priority Areas along Towpath Trail and Valley Railway	\$4,214,000
Design Service for Fitzwater Complex. Component A Schematic Design.	\$1,558,000
Rehabilitate Railroad Bridges #439 (6160-006P) and #440 (6160-017P)	\$873,000
Replace Towpath Boardwalk at Stumpy Basin	\$823,000
Rehabilitate Railroad Ties between MP64 and MP66	\$673,000

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.



Dayton Aviation Heritage National Historical Park Infrastructure Fact Sheet



95 Thousand
Annual Visitors¹



\$8.9 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.



5 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



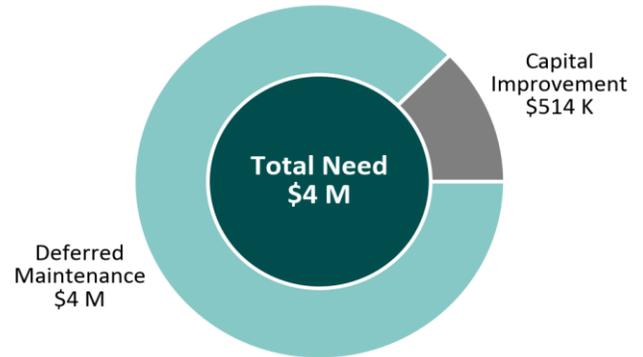
6 All Other
Assets[†]

*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, 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 **\$119 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.



\$3 M for Buildings

\$1 M for all remaining asset categories

Driven by interpretive media (\$1 M) and maintained landscapes (\$27 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 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 ⁵
Remediate Visual Interpretive Exhibit Deficiencies for Accessibility Compliance	\$909,000

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.



De Soto National Memorial Infrastructure Fact Sheet



188 Thousand Annual Visitors¹



\$16 Million in Economic Output²

Infrastructure Inventory

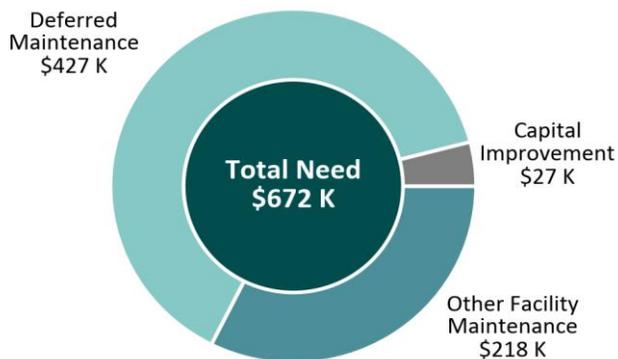
The figures below show the park's real property inventory by asset category as of the end of FY 2018.



*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, 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 **\$64 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.

\$186 K for Trails	\$129 K for Buildings	\$357 K for all remaining asset categories Driven by maintained landscapes (\$144 K) and paved roads (\$119 K)
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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 ⁵
Replace Communications Infrastructure	\$18,000

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.



Death Valley National Park Infrastructure Fact Sheet



1.7 Million
Annual Visitors¹



\$190 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, boundaries, utility systems, constructed waterways, aviation 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 **\$10 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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**

 **\$28 M for Buildings**

\$36 M for all remaining asset categories
Driven by water systems (\$12 M) and housing (\$5 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
Rehabilitate Waste Water Collection System in Lower Cow Creek Housing Area	\$999,000
Repair Microburst Damage to Cow Creek Buildings	\$850,000
Rehabilitate Scotty's Castle Water Distribution System	\$786,000
Rehabilitate Deteriorated Grapevine Water Distribution System	\$735,000
Rehabilitate Scotty's Castle Wastewater Collection System	\$636,000

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.



Delaware Water Gap National Recreation Area¹ Infrastructure Fact Sheet



3.4 Million
Annual Visitors²



\$174 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.



513
Buildings



162 Miles of
Trails



9 Housing
Units*



21 Camp-
grounds



66 Miles of
Unpaved
Roads



26 Water
Systems



16 Waste
Water
Systems



84 Miles of
Paved Roads



333 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, dams, marinas, maintained archeological sites, 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 **\$6 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$84 M for Paved Roads & Structures



\$59 M for Buildings

\$17 M for all remaining asset categories
Driven by unpaved roads (\$6 M) and trails (\$5 M)

[‡]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 ⁶
Pulverize + Ovlv 3" DEWA-0010 Old Mine Road (South) MP 3-5.92	\$2,214,000
Mill 2 + Ovlv 2" DEWA-0113 NPS 615	\$1,942,000
Riley/Quinn Facility Storm Damage Repairs -Childs Park Trails/Boardwalk/Stairs	\$1,645,000
Replace Main Campus Wastewater System at Cliff Park	\$770,000
Repair Civilian Conservation Corps Structures in Childs Park	\$391,000

¹ Delaware National Scenic River is included as it is co-managed with Delaware Water Gap National Recreation Area.

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.



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.

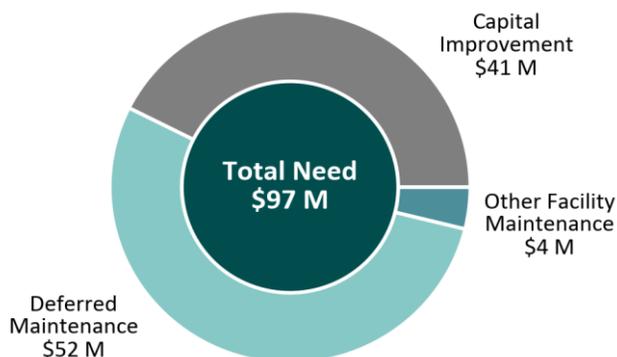


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Deshler Morris House National Historic Site 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.



3 Buildings



< 1 Mile of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



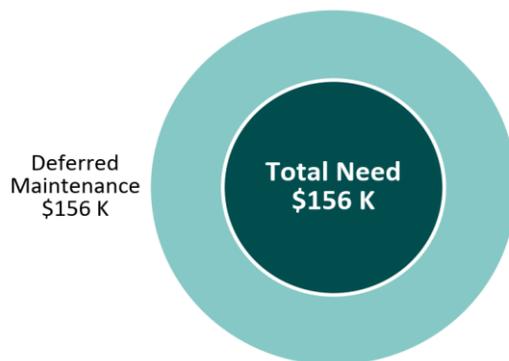
1 All Other Asset[†]

*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 **\$25 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 figure below does not include the cost of Routine Maintenance.



\$156 K for Buildings

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

Project Funding

Deshler Morris House National Historic Site 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).



Devils Postpile National Monument Infrastructure Fact Sheet



148 Thousand Annual Visitors¹



\$11 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.



16 Buildings



6 Miles of Trails



5 Housing Units*



4 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



< 1 Mile of Paved Roads



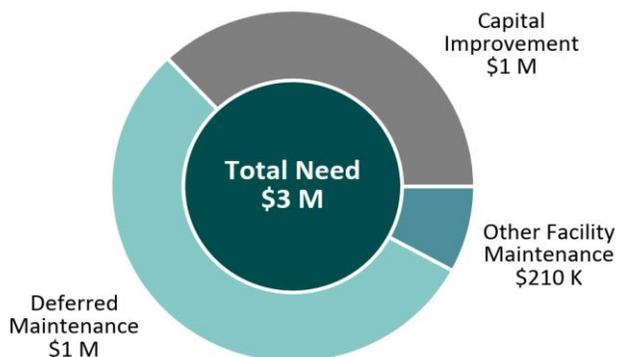
9 All Other Assets[†]

*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, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$156 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Waste Water Systems and Water Systems 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 Waste Water Systems



\$392 K for Water Systems

\$1 M for all remaining asset categories
Driven by trails (\$352 K) and buildings (\$285 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
Replace Force Sewer Main	\$884,000
Replace NPS Portion of Shared Sanitary Sewer Main on US Forest Service land	\$750,000
Replace Deteriorating Comfort Stations in Day Use Area and Campground	\$612,000
Implement Improvements of Developed Area to Improve Visitor Safety	\$448,000
Install External Deluge Fire Suppression Sprinklers in Housing and Park Buildings	\$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.



Devils Tower National Monument Infrastructure Fact Sheet



451 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.



18 Buildings



7 Miles of Trails



18 Housing Units*



2 Campgrounds



2 Miles of Unpaved Roads



2 Water Systems



8 Waste Water Systems



4 Miles of Paved Roads



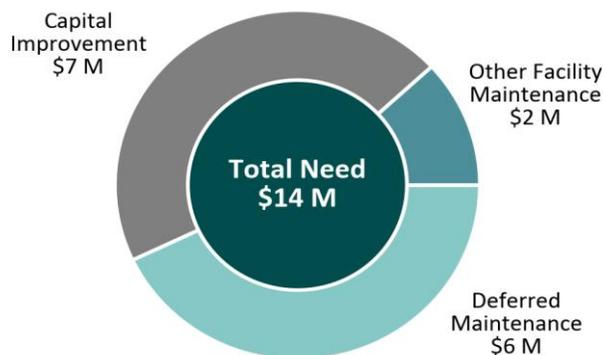
29 All Other Assets[†]

*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, boundaries, utility systems, monuments, 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 **\$297 K 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.



\$4 M for Unpaved Roads



\$3 M for Paved Roads & Structures

\$8 M for all remaining asset categories

Driven by buildings (\$1 M) and maintained landscapes (\$1 M)

[‡]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
Rehabilitate Electric and Install Fire Suppression System at The Maintenance Shop	\$172,000
Rehabilitate Administration Building Public and Employee Restrooms	\$35,000

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.



Dinosaur National Monument Infrastructure Fact Sheet



299 Thousand Annual Visitors¹



\$20 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.

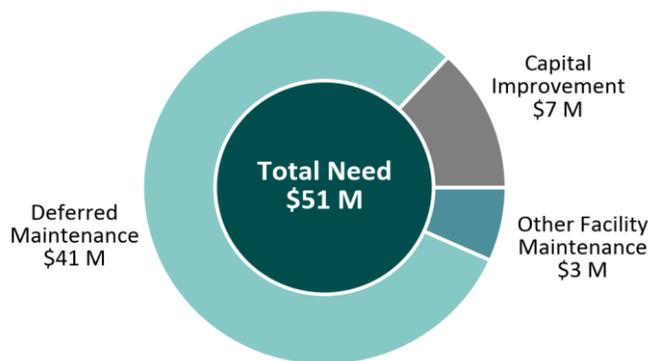


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

\$33 M for Paved Roads & Structures

\$7 M for Buildings

\$11 M for all remaining asset categories
Driven by housing (\$2 M) and water systems (\$1 M)

[‡]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
Replace Headquarters Water System Components	\$784,000
Rehabilitate Green River Resource Building and Install Fire Suppression System	\$165,000
Enlarge Fire Suppression System at Headquarters Building	\$106,000

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.



Dry Tortugas National Park Infrastructure Fact Sheet



79 Thousand Annual Visitors¹



\$5.4 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.



12 Buildings



0 Miles of Trails



27 Housing Units*



1 Camp-ground



0 Miles of Unpaved Roads



5 Water Systems



1 Waste Water System



0 Miles of Paved Roads



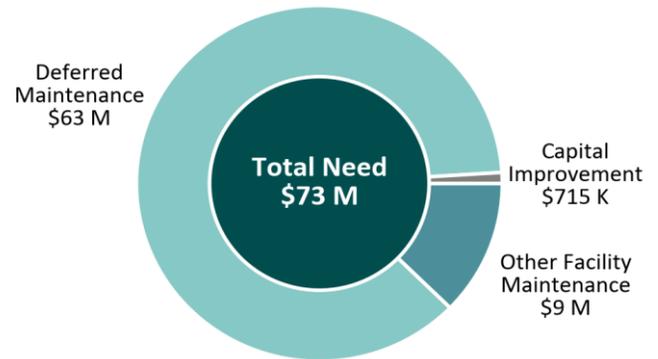
28 All Other Assets[†]

*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, maintained archeological sites, fortifications, 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 **\$463 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.



\$9 M for Buildings



\$2 M for Housing

\$62 M for all remaining asset categories

Driven by fortifications (\$57 M) and marinas (\$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 Wastewater Treatment Plant	\$461,000
Rehabilitate Crew Quarters	\$439,000
Rehabilitate Loggerhead Kitchen Building	\$371,000

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.



Ebey's Landing National Historical Reserve 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.



*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 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 **\$215 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.



\$4 M for Buildings



\$145 K for Trails

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$813 K) and interpretive media (\$203 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
Restore the Historic Ferry House	\$1,430,000
Rehabilitate the Historic "Bull Barn" at the Reuble Farmstead	\$357,000
Rehabilitate Potable Water System to Correct Deficiencies at Farm One	\$286,000
Conduct Preservation Maintenance on Historic Farm II Bunkhouse	\$84,000

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.



Edgar Allan Poe National Historic Site Infrastructure Fact Sheet



16 Thousand
Annual Visitors¹



\$1.4 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.



1 Building



< 1 Mile of
Trails



1 Housing
Unit*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



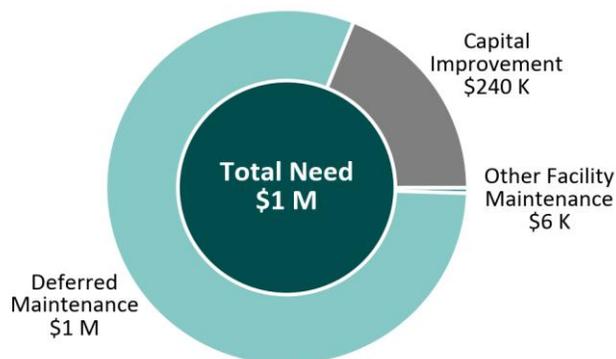
2 All Other
Assets[†]

*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 and monuments.

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 **\$15 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 figure below does not include the cost of Routine Maintenance.



\$1 M for Buildings

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
Install Fire Suppression System and Replace Fire Detection System in the Poe House	\$446,000
Replace Existing Intrusion System at Poe House	\$206,000

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.



Effigy Mounds National Monument Infrastructure Fact Sheet



66 Thousand Annual Visitors¹



\$5.3 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.



7 Buildings



10 Miles of Trails



0 Housing Units*



0 Campgrounds



1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



0 Miles of Paved Roads



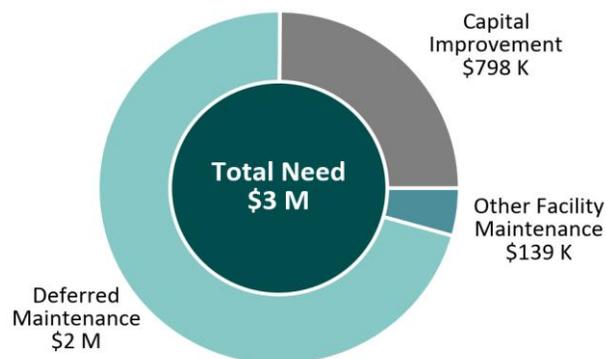
16 All Other Assets[†]

*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, trail tunnels, maintained landscapes, boundaries, utility systems, and maintained archeological sites.

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 **\$304 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.



\$2 M for Buildings



\$1 M for Paved Roads & Structures

\$755 K for all remaining asset categories
Driven by trails (\$343 K) and boundaries (\$216 K)

[‡]Paved Roads & Structures includes paved parking areas and bridges.

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

Project Funding

Effigy Mounds National Monument 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).



Eisenhower National Historic Site Infrastructure Fact Sheet



47 Thousand Annual Visitors¹



\$3.9 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 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 **\$128 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.



[‡]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

Eisenhower National Historic Site 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).



El Malpais National Monument Infrastructure Fact Sheet



159 Thousand Annual Visitors¹



\$12 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.



14 Buildings



13 Miles of Trails



0 Housing Units*



1 Camp-ground



24 Miles of Unpaved Roads



3 Water Systems



3 Waste Water Systems



< 1 Mile of Paved Roads



14 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, boundaries, utility 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 **\$246 K 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.



\$1 M for Buildings



\$829 K for Unpaved Roads

\$852 K for all remaining asset categories

Driven by paved roads (\$451 K) and boundaries (\$215 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 Big Tubes Unpaved Road	\$720,000
Replace Visitor Center Heating, Ventilation, and Air Conditioning Systems	\$398,000

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.



El Morro National Monument Infrastructure Fact Sheet



69 Thousand Annual Visitors¹



\$4.6 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.

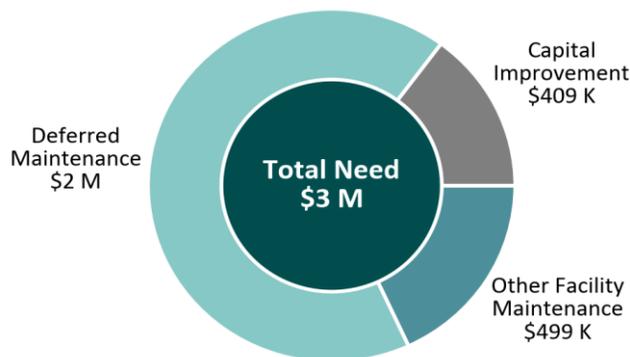


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, and 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 **\$117 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



‡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
Replace Water Distribution Line	\$119,000
Replace Upper Wastewater Lagoon Liner	\$59,000

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.



Eleanor Roosevelt National Historic Site Infrastructure Fact Sheet



48 Thousand
Annual Visitors¹



\$3.7 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.



8 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



5 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, and dams.

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 **\$103 K 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.



\$1 M for Buildings



**\$459 K for Unpaved
Roads**

\$5 M for all remaining asset categories

Driven by maintained landscapes (\$4 M) and trails (\$173 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
Replace Outdated Intrusion Detection System	\$131,000
Exterior Repairs to Playhouse	\$16,000

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.



Eugene O'Neill National Historic Site Infrastructure Fact Sheet



3 Thousand Annual Visitors¹



\$241 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.



9 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



3 Water Systems



1 Waste Water System



< 1 Mile of Paved Roads



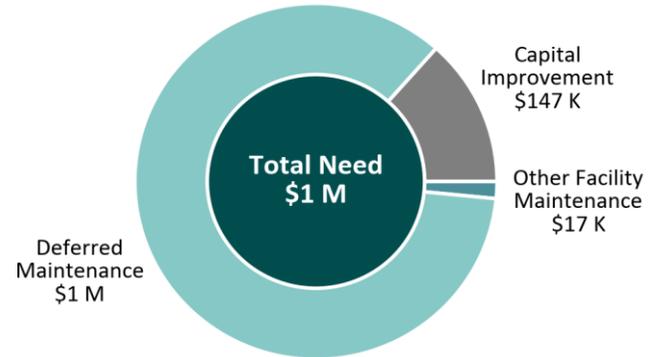
5 All Other Assets[†]

*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 and 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 **\$67 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.



\$627 K for Buildings



\$237 K for Paved Roads & Structures

\$231 K for all remaining asset categories

Driven by maintained landscapes (\$200 K) and water systems (\$24 K)

[‡]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

Eugene O'Neill National Historic Site 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).



Everglades National Park Infrastructure Fact Sheet



1.1 Million
Annual Visitors¹



\$165 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.



155
Buildings



187 Miles of
Trails



79 Housing
Units*



25 Camp-
grounds



18 Miles of
Unpaved
Roads



23 Water
Systems



21 Waste
Water
Systems



110 Miles of
Paved Roads



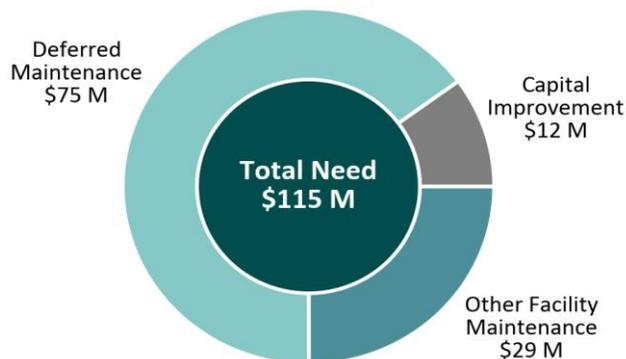
136 All
Other
Assets[†]

*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, boundaries, utility systems, dams, constructed waterways, marinas, fortifications, 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 **\$5 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$47 M for Paved Roads & Structures



\$28 M for Buildings

\$40 M for all remaining asset categories
Driven by marinas (\$14 M) and housing (\$6 M)

[‡]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
Rehabilitate Three Marina Bulkheads at Flamingo	\$9,166,000
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park	\$8,092,000
Rehabilitate Water Distribution System at Long Pine Key Campground and Day-Use Area	\$840,000
Rehabilitate Flamingo Maintenance Boat Shelter	\$479,000
Repair HM-69 Nike Missile Site Buildings	\$467,000

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).



Federal Hall National Memorial¹ Infrastructure Fact Sheet



265 Thousand
Annual Visitors²



\$22 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.



1 Building



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



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 monuments.

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 **\$49 K annual Routine Maintenance⁵** 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.



\$33 M for Buildings

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

Project Funding

Federal Hall National Memorial does not have any projects in the formulated lists released publicly.⁶

¹ Note that Stonewall National Monument visitor statistics and economic benefits are not included with Federal Hall National Memorial.

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 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).



Fire Island National Seashore Infrastructure Fact Sheet



391 Thousand Annual Visitors¹



\$22 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.

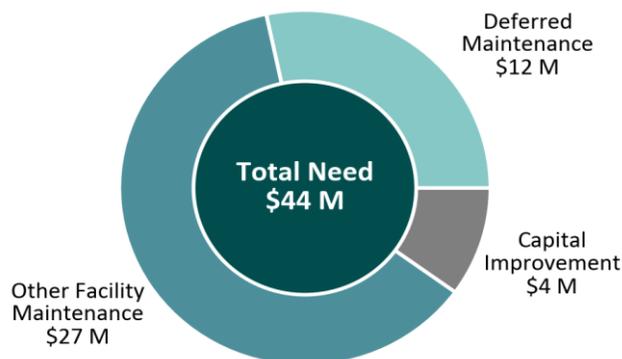


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, utility systems, constructed waterways, marinas, and monuments.

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 **\$733 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



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 Pavers and Bricks on Lighthouse Terrace	\$607,000
Dredge Barrett Beach Marina for Public Use and Safety	\$583,000
Repair and Paint Windows and Siding on Historic Old Mastic House	\$558,000
Fire Island Lighthouse Exterior Coating Partial Demolition and Stabilization	\$550,000
Repair Smith Point Wilderness Visitor Center Complex	\$502,000

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.



First Ladies National Historic Site Infrastructure Fact Sheet



11 Thousand
Annual Visitors¹



\$1 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.



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



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 **\$26 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



\$13 K for Paved Roads & Structures

[‡]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 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 ⁵
Tuckpoint Masonry of First Ladies Library	\$944,000

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.



First State National Historical Park 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.



35 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



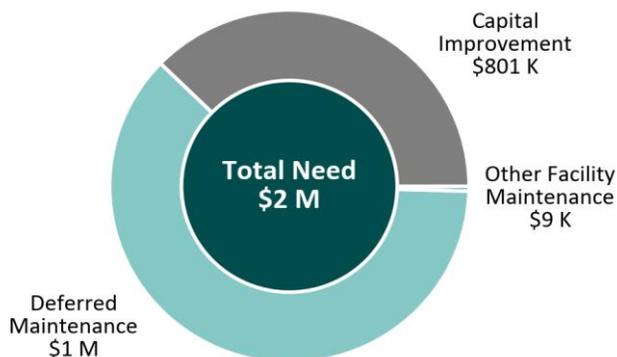
1 All Other Asset[†]

*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 **\$35 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 figure below does not include the cost of Routine Maintenance.



\$2 M for Buildings

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 Historic Sheriff's House in New Castle	\$7,871,000
Replace Failing Traffic and Pedestrian Bollard and Cable Barriers	\$28,000

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.



Flagstaff Areas 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 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 **\$700 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

Flagstaff Areas 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).



Flight 93 National Memorial Infrastructure Fact Sheet



411 Thousand Annual Visitors¹



\$34 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.



16 Buildings



2 Miles of Trails



1 Housing Unit*



0 Campgrounds



< 1 Mile of Unpaved Roads



2 Water Systems



2 Waste Water Systems



10 Miles of Paved Roads



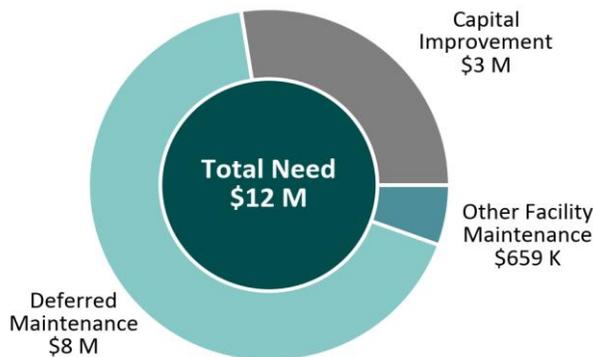
14 All Other Assets[†]

*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, boundaries, utility systems, constructed waterways, and monuments.

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 **\$495 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.



\$7 M for Buildings



\$2 M for Paved Roads & Structures

\$4 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and unpaved roads (\$1 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

Flight 93 National Memorial 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).



Florissant Fossil Beds National Monument Infrastructure Fact Sheet



77 Thousand Annual Visitors¹



\$6.7 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.



21 Buildings



14 Miles of Trails



0 Housing Units*



0 Campgrounds



2 Miles of Unpaved Roads



2 Water Systems



2 Waste Water Systems



0 Miles of Paved Roads



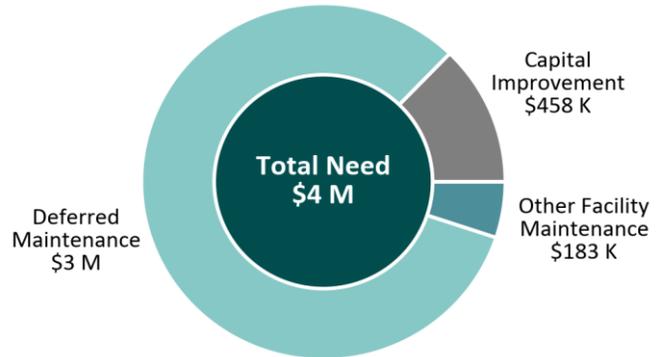
10 All Other Assets[†]

*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, boundaries, utility systems, dams, interpretive media, and amphitheaters.

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 **\$287 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$2 M for Paved Roads & Structures



\$767 K for Buildings

\$1 M for all remaining asset categories
Driven by trails (\$644 K) and boundaries (\$196 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
Replace Septic System at the A-Frame Educational Learning Center	\$82,000
Rehabilitate Electrical System in the Maytag Barn.	\$78,000
Establish Connector Trail Segment Along Twin Rock and Shootin' Star Trail	\$77,000
Replace the Lodge-pole Fencing at the Historic Hornbek Homestead District	\$71,000
Replace Ceiling and Install fire rated Drywall in the Paleontology Collections Storage Room	\$23,000

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.



Ford's Theatre National Historic Site Infrastructure Fact Sheet



572 Thousand
Annual Visitors¹



\$16 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.



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



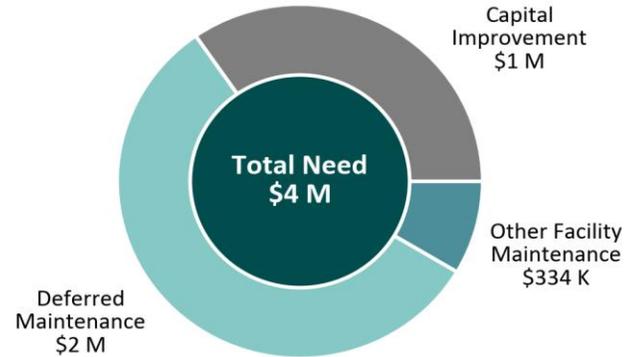
1 All Other
Asset[†]

*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 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.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).



Fort Bowie National Historic Site Infrastructure Fact Sheet



8 Thousand
Annual Visitors¹



\$565 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.

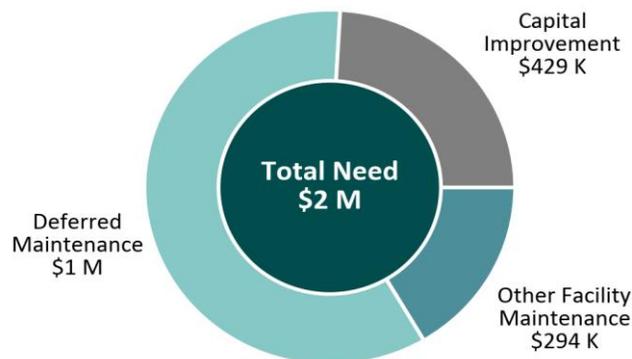


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, 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 **\$199 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.



\$562 K for Buildings



\$427 K for Trails

\$792 K for all remaining asset categories

Driven by maintained archeological sites (\$156 K) and maintained landscapes (\$155 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
Stabilize the Overland Butterfield Trail	\$126,000
Remove Gasoline Fuel System	\$19,000

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.



Fort Davis National Historic Site Infrastructure Fact Sheet



52 Thousand
Annual Visitors¹



\$3.3 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.



35 Buildings



5 Miles of
Trails



2 Housing
Units*



1 Camp-
ground



3 Miles of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



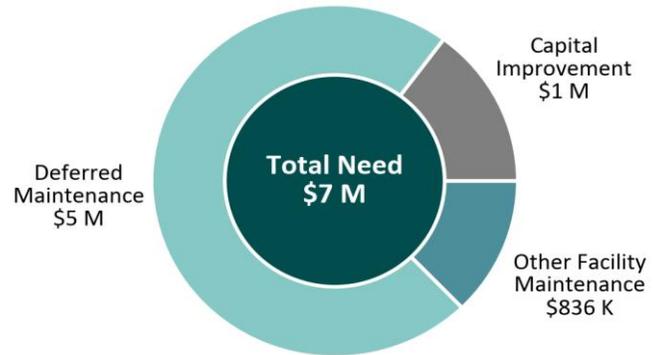
118 All
Other
Assets[†]

*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, boundaries, 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 **\$344 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.



\$4 M for Buildings



\$651 K for Housing

\$2 M for all remaining asset categories

Driven by paved roads (\$333 K) and maintained archeological sites (\$330 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
Repair Dirt Roads and Parking Areas	\$169,000
Rehabilitate the Interior of Four Historic Structures on Officer's Row	\$109,000
Rehabilitate Foundations on Three Historic Ruins	\$69,000
Mitigate Water Damage and Correct Drainage Issues at Historic Buildings (Park Headquarters and Visitor Center)	\$65,000
Repair and Repoint Historic Steam Pumphouse	\$39,000

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.



Fort Donelson National Battlefield Infrastructure Fact Sheet



254 Thousand Annual Visitors¹



\$21 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.

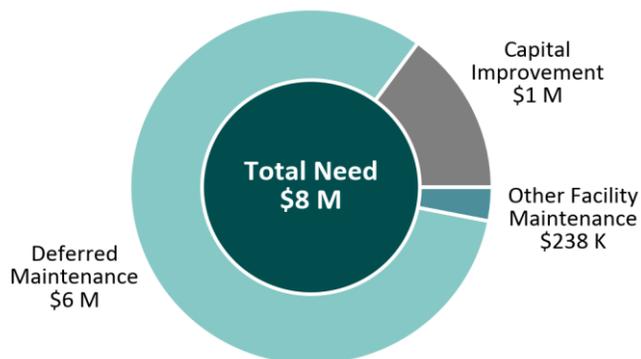


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include trail bridges, maintained landscapes, utility systems, monuments, fortifications, 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 **\$474 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$5 M for Paved Roads & Structures



\$2 M for Buildings

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$765 K) and interpretive media (\$120 K)

[‡]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

Fort Donelson National Battlefield 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).



Fort Frederica National Monument Infrastructure Fact Sheet



212 Thousand Annual Visitors¹



\$17 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.



16 Buildings



< 1 Mile of Trails



0 Housing Units*



1 Camp-ground



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



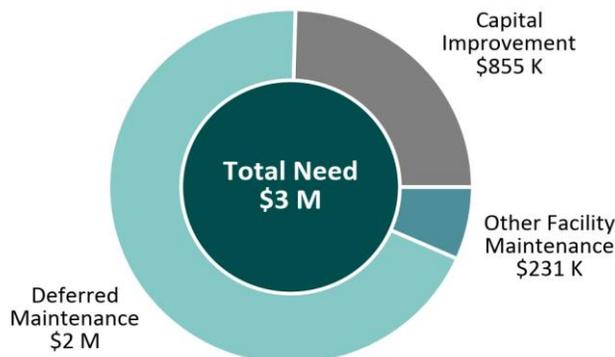
27 All Other Assets[†]

*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, boundaries, utility systems, marinas, monuments, maintained archeological sites, fortifications, 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 **\$258 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.



\$2 M for Buildings



\$242 K for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by interpretive media (\$751 K) and marinas (\$373 K)

[‡]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
Rehabilitate and Enhance Dock at Fort Frederica	\$567,000
Rehabilitate Visitor Center Interior	\$287,000
Replace Waysides Parkwide	\$246,000

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.



Fort Laramie National Historic Site Infrastructure Fact Sheet



43 Thousand
Annual Visitors¹



\$3 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.



27 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



3 Water
Systems



2 Waste
Water
Systems



1 Mile of
Paved Roads



37 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, 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 **\$203 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.



\$3 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$1 M for all remaining asset categories

Driven by water systems (\$637 K) and maintained archeological sites (\$397 K)

[‡]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
Rehabilitate Floor Covering in a Historic Structure	\$149,000
Replace Failing Porch Decking of Calvary Barracks	\$121,000
Replace Porch Decking and Stair Treads on Historic Old Bedlam	\$97,000
Repair and Paint Interior Walls and Exterior Trim of the Old Guard House	\$65,000
Replace Wooden Shingles on Roof of Historic Structure, Old Bedlam	\$62,000

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.



Fort Larned National Historic Site Infrastructure Fact Sheet



27 Thousand
Annual Visitors¹



\$1.9 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.



14 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



3 Water
Systems



5 Waste
Water
Systems



< 1 Mile of
Paved Roads



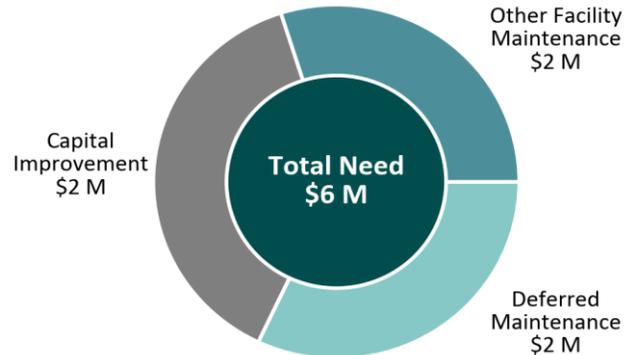
16 All Other
Assets[†]

*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, dams, 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 **\$324 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.



\$4 M for Buildings



\$788 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by interpretive media (\$689 K) and maintained landscapes (\$259 K)

[‡]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
Restore Commanding Offices Quarters, The Last Structure to be Opened to Visitors	\$677,000
Replace Alarm System Incorporating New Technologies	\$647,000
Preserve Exterior Features of the Block House HS-10	\$137,000
Replace the Visitor Center Septic Tank and Leach Field	\$115,000
Critical Repair to Porch Structure of the Commanding Officer Quarters	\$89,000

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.



Fort McHenry National Monument and Historic Shrine Infrastructure Fact Sheet



420 Thousand Annual Visitors¹



\$35 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, boundaries, marinas, monuments, fortifications, 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 **\$306 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.



[‡]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 ⁵
Recoat Visitor Center Membrane Roof	\$130,000

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.



Fort Monroe National Monument 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.



4 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



< 1 Mile of Paved Roads



10 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, and fortifications.

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 **\$99 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



\$40 K for Trails

\$1 M for all remaining asset categories

Driven by fortifications (\$1 M) and maintained landscapes (\$327 K)

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

Project Funding

Fort Monroe National Monument 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).



Fort Necessity National Battlefield Infrastructure Fact Sheet



312 Thousand Annual Visitors¹



\$27 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.



19 Buildings



10 Miles of Trails



1 Housing Unit*



0 Campgrounds



2 Miles of Unpaved Roads



1 Water System



1 Waste Water System



2 Miles of Paved Roads



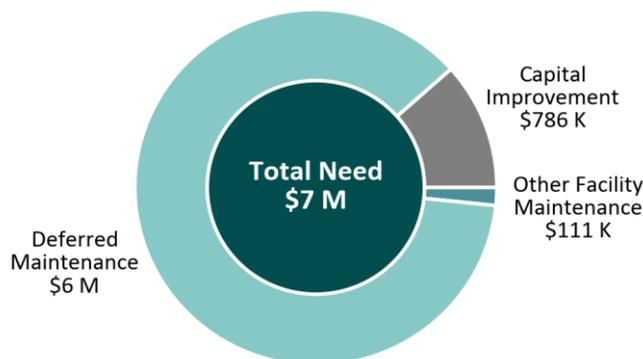
25 All Other Assets[†]

*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, dams, monuments, fortifications, and amphitheaters.

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 **\$222 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$3 M for Paved Roads & Structures



\$2 M for Buildings

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and housing (\$240 K)

[‡]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
Replace Oil Boilers at Visitor Center at Fort Necessity National Battlefield	\$463,000
Rehabilitate Maintenance Building Roof to Eliminate Leaks	\$76,000
Rehabilitate Great Meadows Center to Correct Accessibility Deficiencies	\$68,000
Repair Overflow Drain Into Dam/Pond #3	\$66,000

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.



Fort Point National Historic Site Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$116 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.



2 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



5 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 marinas, fortifications, 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 **\$210 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads
& Structures**



\$847 K for Trails

\$9 M for all remaining asset categories

Driven by fortifications (\$8 M) and interpretive media (\$807 K)

[‡]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

Fort Point National Historic Site 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).



Fort Pulaski National Monument Infrastructure Fact Sheet



374 Thousand
Annual Visitors¹



\$30 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.



12 Buildings



2 Miles of
Trails



0 Housing
Units*



1 Camp-
ground



1 Mile of
Unpaved
Roads



3 Water
Systems



7 Waste
Water
Systems



2 Miles of
Paved Roads



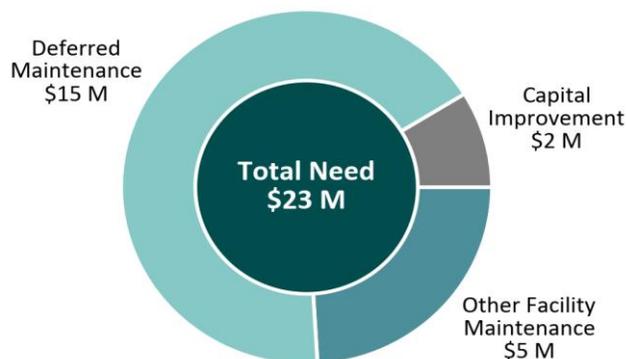
35 All Other
Assets[†]

*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, dams, constructed waterways, maintained archeological sites, fortifications, 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 **\$475 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



\$4 M for Buildings

\$9 M for all remaining asset categories

Driven by fortifications (\$6 M) and maintained landscapes (\$866 K)

[‡]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
Remove Vascular and Non-Vascular Growth from Fort Pulaski	\$171,000
Install a Fiber Network Upgrade	\$45,000

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.



Fort Scott National Historic Site Infrastructure Fact Sheet



24 Thousand
Annual Visitors¹



\$438 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.



19 Buildings



1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



0 Waste
Water
Systems



< 1 Mile of
Paved Roads



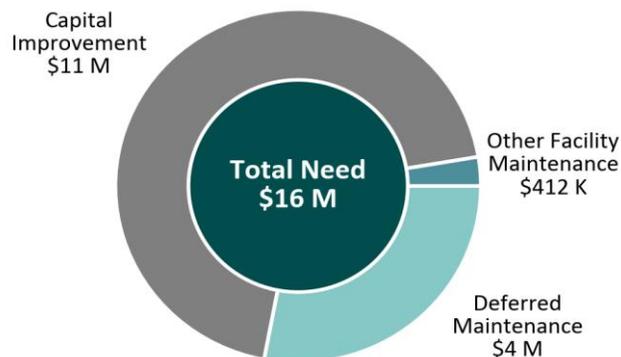
10 All Other
Assets[†]

*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, boundaries, utility 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 **\$123 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.



\$5 M for Buildings



\$151 K for Trails

\$11 M for all remaining asset categories

Driven by maintained landscapes (\$10 M) and interpretive media (\$392 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 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 ⁵
Remove and Replace Gutters and Downspouts	\$184,000

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.



Fort Smith National Historic Site Infrastructure Fact Sheet



126 Thousand
Annual Visitors¹



\$9.3 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.

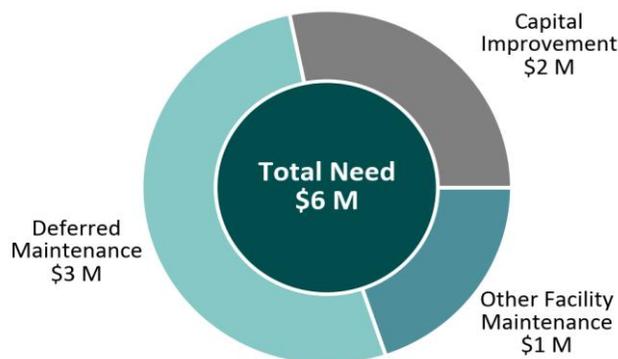


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, 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 **\$306 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.



\$4 M for Buildings



\$367 K for Trails

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and interpretive media (\$548 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
Repair and Restore Commissary Plaster and Paint	\$500,000
Repair, Replace, Re-Establish Park Boundary Fences and Install Park Signage	\$193,000
Replace Backflow Prevention Assemblies and Sewer Pipe	\$52,000

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.



Fort Stanwix National Monument Infrastructure Fact Sheet



97 Thousand Annual Visitors¹



\$6.6 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.



14 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



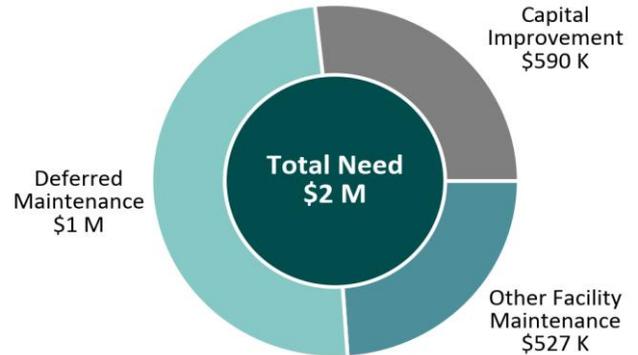
27 All Other Assets[†]

*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, monuments, maintained archeological sites, fortifications, 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 **\$142 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



\$24 K for Paved Roads & Structures

\$801 K for all remaining asset categories

Driven by fortifications (\$652 K) and electrical systems (\$110 K)

[‡]Paved Roads & Structures includes 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
Replace Weil-McLain Natural Gas Boiler System	\$400,000
Replace Fire Alarm Systems at the Fort and Maintenance Facilities	\$270,000

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.



Fort Sumter and Fort Moultrie Infrastructure Fact Sheet



878 Thousand
Annual Visitors¹



\$66 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.



11 Buildings



0 Miles of
Trails



2 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



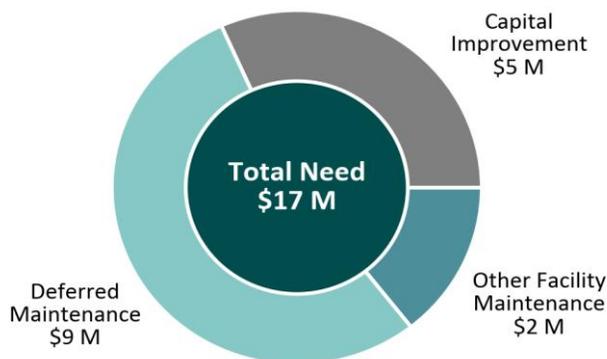
30 All Other
Assets[†]

*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, monuments, fortifications, 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 **\$476 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.



\$4 M for Buildings



**\$590 K for Paved Roads
& Structures**

\$12 M for all remaining asset categories
Driven by marinas (\$7 M) and fortifications (\$3 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
Dredge Waterway at Fort Moultrie Boat Dock	\$1,241,000
Repair Exterior Parging on Left Flank Upper Piers at Fort Sumter	\$89,000
Repair Battery Huger Metal Doors	\$87,000
Repair Fort Sumter Scarp Wall and Officer's Firebox	\$19,000

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.



Fort Union National Monument Infrastructure Fact Sheet



11 Thousand Annual Visitors¹



\$852 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.



8 Buildings



2 Miles of Trails



6 Housing Units*



0 Campgrounds



3 Miles of Unpaved Roads



1 Water System



1 Waste Water System



1 Mile of Paved Roads



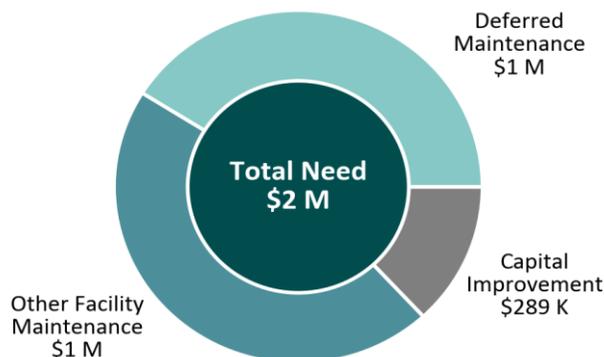
108 All Other Assets[†]

*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, 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 **\$627 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



\$401 K for Paved Roads & Structures

\$669 K for all remaining asset categories

Driven by maintained archeological sites (\$501 K) and electrical systems (\$82 K)

[‡]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

Fort Union National Monument 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).



Fort Union Trading Post National Historic Site Infrastructure Fact Sheet



13 Thousand
Annual Visitors¹



\$1 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, fortifications, 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 **\$103 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$699 K for Paved Roads & Structures



\$469 K for Waste Water Systems

\$2 M for all remaining asset categories

Driven by interpretive media (\$848 K) and buildings (\$346 K)

[‡]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
Bourgeois House Roof Replacement	\$108,000
Replace shake roofs on Hunters and Carpenters shacks	\$74,000
Repair Visitor Center Entryways and Walkways	\$63,000
Reconstruct Hand Rail on North East Bastion	\$62,000

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.



Fort Vancouver National Historic Site Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$87 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.



55 Buildings



2 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



2 Water
Systems



5 Waste
Water
Systems



2 Miles of
Paved Roads



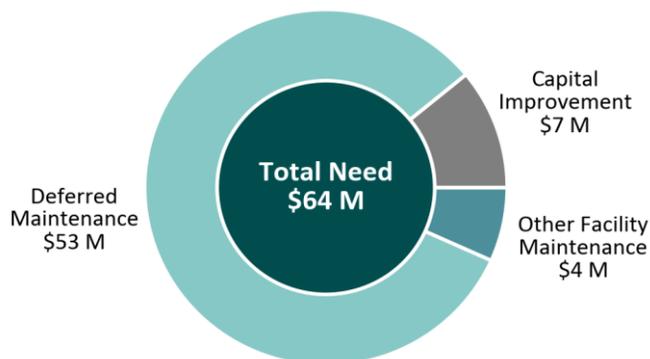
19 All Other
Assets[†]

*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, monuments, fortifications, 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 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.



\$51 M for Buildings



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

\$7 M for all remaining asset categories

Driven by electrical systems (\$2 M) and waste water systems (\$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
Rehabilitate Historic Main Parade Ground Barracks Building	\$16,622,000
Rehabilitate Building 405 to Create Multi-park Museum Facility	\$13,427,000
Rehabilitate Historic Building 725	\$622,000
Remove Hazmat and Stabilize Building 748	\$478,000
Rehabilitate Building 721	\$361,000

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>.

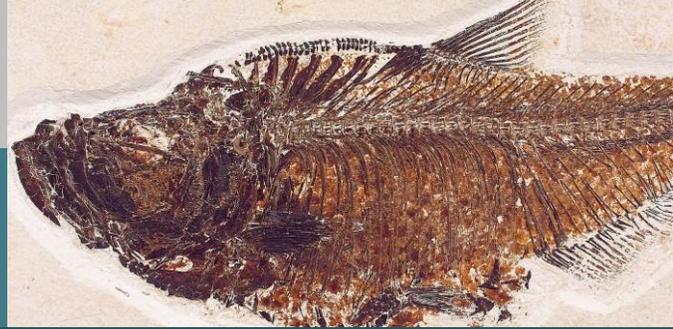
³ Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end 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.



Fossil Butte National Monument Infrastructure Fact Sheet



21 Thousand
Annual Visitors¹



\$1.1 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.



9 Buildings



4 Miles of
Trails



4 Housing
Units*



0 Camp-
grounds



7 Miles of
Unpaved
Roads



3 Water
Systems



2 Waste
Water
Systems



4 Miles of
Paved Roads



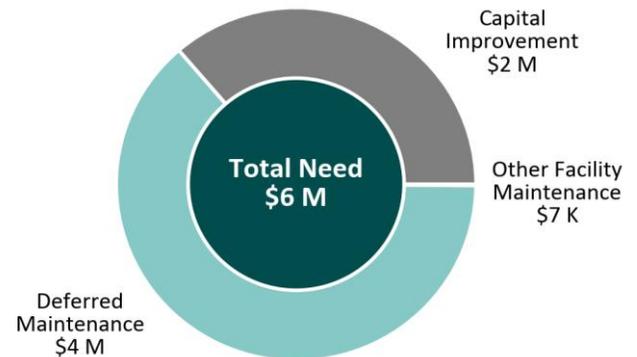
14 All Other
Assets[†]

*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, boundaries, utility 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 **\$217 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



\$1 M for Buildings

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and interpretive media (\$1 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
Rehabilitate and Upgrade Park Water Line to Meet Fire Suppression System Requirements	\$548,000
Eliminate Confined Space for Picnic Area Water System	\$105,000
Remove and Replace Three Concrete Vault Toilets	\$85,000
Pave rear Housing Parking Lot to Meet Accessibility Compliance	\$81,000
Install Two Backup Generators	\$72,000

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.



Frederick Law Olmsted National Historic Site Infrastructure Fact Sheet



8 Thousand
Annual Visitors¹



\$663 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.



5 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



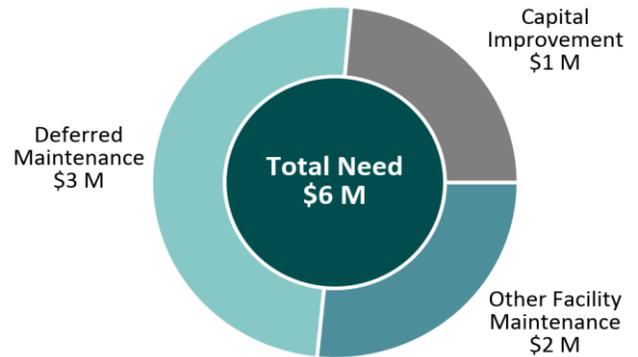
1 All Other
Asset[†]

*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 **\$40 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.



\$5 M for Buildings

\$1 M for all remaining asset categories
Driven by maintained landscapes (\$1 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 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 ⁵
Rehabilitate Frederick Law Olmsted National Historic Site Grotto	\$217,000

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.



Fredericksburg & Spotsylvania Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$73 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.



60 Buildings



22 Miles of
Trails



8 Housing
Units*



0 Camp-
grounds



5 Miles of
Unpaved
Roads



2 Water
Systems



1 Waste
Water
System



23 Miles of
Paved Roads



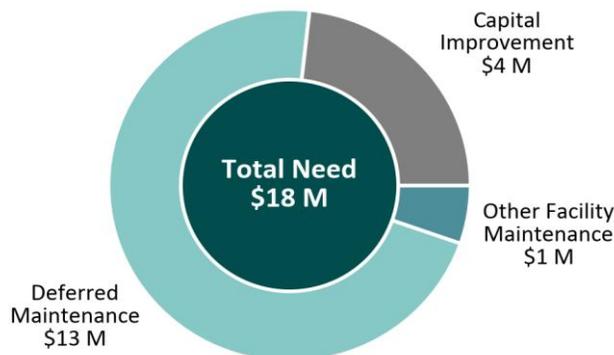
127 All
Other
Assets[†]

*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, monuments, maintained archeological sites, fortifications, 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.

Paved Roads & Structures[‡] 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**



\$4 M for Buildings

\$3 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and housing (\$527 K)

[‡]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
Rehabilitate Historic Chatham Manor	\$659,000
Rehabilitate Jackson Trail West, Sunken, and Ellwood Entrance Gravel Roads	\$443,000
Remove Lead Paint from Chatham Stables and Laundry Buildings	\$163,000
Repair Brick Walks at Chatham Manor Visitor Center	\$96,000
Repair Bank Erosion With Engineered Riprap Scott's Run	\$90,000

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.



Freedom Riders National Monument 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 **\$6 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.



\$400 K for Buildings



\$27 K for Paved Roads & Structures

\$100 K for all remaining asset categories
Driven by maintained landscapes (\$100 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

Freedom Riders National Monument 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).



Friendship Hill National Historic Site Infrastructure Fact Sheet



34 Thousand
Annual Visitors¹



\$2.9 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.



7 Buildings



9 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



0 Water
Systems



1 Waste
Water
System



< 1 Mile of
Paved Roads



20 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, boundaries, utility systems, dams, monuments, and maintained archeological sites.

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 **\$285 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



**\$417 K for Paved Roads
& Structures**

\$2 M for all remaining asset categories

Driven by monuments (\$733 K) and trails (\$258 K)

[‡]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
Replace Chiller Plant and HVAC Control System for Gallatin House	\$1,276,000
Pulverize + Overlay 3" FRHI-0010 Entrance Road	\$236,000
Replace Sidewalk and Trail Surfaces to Comply to Accessibility Code	\$59,000
Construct Accessible Route to Enter Gallatin House	\$41,000

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.



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.



27 Buildings



0 Miles of Trails



11 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



7 Water Systems



7 Waste Water Systems



0 Miles of Paved Roads



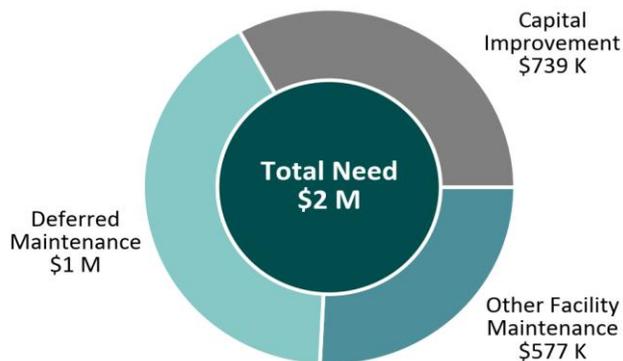
15 All Other Assets[†]

*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, 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.



Gateway Arch National Park Infrastructure Fact Sheet



2.1 Million Annual Visitors¹



\$328 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.



9 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



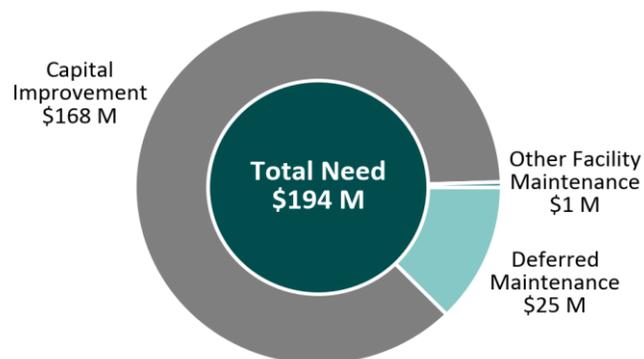
6 All Other Assets[†]

*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, 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 **\$704 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.



\$165 M for Buildings



\$1 M for Paved Roads & Structures

\$28 M for all remaining asset categories

Driven by interpretive media (\$15 M) and maintained landscapes (\$12 M)

[‡]Paved Roads & Structures includes paved parking areas and tunnels.

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

Project Funding

Gateway Arch National Park 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).



Gateway National Recreation Area Infrastructure Fact Sheet



9.4 Million
Annual Visitors¹



\$288 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.



515
Buildings



46 Miles of
Trails



110
Housing
Units*



3 Camp-
grounds



15 Miles of
Unpaved
Roads



14 Water
Systems



14 Waste
Water
Systems



51 Miles of
Paved Roads



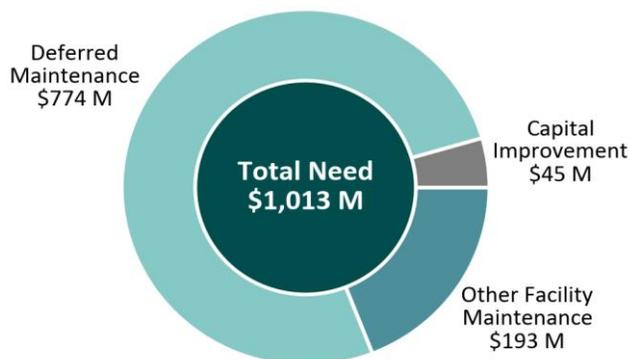
182 All
Other
Assets[†]

*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, trail tunnels, maintained landscapes, utility systems, dams, marinas, aviation systems, railroad systems, monuments, maintained archeological sites, fortifications, and towers.

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 **\$11 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$453 M for Paved
Roads & Structures**



\$304 M for Buildings

\$257 M for all remaining asset categories

Driven by marinas (\$62 M) and electrical systems (\$40 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
Replace Officers Row Seawall at Sandy Hook	\$15,816,000
Repair Jacob Riis Seawall on Beach Channel Drive	\$13,819,000
Repair Marina Bulkhead at Great Kills Park	\$1,604,000
Mill 2 + Ovlv 2" GATE-0993 South Beach Area "E"	\$1,477,000
Repair Roof, Brickwork, Lintels & Windows at Park Headquarters, Building 210	\$1,389,000

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.



Gauley River National Recreation Area Infrastructure Fact Sheet



119 Thousand
Annual Visitors¹



\$6 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.



9 Buildings



14 Miles of
Trails



0 Housing
Units*



1 Camp-
ground



3 Miles of
Unpaved
Roads



0 Water
Systems



1 Waste
Water
System



1 Mile of
Paved Roads



10 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, trail tunnels, maintained landscapes, boundaries, and marinas.

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 **\$190 K 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.



**\$719 K for Unpaved
Roads**



**\$715 K for Paved Roads
& Structures**

\$2 M for all remaining asset categories
Driven by trail tunnels (\$1 M) and trails (\$310 K)

[‡]Paved Roads & Structures includes paved roadways, 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 ⁵
Rehabilitate Gauley Tailwaters Campground	\$194,000
Upgrade Wastewater System for Current and Future Needs	\$80,000

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.



General Grant National Memorial Infrastructure Fact Sheet



114 Thousand Annual Visitors¹



\$9.4 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.



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 **\$20 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.



\$5 M for Buildings

\$1 M for all remaining asset categories
Driven by maintained landscapes (\$1 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
Repair Plaza Area at General Grant National Monument	\$758,000
Paint and Repair General Grant Memorial Dome and Supporting Columns	\$250,000
Replace sidewalk at General Grants Overlook	\$180,000
Replace Roof Membrane at General Grant Memorial	\$103,000

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.



George Rogers Clark National Historical Park Infrastructure Fact Sheet



140 Thousand Annual Visitors¹



\$10 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.



3 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



< 1 Mile of Paved Roads



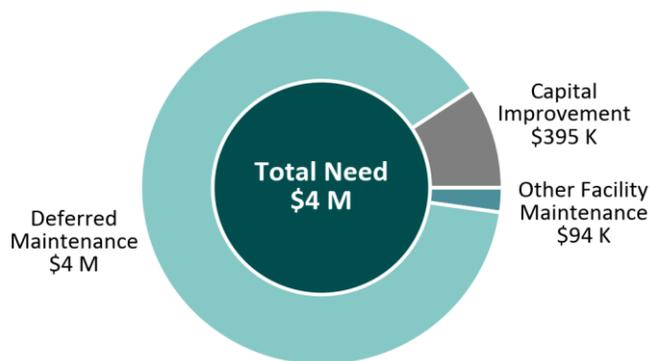
7 All Other Assets[†]

*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, 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 **\$138 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



\$1 M for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$844 K) and interpretive media (\$366 K)

[‡]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
Rehabilitate Abandoned Railroad bed	\$1,178,000
George Rogers Clark Parking Lot Rehab	\$1,000,000

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.



George Washington Birthplace National Monument Infrastructure Fact Sheet



140 Thousand Annual Visitors¹



\$8.5 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.



26 Buildings



4 Miles of Trails



3 Housing Units*



0 Campgrounds



3 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



3 Miles of Paved Roads



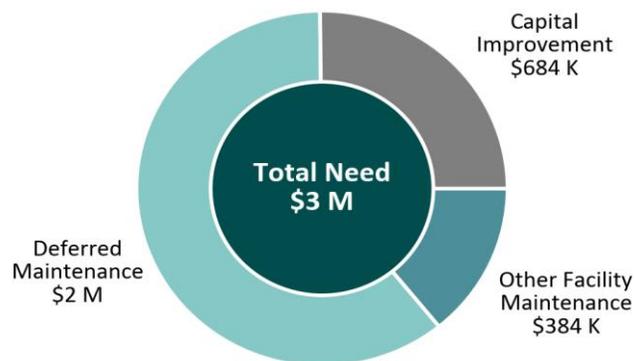
18 All Other Assets[†]

*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, dams, 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 **\$460 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.



\$2 M for Buildings



\$218 K for Housing

\$606 K for all remaining asset categories

Driven by maintained landscapes (\$261 K) and paved roads (\$153 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 Historic Log House at George Washington National Monument	\$468,000
Replacement and Installation of Generators and Concrete Pads	\$91,000
Replace and Install New Septic System	\$10,000

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.



George Washington Carver National Monument Infrastructure Fact Sheet



50 Thousand Annual Visitors¹



\$1.1 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.



8 Buildings



1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



2 Waste Water Systems



< 1 Mile of Paved Roads



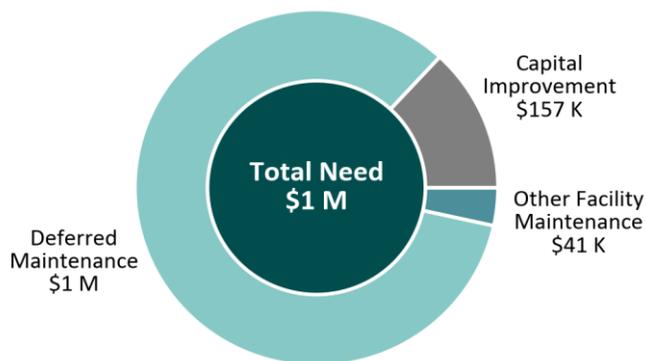
19 All Other Assets[†]

*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, boundaries, utility systems, dams, 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 **\$105 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.



\$522 K for Buildings



\$314 K for Paved Roads & Structures

\$362 K for all remaining asset categories

Driven by maintained landscapes (\$175 K) and dams (\$99 K)

[‡]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

George Washington Carver National Monument 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).



George Washington Memorial Parkway¹ Infrastructure Fact Sheet



7.9 Million
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.



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[†]

*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 Needs⁴

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 Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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)

[‡]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 ⁶
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

¹ 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.

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.



Gettysburg National Military Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$83 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.



114
Buildings



13 Miles of
Trails



17 Housing
Units*



0 Camp-
grounds



3 Miles of
Unpaved
Roads



1 Water
System



0 Waste
Water
Systems



29 Miles of
Paved Roads



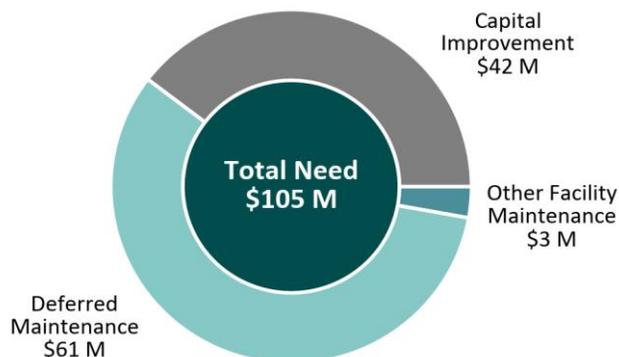
21 All Other
Assets[†]

*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, monuments, maintained archeological sites, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and **Water Systems** 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 Paved Roads & Structures



\$8 M for Water Systems

\$74 M for all remaining asset categories

Driven by maintained landscapes (\$61 M) and buildings (\$7 M)

[‡]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
Rehabilitate the Historic Josiah Benner House	\$861,000
Rehabilitate Existing Stone Walls In the Pickett's Charge and Little Round Top Cultural Landscape	\$708,000
Replace Tank Fire Suppression System with Dry Pipe Fire Suppression System	\$399,000
Rehabilitate Pasture Fences- Culp Farm	\$337,000
Rehabilitate Hummelbaugh House	\$288,000

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.



Gila Cliff Dwellings National Monument Infrastructure Fact Sheet



67 Thousand Annual Visitors¹



\$4.1 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



1 Mile of Trails



0 Housing Units*



2 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



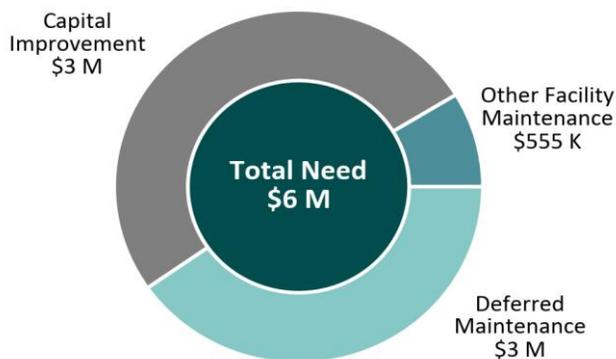
7 All Other Assets[†]

*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 archeological sites, interpretive media, and amphitheaters.

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 **\$123 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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

\$1 M for all remaining asset categories

Driven by interpretive media (\$430 K) and maintained archeological sites (\$280 K)

[‡]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

Gila Cliff Dwellings National Monument 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).



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



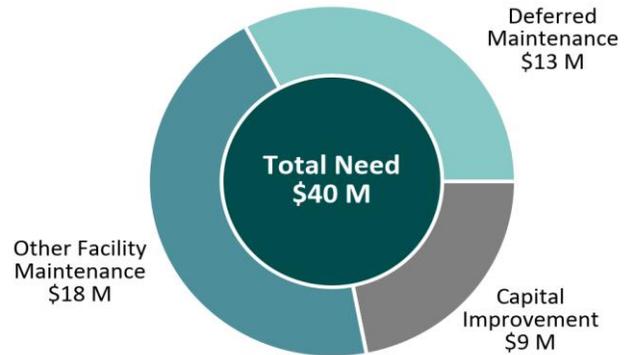
59 All Other
Assets[†]

*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.



Glacier National Park Infrastructure Fact Sheet



3 Million
Annual Visitors¹



\$501 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.



578
Buildings



752 Miles of
Trails



175
Housing
Units*



76 Camp-
grounds



58 Miles of
Unpaved
Roads



29 Water
Systems



29 Waste
Water
Systems



124 Miles of
Paved Roads



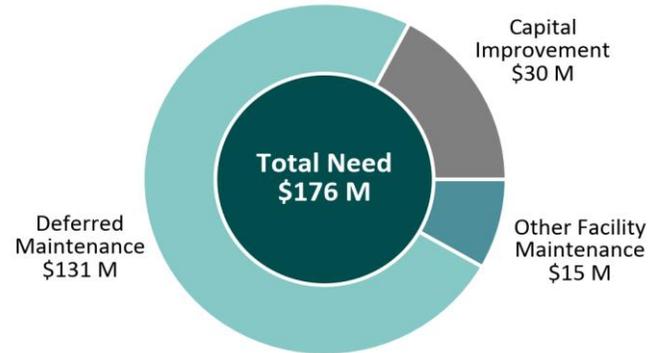
233 All
Other
Assets[†]

*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, boundaries, utility systems, dams, marinas, 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 **\$15 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$76 M for Paved Roads & Structures



\$47 M for Buildings

\$54 M for all remaining asset categories

Driven by trails (\$10 M) and electrical systems (\$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 ⁵
Rehabilitate Going-to-the-Sun Road	\$31,040,000
Replace Utilities Along Lake McDonald	\$16,874,000
Repair Camas Road Slumps and Resurface Remaining 4 miles	\$2,562,000
Replace Barrel Toilet Building at Granite Park	\$1,819,000
Replace Electrical Distribution System in Apgar Campground	\$1,007,000

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.



Glen Canyon National Recreation Area Infrastructure Fact Sheet



4.3 Million
Annual Visitors¹



\$495 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.



345
Buildings



13 Miles of
Trails



87 Housing
Units*



15 Camp-
grounds



297 Miles of
Unpaved
Roads



17 Water
Systems



15 Waste
Water
Systems



69 Miles of
Paved Roads



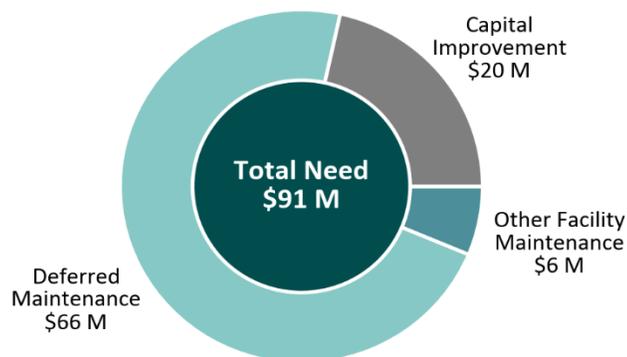
137 All
Other
Assets[†]

*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, constructed waterways, marinas, 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 **\$8 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$48 M for Paved Roads
& Structures**



\$12 M for Buildings

\$32 M for all remaining asset categories
Driven by marinas (\$12 M) and housing (\$4 M)

[‡]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
Rehabilitate Bullfrog Basin Access and Ferry Boat Ramp Road	\$4,631,000
Replace Lees Ferry Water Tank	\$1,429,000
Repair Lift Stations and Wet Wells	\$1,400,000
Replace Courtesy Docks at Halls Crossing Marina to Improve Safety for Dock Users	\$674,000

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.



Gloria Dei Church National Historic Site 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.



0 Buildings



< 1 Mile 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 **\$90 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$368 K for Trails

\$95 K for all remaining asset categories

Driven by maintained landscapes (\$95 K)

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

Project Funding

Gloria Dei Church National Historic Site 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).



Golden Gate National Recreation Area Infrastructure Fact Sheet



15 Million
Annual Visitors¹



\$1.4 Billion
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.



431
Buildings



90 Miles of
Trails



43 Housing
Units*



4 Camp-
grounds



36 Miles of
Unpaved
Roads



16 Water
Systems



14 Waste
Water
Systems



31 Miles of
Paved Roads



243 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, trail tunnels, maintained landscapes, boundaries, utility systems, dams, marinas, aviation systems, railroad systems, monuments, maintained archeological sites, fortifications, 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 **\$9 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.



\$213 M for Buildings



\$83 M for Paved Roads & Structures

\$168 M for all remaining asset categories
Driven by marinas (\$53 M) and trails (\$26 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 ⁵
Rehabilitate Unsafe and Inadequate Primary Electrical System at Fort Mason	\$19,406,000
Stabilize 1939 Concrete Wharf AL211, Alcatraz Island	\$13,605,000
Rehabilitate Presidio Building 643 (PE-643) for NPS Maintenance Operations	\$8,701,000
Rehabilitate China Beach Lift Station	\$1,002,000
Rehabilitate Fort Cronkhite Area Telecommunications Infrastructure	\$919,000

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.



Golden Spike National Historical Park Infrastructure Fact Sheet



108 Thousand
Annual Visitors¹



\$8.8 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.



8 Buildings



< 1 Mile of
Trails



5 Housing
Units*



1 Camp-
ground



13 Miles of
Unpaved
Roads



1 Water
System



3 Waste
Water
Systems



0 Miles of
Paved Roads



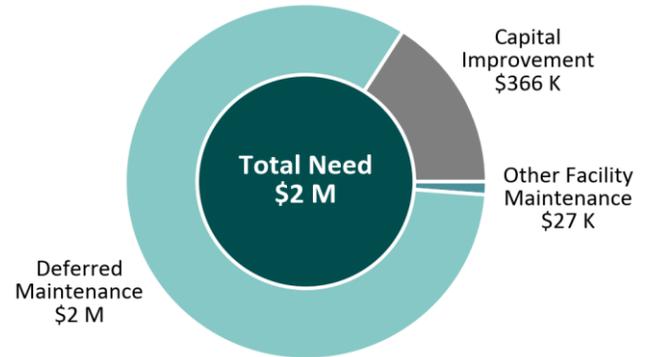
28 All Other
Assets[†]

*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, boundaries, utility systems, railroad 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 **\$262 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$654 K for Paved Roads
& Structures**



\$614 K for Buildings

\$1 M for all remaining asset categories

Driven by interpretive media (\$543 K) and maintained landscapes (\$266 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 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 ⁵
Rehabilitate Visitor Center Roof	\$301,000

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.



Governors Island National Monument Infrastructure Fact Sheet



591 Thousand
Annual Visitors¹



\$49 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, marinas, monuments, and fortifications.

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 **\$275 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.



\$31 M for Buildings



\$1 M for Paved Roads & Structures

\$7 M for all remaining asset categories

Driven by monuments (\$4 M) and fortifications (\$2 M)

[‡]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
Upgrade Headquarters Building HVAC System	\$911,000
Repair and Preserve Fort Jay Gate	\$708,000
Rehabilitate Plumbing Systems at Historic Fort Jay Barracks 214, 202, 210 & 206	\$696,000
Rehabilitate Fort Jay Barracks Railings	\$639,000
Replace Windows at Headquarters Facility	\$625,000

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.



Grand Canyon National Park Infrastructure Fact Sheet



6 Million
Annual Visitors¹



\$1.1 Billion
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.



901
Buildings



595 Miles of
Trails



527
Housing
Units*



9 Camp-
grounds



148 Miles of
Unpaved
Roads



3 Water
Systems



15 Waste
Water
Systems



122 Miles of
Paved Roads



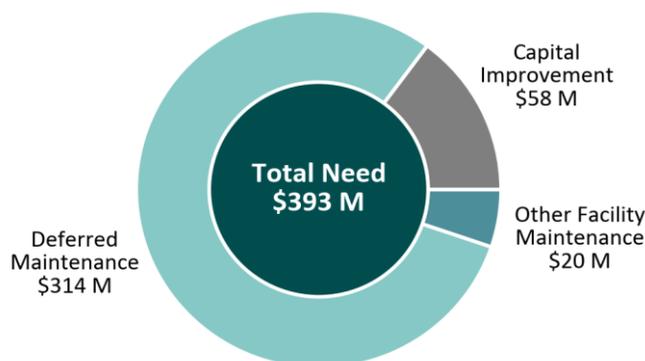
249 All
Other
Assets[†]

*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, boundaries, utility systems, aviation systems, railroad systems, monuments, 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 **\$14 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Water Systems 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.



**\$133 M for Water
Systems**



**\$109 M for Paved
Roads & Structures**

\$151 M for all remaining asset categories

Driven by buildings (\$47 M) and waste water systems (\$36 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
Improve Potable Water Supply to Intercanyon and South Rim	\$52,006,000
Rehabilitate Asphalt Surface on North Entrance Road Rt014	\$7,300,000
Complete Major Rehab of Five of the Park's 2008 Transit CNG Buses to	\$1,755,000
Replace Phantom Ranch Wastewater Treatment Plant, Phases I and II of III	\$1,552,000
Install Dedicated Water Sampling Stations	\$1,216,000

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.



Grand Portage National Monument Infrastructure Fact Sheet



95 Thousand Annual Visitors¹



\$6.1 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.

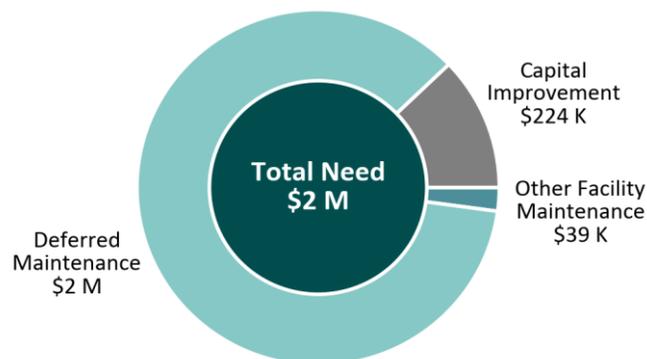


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, marinas, fortifications, 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 **\$344 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]Paved Roads & Structures includes 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 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 ⁵
Repair and Rehab the Decayed Bottom of Historic Stockade Pickets	\$39,000

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.



Grand Teton National Park Infrastructure Fact Sheet



3.4 Million
Annual Visitors¹



\$796 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, dams, constructed waterways, marinas, aviation systems, ships, monuments, 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 **\$12 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

\$101 M for Paved Roads & Structures

\$43 M for Buildings

\$104 M for all remaining asset categories
Driven by trails (\$31 M) and waste water systems (\$27 M)

[‡]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
Improve Moose Wilson Corridor	\$32,000,000
Replace the Colter Bay Main Wastewater Lift Station	\$5,622,000
Improve Visitor Experience and Address Deferred Maintenance on	\$3,556,000
Replace Highlands Water System	\$872,000
Replace Jenny Lake Campground Water System	\$830,000

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.



Grant-Kohrs Ranch National Historic Site Infrastructure Fact Sheet



25 Thousand
Annual Visitors¹



\$1.9 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.

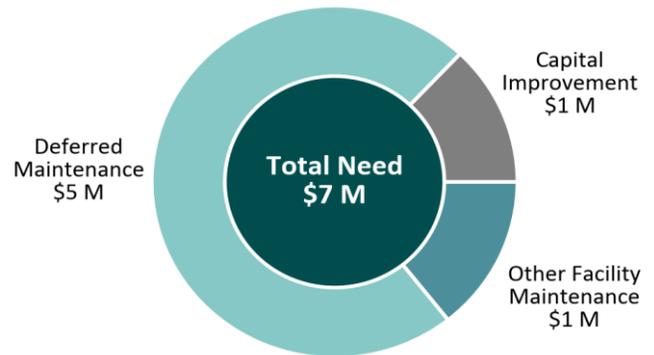


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, constructed waterways, railroad 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 **\$192 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.



\$5 M for Buildings



\$1 M for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and railroad systems (\$81 K)

[‡]Paved Roads & Structures includes 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
Rehabilitate HS-60 Boat House	\$61,000
Replace Retaining Wall of HS-90 Slough Bridge	\$37,000
Repair and Replace Railroad Elements	\$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.



Great Basin National Park Infrastructure Fact Sheet



132 Thousand Annual Visitors¹



\$8 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.



98 Buildings



70 Miles of Trails



18 Housing Units*



10 Campgrounds



127 Miles of Unpaved Roads



4 Water Systems



2 Waste Water Systems



15 Miles of Paved Roads



32 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, dams, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$8 M for Paved Roads & Structures



\$4 M for Buildings

\$7 M for all remaining asset categories
Driven by trails (\$3 M) and water systems (\$1 M)

[‡]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

Great Basin National Park 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).



Great Onyx Job Corps Civilian Conservation 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.



0 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 **\$0 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

Great Onyx Job Corps Civilian Conservation 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).



Great Sand Dunes National Park & Preserve Infrastructure Fact Sheet



528 Thousand
Annual Visitors¹



\$40 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.

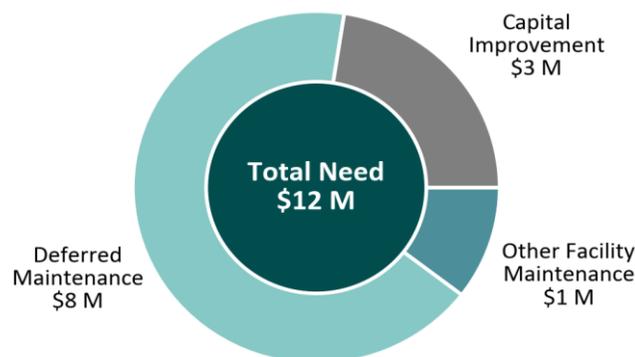


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$445 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.



\$3 M for Buildings



\$2 M for Housing

\$7 M for all remaining asset categories

Driven by paved roads (\$2 M) and water systems (\$1 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
Repair Fire Sprinkler and Alarm Systems in Six Buildings	\$87,000
Correct Electrical Code Violations	\$69,000

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.



Great Smoky Mountains National Park Infrastructure Fact Sheet



13 Million Annual Visitors¹



\$1.4 Billion 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.



423 Buildings



733 Miles of Trails



70 Housing Units*



116 Campgrounds



143 Miles of Unpaved Roads



26 Water Systems



26 Waste Water Systems



186 Miles of Paved Roads



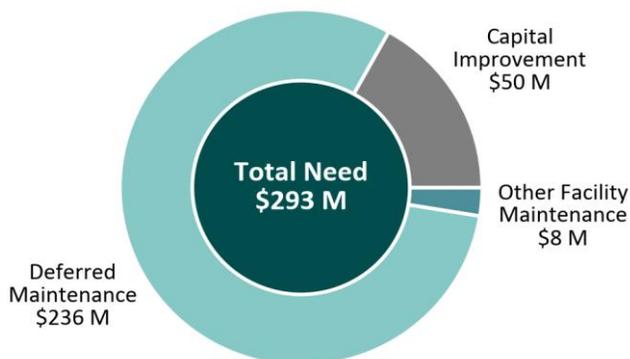
335 All Other Assets[†]

*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, dams, constructed waterways, monuments, 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 **\$17 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$222 M for Paved Roads & Structures



\$19 M for Buildings

\$52 M for all remaining asset categories
Driven by trails (\$17 M) and water systems (\$8 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 ⁵
Foothills Parkway Rehabilitation (MP 55-72)	\$25,500,000
Rehabilitate and Expand Sugarlands Headquarters	\$14,433,000
Rehabilitate Sugarlands Water and Wastewater Systems	\$8,614,000
Rehabilitate Laurel Falls Trail	\$4,917,000
Pavement Preservation of Foothills Parkway-West (MP 55 to 65)	\$3,290,000

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.



Guadalupe Mountains National Park Infrastructure Fact Sheet



189 Thousand Annual Visitors¹



\$14 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.

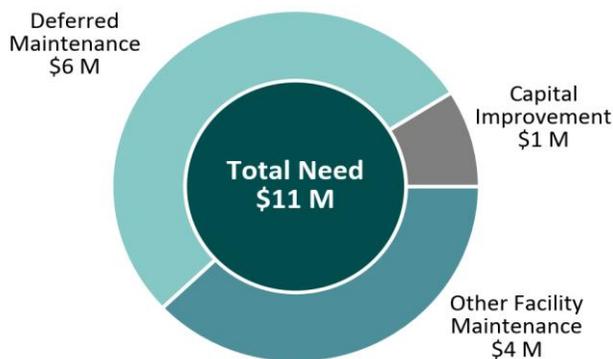


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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.

Paved Roads & Structures[‡] 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.



[‡]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
Resurface Roads Rt10, Mckittrick Canyon Rt101 Pine Springs Access	\$2,516,000
Replace Generators for Dog Canyon Area	\$287,000

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.



Guilford Courthouse National Military Park Infrastructure Fact Sheet



224 Thousand Annual Visitors¹



\$19 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.



31 Buildings



3 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



3 Miles of Paved Roads



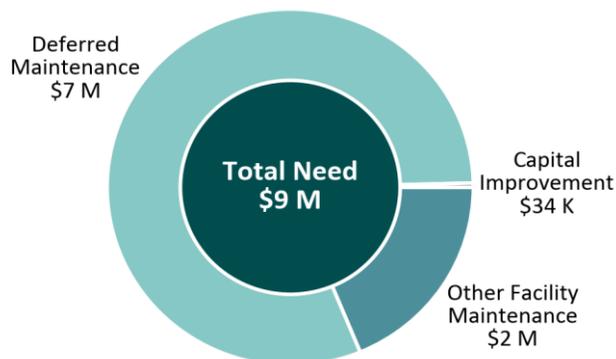
49 All Other Assets[†]

*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, boundaries, utility systems, monuments, 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 **\$415 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.



\$6 M for Buildings



\$2 M for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$591 K) and trails (\$440 K)

‡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
Replace Tour Road Gates	\$160,000
Repair Brick Walkway Around General Greene Monument	\$151,000
Preserve Battlefield Monuments Priority 1	\$63,000
Repair Nathanael Greene Library Walkway	\$49,000

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.



Gulf Islands National Seashore Infrastructure Fact Sheet



5.6 Million
Annual Visitors¹



\$310 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.



121
Buildings



33 Miles of
Trails



21 Housing
Units*



10 Camp-
grounds



< 1 Mile of
Unpaved
Roads



10 Water
Systems



7 Waste
Water
Systems



28 Miles of
Paved Roads



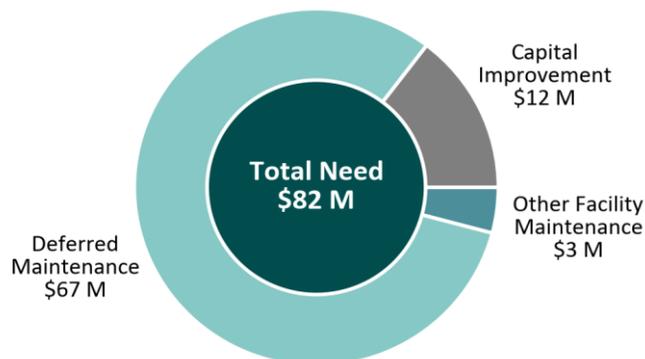
209 All
Other
Assets[†]

*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, boundaries, utility systems, marinas, maintained archeological sites, fortifications, towers, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$22 M for Paved Roads & Structures



\$5 M for Buildings

\$54 M for all remaining asset categories

Driven by fortifications (\$44 M) and maintained landscapes (\$3 M)

[‡]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
Install a 2-inch Water Mainline at Fort Pickens Water System	\$1,616,000
Repairs of Boardwalks, Decks and Piers Park Wide	\$811,000
Install Water Membrane on Fort Pickens Northeast Bastion Parapet	\$448,000
Replace Perdido Key Boardwalks	\$354,000
Replace Portland Cement in Mortar Joints with Natural Cement on Fort Pickens Mine Storeroom	\$245,000

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.



Hagerman Fossil Beds National Monument Infrastructure Fact Sheet



24 Thousand Annual Visitors¹



\$1.9 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.



18 Buildings



9 Miles of Trails



0 Housing Units*



0 Campgrounds



4 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



0 Miles of Paved Roads



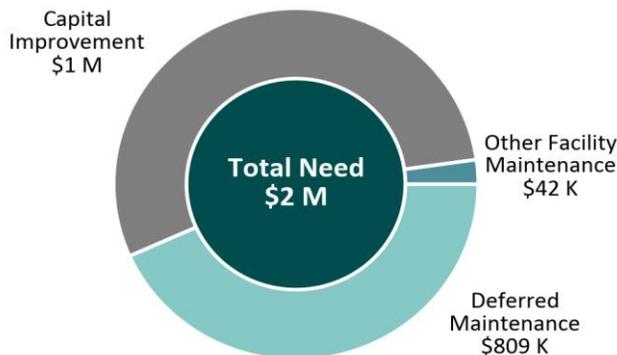
9 All Other Assets[†]

*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, boundaries, utility systems, interpretive media, and amphitheaters.

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 **\$244 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



\$129 K for Trails

\$328 K for all remaining asset categories

Driven by maintained landscapes (\$145 K) and boundaries (\$91 K)

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

Project Funding

Hagerman Fossil Beds National Monument 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).



Haleakalā National Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$82 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, boundaries, utility systems, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Rehabilitate Visitor Center Wastewater System, Phase III of III	\$1,524,000
Install 50,000-Gallon Buried Filtered Water Tank	\$1,258,000
Rehabilitate Visitor Center Wastewater System, Phase I of II	\$501,000
Rehabilitate Summit Baseyard Service Road	\$427,000
Replace Water Lines at the Summit Park Operation Buildings	\$362,000

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.



Hamilton Grange National Memorial Infrastructure Fact Sheet



71 Thousand Annual Visitors¹



\$5.9 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.



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



3 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 and monuments.

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 **\$8 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 figure below does not include the cost of Routine Maintenance.



\$378 K for Buildings

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

Project Funding

Hamilton Grange National Memorial 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).



Hampton National Historic Site Infrastructure Fact Sheet



28 Thousand Annual Visitors¹



\$2.4 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.



26 Buildings



< 1 Mile of Trails



1 Housing Unit*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



1 Mile of Paved Roads



9 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, 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 **\$262 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.



\$3 M for Buildings



\$385 K for Paved Roads & Structures

\$766 K for all remaining asset categories

Driven by maintained landscapes (\$733 K) and housing (\$32 K)

[‡]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 ⁵
Upgrade HVAC Automation Control System	\$205,000

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.



Harper's Ferry 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.



5 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



< 1 Mile of Paved Roads



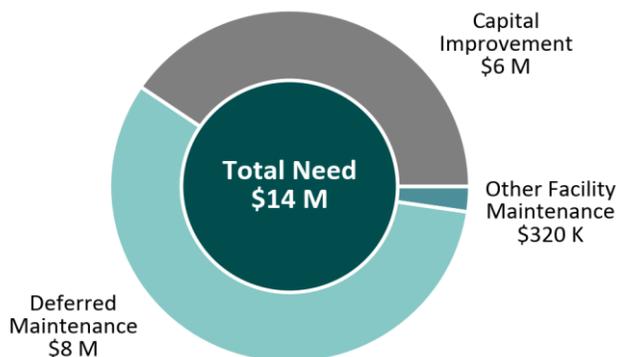
1 All Other Asset[†]

*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 **\$58 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.



\$13 M for Buildings



\$294 K for Paved Roads & Structures

\$866 K for all remaining asset categories
Driven by maintained landscapes (\$866 K)

[‡]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

Harper's Ferry 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).



Harpers Ferry Job Corps Civilian Conservation 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.



0 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 **\$0 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

Harpers Ferry Job Corps Civilian Conservation 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).



Harpers Ferry National Historical Park Infrastructure Fact Sheet



300 Thousand
Annual Visitors¹



\$22 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.



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



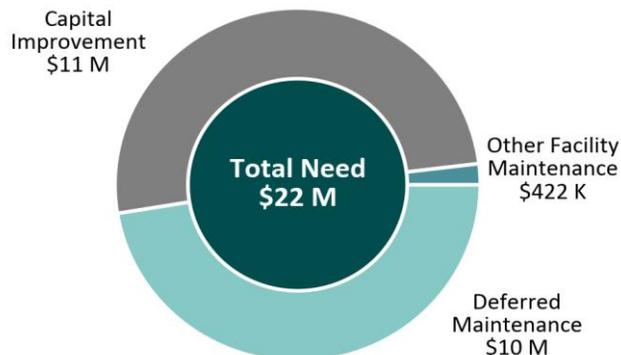
113 All
Other
Assets[†]

*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, dams, monuments, maintained archeological sites, fortifications, 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 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.



\$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)

[‡]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
Purchase Six 37 Passenger Buses in 2017/2018	\$150,000
Rehabilitate Gutter and Drainage Systems Parkwide	\$150,000

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.



Harry S. Truman National Historic Site Infrastructure Fact Sheet



31 Thousand
Annual Visitors¹



\$2.8 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.



14 Buildings



0 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



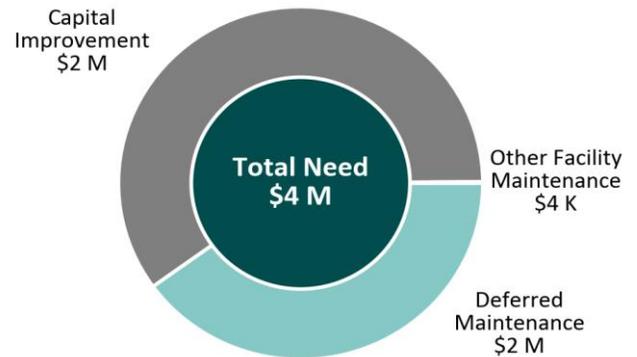
8 All Other
Assets[†]

*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 and 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 **\$65 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.



\$4 M for Buildings



**\$164 K for Paved Roads
& Structures**

\$18 K for all remaining asset categories

Driven by maintained landscapes (\$16 K) and housing (\$2 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 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 ⁵
Construct Visitor Center and Headquarters	\$8,226,000

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.



Hawai'i Volcanoes National Park Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$153 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.



173
Buildings



173 Miles of
Trails



14 Housing
Units*



9 Camp-
grounds



19 Miles of
Unpaved
Roads



30 Water
Systems



28 Waste
Water
Systems



85 Miles of
Paved Roads



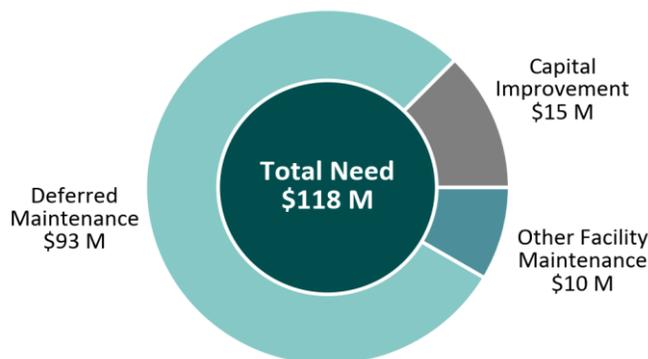
109 All
Other
Assets[†]

*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, boundaries, 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 **\$9 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$62 M for Paved Roads & Structures



\$18 M for Buildings

\$37 M for all remaining asset categories
Driven by boundaries (\$18 M) and water systems (\$9 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
Replace Failing Pond Liner in Water Catchment Reservoir No. 01	\$1,429,000
Recoat Exterior of Water Storage Tanks T1, T2, T3, T4 for Visitor Health and Safety	\$1,404,000
Replace Failing 80,000 Gallon Jaggar Museum Water Tank	\$1,012,000
Replace Failing 40,000 Gallon Jaggar Museum Water Tank	\$979,000
Replace Kilauea Visitor Center Roof & Gutters at End of Lifespan	\$908,000

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.



Herbert Hoover National Historic Site Infrastructure Fact Sheet



126 Thousand
Annual Visitors¹



\$9.7 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.



*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, 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 **\$308 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.



\$2 M for Buildings



\$651 K for Housing

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$602 K) and paved roads (\$573 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 and Preserve Historic PT Smith House	\$450,000
Replace Failing Foundation on Historic James Staples House QMIS #00HS09	\$420,000
Rehabilitate and Preserve Historic Amanda Garvin House	\$356,000
Lead Paint Abatement and Cedar Shingle Replacement on Two Historic Houses	\$181,000
Replace Failing Wright House Foundation and Exterior Cellar Door Bulkhead	\$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.



Historic Preservation Training 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.



3 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



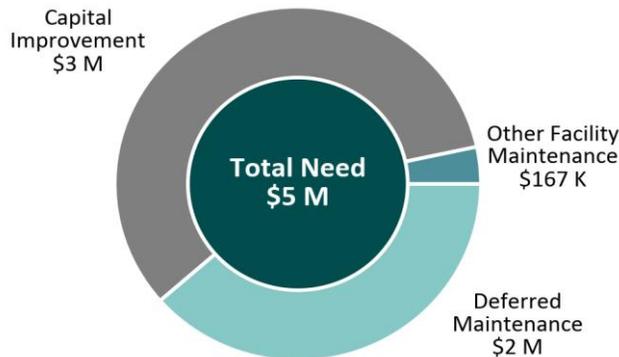
0 All Other Assets[†]

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

[†]There are no other asset categories at Historic Preservation Training Center.

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 **\$28 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 figure below does not include the cost of Routine Maintenance.



\$5 M for Buildings

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

Project Funding

Historic Preservation Training 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).



Home of Franklin D. Roosevelt Infrastructure Fact Sheet



147 Thousand
Annual Visitors¹



\$12 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.



33 Buildings



10 Miles of
Trails



3 Housing
Units*



0 Camp-
grounds



3 Miles of
Unpaved
Roads



2 Water
Systems



5 Waste
Water
Systems



1 Mile of
Paved Roads



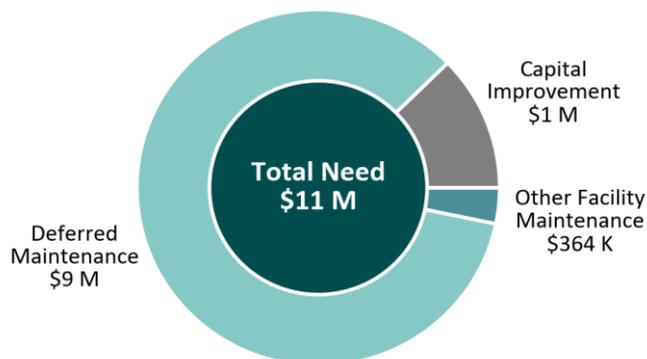
11 All Other
Assets[†]

*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, and dams.

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 **\$333 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.



\$7 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$3 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and trails (\$856 K)

[‡]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
Rehab Historic Bellefield Exterior	\$950,000
Rehabilitate FDR Home West Terrace	\$460,000
Replumb 2nd Floor Restrooms at Park Headquarters	\$65,000
Replace Outdated Top Cottage Fire Alarm System	\$63,000
Rehabilitate FDR Rose Garden and Presidential Gravesite	\$30,000

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.



Homestead National Monument of America Infrastructure Fact Sheet



62 Thousand
Annual Visitors¹



\$2.3 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.



13 Buildings



2 Miles of
Trails



2 Housing
Units*



1 Camp-
ground



0 Miles of
Unpaved
Roads



2 Water
Systems



1 Waste
Water
System



1 Mile of
Paved Roads



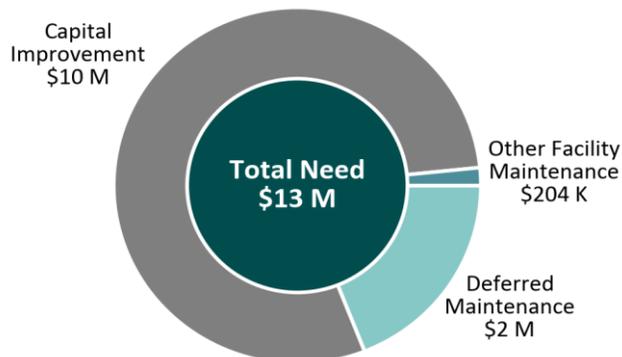
14 All Other
Assets[†]

*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, 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 **\$290 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.



\$11 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$619 K for all remaining asset categories

Driven by maintained landscapes (\$386 K) and housing (\$88 K)

[‡]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
Redesign and Upgrade Education Center Parking Areas and Entrance	\$867,000
Install Solar Array on Education Center	\$423,000
Installation of Emergency Generator For Education Center/Park Headquarters	\$267,000
Installation of Emergency Generator For Heritage Center	\$267,000
Reconstruct Patio at Heritage Center	\$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>.

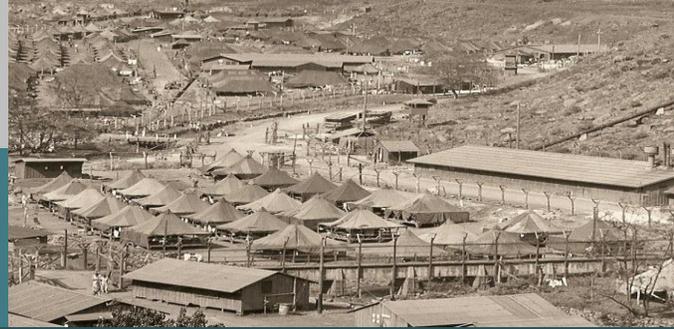
³ Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end 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.



Honouliuli National Historic Site 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.



0 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



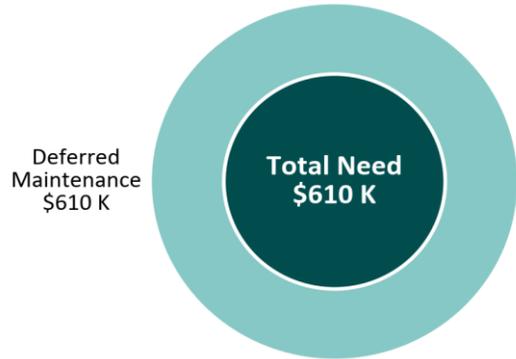
2 All Other Assets[†]

*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 constructed waterways and maintained archeological sites.

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 **\$114 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$610 K**. This is driven by constructed waterways (\$561 K) and maintained archeological sites (\$49 K). 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

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 ⁵
Rehabilitate the Failing Historic Ditch and Aqueduct System	\$358,000

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.



Hopewell Culture National Historical Park Infrastructure Fact Sheet



60 Thousand
Annual Visitors¹



\$5.2 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.



12 Buildings



6 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



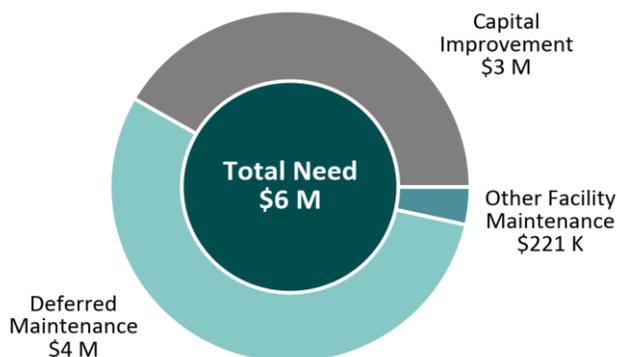
17 All Other
Assets[†]

*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, dams, 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 **\$221 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.



\$2 M for Buildings



\$2 M for Trails

\$2 M for all remaining asset categories

Driven by interpretive media (\$676 K) and paved roads (\$439 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
Replace Interpretive Waysides and Exhibits	\$834,000
Restore the Blackstone Home	\$412,000
Construct Footbridge Connecting Two Segments of Rail-Trail	\$395,000
Alter Museum/Auditorium Space and Artifact Mounting in Museum Cases	\$334,000
Repair/resurface Hopewell Mound Group Walking Trail	\$119,000

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.



Hopewell Furnace National Historic Site Infrastructure Fact Sheet



50 Thousand
Annual Visitors¹



\$4.4 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.



41 Buildings



4 Miles of
Trails



4 Housing
Units*



1 Camp-
ground



4 Miles of
Unpaved
Roads



1 Water
System



6 Waste
Water
Systems



< 1 Mile of
Paved Roads



65 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, boundaries, constructed waterways, monuments, maintained archeological sites, fortifications, 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 **\$324 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Water Systems 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



\$667 K for Water Systems

\$3 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and paved roads (\$629 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
Replace Critical Systems at the Museum Storage Facility (Bally Building)	\$459,000
Rehabilitate the Cast House Complex at Hopewell Furnace National Historic Site	\$380,000
Rehabilitate Bethesda Church Complex	\$112,000
Rehabilitate the Care House Barn	\$83,000

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.



Horace Albright Training 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.



6 Buildings



0 Miles of Trails



9 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



< 1 Mile of Paved Roads



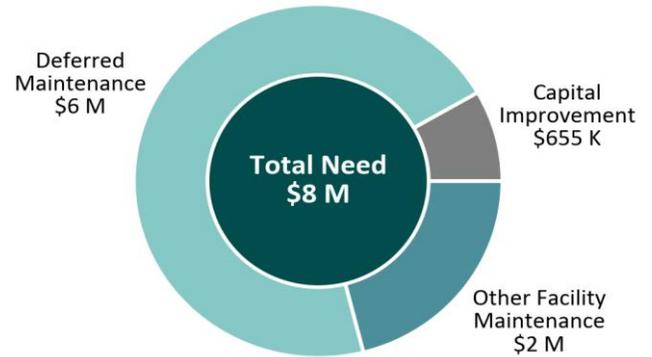
1 All Other Asset[†]

*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 **\$82 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.



\$6 M for Buildings



\$2 M for Paved Roads & Structures

\$41 K for all remaining asset categories
Driven by maintained landscapes (\$41 K)

[‡]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

Horace Albright Training 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).



Horseshoe Bend National Military Park Infrastructure Fact Sheet



45 Thousand
Annual Visitors¹



\$3.6 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.



18 Buildings



5 Miles of
Trails



3 Housing
Units*



1 Camp-
ground



10 Miles of
Unpaved
Roads



5 Water
Systems



2 Waste
Water
Systems



4 Miles of
Paved Roads



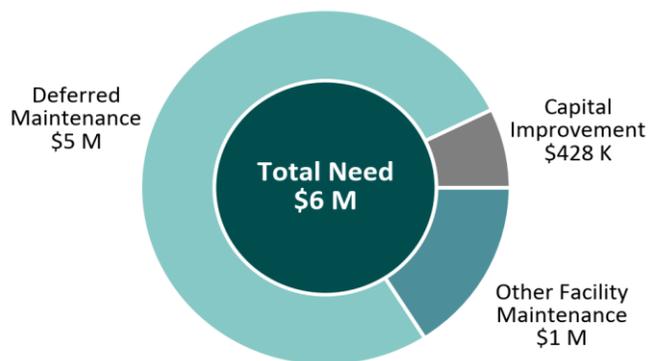
28 All Other
Assets[†]

*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, boundaries, 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 **\$336 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



\$1 M for Buildings

\$1 M for all remaining asset categories

Driven by interpretive media (\$885 K) and trails (\$268 K)

[‡]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

Horseshoe Bend National Military Park 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).



Hot Springs National Park Infrastructure Fact Sheet



1.5 Million
Annual Visitors¹



\$124 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.



63 Buildings



27 Miles of
Trails



1 Housing
Unit*



1 Camp-
ground



2 Miles of
Unpaved
Roads



6 Water
Systems



1 Waste
Water
System



12 Miles of
Paved Roads



36 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, boundaries, utility systems, dams, constructed waterways, monuments, interpretive media, and amphitheaters.

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 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.



\$7 M for Buildings



\$6 M for Paved Roads & Structures

\$7 M for all remaining asset categories

Driven by water systems (\$2 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
Replace Defective Culvert and Repair Rock Retaining Walls, West Mountain	\$829,000
Upgrade and Install Supervisory Control and Data Acquisition for Park Water Systems	\$756,000
Install Stationary Electrical Generator at Maintenance Complex	\$424,000
Replace the Concrete Paving and Surface Drain System at the Maintenance Yard	\$377,000
Repair Rock Retaining Wall, Whittington Creek	\$256,000

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.



Hovenweep National Monument Infrastructure Fact Sheet



35 Thousand Annual Visitors¹



\$2.7 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.



8 Buildings



7 Miles of Trails



5 Housing Units*



1 Camp-ground



2 Miles of Unpaved Roads



1 Water System



2 Waste Water Systems



< 1 Mile of Paved Roads



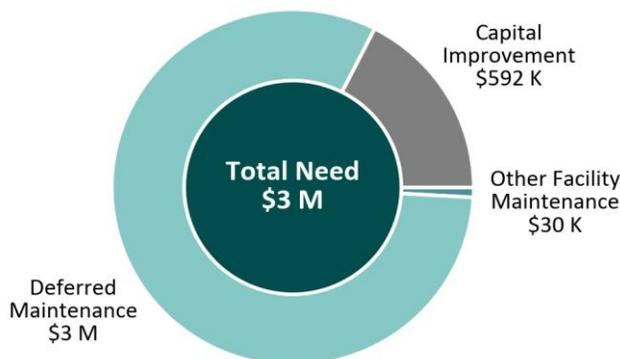
25 All Other Assets[†]

*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, boundaries, utility systems, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$211 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$894 K for Buildings



\$551 K for Water Systems

\$2 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and amphitheaters (\$457 K)

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

Project Funding

Hovenweep National Monument 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).



Hubbell Trading Post National Historic Site Infrastructure Fact Sheet



50 Thousand
Annual Visitors¹



\$3.5 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.



16 Buildings



0 Miles of
Trails



12 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



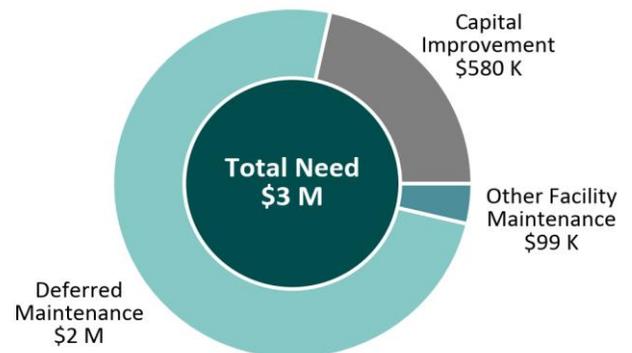
15 All Other
Assets[†]

*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, monuments, and maintained archeological sites.

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 **\$84 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



\$1 M for Housing

\$611 K for all remaining asset categories

Driven by paved roads (\$361 K) and maintained landscapes (\$227 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
Upgrade Electrical Distribution to Three Park Buildings	\$229,000
Repair/Rehabilitation of Historic Structures	\$106,000
Replace Fire Suppression System in Trading Post and Administration Building	\$87,000

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.



Ice Age National Scenic Trail 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.



3 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



0 Miles of Paved Roads



4 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, boundaries, utility 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 **\$7 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$608 K for Buildings



\$14 K for Water Systems

\$7 K for all remaining asset categories

Driven by electrical systems (\$6 K) and maintained landscapes (\$1 K)

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

Project Funding

Ice Age National Scenic Trail 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).



Independence National Historical Park Infrastructure Fact Sheet



4.5 Million
Annual Visitors¹



\$400 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.

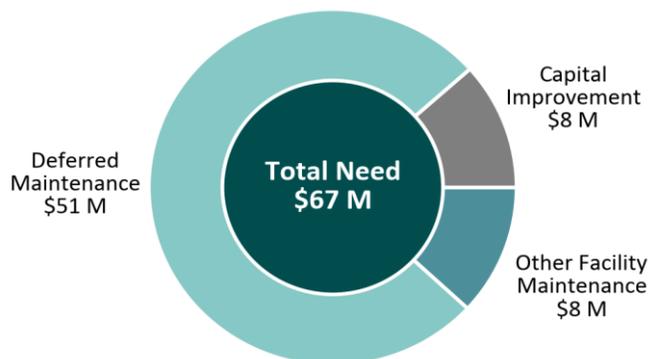


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, utility systems, 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 **\$2 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.



\$56 M for Buildings



\$2 M for Paved Roads & Structures

\$9 M for all remaining asset categories

Driven by heating and cooling plants (\$3 M) and trails (\$2 M)

[‡]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
Construct Accessible Elevator Addition to City Tavern	\$979,000
Replace Fire Detection and Suppression Systems and Safety Lighting for Maintenance Facility	\$686,000
Repair Franklin Court Carriageway	\$429,000
Rehabilitate Welcome Park Landscape Features	\$300,000
Rehabilitate Deteriorated Second Bank Main Exhibit Hall Plaster Walls and Ceiling	\$250,000

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.



Indiana Dunes National Park Infrastructure Fact Sheet



2.1 Million Annual Visitors¹



\$130 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.



120 Buildings



36 Miles of Trails



3 Housing Units*



4 Campgrounds



1 Mile of Unpaved Roads



25 Water Systems



23 Waste Water Systems



25 Miles of Paved Roads



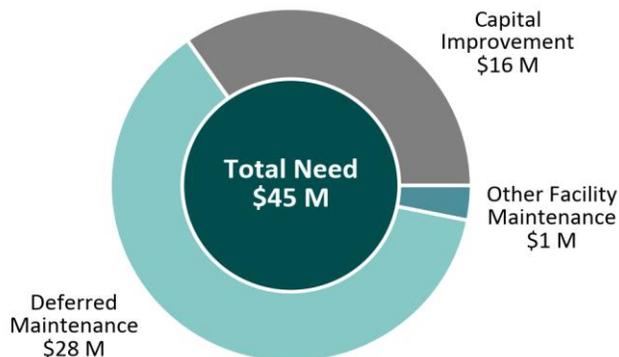
54 All Other Assets[†]

*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, boundaries, utility systems, marinas, monuments, interpretive media, and amphitheaters.

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 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.



\$19 M for Buildings



\$9 M for Paved Roads & Structures

\$17 M for all remaining asset categories

Driven by trails (\$8 M) and maintained landscapes (\$5 M)

[‡]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
Pave Marquette Trail	\$1,490,000
Rehabilitate beach structures	\$291,000
Replace Electrical Service at Emergency Services Building	\$207,000
Replace Trail Surfaces on Black Oak Trail	\$194,000
Replace Boardwalk at Tolleston Dune Overlook	\$182,000

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.



Isle Royale National Park Infrastructure Fact Sheet



26 Thousand Annual Visitors¹



\$7.1 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.



221 Buildings



169 Miles of Trails



49 Housing Units*



36 Campgrounds



0 Miles of Unpaved Roads



9 Water Systems



5 Waste Water Systems



1 Mile of Paved Roads



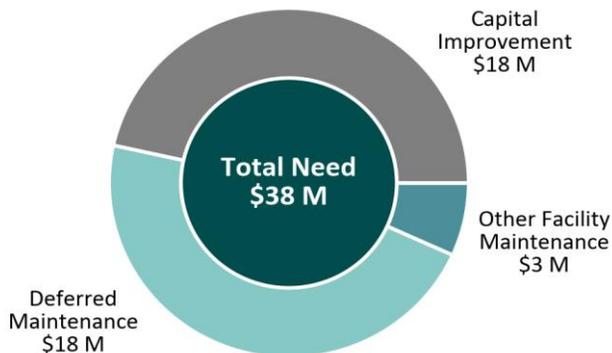
106 All Other Assets[†]

*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, railroad systems, and amphitheaters.

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



\$2 M for Trails

\$25 M for all remaining asset categories

Driven by electrical systems (\$15 M) and marinas (\$4 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
Replacement of MV-Ranger III Ship - Isle Royale National Park	\$45,000,000
Upgrade Electrical Generation System at Mott Island for Energy Conservation	\$621,000
Replace Moskey Basin Boat Dock to Improve Visitor Safety and Access	\$231,000
Upgrade Electrical Distribution System at Rock Harbor	\$186,000
Rehabilitate Rock of Ages Boat Dock for Visitor Safety and Enjoyment	\$148,000

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.



James A. Garfield National Historic Site Infrastructure Fact Sheet



41 Thousand
Annual Visitors¹



\$2.2 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.



10 Buildings



< 1 Mile 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



4 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, and maintained archeological sites.

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 **\$123 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



\$151 K for Paved Roads & Structures

\$291 K for all remaining asset categories

Driven by maintained landscapes (\$235 K) and trails (\$28 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 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 ⁵
Rehabilitate Windmill	\$313,000

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.



Jean Lafitte National Historical Park and Preserve Infrastructure Fact Sheet



590 Thousand Annual Visitors¹



\$47 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.



24 Buildings



9 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



5 Waste Water Systems



5 Miles of Paved Roads



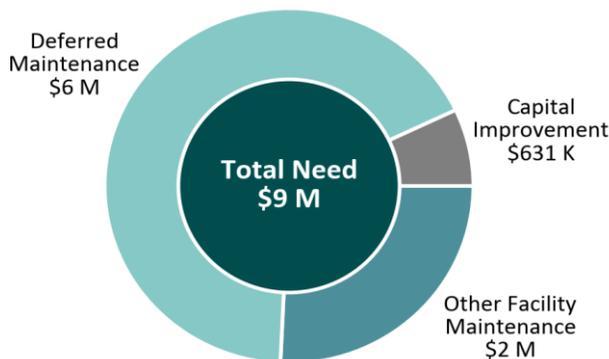
94 All Other Assets[†]

*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, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$6 M for Paved Roads & Structures



\$2 M for Buildings

\$1 M for all remaining asset categories

Driven by waste water systems (\$476 K) and trails (\$473 K)

[‡]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

Jean Lafitte National Historical Park and 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).



Jewel Cave National Monument Infrastructure Fact Sheet



123 Thousand
Annual Visitors¹



\$9.4 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.



11 Buildings



5 Miles of
Trails



20 Housing
Units*



0 Camp-
grounds



6 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



3 Miles of
Paved Roads



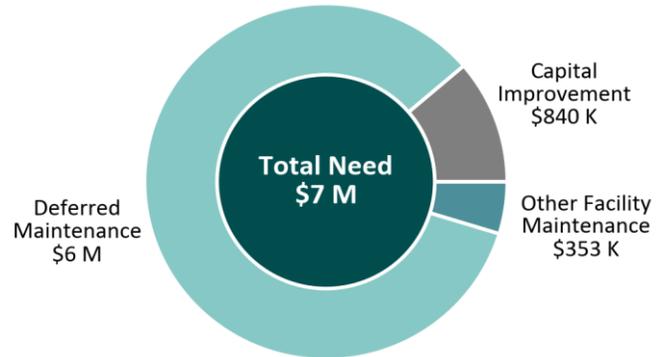
7 All Other
Assets[†]

*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 trail tunnels, maintained landscapes, boundaries, and 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 **\$233 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



\$2 M for Trails

\$3 M for all remaining asset categories

Driven by water systems (\$825 K) and paved roads (\$765 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 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 ⁵
Replace Undersized Propane Tank for Visitors Center	\$75,000

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.



Jimmy Carter National Historic Site Infrastructure Fact Sheet



51 Thousand
Annual Visitors¹



\$3.8 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



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



2 Water
Systems



1 Waste
Water
System



0 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, towers, 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 **\$190 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.



\$5 M for Buildings



\$536 K for Paved Roads & Structures

\$4 M for all remaining asset categories

Driven by interpretive media (\$3 M) and maintained landscapes (\$1 M)

[‡]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
Replace Deteriorated Nonhistoric Windows at Plains High School Visitor Center	\$280,000
Rehabilitation of the Historic Plains Depot	\$228,000
Remove Mold and Replace Insulation in Crawl Space and Attic at Plains High School	\$107,000
Abatement of Lead Paint on Windows on Historical Agriculture/Maintenance Building	\$101,000
Install Plains Train Depot Fire Suppression System	\$89,000

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.



John D. Rockefeller, Jr. Memorial Parkway Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$8.8 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 and utility systems.

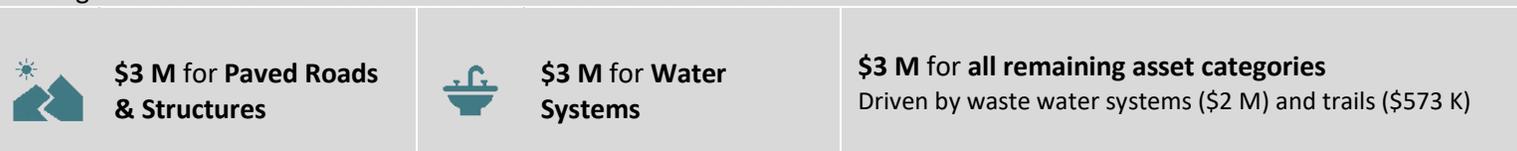
Estimated Maintenance Needs³

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



There is also a **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and **Water Systems** 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
Rehabilitate Flagg Ranch Water Lines	\$1,100,000
Improve the Flagg Ranch Wastewater System	\$863,000

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.



John Day Fossil Beds National Monument Infrastructure Fact Sheet



197 Thousand
Annual Visitors¹



\$11 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, boundaries, utility 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 **\$472 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and **Water Systems** 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 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 ⁵
Rehabilitate the Cant Ranch and telenet Septic Systems	\$150,000

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.



John Fitzgerald Kennedy National Historic Site Infrastructure Fact Sheet



25 Thousand
Annual Visitors¹



\$2.1 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.



1 Building



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



1 All Other
Asset[†]

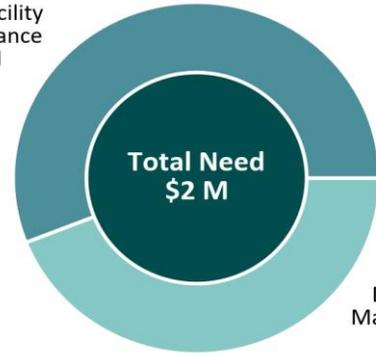
*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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.

Other Facility
Maintenance
\$1 M



Deferred
Maintenance
\$1 M

There is also a **\$9 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.



\$2 M for Buildings

\$580 K for all remaining asset categories

Driven by maintained landscapes (\$580 K)

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

Project Funding

John Fitzgerald Kennedy National Historic Site 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).



John Muir National Historic Site Infrastructure Fact Sheet



41 Thousand Annual Visitors¹



\$3.3 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.

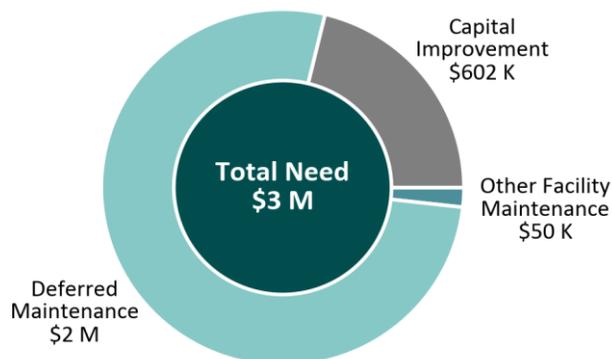


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include trail bridges, maintained landscapes, and 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 **\$110 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



\$598 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and trails (\$228 K)

[‡]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

John Muir National Historic Site 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).



Johnstown Flood National Memorial Infrastructure Fact Sheet



183 Thousand
Annual Visitors¹



\$17 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.

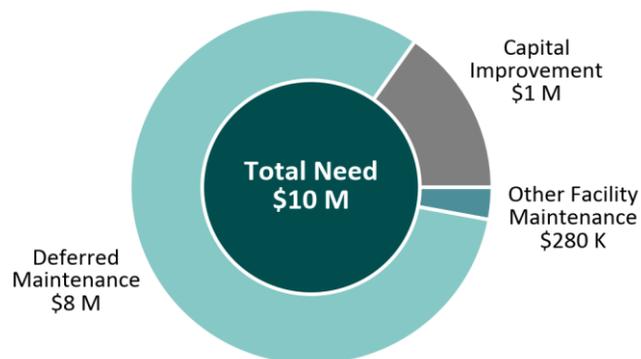


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, 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 **\$429 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.



\$6 M for Buildings



\$2 M for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by interpretive media (\$883 K) and maintained landscapes (\$658 K)

[‡]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 ⁵
Rehabilitate Doors and Windows at Lippincott Cottage	\$330,000

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.



Joshua Tree National Park Infrastructure Fact Sheet



3 Million
Annual Visitors¹



\$201 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.



129
Buildings



229 Miles of
Trails



11 Housing
Units*



13 Camp-
grounds



115 Miles of
Unpaved
Roads



6 Water
Systems



4 Waste
Water
Systems



82 Miles of
Paved Roads



171 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, boundaries, utility systems, dams, monuments, 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 **\$5 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$48 M for Paved Roads & Structures



\$6 M for Unpaved Roads

\$19 M for all remaining asset categories
Driven by buildings (\$4 M) and trails (\$4 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 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 ⁵
Replace Temporary Visitor Center with Permanent Cottonwood Visitor Center, Phases I and II of V	\$1,036,000

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.



Juan Bautista de Anza National Historic Trail 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.



0 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.

Other Facility Maintenance
\$57 K



Capital Improvement
\$33 K

There is also a **\$20 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$91 K**. This is driven by interpretive media (\$91 K). 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

Juan Bautista de Anza National Historic Trail 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).



Kalaupapa National Historical Park Infrastructure Fact Sheet



69 Thousand
Annual Visitors¹



\$5.3 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.



253
Buildings



4 Miles of
Trails



33 Housing
Units*



0 Camp-
grounds



7 Miles of
Unpaved
Roads



5 Water
Systems



14 Waste
Water
Systems



20 Miles of
Paved Roads



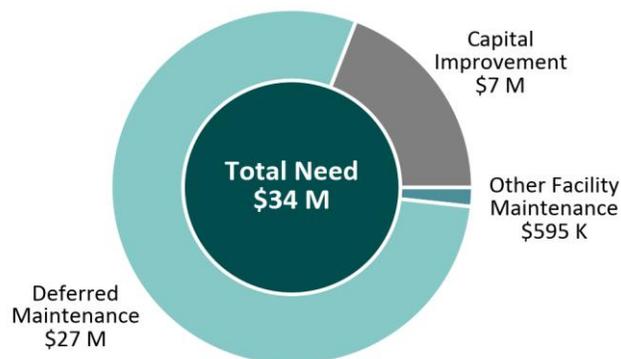
63 All Other
Assets[†]

*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, boundaries, utility systems, marinas, monuments, and maintained archeological sites.

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



\$10 M for Buildings



**\$6 M for Water
Systems**

\$18 M for all remaining asset categories

Driven by marinas (\$7 M) and electrical systems (\$5 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
Rehabilitate Unsafe and Failing Electrical System for Settlement	\$16,030,000
Replace Potable Water Tank and Components	\$1,383,000
Stabilize Historic Buildings in McVeigh Subdivision A	\$381,000

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.



Kaloko-Honokōhau National Historical Park Infrastructure Fact Sheet



233 Thousand
Annual Visitors¹



\$18 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.



10 Buildings



6 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



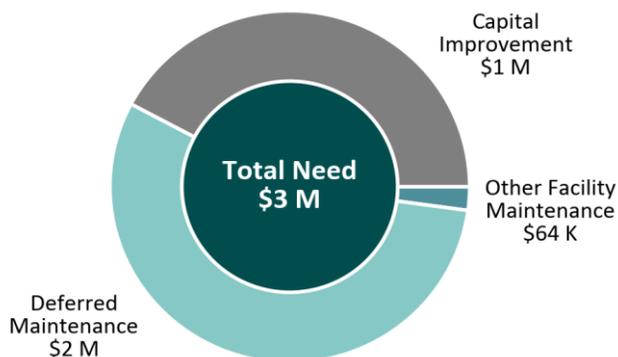
14 All Other
Assets[†]

*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, boundaries, utility systems, and maintained archeological sites.

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 **\$531 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$511 K for Buildings



**\$495 K for Waste
Water Systems**

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$659 K) and maintained archeological sites (\$573 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 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 ⁵
Replace Composting Toilet and Associated System Components	\$163,000

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



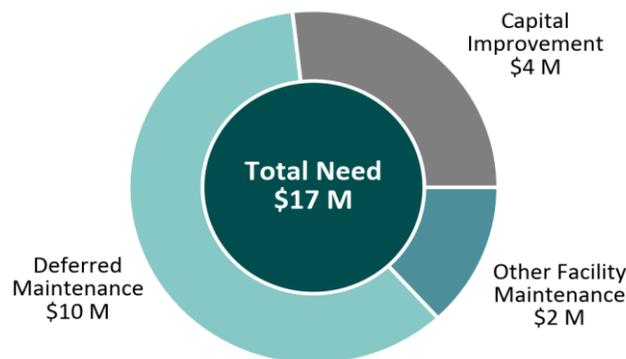
72 All Other
Assets[†]

*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.

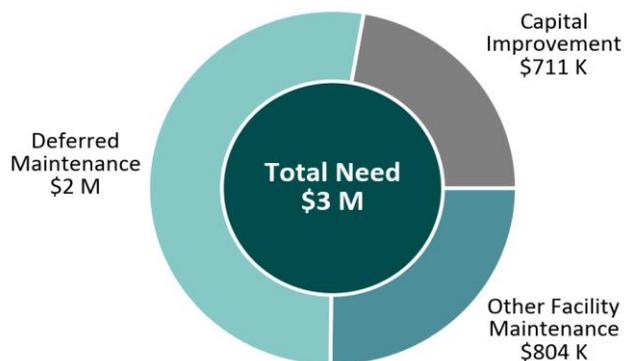


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Kennesaw Mountain National Battlefield Park Infrastructure Fact Sheet



2.6 Million
Annual Visitors¹



\$236 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.



10 Buildings



17 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



6 Miles of
Unpaved
Roads



0 Water
Systems



1 Waste
Water
System



9 Miles of
Paved Roads



76 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, boundaries, utility systems, monuments, fortifications, 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 **\$778 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



\$539 K for Trails

\$3 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and fortifications (\$591 K)

[‡]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
Construct Cheatham Hill Bicycle/Pedestrian Trail-Phase 1	\$3,462,000
Replace Bridge at Eastern Crossing of John Ward Creek on South Loop Trail	\$170,000

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.



Keweenaw National Historical Park Infrastructure Fact Sheet



21 Thousand Annual Visitors¹



\$1.3 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.



15 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



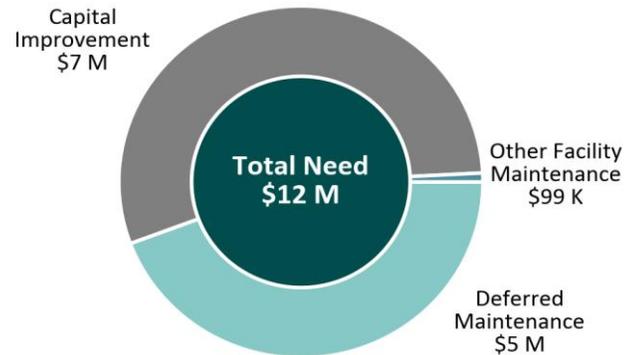
27 All Other Assets[†]

*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, 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 **\$217 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.



\$10 M for Buildings



\$407 K for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by interpretive media (\$493 K) and monuments (\$414 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
Rehabilitate C&H Warehouse No. 1 for Multi-Park Museum Facility	\$9,627,000
Install Lightning Protection for Four Historic Structures and One Historic Tree	\$196,000
Rehabilitate Quincy Mine Office Parking Area	\$109,000

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.



Kings Mountain National Military Park Infrastructure Fact Sheet



262 Thousand
Annual Visitors¹



\$15 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.



19 Buildings



11 Miles of
Trails



3 Housing
Units*



0 Camp-
grounds



11 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



3 Miles of
Paved Roads



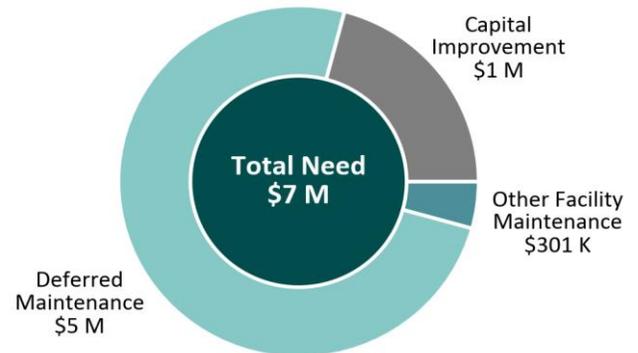
24 All Other
Assets[†]

*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, boundaries, utility systems, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$488 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.



\$2 M for Buildings



**\$2 M for Paved Roads
& Structures**

\$3 M for all remaining asset categories

Driven by amphitheaters (\$694 K) and trails (\$419 K)

[‡]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
Repoint and Repair Stone Walkways at Library/Conference Building	\$284,000
Resurface Visitor Center Walkways	\$249,000
Replace Water System Valves	\$233,000
Repair Headquarters Stone Walkways, Stairs and Retaining Walls	\$231,000
Rehab Wastewater Storage Building For Maintenance Storage	\$65,000

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 - Seattle Unit Infrastructure Fact Sheet



110 Thousand
Annual Visitors¹



\$8.7 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.



1 Building



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



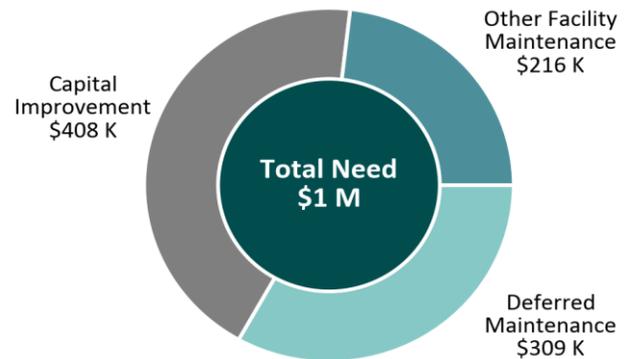
1 All Other
Asset[†]

*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 **\$48 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.



\$270 K for Buildings

\$663 K for all remaining asset categories
Driven by interpretive media (\$663 K)

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

Project Funding

Klondike Gold Rush National Historical Park - Seattle Unit 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).



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.

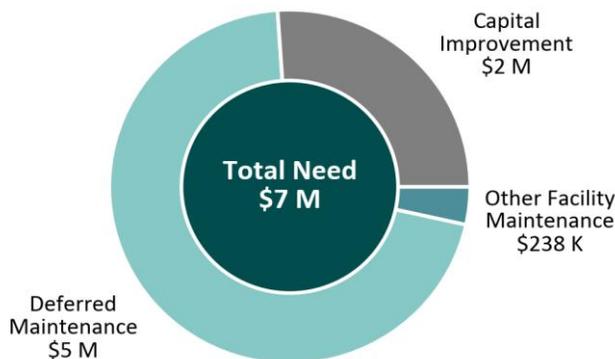


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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.



Knife River Indian Villages National Historic Site Infrastructure Fact Sheet



10 Thousand
Annual Visitors¹



\$814 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.



11 Buildings



9 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



0 Miles of
Paved Roads



9 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, boundaries, utility systems, and maintained archeological sites.

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 **\$229 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



\$185 K for Trails

\$444 K for all remaining asset categories

Driven by boundaries (\$231 K) and paved roads (\$71 K)

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

Project Funding

Knife River Indian Villages National Historic Site 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).



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.

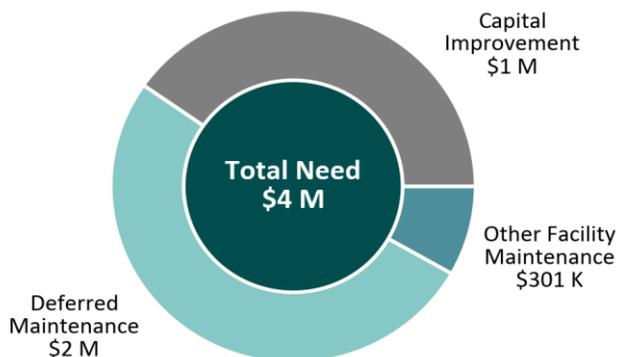


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Lake Mead National Recreation Area Infrastructure Fact Sheet



7.5 Million
Annual Visitors¹



\$397 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.



487
Buildings



47 Miles of
Trails



63 Housing
Units*



32 Camp-
grounds



499 Miles of
Unpaved
Roads



23 Water
Systems



36 Waste
Water
Systems



205 Miles of
Paved Roads



240 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 tunnels, maintained landscapes, utility systems, dams, marinas, 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 **\$11 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



**\$205 M for Paved
Roads & Structures**



**\$17 M for
Campgrounds**

\$84 M for all remaining asset categories
Driven by marinas (\$24 M) and dams (\$17 M)

[‡]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
Realign, Reconstruct, Resurface, and Restore Willow Beach Road	\$10,700,000
Relocate Callville Bay Water Intake Barge	\$2,044,000
Replace Pond #1 Lagoon Liner at Katherine Landing	\$848,000
Replace Security Fencing for Water and Wastewater Facilities Parkwide	\$774,000
Replace Finish Water and Micro Filter Pumps at Callville and Echo Bay Water Treatment Plants	\$506,000

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 Meredith National Recreation Area Infrastructure Fact Sheet



1.3 Million
Annual Visitors¹



\$67 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.



58 Buildings



29 Miles of
Trails



0 Housing
Units*



11 Camp-
grounds



22 Miles of
Unpaved
Roads



5 Water
Systems



9 Waste
Water
Systems



16 Miles of
Paved Roads



23 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, boundaries, utility systems, marinas, and amphitheaters.

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 **\$754 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



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



**\$2 M for Unpaved
Roads**

\$4 M for all remaining asset categories
Driven by marinas (\$1 M) and campgrounds (\$1 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
Rehabilitation and Preservation (3R) Work on Park Roads	\$3,406,000
Repair all Weather Roads at 5 Locations on the North side of Lake Meredith	\$831,000
Repair All-weather Road at Rosita Flats	\$227,000
Lake Meredith Shoreline Improvement	\$111,000
Remove 50 Slabs and Recycle Concrete	\$89,000

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 Roosevelt National Recreation Area Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$71 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.



193
Buildings



12 Miles of
Trails



16 Housing
Units*



35 Camp-
grounds



6 Miles of
Unpaved
Roads



23 Water
Systems



37 Waste
Water
Systems



21 Miles of
Paved Roads



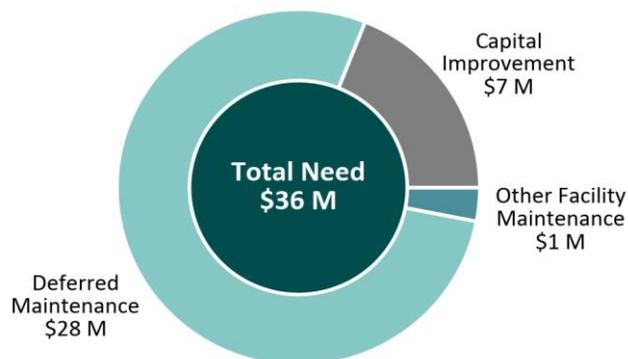
100 All
Other
Assets[†]

*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, boundaries, utility systems, marinas, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$22 M for Paved Roads & Structures



\$2 M for Buildings

\$12 M for all remaining asset categories
Driven by marinas (\$5 M) and campgrounds (\$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
Replace Houseboat Dock at Keller Ferry	\$998,000
Replace Roof, Siding and Windows on Office/Shop Building	\$384,000
Replace Sanitary Sewer Lines and Components at Spring Canyon	\$189,000
Stabilization of Evans Shoreline	\$167,000
Replace Back Country Pit Toilets with Vault Toilets at Enterprise Campground	\$134,000

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.



Lassen Volcanic National Park Infrastructure Fact Sheet



517 Thousand Annual Visitors¹



\$36 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.



185 Buildings



172 Miles of Trails



64 Housing Units*



11 Campgrounds



23 Miles of Unpaved Roads



10 Water Systems



12 Waste Water Systems



40 Miles of Paved Roads



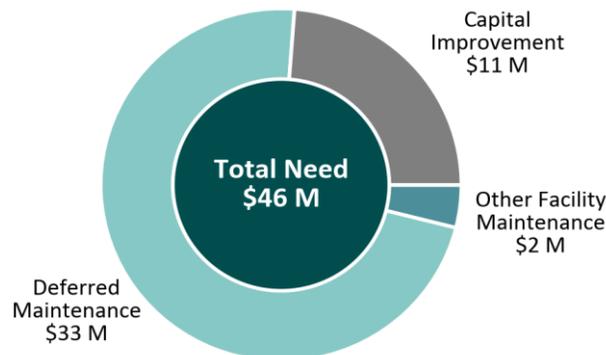
35 All Other Assets[†]

*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, dams, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$20 M for Paved Roads & Structures



\$7 M for Buildings

\$20 M for all remaining asset categories
Driven by maintained landscapes (\$8 M) and trails (\$4 M)

[‡]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
Repare Lassen Park Headquarters Area Roadways and Parking Areas	\$1,000,000
Rehabilitate Park Headquarters Office to meet Accessibility, Safety, and Energy Codes	\$741,000
Rehabilitate Southwest Entrance Leach Field	\$440,000
Upgrade Utilities and Rehabilitate Housing Unit Duplex 260 C&D	\$232,000

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.



Lava Beds National Monument Infrastructure Fact Sheet



110 Thousand Annual Visitors¹



\$4.9 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.



29 Buildings



39 Miles of Trails



20 Housing Units*



3 Campgrounds



17 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



55 Miles of Paved Roads



15 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, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$31 M for Paved Roads & Structures



\$866 K for Unpaved Roads

\$2 M for all remaining asset categories

Driven by electrical systems (\$652 K) and trails (\$492 K)

[‡]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 ⁵
Rehabilitate the Indian Wells Campground Roads and Parking	\$499,000

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.



Lewis and Clark National Historic Trail 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.



0 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



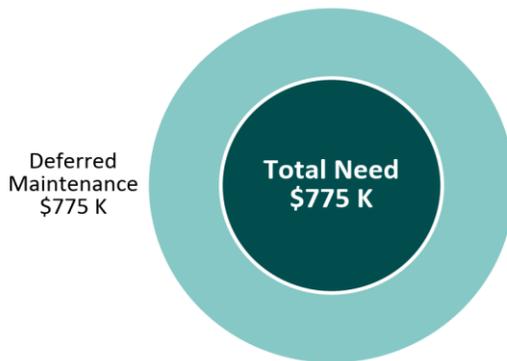
2 All Other Assets[†]

*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 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 **\$11 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$775 K**. This is driven by interpretive media (\$775 K). 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

Lewis and Clark National Historic Trail 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).



Lewis and Clark National Historical Park Infrastructure Fact Sheet



271 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.



18 Buildings



15 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



3 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



7 Miles of
Paved Roads



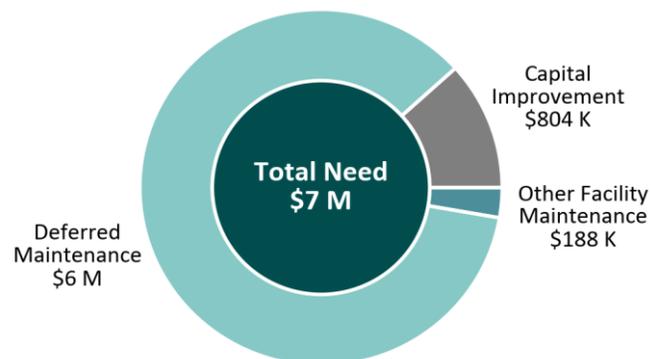
24 All Other
Assets[†]

*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, 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 **\$589 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.



\$3 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$3 M for all remaining asset categories

Driven by interpretive media (\$1 M) and water systems (\$717 K)

[‡]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

Lewis and Clark National Historical Park 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).



Lincoln Boyhood National Memorial Infrastructure Fact Sheet



139 Thousand Annual Visitors¹



\$9.1 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.



21 Buildings



3 Miles of Trails



3 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



2 Miles of Paved Roads



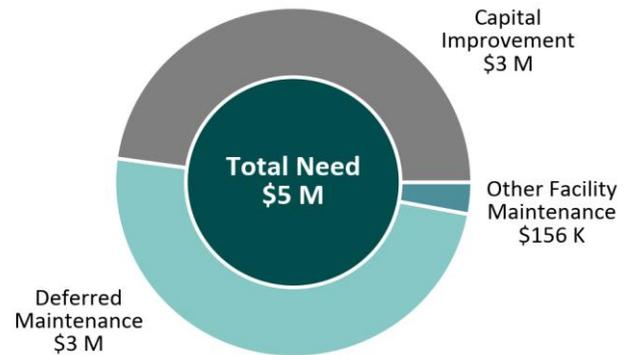
23 All Other Assets[†]

*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, boundaries, utility systems, and dams.

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 **\$187 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$2 M for Buildings



\$2 M for Water Systems

\$1 M for all remaining asset categories

Driven by paved roads (\$513 K) and trails (\$364 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
Replace Concrete Curb at the Living Historic Farm Parking Facility	\$108,000
Stabilize Exterior Sandstone to Enhance and Improve the Visitor Experience QMIS 0004	\$70,000

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.



Lincoln Home National Historic Site Infrastructure Fact Sheet



198 Thousand
Annual Visitors¹



\$15 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.

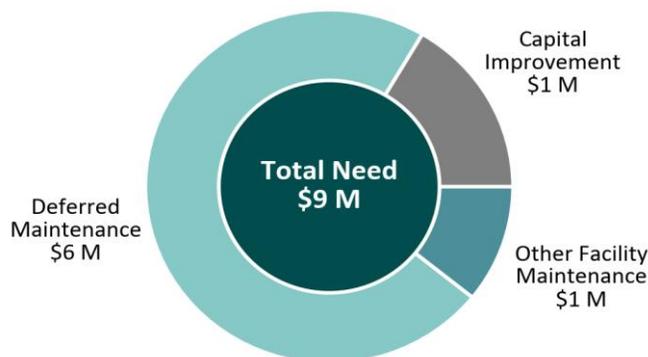


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, 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 **\$227 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.



\$7 M for Buildings



\$347 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and communication systems (\$195 K)

[‡]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
Replace Existing Sprinkler System	\$133,000
Replace Copper Metal Roofs on Lyon, Beedle and Dean Houses	\$119,000

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.



Little Bighorn Battlefield National Monument Infrastructure Fact Sheet



241 Thousand
Annual Visitors¹



\$19 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.



11 Buildings



3 Miles of
Trails



6 Housing
Units*



1 Camp-
ground



< 1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



6 Miles of
Paved Roads



19 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, boundaries, utility systems, monuments, fortifications, 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 **\$439 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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**



\$769 K for Buildings

\$3 M for all remaining asset categories

Driven by interpretive media (\$2 M) and maintained landscapes (\$886 K)

[‡]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
Rehabilitate and Widen Route 10	\$10,494,000
Repoint Superintendent's Lodge	\$370,000
Replace Concrete Pedestrian Surface and Granite Curbing at 7th Calvary Monument	\$221,000

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.



Little River Canyon National Preserve Infrastructure Fact Sheet



650 Thousand
Annual Visitors¹



\$51 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.

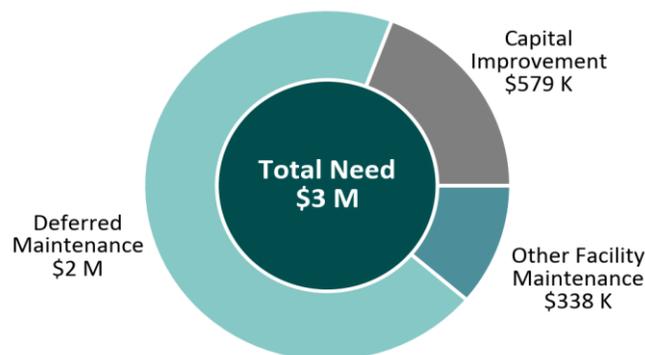


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, utility 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 **\$488 K 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 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
Restore Natural Glade Habitat at Lynn Overlook	\$152,000
Replace Comfort Station for Accessibility Improvements	\$110,000

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.



Little Rock Central High School Infrastructure Fact Sheet



169 Thousand
Annual Visitors¹



\$14 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.



2 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



0 Miles of
Paved Roads



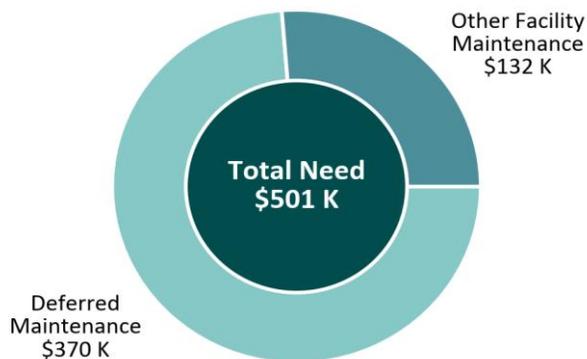
3 All Other
Assets[†]

*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.

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 **\$14 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.



\$295 K for Buildings



\$111 K for Paved Roads & Structures

\$95 K for all remaining asset categories

Driven by maintained landscapes (\$83 K) and waste water systems (\$10 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

Little Rock Central High School National Historic Site 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).



Longfellow House - Washington's Headquarters Infrastructure Fact Sheet



55 Thousand Annual Visitors¹



\$4.7 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.



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



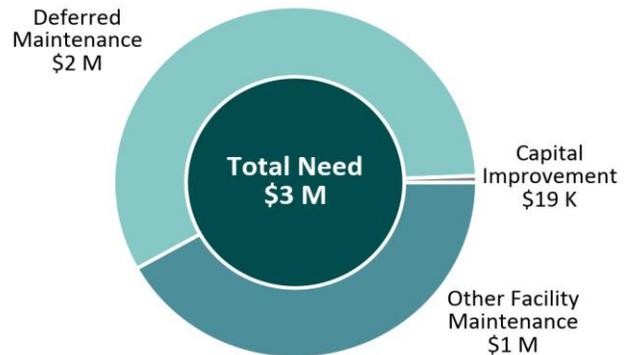
1 All Other Asset[†]

*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 **\$63 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.



\$2 M for Buildings

\$1 M for all remaining asset categories
Driven by maintained landscapes (\$1 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
Remove and Replace Metal Roof on Longfellow House	\$69,000
Reinforce Structural Support in Longfellow Basement	\$45,000

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.



Lowell National Historical Park Infrastructure Fact Sheet



482 Thousand Annual Visitors¹



\$41 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.

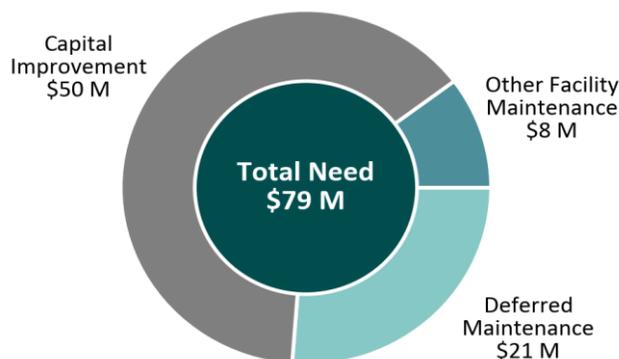


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, constructed waterways, railroad systems, 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 **\$670 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.



\$17 M for Buildings



\$1 M for Paved Roads & Structures

\$60 M for all remaining asset categories

Driven by constructed waterways (\$31 M) and railroad systems (\$14 M)

[‡]Paved Roads & Structures includes 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
Repair Trolley Track and Pole - Wye to Car barn	\$1,796,000
Repair Various Park Trolley Bridges	\$1,618,000
Rehabilitate Francis Gate Hydraulic Gatehouse North Elevation	\$1,226,000
Repair Trolley Track and Poles - Suffolk to Wye	\$1,164,000
Replace Membrane Roof on Boott Mill #6	\$935,000

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.



Lower East Side Tenement Museum National Hist Site 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 **\$11 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.



\$2 M for Buildings

\$23 K for all remaining asset categories

Driven by maintained landscapes (\$23 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 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 ⁵
Interior Structural Repairs for 97 Orchard Street Historic Site	\$532,000

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.



Lyndon B. Johnson National Historical Park Infrastructure Fact Sheet



112 Thousand
Annual Visitors¹



\$9.5 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.



97 Buildings



< 1 Mile of
Trails



14 Housing
Units*



3 Camp-
grounds



3 Miles of
Unpaved
Roads



10 Water
Systems



13 Waste
Water
Systems



6 Miles of
Paved Roads



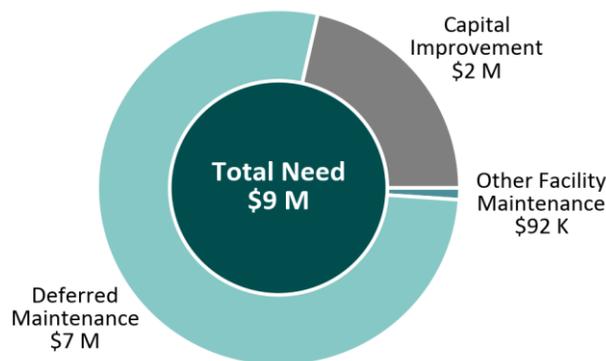
39 All Other
Assets[†]

*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, dams, aviation systems, 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 **\$585 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.



\$4 M for Buildings



\$2 M for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$792 K) and unpaved roads (\$343 K)

[‡]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
Rehabilitate Johnson Dam	\$428,000
Rehabilitate Ranch Water System to Enable Fire Protection	\$343,000
Rehabilitate Event Center	\$301,000
Rehabilitate Interior of the Sam E. Johnson House	\$245,000
Install Fire Sprinkler and Alarm Systems for the Bus Barn and Auto Shop Buildings	\$227,000

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.



Maggie L. Walker National Historic Site Infrastructure Fact Sheet



10 Thousand
Annual Visitors¹



\$779 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.



8 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



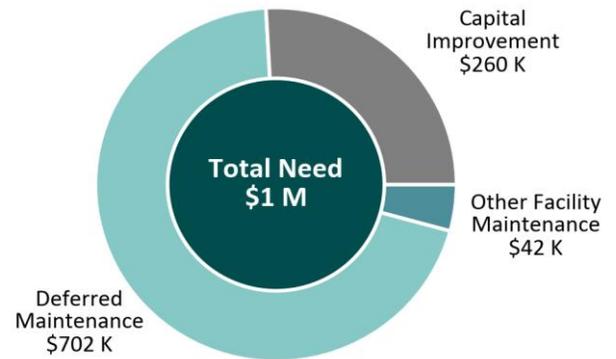
2 All Other
Assets[†]

*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 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 **\$17 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 figure below does not include the cost of Routine Maintenance.



\$1 M for Buildings

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 Museum and Storage Fire Suppression System	\$205,000
Design and Install Dry Pipe Fire Suppression System for the Carriage House	\$60,000

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.



Mammoth Cave National Park Infrastructure Fact Sheet



552 Thousand Annual Visitors¹



\$66 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.



141 Buildings



135 Miles of Trails



16 Housing Units*



19 Campgrounds



21 Miles of Unpaved Roads



4 Water Systems



8 Waste Water Systems



48 Miles of Paved Roads



166 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, boundaries, utility systems, marinas, monuments, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$39 M for Trails



\$32 M for Paved Roads & Structures

\$40 M for all remaining asset categories

Driven by buildings (\$24 M) and waste water systems (\$6 M)

[‡]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
Rehabilitate Cave Trails: From the New Entrance to Frozen Niagara	\$9,474,000
Rehabilitate Backcountry Trails	\$992,000
Rehabilitate Deteriorating Hotel Landscaping	\$946,000
Upgrade The Outlying Cave Security System At Mammoth Cave National Park	\$938,000
Replace Substandard Guardrails At Turnhole Bend	\$875,000

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.



Manassas National Battlefield Park Infrastructure Fact Sheet



510 Thousand
Annual Visitors¹



\$42 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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)

[‡]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 ⁵
EFLHD Pavement Pres (MANA and PRWI)	\$1,000,000

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.



Manhattan Sites 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.



0 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 **\$0 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

Manhattan Sites 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).



Manzanar National Historic Site Infrastructure Fact Sheet



97 Thousand
Annual Visitors¹



\$12 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.



11 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



18 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



1 Mile of
Paved Roads



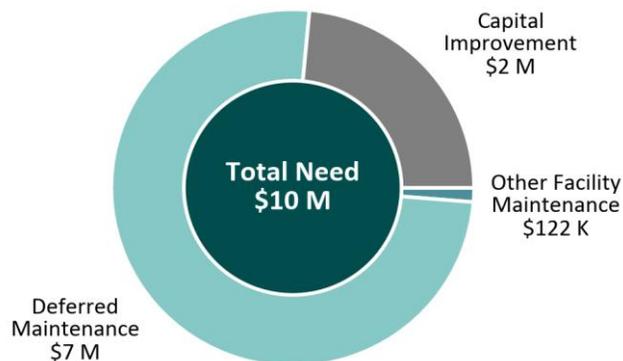
33 All Other
Assets[†]

*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, 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 **\$299 K 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.



**\$5 M for Unpaved
Roads**



**\$2 M for Paved Roads
& Structures**

\$3 M for all remaining asset categories

Driven by buildings (\$1 M) and maintained landscapes (\$1 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
Rehabilitate Auditorium Clerestory Windows	\$867,000
Replace Roofing on Historic Auditorium Visitor Center	\$204,000
Restore Merritt Park Cultural Landscape	\$152,000
Clear and Construct South Irrigation Zone for Cultural Landscape	\$47,000
Clear and Construct North Irrigation Zone for Cultural Landscape	\$38,000

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.



Marsh - Billings - Rockefeller Infrastructure Fact Sheet



46 Thousand
Annual Visitors¹



\$3.5 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.



16 Buildings



15 Miles of
Trails



2 Housing
Units*



0 Camp-
grounds



7 Miles of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



0 Miles of
Paved Roads



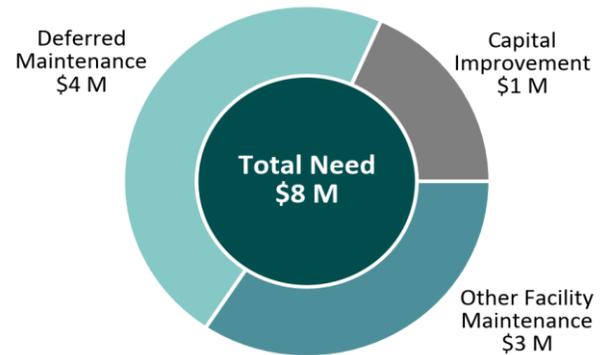
12 All Other
Assets[†]

*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, and dams.

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 **\$283 K 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.



\$4 M for Buildings



**\$1 M for Unpaved
Roads**

\$3 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and trails (\$641 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 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 ⁵
Repair Brick Valve Box on Carriage Barn Lawn	\$49,000

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.



Martin Luther King, Jr. National Historical Park Infrastructure Fact Sheet



762 Thousand Annual Visitors¹



\$69 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.



38 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



97 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, monuments, interpretive media, and amphitheaters.

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 **\$291 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.



\$18 M for Buildings



\$1 M for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$590 K) and monuments (\$405 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
Replace Ebenezer Baptist Church Lifts	\$501,000
Rehabilitate Five Visitor Center Restrooms	\$498,000
Rebuild Stone Retaining Wall and Replace French Drain at 540-550 Auburn Ave.	\$283,000
Install Fire Systems in 497 and 503 Auburn Avenue	\$210,000
Replace Fire Station Elevator	\$147,000

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.



Martin Van Buren National Historic Site Infrastructure Fact Sheet



21 Thousand
Annual Visitors¹



\$1.6 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.



17 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



3 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



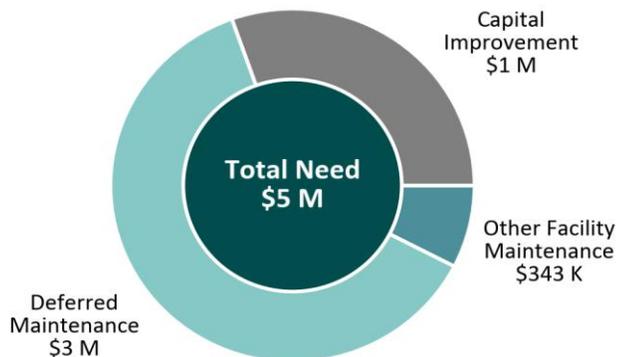
2 All Other
Assets[†]

*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 and maintained archeological sites.

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 **\$36 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.



\$4 M for Buildings



**\$139 K for Paved Roads
& Structures**

\$550 K for all remaining asset categories
Driven by maintained landscapes (\$550 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
Replace Temporary Visitor Contact and Support Center	\$5,713,000
Restore Historic Martin Van Buren Orchard	\$199,000
Re-bury and Extend Fiber-Optic Line for Fire and Intrusion Systems	\$56,000
Install well at Farm Cottage	\$44,000

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.



Mesa Verde National Park Infrastructure Fact Sheet



556 Thousand Annual Visitors¹



\$72 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.



131 Buildings



96 Miles of Trails



66 Housing Units*



2 Campgrounds



62 Miles of Unpaved Roads



14 Water Systems



14 Waste Water Systems



57 Miles of Paved Roads



107 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, boundaries, utility systems, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$5 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$36 M for Paved Roads & Structures



\$14 M for Buildings

\$41 M for all remaining asset categories

Driven by maintained archeological sites (\$10 M) and water systems (\$9 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 ⁵
Rehabilitate and Stabilize Chapin Mesa Historic Buildings and Houses	\$7,329,000
Install Sewage Sludge Drying Beds at Morefield and Far View Lagoons	\$902,000
Repair and Paint Interior of Navajo Hill Water Tank	\$802,000
Paint Morefield Water Tank	\$658,000
Replace Wetherill Mesa Waterline Valves and Drains	\$597,000

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.



Minidoka National Historic Site Infrastructure Fact Sheet



14 Thousand
Annual Visitors¹



\$596 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.



14 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



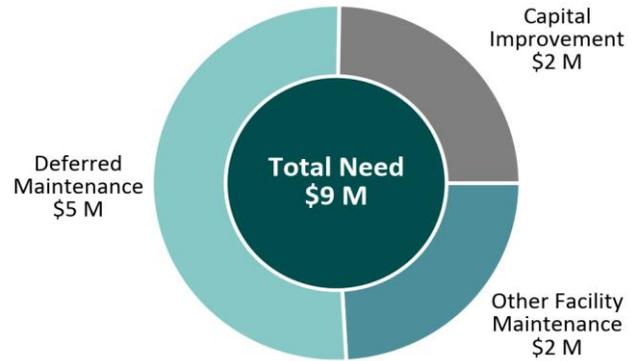
9 All Other
Assets[†]

*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, 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 **\$74 K 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



**\$2 M for Unpaved
Roads**

\$2 M for all remaining asset categories

Driven by interpretive media (\$1 M) and maintained landscapes (\$187 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 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 ⁵
Stabilize and Repair Historic Waiting Room and Guard House Walls and Foundation	\$75,000

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.



Minute Man National Historical Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$87 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.



53 Buildings



6 Miles of
Trails



7 Housing
Units*



0 Camp-
grounds



3 Miles of
Unpaved
Roads



0 Water
Systems



10 Waste
Water
Systems



4 Miles of
Paved Roads



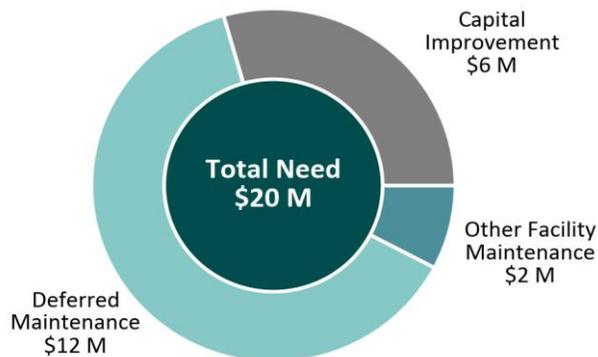
81 All Other
Assets[†]

*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, trail tunnels, maintained landscapes, boundaries, utility systems, dams, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$524 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.



\$11 M for Buildings



\$1 M for Trails

\$7 M for all remaining asset categories

Driven by maintained landscapes (\$4 M) and housing (\$1 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
Rehabilitate Sam Brooks House Exterior	\$1,205,000
Rehabilitate Joshua Brooks House Exterior	\$908,000
Rehabilitate Historic Fields	\$597,000
Rehabilitate Park Ranger Headquarters (Rego House)	\$588,000
Rehabilitate Smith House Exterior	\$583,000

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.



Minuteman Missile National Historic Site Infrastructure Fact Sheet



126 Thousand
Annual Visitors¹



\$12 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.



3 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



0 Miles of Paved Roads



9 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, boundaries, utility systems, and fortifications.

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 **\$35 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$244 K for Buildings



\$125 K for Waste Water Systems

\$1 M for all remaining asset categories

Driven by fortifications (\$1 M) and maintained landscapes (\$292 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
Replace Heating and Cooling System at Delta 01 Launch Control Facility	\$339,000
Preservation and Corrosion Mitigation at Delta 09 Missile Silo	\$149,000
Replace Cathodic Protection System at Delta-01	\$51,000

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.



Mississippi National River & Recreation Area Infrastructure Fact Sheet



375 Thousand
Annual Visitors¹



\$24 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.



1 Building



< 1 Mile 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



14 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 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 **\$59 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.



\$630 K for Buildings



\$15 K for Trails

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

Project Funding

Mississippi National River & Recreation Area 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).



Missouri National Recreational River Infrastructure Fact Sheet



129 Thousand Annual Visitors¹



\$6.8 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.



2 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



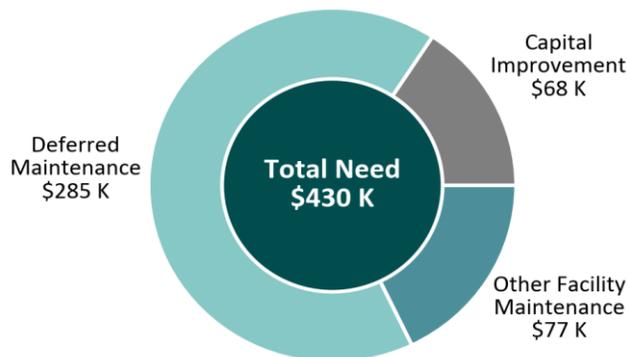
12 All Other Assets[†]

*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, and maintained archeological sites.

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 **\$22 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$144 K for Paved Roads & Structures



\$25 K for Buildings

\$262 K for all remaining asset categories
Driven by maintained landscapes (\$262 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

Missouri National Recreational 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).



Mojave National Preserve¹ Infrastructure Fact Sheet



842 Thousand
Annual Visitors²



\$63 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.



115
Buildings



22 Miles of
Trails



19 Housing
Units*



6 Camp-
grounds



812 Miles of
Unpaved
Roads



11 Water
Systems



6 Waste
Water
Systems



221 Miles of
Paved Roads



129 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, boundaries, utility systems, constructed waterways, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$7 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$112 M for Paved
Roads & Structures**



\$4 M for Buildings

\$17 M for all remaining asset categories

Driven by maintained landscapes (\$9 M) and water systems (\$3 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 ⁶
Rehabilitate Five Miles of Ivanpah Roadway Surface	\$633,000
Replace 112 Exterior Windows with Historically Accurate Replicas at Zzyzx Compound	\$457,000
Construct New Well to Replace Primary Source Well for Hole in the Wall	\$357,000

¹ Castle Mountains National Monument is included as it is co-managed with Mojave National Preserve.

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.



Monocacy National Battlefield Infrastructure Fact Sheet



145 Thousand Annual Visitors¹



\$6.1 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.



28 Buildings



7 Miles of Trails



1 Housing Unit*



0 Campgrounds



3 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



< 1 Mile of Paved Roads



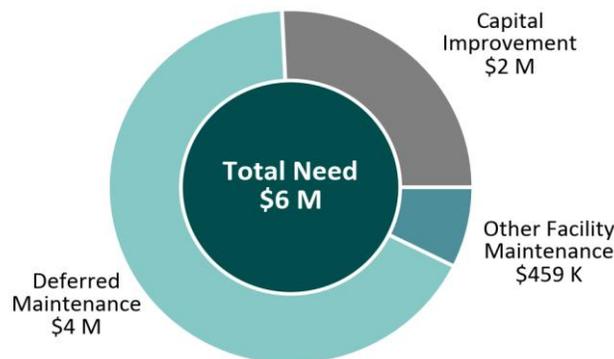
18 All Other Assets[†]

*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, 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 **\$176 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.



\$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.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).



Montezuma Castle National Monument Infrastructure Fact Sheet



376 Thousand
Annual Visitors¹



\$33 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, dams, constructed waterways, 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 **\$236 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$2 M for Paved Roads & Structures



\$851 K for Buildings

\$3 M for all remaining asset categories

Driven by trails (\$690 K) and maintained archeological sites (\$640 K)

[‡]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

Montezuma Castle National Monument 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).



Moore's Creek National Battlefield Infrastructure Fact Sheet



77 Thousand Annual Visitors¹



\$6 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.



10 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



5 Waste Water Systems



< 1 Mile of Paved Roads



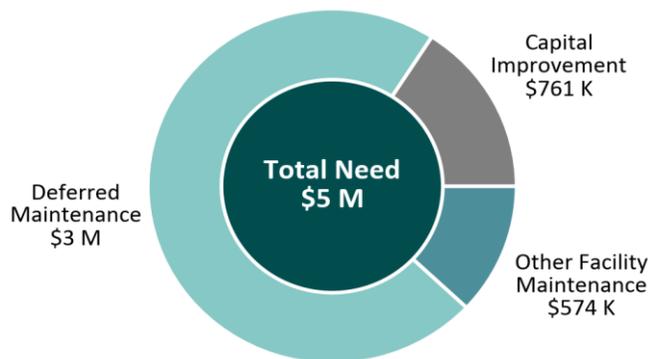
24 All Other Assets[†]

*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, boundaries, utility systems, monuments, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$2 M for Paved Roads & Structures



\$2 M for Buildings

\$1 M for all remaining asset categories

Driven by trails (\$433 K) and maintained landscapes (\$152 K)

[‡]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
Mitigate rusting exposed footers at Patriots Hall	\$94,000
Replacement of Front Gate & Repointing of Entry Way Brick Facades	\$83,000

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.



Morristown National Historical Park Infrastructure Fact Sheet



271 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.



22 Buildings



13 Miles of
Trails



10 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



15 Water
Systems



16 Waste
Water
Systems



7 Miles of
Paved Roads



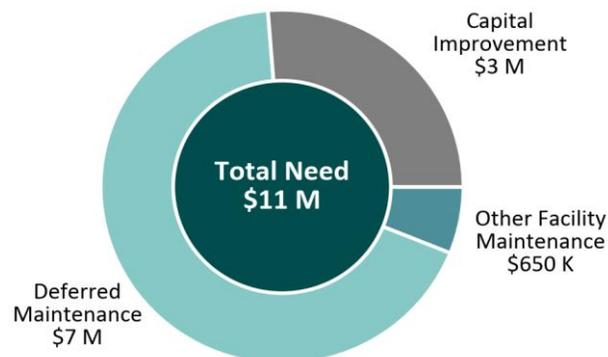
9 All Other
Assets[†]

*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, and monuments.

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 **\$474 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.



\$5 M for Buildings



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

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and housing (\$321 K)

[‡]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
Security Lighting and Backup Power For Museum	\$176,000
Replace Single Membrane Roof on Jockey Hollow Visitor Center	\$155,000
Mill 2 + Ovlly 2" MORR-0015 Fort Nonsense Access Road	\$138,000
Replace Brick Pavers at New York Brigade Comfort Station to Eliminate Tripping Hazard	\$119,000
Rehabilitate Wick House Exterior	\$103,000

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.



Mount Rainier National Park Infrastructure Fact Sheet



1.5 Million
Annual Visitors¹



\$70 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.



215
Buildings



275 Miles of
Trails



116
Housing
Units*



6 Camp-
grounds



22 Miles of
Unpaved
Roads



23 Water
Systems



11 Waste
Water
Systems



98 Miles of
Paved Roads



94 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, boundaries, utility systems, dams, monuments, interpretive media, and amphitheaters.

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 **\$9 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$118 M for Paved
Roads & Structures**



\$23 M for Buildings

\$56 M for all remaining asset categories
Driven by waste water systems (\$21 M) and trails (\$11 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 ⁵
Rehabilitate Roadways to Maintain Visitor Access to East Side	\$85,000,000
Rehabilitate Stevens Canyon Road, MP 5.0 to MP 14.0	\$13,520,000
Rehabilitate Sunrise Potable Water System Supply Lines	\$1,278,000
Rehabilitate National Historic Landmark Longmire Administration Building	\$876,000
Rehabilitate Longmire Wastewater Collection System by Replacing the Lift Station	\$845,000

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.



Mount Rushmore National Memorial Infrastructure Fact Sheet



2 Million Annual Visitors¹



\$152 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.



26 Buildings



2 Miles of Trails



14 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



2 Water Systems



4 Waste Water Systems



5 Miles of Paved Roads



29 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, monuments, interpretive media, and amphitheaters.

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



\$12 M for Buildings



\$1 M for Waste Water Systems

\$6 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and paved roads (\$885 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 and Expand Wastewater Treatment Plant	\$17,252,000
Replace Chiller Unit, boilers and piping leading to Visitor Center	\$644,000
Replace Amphitheater Visitor Bench Seating	\$358,000
Rehabilitate Trailside Restroom	\$172,000
Mitigate Lead Impacted Soil	\$143,000

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.



Muir Woods National Monument Infrastructure Fact Sheet



812 Thousand Annual Visitors¹



\$126 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.



39 Buildings



7 Miles of Trails



1 Housing Unit*



0 Campgrounds



2 Miles of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



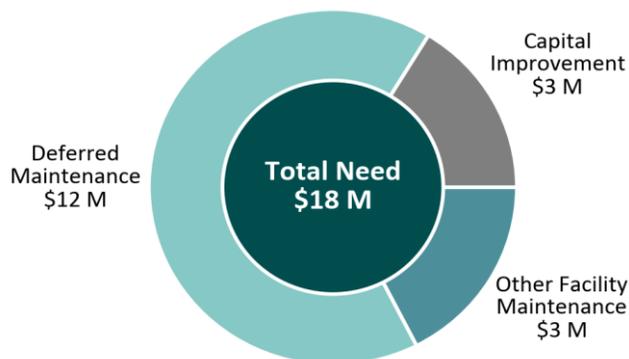
7 All Other Assets[†]

*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 trail bridges, maintained landscapes, and 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 **\$562 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



\$6 M for Trails



\$5 M for Buildings

\$8 M for all remaining asset categories

Driven by paved roads (\$4 M) and waste water systems (\$3 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
Construct Access Improvements at MUWO Phase 1 (Transit, Staging and	\$2,000,000
Demolish Excess Waste Water Collection System in Muir Woods National Monument	\$261,000

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.



Natchez National Historical Park Infrastructure Fact Sheet



182 Thousand Annual Visitors¹



\$14 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.



28 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



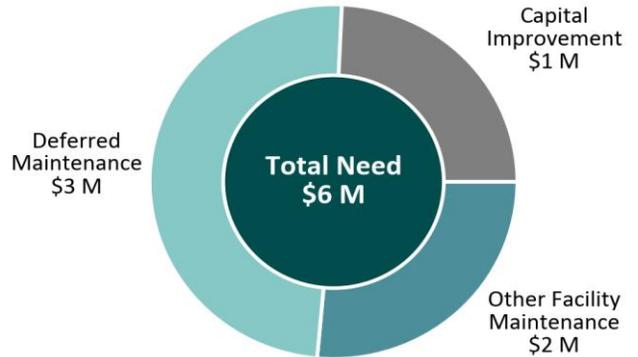
24 All Other Assets[†]

*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, boundaries, utility systems, dams, 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 **\$388 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.



\$4 M for Buildings



\$865 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$891 K) and interpretive media (\$432 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
Replace Multiple Wood Shingle Roofs	\$341,000
Level and Overlay Asphalt in Maintenance Parking Lot	\$125,000
Install Stietenroth House Alarm and HVAC Systems	\$104,000
Replace Melrose Estate Boundary Perimeter Fence	\$58,000
Reestablish Drainage at Melrose Estate	\$39,000

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.



Natchez Trace Parkway¹ Infrastructure Fact Sheet



6.3 Million
Annual Visitors²



\$162 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.



181
Buildings



95 Miles of
Trails



0 Housing
Units*



3 Camp-
grounds



1 Mile of
Unpaved
Roads



19 Water
Systems



25 Waste
Water
Systems



502 Miles of
Paved Roads



164 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, dams, marinas, monuments, maintained archeological sites, interpretive media, and amphitheatres.

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 **\$14 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$350 M for Paved
Roads & Structures**



\$12 M for Trails

\$16 M for all remaining asset categories

Driven by maintained landscapes (\$9 M) and buildings (\$4 M)

[‡]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 ⁶
John Coffe Memorial Bridge Structural Study, Painting Rehab, and Replacement	\$150,000,000
Natchez Trace Multi-Use Trail Construction	\$111,000,000
Replace Trail Structures from Milepost 127.5-130.8 on the Yockanookany Section of National Scenic Trail	\$852,000
Repair Trail Bridges and Boardwalks along the Blackland Prairie National Scenic Trail	\$423,000
Rehabilitate Tupelo Sewer System	\$344,000

¹ Natchez Trace National Scenic Trail and Tupelo National Battlefield are included as they are co-managed with Natchez Trace Parkway.

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.



National Capital Parks - East¹ Infrastructure Fact Sheet



2.2 Million
Annual Visitors²



\$109 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.



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[†]

*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 amphitheatres.

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 **\$5 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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)

[‡]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 ⁶
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

¹ 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.

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.



National Capital Regional 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.

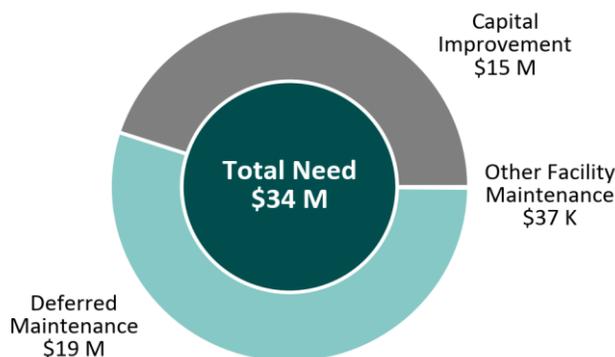


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]There are no other asset categories at National Capital Regional Office.

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 **\$88 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 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.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).



National Mall and Memorial Parks¹ Infrastructure Fact Sheet



33 Million
Annual Visitors²



\$921 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.



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[†]

*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.

Paved Roads & Structures[‡] 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)

[‡]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 ⁶
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

¹ 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.

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>.

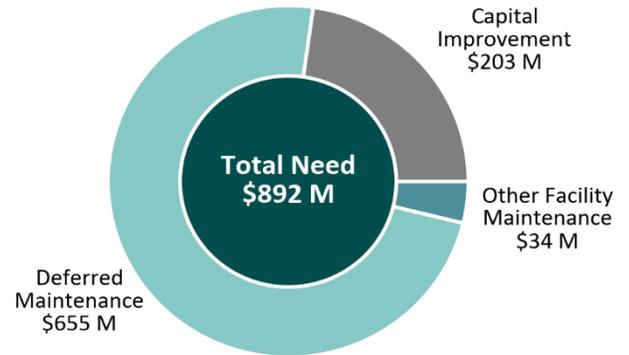
⁴ Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end 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.

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 **\$11 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.



National Park of American Samoa Infrastructure Fact Sheet



60 Thousand Annual Visitors¹



\$4.6 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.

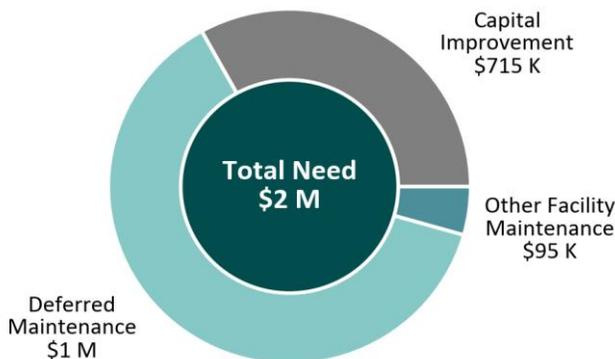


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

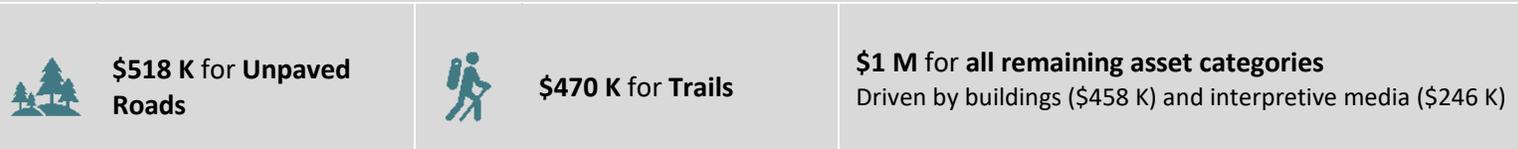
Estimated Maintenance Needs³

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



There is also a **\$294 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads 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.



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 ⁵
Refurbish Ancient Samoan Trail	\$112,000

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.



Natural Bridges National Monument Infrastructure Fact Sheet



88 Thousand Annual Visitors¹



\$6.3 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



14 Miles of Trails



9 Housing Units*



1 Camp-ground



3 Miles of Unpaved Roads



1 Water System



1 Waste Water System



11 Miles of Paved Roads



28 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, boundaries, utility systems, monuments, 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 **\$375 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] and Water Systems 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 Paved Roads & Structures



\$724 K for Water Systems

\$2 M for all remaining asset categories

Driven by buildings (\$557 K) and waste water systems (\$220 K)

[‡]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
Rehabilitate Entrance Road	\$973,000
Replace Sewer Lagoon Liner	\$695,000

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.



Navajo National Monument Infrastructure Fact Sheet



50 Thousand Annual Visitors¹



\$3.5 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.

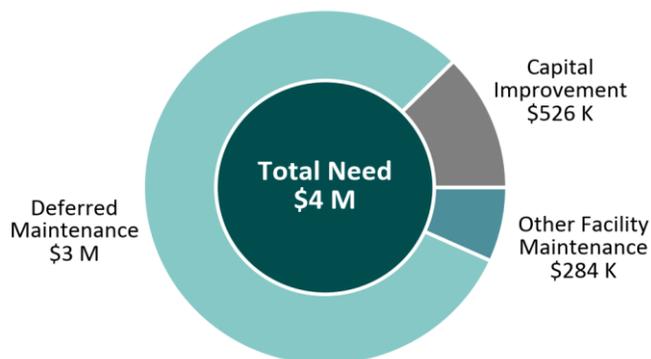


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$204 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.



\$2 M for Buildings



\$619 K for Paved Roads & Structures

\$2 M for all remaining asset categories

Driven by interpretive media (\$530 K) and housing (\$481 K)

[‡]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
Rehabilitate Historic Ranger Hogan	\$179,000
Rehabilitate Keet Seel Ranger Hogan	\$67,000

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.



New Bedford Whaling National Historical Park Infrastructure Fact Sheet



143 Thousand Annual Visitors¹



\$12 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.

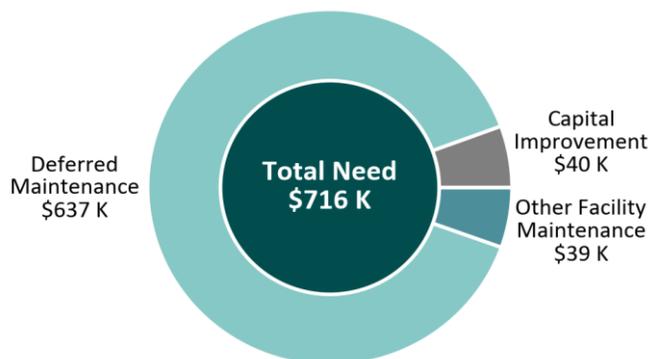


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$214 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.



\$691 K for Buildings

\$25 K for all remaining asset categories
Driven by maintained landscapes (\$25 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 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 ⁵
Repoint Visitor Center Brick Masonry	\$137,000

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.



New Jersey Coastal Heritage Trail Route 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.



0 Buildings



300 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



0 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.

†There are no other asset categories at New Jersey Coastal Heritage Trail Route.

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 **\$5 M 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

New Jersey Coastal Heritage Trail Route 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).



New Orleans Jazz National Historical Park Infrastructure Fact Sheet



41 Thousand Annual Visitors¹



\$3.3 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.



5 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



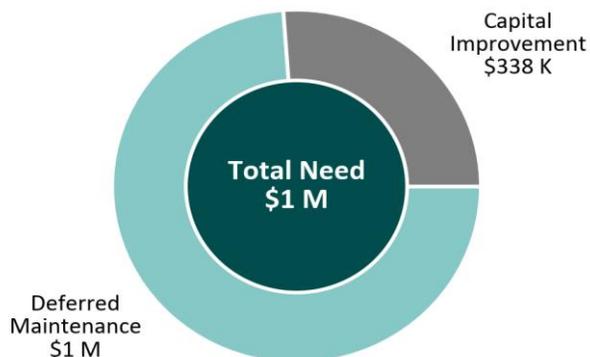
8 All Other Assets[†]

*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, 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 **\$36 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.



\$1 M for Buildings

\$31 K for all remaining asset categories

Driven by maintained landscapes (\$31 K)

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

Project Funding

New Orleans Jazz National Historical Park 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).



New River Gorge National River Infrastructure Fact Sheet



1.2 Million
Annual Visitors¹



\$62 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.



171
Buildings



84 Miles of
Trails



4 Housing
Units*



12 Camp-
grounds



29 Miles of
Unpaved
Roads



3 Water
Systems



7 Waste
Water
Systems



3 Miles of
Paved Roads



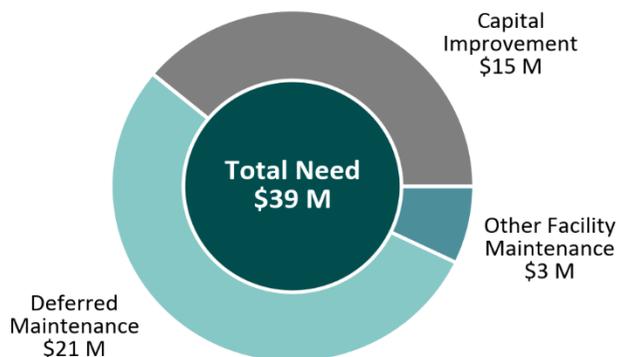
134 All
Other
Assets[†]

*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, trail tunnels, maintained landscapes, boundaries, utility systems, marinas, 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 **\$2 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.



\$12 M for Buildings



\$6 M for Paved Roads & Structures

\$21 M for all remaining asset categories
Driven by amphitheatres (\$6 M) and trails (\$4 M)

[‡]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
Pulverize + Overlay 3" NERI-0126 Turkey Spur Road	\$543,000
Rehabilitate Historic Thurmond Buildings	\$456,000
Upgrade Wastewater Systems for Current and Future Needs	\$405,000
Repair and Rehabilitate Buildings within Headquarters Complex	\$368,000
Repair Windows and Doors and Improve Ventilation on Thurmond Historic Commercial Row Buildings	\$342,000

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.



Nez Perce National Historical Park Infrastructure Fact Sheet



216 Thousand
Annual Visitors¹



\$16 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.



29 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



6 Water
Systems



4 Waste
Water
Systems



3 Miles of
Paved Roads



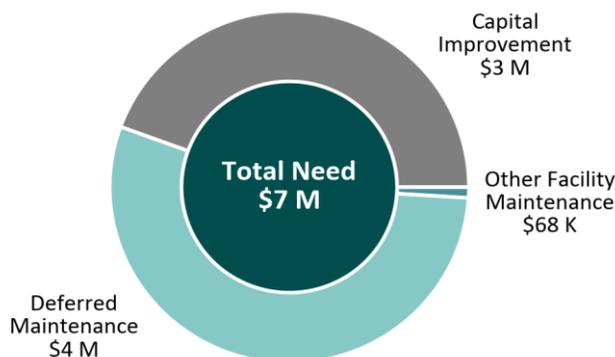
17 All Other
Assets[†]

*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, 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 **\$467 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Water Systems 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.



**\$2 M for Water
Systems**



\$2 M for Buildings

\$3 M for all remaining asset categories

Driven by paved roads (\$1 M) and maintained landscapes (\$807 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
Replace Visitor Center Restroom Fixtures and Partitions to Meet Accessibility Standards	\$161,000
Repair Foundation at Indian Agents Residence	\$95,000
Upgrade Phone And Data Infrastructure In The Spalding Visitor Center	\$57,000

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.



Nicodemus National Historic Site Infrastructure Fact Sheet



4 Thousand Annual Visitors¹



\$199 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.



7 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



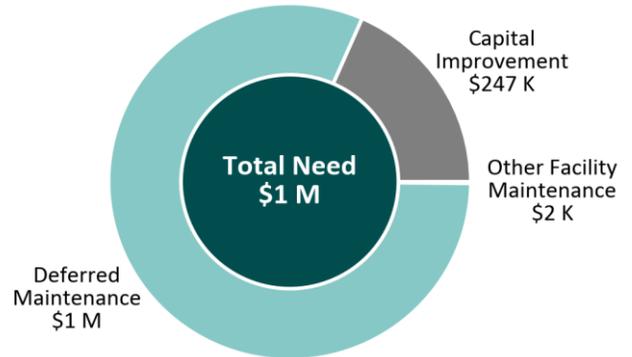
10 All Other Assets[†]

*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, 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 **\$64 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.



\$1 M for Buildings

\$282 K for all remaining asset categories

Driven by interpretive media (\$266 K) and maintained landscapes (\$16 K)

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

Project Funding

Nicodemus National Historic Site 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).



Ninety Six National Historic Site Infrastructure Fact Sheet



97 Thousand
Annual Visitors¹



\$7.5 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, dams, marinas, maintained archeological sites, fortifications, 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.

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



\$881 K for Trails

\$2 M for all remaining asset categories

Driven by interpretive media (\$411 K) and dams (\$381 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
Install Emergency Generator for Park Buildings	\$474,000
Repair Star Fort Pond Dam to Mitigate Structural Safety Concerns	\$455,000
Rehabilitate Logan Log Cabin	\$275,000
Rehabilitate Administration Building	\$233,000
Correct Drainage Issues at Visitor Center	\$106,000

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.



Niobrara National Scenic River Infrastructure Fact Sheet



61 Thousand Annual Visitors¹



\$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.



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



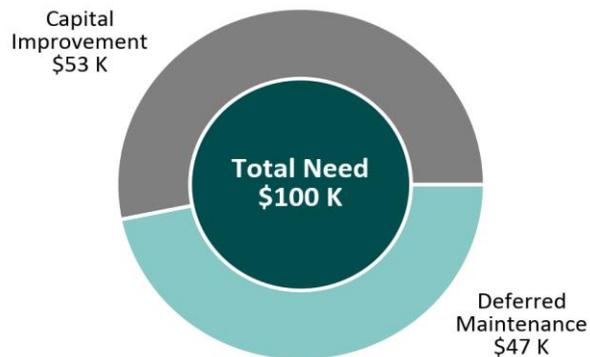
4 All Other Assets[†]

*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 and 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 **\$6 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.



\$31 K for Buildings

\$69 K for all remaining asset categories

Driven by maintained landscapes (\$69 K)

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

Project Funding

Niobrara National Scenic 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).



North Cascades National Park¹ Infrastructure Fact Sheet



1.2 Million
Annual Visitors²



\$65 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.



250
Buildings



391 Miles of
Trails



50 Housing
Units*



44 Camp-
grounds



32 Miles of
Unpaved
Roads



17 Water
Systems



12 Waste
Water
Systems



14 Miles of
Paved Roads



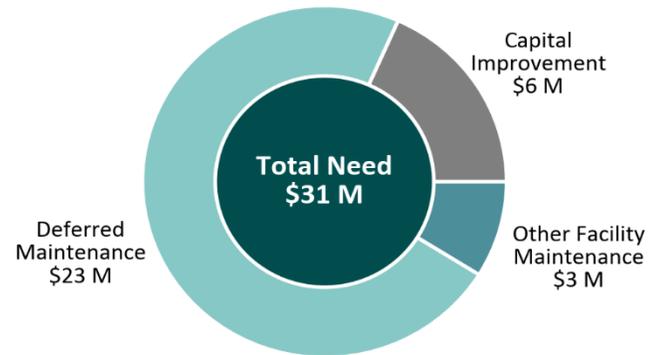
130 All
Other
Assets[†]

*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, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$8 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$12 M for Paved Roads & Structures



\$5 M for Trails

\$14 M for all remaining asset categories
Driven by buildings (\$5 M) and marinas (\$3 M)

[‡]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 ⁶
Expand Utility Infrastructure for Stehekin Wildland Fire Facility and Dorm	\$6,189,000
Replace Obsolete Stehekin Wastewater Treatment Plant	\$6,113,000
Replace Obsolete Housing From Stehekin River Flood Plain	\$5,970,000
Relocate Thornton Lakes Trail and Trailhead Parking	\$1,011,000
Replace Ross Lake Fuel Dock	\$584,000

¹ Lake Chelan National Recreation Area and Ross Lake National Recreation Area are included as they are co-managed with North Cascades National Park.

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.



Northeast Regional 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.



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 **\$0 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.



\$232 K for Buildings

\$365 K for all remaining asset categories

Driven by maintained landscapes (\$365 K)

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

Project Funding

Northeast Regional 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).



Obed Wild & Scenic River Infrastructure Fact Sheet



221 Thousand Annual Visitors¹



\$4 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.

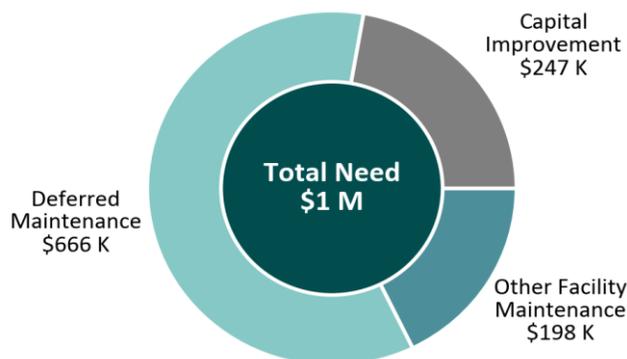


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

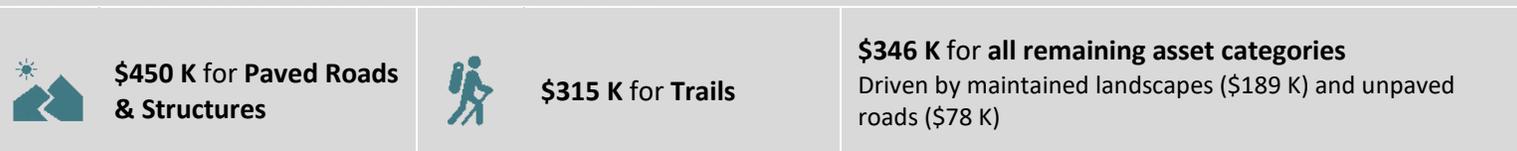
Estimated Maintenance Needs³

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



There is also a **\$86 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Boundary Survey of Top Priority Tracts	\$173,000
Replace Porta-John with Accessible Vault Toilet at Nemo Picnic Area	\$62,000
Replace Porta-John with Accessible Vault Toilet at Lilly Bridge	\$56,000

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.



Ocmulgee Mounds National Historical Park Infrastructure Fact Sheet



147 Thousand
Annual Visitors¹



\$11 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, maintained archeological sites, fortifications, 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 **\$365 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Upgrade Fire and Intrusion Alarm Systems	\$264,000
Replace Culvert Pipe at Funeral Mound Parking Lot	\$145,000
Repair Water Damaged Visitor Center Interiors	\$85,000

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.



Oconaluftee Job Corps Civilian Conservation 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.



0 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 **\$0 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

Oconaluftee Job Corps Civilian Conservation 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).



Old Santa Fe Trail Building National Historic Site 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.



4 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



0 Miles of Paved Roads



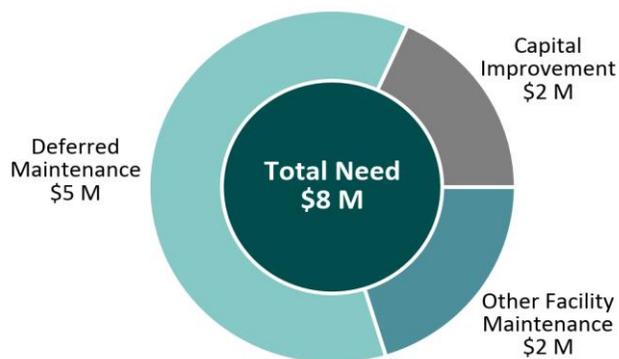
3 All Other Assets[†]

*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 and 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 **\$50 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$8 M for Buildings



\$35 K for Waste Water Systems

\$624 K for all remaining asset categories

Driven by maintained landscapes (\$484 K) and electrical systems (\$100 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 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 ⁵
Correct Drainage Deficiencies	\$59,000

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.



Olympic National Park Infrastructure Fact Sheet



3.2 Million
Annual Visitors¹



\$378 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.



466
Buildings



619 Miles of
Trails



78 Housing
Units*



20 Camp-
grounds



65 Miles of
Unpaved
Roads



17 Water
Systems



16 Waste
Water
Systems



117 Miles of
Paved Roads



285 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, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$12 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$93 M for Paved Roads & Structures



\$23 M for Buildings

\$36 M for all remaining asset categories
Driven by trails (\$9 M) and waste water systems (\$6 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 ⁵
Rehabilitate Olympic Hot Springs Road	\$12,953,000
Realign 1 Mile of Olympic Hot Springs Road at Olympic National Park	\$4,270,000
Replace Log Cabin Wastewater System Drainfield	\$1,184,000
Rehabilitate Hurricane Ridge Visitor Center for Accessibility, Energy Efficiency and Fire Safety	\$911,000
Demolish Road Beyond Metheny Creek Bridge and Restore Natural Condition	\$833,000

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.



Oregon Caves National Monument & Preserve Infrastructure Fact Sheet



65 Thousand Annual Visitors¹



\$5 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.

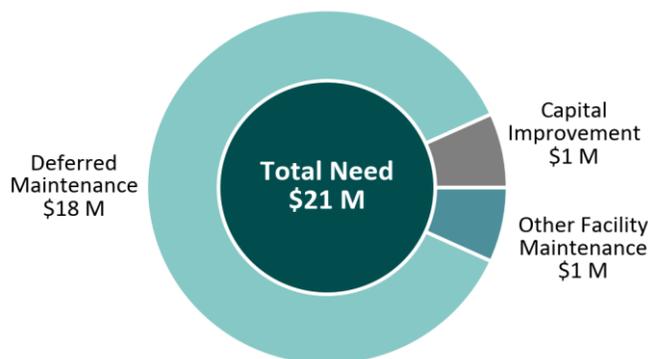


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes and 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 **\$334 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.



[‡]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
Rehabilitate Lighting along the Interior Cave Trail In Oregon Caves	\$931,000
Repair Cave Creek Campground Road	\$712,000
Replace Lake Creek Water Treatment Building	\$275,000
Install Backup Generators at Park Headquarters, Chalet and Maintenance Facility	\$120,000
Repair Wood Sash Windows in the Chalet	\$82,000

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.



Organ Pipe Cactus National Monument Infrastructure Fact Sheet



263 Thousand
Annual Visitors¹



\$24 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.

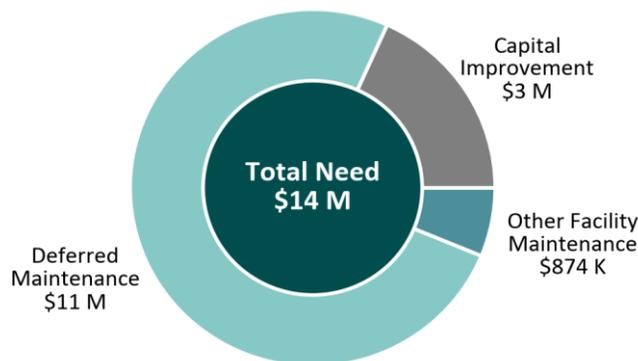


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

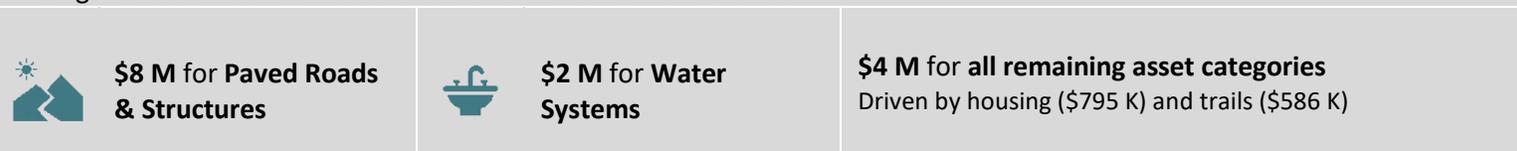
Estimated Maintenance Needs³

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.

Paved Roads & Structures[‡] and **Water Systems** 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 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
Replace Well and Water System Components for Housing and Maintenance Area	\$10,282,000
Install Fire Suppression Systems in Housing Units	\$284,000
Rehabilitate Boundary Fence on Northern and Eastern Boundary	\$161,000
Repair Two Miles of Armenta Road Surface Washout	\$54,000

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.



Ozark National Scenic Riverways Infrastructure Fact Sheet



1.2 Million
Annual Visitors¹



\$59 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.



213
Buildings



80 Miles of
Trails



9 Housing
Units*



31 Camp-
grounds



63 Miles of
Unpaved
Roads



19 Water
Systems



22 Waste
Water
Systems



18 Miles of
Paved Roads



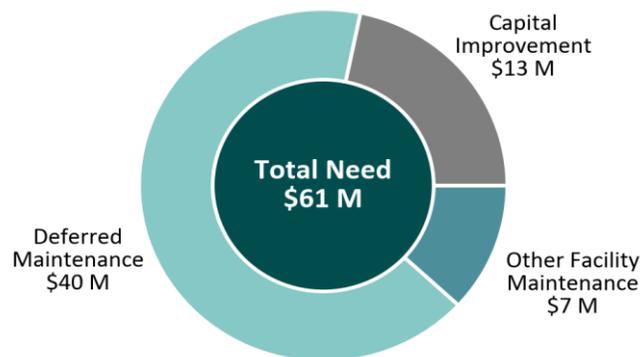
128 All
Other
Assets[†]

*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, dams, marinas, railroad systems, monuments, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$19 M for Paved Roads & Structures



\$13 M for Buildings

\$28 M for all remaining asset categories

Driven by campgrounds (\$5 M) and waste water systems (\$4 M)

[‡]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
Pavement Preservation - Rehab Paved Parking Areas for Lower Current District	\$975,000
Replace 4 Gas/Diesel Fuel Systems Parkwide	\$143,000
Connect the Akers Store Waste Water System into the Akers Contact Station Wastewater System	\$76,000

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.



Padre Island National Seashore Infrastructure Fact Sheet



576 Thousand Annual Visitors¹



\$29 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.



32 Buildings



1 Mile of Trails



2 Housing Units*



4 Campgrounds



85 Miles of Unpaved Roads



1 Water System



1 Waste Water System



9 Miles of Paved Roads



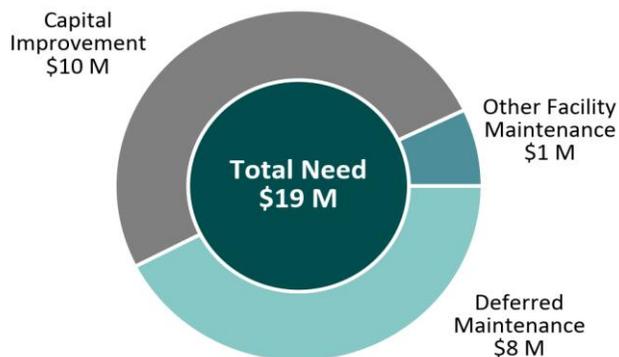
24 All Other Assets[†]

*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, 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 **\$604 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$7 M for Paved Roads & Structures



\$4 M for Unpaved Roads

\$8 M for all remaining asset categories

Driven by buildings (\$3 M) and maintained landscapes (\$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
Replace Law Enforcement Operations Center	\$10,785,000
Emergency Replacement of the Park Headquarters Building	\$1,606,000
Replace Evaporative Sewage Lagoon Liners	\$708,000
Rehabilitate Public and Administrative Areas of Malaquite Visitor Center	\$116,000

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.



Palo Alto Battlefield National Historical Park Infrastructure Fact Sheet



150 Thousand
Annual Visitors¹



\$11 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.

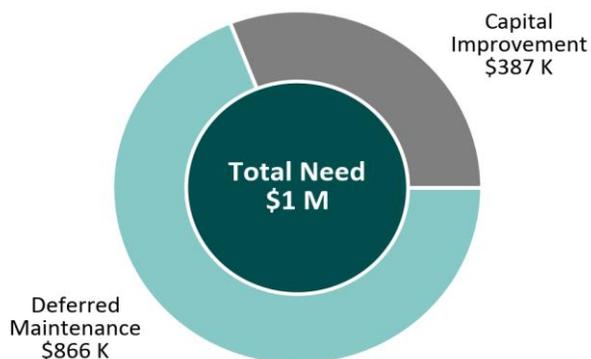


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, 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 **\$128 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.

\$630 K for Trails	\$205 K for Buildings	\$418 K for all remaining asset categories Driven by paved roads (\$177 K) and maintained landscapes (\$153 K)
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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 Deteriorated Boardwalks on Park Primary Interpretive Trails	\$312,000
Refurbish Visitor Center Exterior Walls to Prevent Building Deterioration.	\$253,000
Assess, Redesign and Install New HVAC in Visitor Center	\$174,000
Replace Water Line To Park Maintenance Building	\$81,000
Replace Lighting Fixtures in Visitor Center	\$79,000

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.



Parashant National Monument 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.



16 Buildings



9 Miles of Trails



0 Housing Units*



0 Campgrounds



141 Miles of Unpaved Roads



3 Water Systems



1 Waste Water System



0 Miles of Paved Roads



24 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, boundaries, utility systems, and maintained archeological sites.

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 **\$498 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads and Water Systems 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 Unpaved Roads



\$1 M for Water Systems

\$2 M for all remaining asset categories

Driven by buildings (\$834 K) and maintained landscapes (\$832 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
Install Fire Suppression System in Two Cabins at the Dellenbaugh Admin Site	\$387,000
Rehabilitate Kelly Point Road in the Horse Valley Area	\$174,000

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.



Paterson Great Falls National Historical Park Infrastructure Fact Sheet



277 Thousand
Annual Visitors¹



\$22 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.



1 Building



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[†]

*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 and 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 **\$3 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

Paterson Great Falls National Historical Park 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).



Pea Ridge National Military Park Infrastructure Fact Sheet



103 Thousand Annual Visitors¹



\$7.9 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.

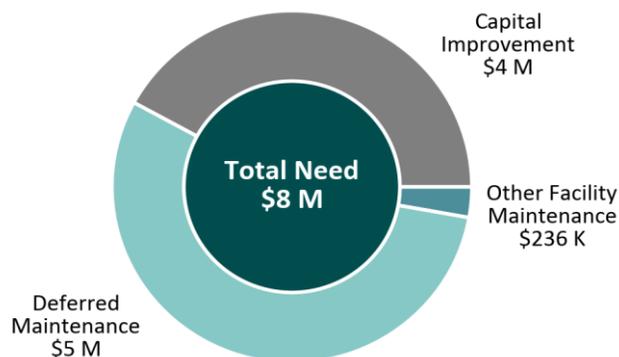


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, maintained archeological sites, fortifications, 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 **\$341 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$6 M for Paved Roads & Structures



\$2 M for Buildings

\$677 K for all remaining asset categories

Driven by water systems (\$346 K) and interpretive media (\$151 K)

[‡]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 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 ⁵
Repair and Rehabilitate West Overlook	\$585,000

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.



Pearl Harbor National Memorial Infrastructure Fact Sheet



1.7 Million
Annual Visitors¹



\$445 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.



19 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



29 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, 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 **\$462 K 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.



\$4 M for Buildings



\$1 M for Unpaved Roads

\$9 M for all remaining asset categories

Driven by marinas (\$7 M) and maintained landscapes (\$891 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
Replace Failing Shoreside Dock at Visitor Center	\$5,647,000
Reconstruct Historic Chief Petty Officer Bungalow Number 31	\$774,000

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.



Pecos National Historical Park Infrastructure Fact Sheet



44 Thousand Annual Visitors¹



\$3.4 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.



37 Buildings



4 Miles of Trails



2 Housing Units*



1 Camp-ground



14 Miles of Unpaved Roads



8 Water Systems



8 Waste Water Systems



< 1 Mile of Paved Roads



48 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, boundaries, utility systems, and maintained archeological sites.

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 **\$453 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.



\$6 M for Buildings



\$732 K for Paved Roads & Structures

\$4 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and waste water systems (\$599 K)

[‡]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
Comprehensive Preservation of Forked Lightning Ranch Skeet Range Historic Landscape	\$273,000
Rehabilitate 1.5 Miles of Ranger Lane Road	\$246,000
Repair Visitor Center Parking Lot for Visitor Experience and Safety	\$220,000
Rehabilitation of Glorieta Civil War Battlefield Trail	\$144,000
Rehabilitate Trading Post Carpentry Workshop	\$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.



Perry's Victory & International Peace Memorial Infrastructure Fact Sheet



121 Thousand Annual Visitors¹



\$18 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.



5 Buildings



0 Miles of Trails



10 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



1 Waste Water System



0 Miles of Paved Roads



8 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, and marinas.

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 **\$108 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.



\$26 M for Buildings



\$748 K for Paved Roads & Structures

\$23 M for all remaining asset categories

Driven by marinas (\$22 M) and maintained landscapes (\$568 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

Perry's Victory & International Peace Memorial 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).



Petersburg National Battlefield Infrastructure Fact Sheet



236 Thousand Annual Visitors¹



\$19 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.



45 Buildings



25 Miles of Trails



6 Housing Units*



0 Campgrounds



3 Miles of Unpaved Roads



1 Water System



1 Waste Water System



8 Miles of Paved Roads



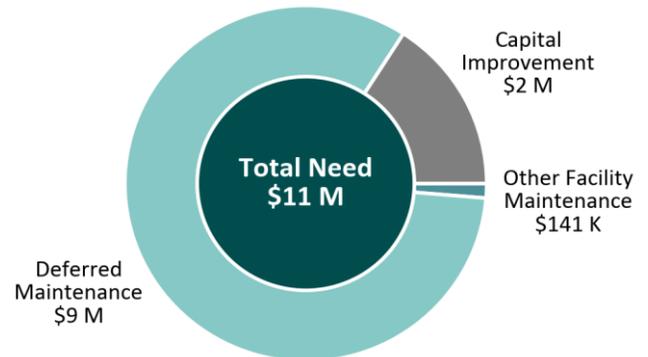
115 All Other Assets[†]

*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, boundaries, utility systems, marinas, monuments, maintained archeological sites, fortifications, 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 Trails have the highest **estimated maintenance needs** by asset category at the park. The figures below do not include the cost of Routine Maintenance.



\$2 M for Buildings



\$581 K for Trails

\$8 M for all remaining asset categories

Driven by maintained landscapes (\$4 M) and interpretive media (\$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
Repair, Rehabilitate & Stabilize Cemetery Wall	\$526,000
Surf Treat - 2 PETE-0500 Petersburg Tour Road	\$413,000
Repair & Recovery of Smoke Houses & Dairy Foundations	\$299,000
Surf Treat - 2 PETE-0301 Flank Road	\$73,000

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.



Petrified Forest National Park Infrastructure Fact Sheet



644 Thousand Annual Visitors¹



\$46 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.

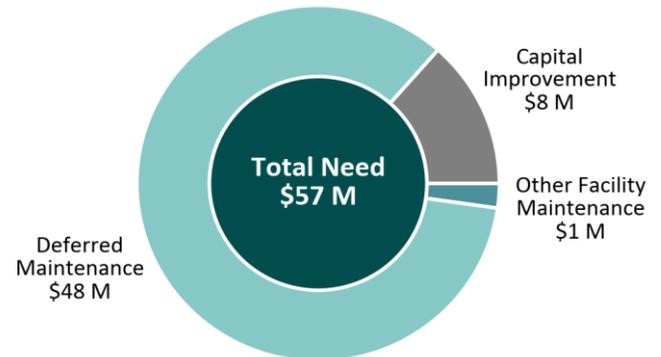


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

\$31 M for Paved Roads & Structures

\$11 M for Buildings

\$16 M for all remaining asset categories
Driven by housing (\$3 M) and water systems (\$3 M)

[‡]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
Stabilize Painted Desert Inn	\$1,243,000
Replace Water Distribution Lines in the Painted Desert Community Complex	\$706,000
Replace Wastewater Collection System at Rainbow Forest	\$683,000
Stabilize and Rehabilitate Paulsell Ranch	\$614,000
Rehabilitate Long Logs Trail	\$599,000

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.



Petroglyph National Monument Infrastructure Fact Sheet



294 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.

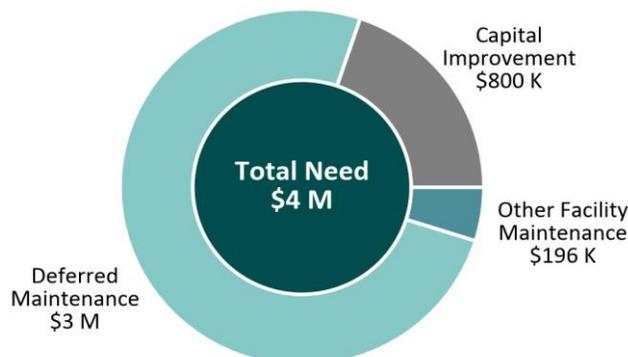


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, utility systems, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$488 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Trails 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.



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 Maintenance Building	\$600,000
Rehabilitate Lava Shadows Building	\$248,000
Repair Volcanoes Trail Surfaces	\$235,000
Mitigate Erosion Issues in Mesa Prieta Maintained Landscape	\$194,000
Repair Escarpment Trail	\$194,000

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.



Pictured Rocks National Lakeshore Infrastructure Fact Sheet



859 Thousand Annual Visitors¹



\$38 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, boundaries, utility systems, marinas, monuments, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$5 M for Paved Roads & Structures



\$2 M for Buildings

\$4 M for all remaining asset categories

Driven by interpretive media (\$1 M) and trails (\$752 K)

[‡]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
Replace Three Bridges Along the North Country Trail System	\$623,000
Replace Miners River Bridge	\$350,000
Repair / Rehab Day Use Trail, Munising Falls	\$208,000
Replace Miners Falls Stair Structure and Viewing Platforms	\$177,000
Replace Solar Power System Controllers and Failing Batteries - Au Sable Light Station	\$139,000

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.



Pinnacles National Park Infrastructure Fact Sheet



177 Thousand Annual Visitors¹



\$13 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.



64 Buildings



42 Miles of Trails



14 Housing Units*



1 Camp-ground



9 Miles of Unpaved Roads



6 Water Systems



11 Waste Water Systems



10 Miles of Paved Roads



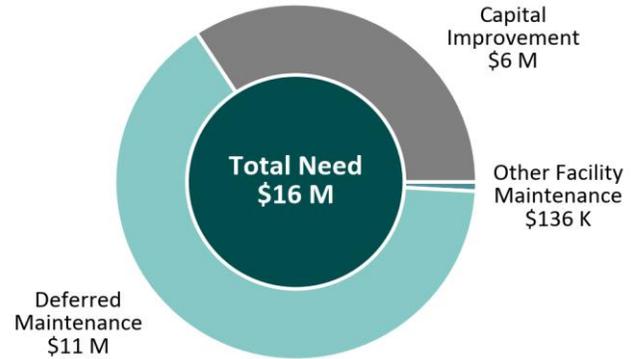
29 All Other Assets[†]

*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, boundaries, utility systems, dams, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] and **Waste Water Systems** 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 Paved Roads & Structures



\$6 M for Waste Water Systems

\$4 M for all remaining asset categories
Driven by buildings (\$2 M) and trails (\$673 K)

[‡]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
Rehabilitate Two Campground Comfort Stations for Visitor Accessibility	\$218,000
Replace Deteriorating Exterior Siding to Stabilize Historic North Chalone Fire Lookout Tower	\$201,000
Install a Park Entrance Sign and Pullout for Visitor Photo Opportunity	\$154,000
Repair Switchback Corners on High Peaks Trail	\$16,000

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.



Pipe Spring National Monument Infrastructure Fact Sheet



27 Thousand Annual Visitors¹



\$1.9 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.



17 Buildings



< 1 Mile of Trails



4 Housing Units*



1 Camp-ground



2 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



< 1 Mile of Paved Roads



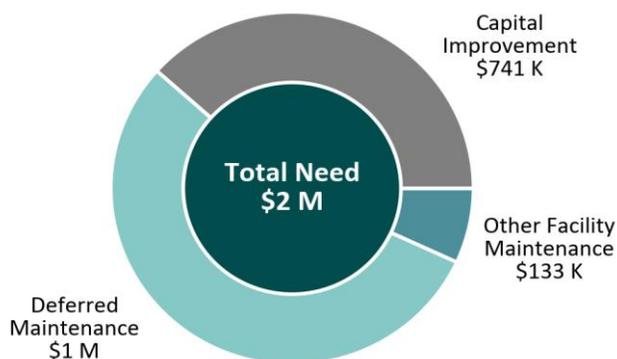
25 All Other Assets[†]

*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 trail bridges, maintained landscapes, boundaries, utility systems, 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 **\$209 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.



\$686 K for Housing



\$399 K for Buildings

\$845 K for all remaining asset categories

Driven by maintained landscapes (\$214 K) and paved roads (\$159 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 and Replace Septic System	\$184,000
Repair Monument Walkway Pedestrian Bridge and Repoint Bridge Retaining Walls	\$66,000
Reconfigure Visitor Center Interior for Employee and Visitor Physical Safety	\$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.



Pipestone National Monument Infrastructure Fact Sheet



78 Thousand Annual Visitors¹



\$6 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.



6 Buildings



1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



2 Miles of Paved Roads



11 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, boundaries, utility systems, dams, 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 **\$132 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$668 K for Paved Roads & Structures



\$217 K for Buildings

\$745 K for all remaining asset categories

Driven by interpretive media (\$571 K) and maintained landscapes (\$125 K)

[‡]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

Pipestone National Monument 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).



Point Reyes National Seashore Infrastructure Fact Sheet



2.3 Million Annual Visitors¹



\$128 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.



367 Buildings



120 Miles of Trails



29 Housing Units*



9 Campgrounds



45 Miles of Unpaved Roads



28 Water Systems



61 Waste Water Systems



52 Miles of Paved Roads



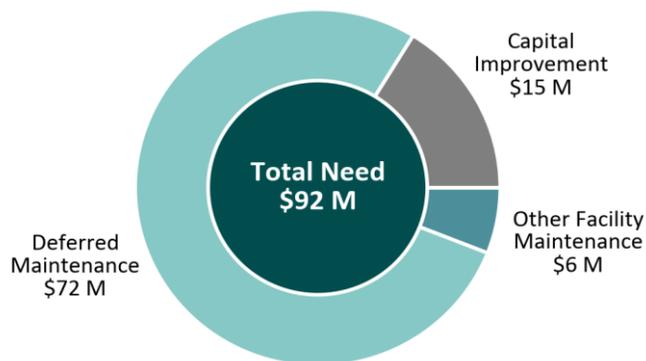
164 All Other Assets[†]

*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, boundaries, utility systems, dams, marinas, monuments, and maintained archeological sites.

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.

Paved Roads & Structures[‡] 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.



\$30 M for Paved Roads & Structures



\$26 M for Buildings

\$37 M for all remaining asset categories
Driven by maintained landscapes (\$14 M) and trails (\$10 M)

[‡]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
Replace Floating Docks at Sacramento Landing	\$737,000
Repair Bolinas Ridge Trail	\$624,000
Rehabilitate Earthquake Trail to be Accessible for All Visitors	\$577,000
Preserve the Main House at Home Ranch	\$523,000
Rehabilitate Historic Point Reyes Radio Receiving Station	\$486,000

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.



Port Chicago Naval Magazine National Memorial Infrastructure Fact Sheet



800
Annual Visitors¹



\$69 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.



0 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



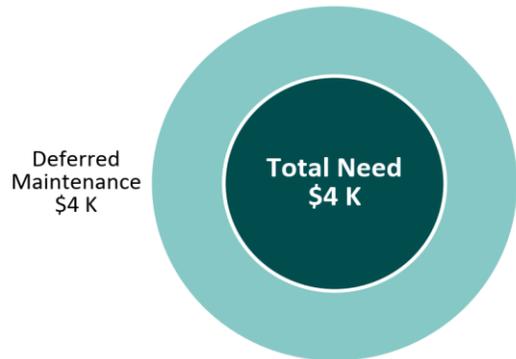
3 All Other Assets[†]

*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 and monuments.

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 **\$700 annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$4 K**. This is driven by maintained landscapes (\$4 K). 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

Port Chicago Naval Magazine National Memorial 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).



President William Jefferson Clinton Birthplace Home Infrastructure Fact Sheet



9 Thousand Annual Visitors¹



\$627 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.



3 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



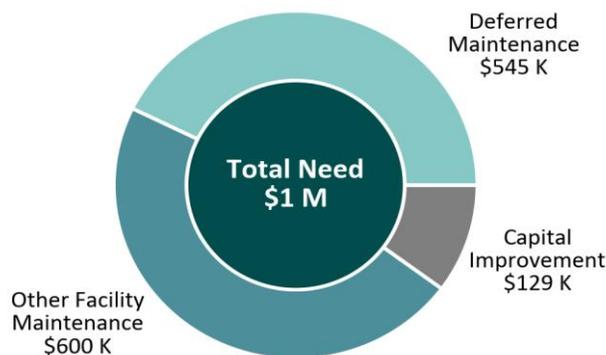
5 All Other Assets[†]

*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, 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 **\$17 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.



\$799 K for Buildings

\$475 K for all remaining asset categories

Driven by maintained landscapes (\$475 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 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 ⁵
Rehabilitate and Stabilize Visitor Center	\$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.



President's Park (White House)¹ Infrastructure Fact Sheet



1.2 Million
Annual Visitors²



\$33 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 and monuments.

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 **\$441 K annual Routine Maintenance⁵** 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.



\$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)

[‡]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 ⁶
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 Settlement and Watermarks on East Wing	\$1,041,000

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

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.



Presidio of San Francisco 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.



20 Buildings



8 Miles of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



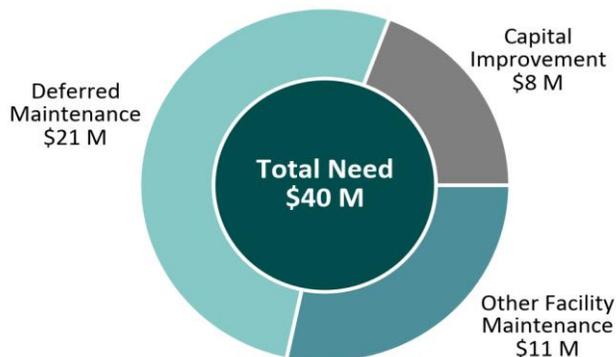
24 All Other Assets[†]

*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, fortifications, 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 **\$1 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.



\$25 M for Buildings



\$5 M for Paved Roads & Structures

\$10 M for all remaining asset categories
Driven by marinas (\$3 M) and fortifications (\$3 M)

[‡]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

Presidio of San Francisco 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).



Prince William Forest Park Infrastructure Fact Sheet



340 Thousand Annual Visitors¹



\$27 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.



270 Buildings



29 Miles of Trails



6 Housing Units*



10 Campgrounds



22 Miles of Unpaved Roads



9 Water Systems



15 Waste Water Systems



14 Miles of Paved Roads



53 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, dams, constructed waterways, marinas, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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)

[‡]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
Replace Camp 3 Sewer System	\$848,000
Rehabilitate Three Historic Structures in Cabin Camp 1	\$212,000

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.



Pu`uhonua o Hōnaunau National Historical Park Infrastructure Fact Sheet



414 Thousand Annual Visitors¹



\$32 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.



17 Buildings



4 Miles of Trails



0 Housing Units*



0 Campgrounds



1 Mile of Unpaved Roads



2 Water Systems



2 Waste Water Systems



< 1 Mile of Paved Roads



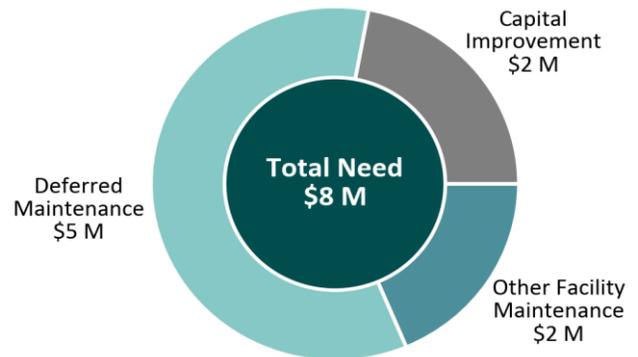
34 All Other Assets[†]

*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, 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 **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Waste Water Systems 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



\$872 K for Waste Water Systems

\$5 M for all remaining asset categories

Driven by maintained archeological sites (\$3 M) and paved roads (\$787 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
Replace Maintenance Facility and Restore Landscape	\$12,517,000
Replace Components to Park Wastewater Treatment and Disposal System	\$839,000

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.



Pu`ukoholā Heiau National Historic Site Infrastructure Fact Sheet



134 Thousand
Annual Visitors¹



\$10 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.



7 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



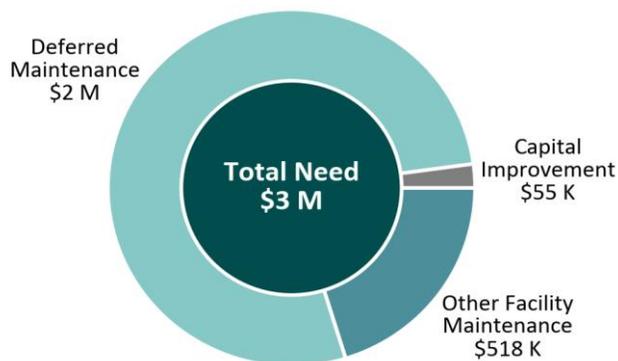
16 All Other
Assets[†]

*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 **\$275 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$792 K for Paved Roads
& Structures**



\$556 K for Buildings

\$1 M for all remaining asset categories

Driven by maintained archeological sites (\$585 K) and maintained landscapes (\$342 K)

[‡]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 ⁵
Repair Pedestrian Trail from Visitors Center to Headquarters	\$400,000

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.



Pullman National Monument 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



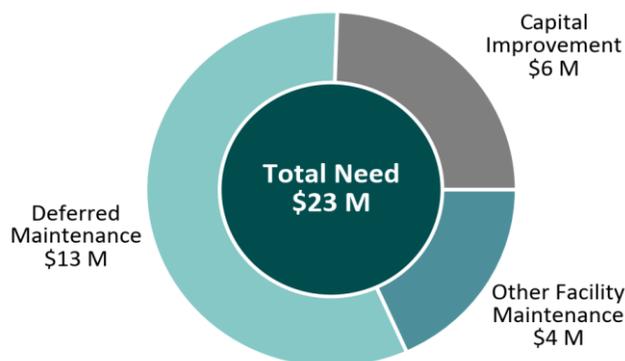
0 All Other Assets[†]

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

[†]There are no other asset categories at Pullman National Monument.

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 **\$24 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 figure below does not include the cost of Routine Maintenance.



\$23 M for Buildings

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

Project Funding

Pullman National Monument 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).



Rainbow Bridge National Monument Infrastructure Fact Sheet



115 Thousand Annual Visitors¹



\$7.7 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.



1 Building



1 Mile 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 marinas.

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 **\$30 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$764 K for Trails

\$3 M for all remaining asset categories
Driven by marinas (\$3 M)

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

Project Funding

Rainbow Bridge National Monument 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).



Reconstruction Era National Historical Park 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.



4 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



2 All Other Assets[†]

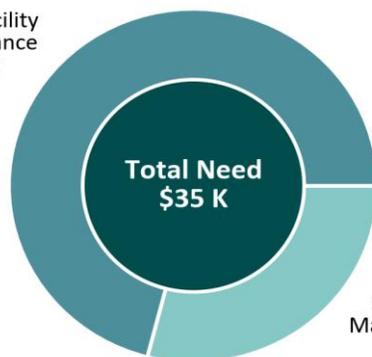
*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes.

Estimated Maintenance Needs³

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

Other Facility Maintenance
\$25 K



Deferred Maintenance
\$10 K

There is also a **\$8 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 figure below does not include the cost of Routine Maintenance.



\$35 K for Buildings

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 ⁵
Repair Old Beaufort Firehouse Interior	\$141,000

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.



Redwood National Park Infrastructure Fact Sheet



505 Thousand Annual Visitors¹



\$39 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.



103 Buildings



118 Miles of Trails



10 Housing Units*



6 Campgrounds



207 Miles of Unpaved Roads



10 Water Systems



15 Waste Water Systems



25 Miles of Paved Roads



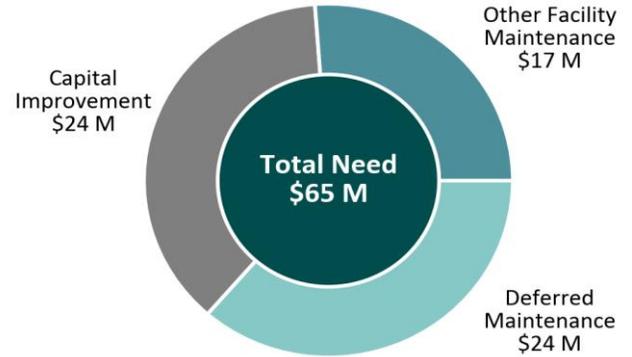
52 All Other Assets[†]

*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, boundaries, 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 **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads 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.



\$22 M for Unpaved Roads



\$21 M for Buildings

\$22 M for all remaining asset categories
Driven by paved roads (\$12 M) and trails (\$6 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
Repair Two Vehicle Bridges On Geneva Service Road and Trail	\$1,430,000
Replace Vehicle Bridge on Lost Man Road/Trail	\$960,000
Replace the Kuchel Visitor Center with New Visitor Facility in Orick	\$808,000
Rehabilitate Wolf Creek Outdoor School Cabins	\$737,000
Rehabilitate Wolf Creek Education Center for Accessibility	\$666,000

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.



Richmond National Battlefield Park Infrastructure Fact Sheet



197 Thousand
Annual Visitors¹



\$16 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.



16 Buildings



7 Miles of
Trails



3 Housing
Units*



0 Camp-
grounds



1 Mile of
Unpaved
Roads



2 Water
Systems



1 Waste
Water
System



9 Miles of
Paved Roads



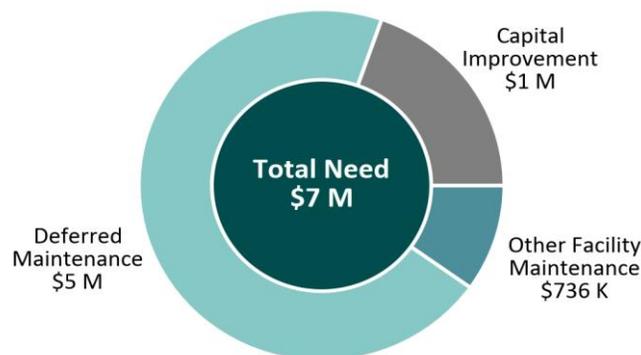
45 All Other
Assets[†]

*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, monuments, maintained archeological sites, fortifications, 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 **\$809 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.



\$2 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$4 M for all remaining asset categories

Driven by maintained landscapes (\$3 M) and trails (\$647 K)

[‡]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
Surf Treat - 2 RICH-0304 Battlefield Park Road	\$262,000
Surf Treat - 2 RICH-0308 Hoke Brady Road	\$122,000
Repair and Upgrade Park Fire Detection and Fire Suppression Systems	\$104,000
Repairs to the Fire Suppression Water Tank at Fort Harrison	\$42,000
Replace Damaged and Unsafe Sidewalks and Curbs for Visitor Accessibility	\$31,000

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.



River Raisin National Battlefield Park Infrastructure Fact Sheet



226 Thousand
Annual Visitors¹



\$19 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.



3 Buildings



< 1 Mile 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



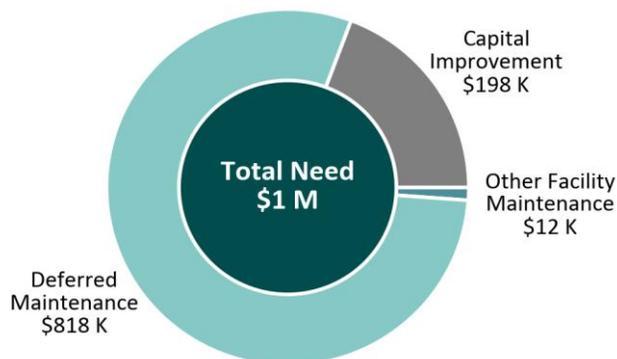
3 All Other
Assets[†]

*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 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 **\$41 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$329 K for Paved Roads
& Structures**



\$275 K for Buildings

\$424 K for all remaining asset categories
Driven by maintained landscapes (\$424 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
Remove Hazardous Debris from Grounds	\$307,000
Replace Components to Improve Visitor Experience and Rehabilitate Education Center	\$221,000
Meet Fire Code Requirements - River Raisin Education Center	\$150,000
Replace Rubberized Flooring and Old Carpets with New Carpeting	\$145,000

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.



Rock Creek Park Infrastructure Fact Sheet



2.4 Million
Annual Visitors¹



\$67 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.



51 Buildings



42 Miles of
Trails



2 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



23 Miles of
Paved Roads



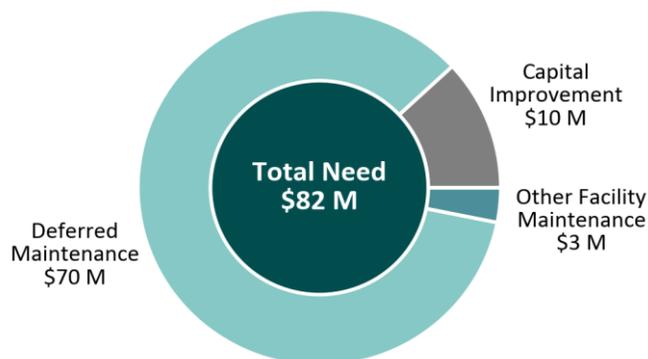
160 All
Other
Assets[†]

*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, dams, marinas, monuments, maintained archeological sites, 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.

Paved Roads & Structures[‡] 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 amphitheatres (\$6 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 ⁵
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

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.



Rocky Mountain National Park Infrastructure Fact Sheet



4.7 Million
Annual Visitors¹



\$477 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.

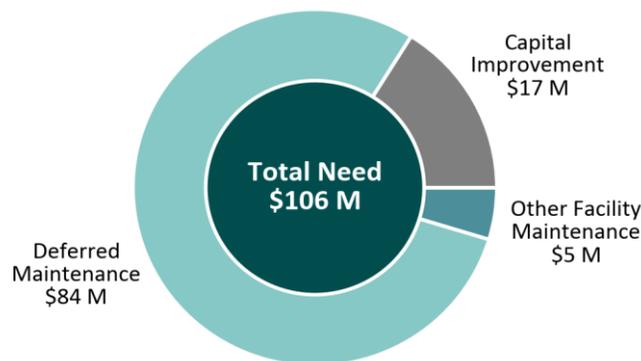


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, dams, constructed waterways, monuments, interpretive media, and amphitheatres.

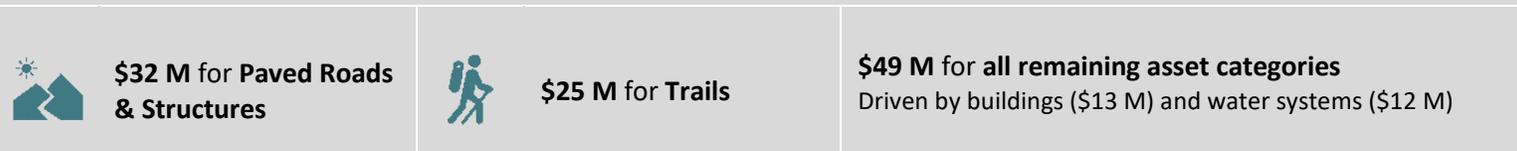
Estimated Maintenance Needs³

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



There is also a **\$9 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Replace Undersized Entrance Station at Fall River Entrance	\$5,728,000
Rehabilitate Moraine Park Campground Wastewater System	\$1,761,000
Rehabilitate Moraine Park Campground Wastewater System - Phase 1	\$1,639,000
Rehabilitate Alpine Visitor Center Developed Area, Phase I of II	\$1,544,000
Rehabilitate Headquarters East Water System Phase 7	\$871,000

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.



Roger Williams National Memorial Infrastructure Fact Sheet



59 Thousand Annual Visitors¹



\$5 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.



1 Building



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



4 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, 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 **\$57 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.



\$459 K for Buildings



\$30 K for Paved Roads & Structures

\$566 K for all remaining asset categories

Driven by monuments (\$301 K) and maintained landscapes (\$266 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 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 ⁵
Improved Accessibility for Visitor Center Restrooms	\$21,000

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.



Rosie the Riveter WWII Home Front Infrastructure Fact Sheet



50 Thousand Annual Visitors¹



\$4.1 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.



3 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 **\$76 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 figure below does not include the cost of Routine Maintenance.



\$210 K for Buildings

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

Project Funding

Rosie the Riveter WWII Home Front National Historical Park 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).



Russell Cave National Monument Infrastructure Fact Sheet



17 Thousand Annual Visitors¹



\$1.2 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.



7 Buildings



2 Miles of Trails



2 Housing Units*



0 Campgrounds



3 Miles of Unpaved Roads



2 Water Systems



3 Waste Water Systems



< 1 Mile of Paved Roads



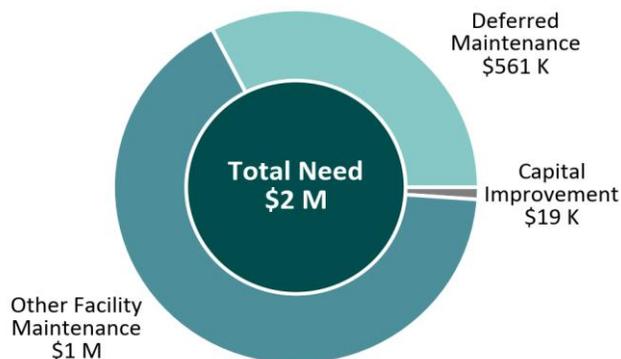
11 All Other Assets[†]

*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, boundaries, 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 **\$80 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.



\$512 K for Buildings



\$94 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by interpretive media (\$1 M) and maintained landscapes (\$101 K)

[‡]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
Rehabilitate Visitor Center	\$596,000
Rehabilitate Pathway to Cave	\$87,000

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.



Sagamore Hill National Historic Site Infrastructure Fact Sheet



37 Thousand
Annual Visitors¹



\$3 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.



13 Buildings



< 1 Mile of
Trails



6 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



4 Waste
Water
Systems



< 1 Mile of
Paved Roads



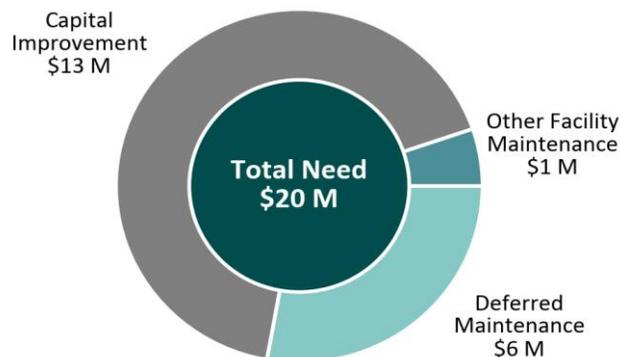
7 All Other
Assets[†]

*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 trail bridges, maintained landscapes, and monuments.

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 **\$143 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.



\$13 M for Buildings



\$4 M for Housing

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and paved roads (\$734 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
Asbestos Abatement & Lead Paint Removal at Maintenance Compound	\$343,000
Repair / Replace Foundation and Storm Water Drainage around Old Orchard Museum	\$246,000

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.



Saguaro National Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$98 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.

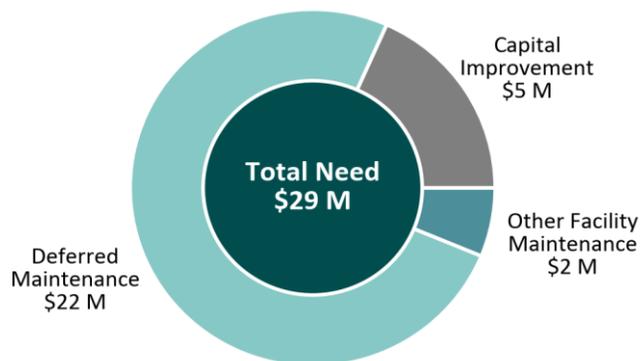


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

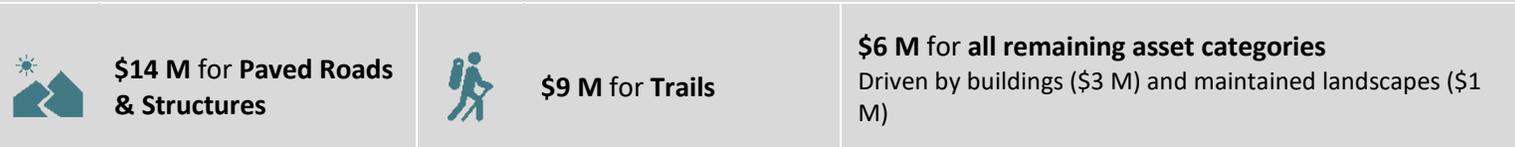
Estimated Maintenance Needs³

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



There is also a **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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 Douglas Spring Trail Segment 3 and Tanque Verde Ridge Trail Segment 1	\$1,018,000
Rehabilitate Manning Camp Segment 3 Trail Features	\$456,000
Rehabilitate the Headquarters Annex Building	\$439,000
Rehabilitate The Lower Manning Camp Trail	\$435,000
Rehabilitate the Miller Creek Trail	\$397,000

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.



Saint Croix Island International Historic Site Infrastructure Fact Sheet



12 Thousand
Annual Visitors¹



\$840 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.



8 Buildings



0 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



< 1 Mile of
Paved Roads



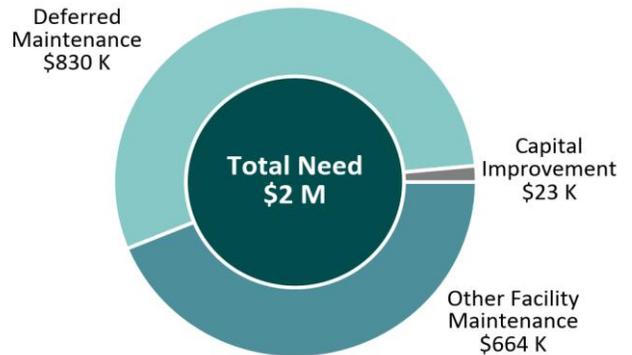
3 All Other
Assets[†]

*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 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 **\$53 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



**\$128 K for Paved Roads
& Structures**

\$215 K for all remaining asset categories
Driven by maintained landscapes (\$215 K)

[‡]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

Saint Croix Island International Historic Site 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).



Saint Croix National Scenic Riverway Infrastructure Fact Sheet



638 Thousand
Annual Visitors¹



\$39 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, and marinas.

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 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 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 ⁵
Remove Abandoned Wells in the Upper District	\$9,000

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.



Saint Paul's Church National Historic Site Infrastructure Fact Sheet



19 Thousand
Annual Visitors¹



\$1.5 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.



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



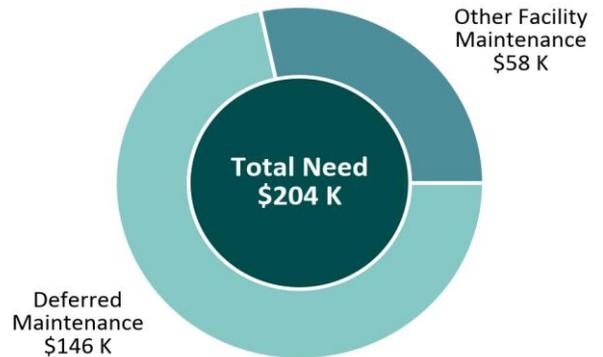
1 All Other
Asset[†]

*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 **\$12 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.



\$49 K for Buildings

\$155 K for all remaining asset categories
Driven by maintained landscapes (\$155 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 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 ⁵
Stabilize Character Defining Features of the Saint Paul's Cemetery with Mather HS Students and Staff	\$36,000

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.



Saint-Gaudens National Historical Park Infrastructure Fact Sheet



32 Thousand
Annual Visitors¹



\$2.4 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.



28 Buildings



1 Mile of
Trails



1 Housing
Unit*



0 Camp-
grounds



1 Mile of
Unpaved
Roads



2 Water
Systems



1 Waste
Water
System



< 1 Mile of
Paved Roads



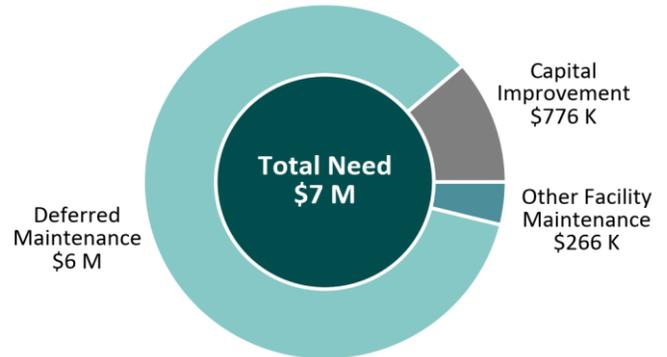
9 All Other
Assets[†]

*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, and dams.

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 **\$131 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Water Systems 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



**\$376 K for Water
Systems**

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and paved roads (\$241 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 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 ⁵
Install Fire Protection System in Beaman Dance Hall	\$180,000

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.



Salem Maritime National Historic Site Infrastructure Fact Sheet



339 Thousand
Annual Visitors¹



\$29 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.



13 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



0 Waste
Water
Systems



0 Miles of
Paved Roads



26 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, ships, 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 **\$294 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.



\$4 M for Buildings



\$183 K for Housing

\$5 M for all remaining asset categories

Driven by ships (\$3 M) and maintained landscapes (\$1 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
Repair 'Friendship of Salem' Hull and Framing from Mizzen Channel to Forward of Main Channel	\$468,000
Replace Salem Maritime Fire Alarm System	\$371,000
Repair Custom House and Bonded Warehouse Exterior Wood and Metal Components	\$345,000
Rehabilitate Hawkes House	\$294,000
Replace 'Friendship of Salem' Mooring Bollards	\$252,000

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.



Salinas Pueblo Missions National Monument Infrastructure Fact Sheet



32 Thousand Annual Visitors¹



\$2.5 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.

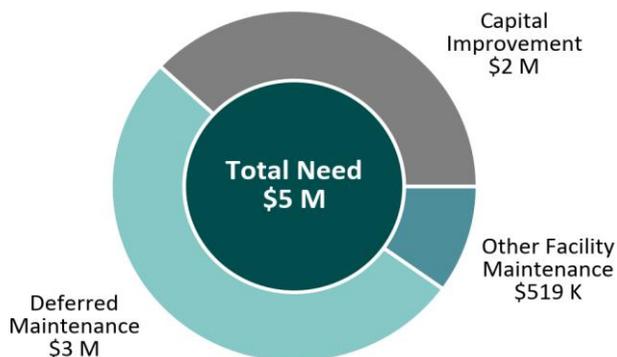


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, and maintained archeological sites.

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 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.



\$2 M for Buildings



\$1 M for Paved Roads & Structures

\$3 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and housing (\$654 K)

[‡]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
Improve and Install Accessible Assets at Abo and Gran Quivira	\$289,000
Rehabilitate Gran Quivira Administrative Use Roads	\$195,000
Stabilize and Repair Casa de Gonzales at Quarai	\$116,000
Replace Heating and Cooling Units in Visitor Center Areas	\$89,000

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.



Salt River Bay Infrastructure Fact Sheet



5 Thousand
Annual Visitors¹



\$399 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.



1 Building



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



2 Miles of
Paved Roads



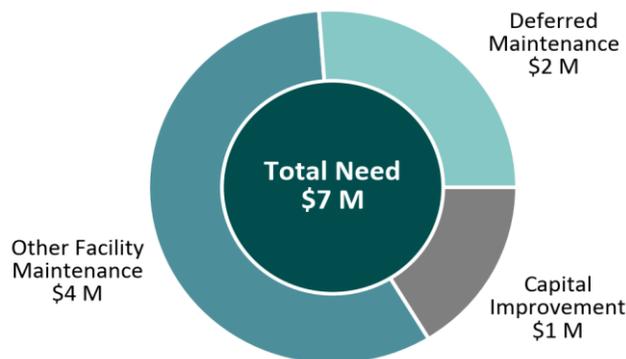
17 All Other
Assets[†]

*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 and maintained archeological sites.

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 **\$749 K 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.



\$4 M for Buildings



**\$1 M for Unpaved
Roads**

\$2 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and paved roads (\$356 K)

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

Project Funding

Salt River Bay National Historical Park and Ecological 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).



San Antonio Missions National Historical Park Infrastructure Fact Sheet



1.3 Million
Annual Visitors¹



\$140 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.



30 Buildings



14 Miles of
Trails



0 Housing
Units*



1 Camp-
ground



4 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



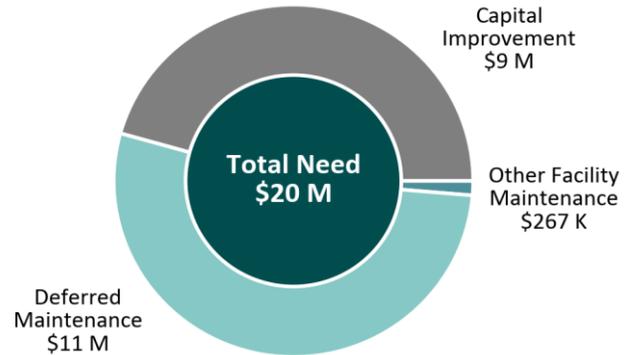
88 All Other
Assets[†]

*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, boundaries, utility systems, dams, constructed waterways, 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 **\$688 K 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.



\$10 M for Buildings



\$2 M for Unpaved Roads

\$8 M for all remaining asset categories

Driven by interpretive media (\$3 M) and maintained landscapes (\$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
Stabilize and Repair San Jose Convento Ruins North Wall	\$433,000
Rehabilitate the Historic San Juan Labores	\$351,000
Rehabilitate San Jose Convento Garden	\$290,000
Repoint Historic Stonework at Mission San Jose - North Wall	\$195,000
Repair Masonry Walls and Moisture controls at Mission Concepcion Convento	\$171,000

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.



San Francisco Maritime National Historical Park Infrastructure Fact Sheet



4 Million
Annual Visitors¹



\$116 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.



25 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



22 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, ships, 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 **\$723 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.



\$14 M for Buildings



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

\$141 M for all remaining asset categories
Driven by marinas (\$119 M) and ships (\$18 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
Implement Accessibility Improvements to Significant Park Facilities, Ships and Experiences	\$3,543,000
Structural Steel Repairs to the Forecastle, Boiler Room and Engine Room of the Hercules Tugboat	\$855,000
Replace Irrigation and Turf in Victorian Park	\$729,000
Replace Offshore Mooring System for the Ship Balclutha	\$716,000
Construct a Replacement Floating Dock for National Historic Landmark Scow Schooner Alma	\$550,000

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.



San Juan Island National Historical Park Infrastructure Fact Sheet



293 Thousand
Annual Visitors¹



\$22 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.

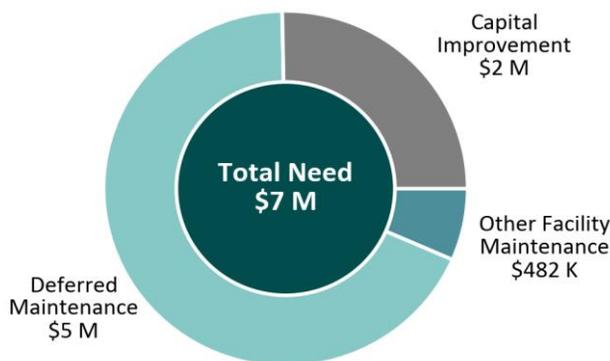


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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 **\$367 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$3 M for Paved Roads & Structures



\$1 M for Buildings

\$3 M for all remaining asset categories

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

[‡]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
Perform Shoulder Rehabilitation on Cattle Point Road to Improve Safety	\$366,000
Realign and Rehabilitate the American Camp Bluff Trail	\$182,000
Correct Deficiencies in Radio Communication and Upgrade Coverage	\$140,000
Correct Deficiencies on San Juan Island American Camp Redoubt Road	\$71,000
Repair and Restore Historic Dry Stacked Rock Circulation Walls at English Camp	\$55,000

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.



San Juan National Historic Site Infrastructure Fact Sheet



1.2 Million
Annual Visitors¹



\$92 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.



10 Buildings



2 Miles of
Trails



4 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



5 Water
Systems



3 Waste
Water
Systems



< 1 Mile of
Paved Roads



67 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, monuments, fortifications, 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.

Trails 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.



\$3 M for Trails



\$3 M for Buildings

\$41 M for all remaining asset categories

Driven by fortifications (\$35 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
Repair & Restore Historic Masonry Surfaces - Santo Tomas	\$1,046,000
Preserve Ravelin Containing Garita del Diablo	\$971,000
Rehabilitate and Repair Santa Teresa Wall	\$920,000
Preserve Bastión de San Antonio Masonry	\$766,000
Repair El Abanico Tunnels	\$737,000

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.



Sand Creek Massacre National Historic Site Infrastructure Fact Sheet



6 Thousand Annual Visitors¹



\$344 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.



5 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



7 Miles of Unpaved Roads



3 Water Systems



1 Waste Water System



0 Miles of Paved Roads



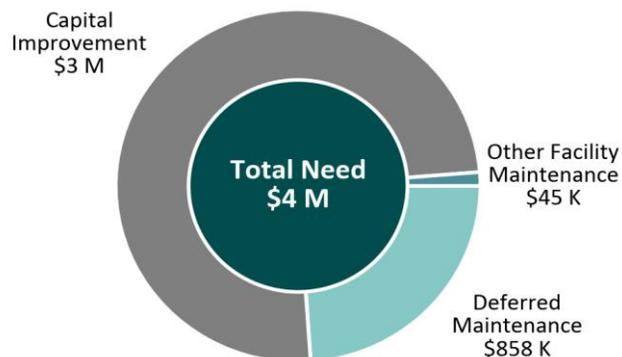
8 All Other Assets[†]

*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, boundaries, and monuments.

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 **\$568 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads 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.



\$2 M for Unpaved Roads



\$803 K for Trails

\$870 K for all remaining asset categories

Driven by maintained landscapes (\$519 K) and buildings (\$309 K)

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

Project Funding

Sand Creek Massacre National Historic Site 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).



Santa Monica Mountains National Recreation Area Infrastructure Fact Sheet



708 Thousand
Annual Visitors¹



\$43 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.



71 Buildings



89 Miles of
Trails



13 Housing
Units*



1 Camp-
ground



32 Miles of
Unpaved
Roads



12 Water
Systems



9 Waste
Water
Systems



7 Miles of
Paved Roads



87 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, dams, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



**\$7 M for Paved Roads
& Structures**



**\$2 M for Unpaved
Roads**

\$6 M for all remaining asset categories
Driven by buildings (\$2 M) and trails (\$1 M)

[‡]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
Rehabilitate Circle X Ranch House	\$896,000
Repair Vehicle Entry Bridge to Western Town at Paramount Ranch	\$518,000
Construct Accessible Parking Spaces and Pathway for the Historic Peter Strauss Ranch House	\$75,000
Destroy Zuma Well to Eliminate Safety and Environmental Hazard	\$53,000

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.



Saratoga National Historical Park Infrastructure Fact Sheet



145 Thousand Annual Visitors¹



\$11 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.



26 Buildings



25 Miles of Trails



1 Housing Unit*



0 Campgrounds



2 Miles of Unpaved Roads



1 Water System



1 Waste Water System



12 Miles of Paved Roads



71 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, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$14 M for Paved Roads & Structures



\$2 M for Buildings

\$5 M for all remaining asset categories

Driven by trails (\$2 M) and maintained landscapes (\$1 M)

[‡]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
Mill 2 + Ovly 2" SARA-0010 Entrance Road	\$910,000
Restore degraded trail sections Parkwide	\$109,000
Restore Wooden Windows at Saratoga Monument	\$87,000
Repair Stair Anchors at the Saratoga Monument	\$87,000
Repoint Visitor Center Foundation Walls	\$69,000

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.



Saugus Iron Works National Historic Site Infrastructure Fact Sheet



8 Thousand
Annual Visitors¹



\$697 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.



14 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



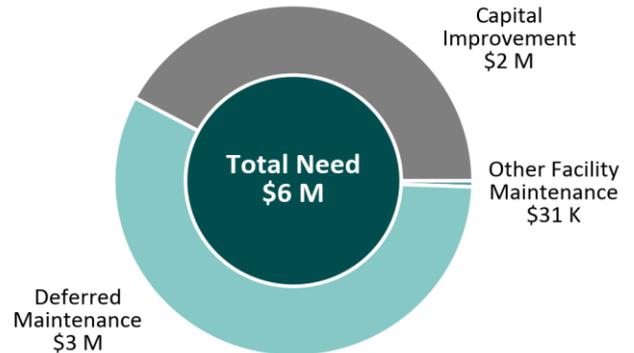
17 All Other
Assets[†]

*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, constructed waterways, marinas, maintained archeological sites, fortifications, 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 **\$161 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.



\$5 M for Buildings



**\$173 K for Paved Roads
& Structures**

\$229 K for all remaining asset categories

Driven by maintained landscapes (\$104 K) and trail bridges (\$71 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
Replace Slitting Mill Waterwheel	\$661,000
Replace Forge Hammer Waterwheel	\$548,000
Rehabilitate Iron Works House and Visitor Center Exterior	\$496,000
Replace Forge Southwest Waterwheel	\$288,000
Reconstruction SAIR-0900 Visitor Center Parking	\$83,000

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.



Scotts Bluff National Monument Infrastructure Fact Sheet



166 Thousand Annual Visitors¹



\$11 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.



11 Buildings



4 Miles of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



3 Miles of Paved Roads



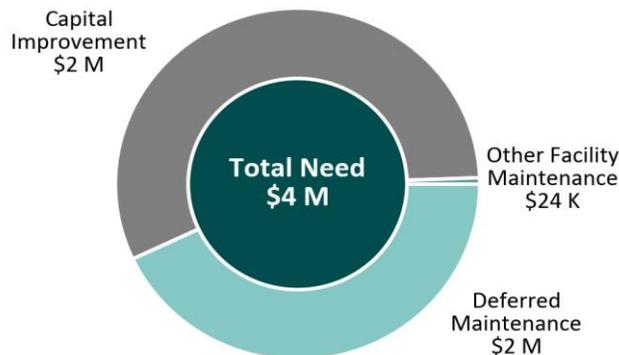
13 All Other Assets[†]

*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 tunnels, maintained landscapes, boundaries, utility systems, 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 **\$236 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.



\$3 M for Buildings



\$235 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by interpretive media (\$1 M) and trails (\$125 K)

[‡]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

Scotts Bluff National Monument 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).



Selma to Montgomery National Historic Trail 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.



7 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



54 Miles of Paved Roads



9 All Other Assets[†]

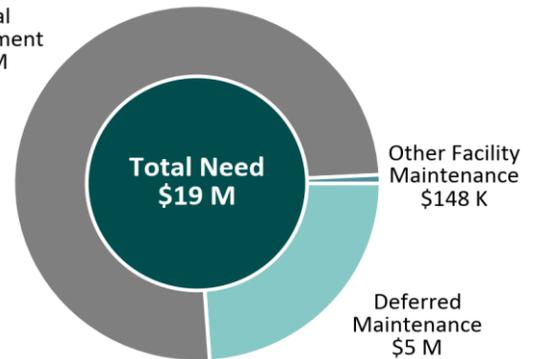
*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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

Capital Improvement
\$14 M



There is also a **\$738 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.



\$14 M for Buildings



\$5 M for Paved Roads & Structures

\$417 K for all remaining asset categories
Driven by maintained landscapes (\$417 K)

[‡]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

Selma to Montgomery National Historic Trail 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).



Sequoia & Kings Canyon National Parks Infrastructure Fact Sheet



1.9 Million
Annual Visitors¹



\$182 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.



480
Buildings



818 Miles of
Trails



183
Housing
Units*



15 Camp-
grounds



21 Miles of
Unpaved
Roads



22 Water
Systems



19 Waste
Water
Systems



119 Miles of
Paved Roads



106 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, monuments, 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 **\$20 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$98 M for Paved Roads & Structures



\$23 M for Buildings

\$57 M for all remaining asset categories

Driven by trails (\$15 M) and water systems (\$14 M)

[‡]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
Rehabilitate 15.29 Miles of the Mineral King Road	\$13,682,000
Rehabilitate Cedar Grove Water System	\$5,177,000
Replace Ash Mountain Water Treatment System	\$3,246,000
Rehabilitate Grant Grove Maintenance Facility Mechanical Systems	\$1,430,000
Rehabilitate Ash Mountain Wastewater Collection System	\$1,414,000

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.



Shenandoah National Park Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$129 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.



317
Buildings



322 Miles of
Trails



20 Housing
Units*



5 Camp-
grounds



97 Miles of
Unpaved
Roads



26 Water
Systems



39 Waste
Water
Systems



126 Miles of
Paved Roads



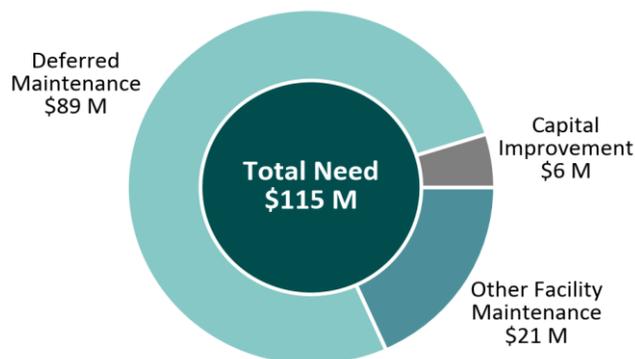
241 All
Other
Assets[†]

*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, boundaries, utility 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 **\$6 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$51 M for Paved Roads & Structures



\$27 M for Buildings

\$38 M for all remaining asset categories

Driven by unpaved roads (\$9 M) and water systems (\$7 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 ⁵
Rehabilitate Loft Mountain Area Waste Water Systems	\$981,000
Rehabilitate Loft Mountain Water System	\$839,000
Provide Critical Upgrade to the Skyland Wastewater Treatment Plant	\$732,000
Rehabilitate Headquarters Area Water System	\$717,000
Install Code Required Fire Suppression System in Park Headquarters Administrative Building	\$655,000

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.



Shiloh National Military Park Infrastructure Fact Sheet



361 Thousand
Annual Visitors¹



\$25 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.



39 Buildings



0 Miles of
Trails



5 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



18 Miles of
Paved Roads



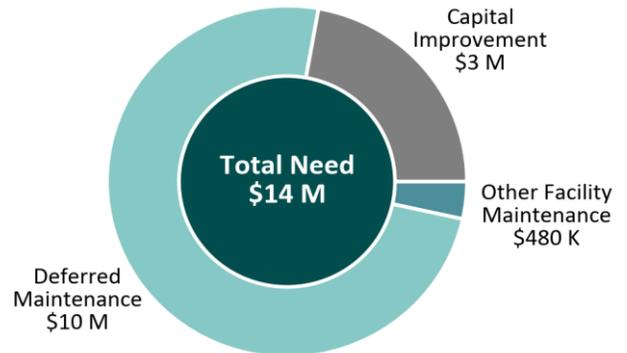
13 All Other
Assets[†]

*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, 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 **\$1 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$7 M for Paved Roads
& Structures**



\$4 M for Buildings

\$4 M for all remaining asset categories

Driven by interpretive media (\$2 M) and maintained landscapes (\$1 M)

[‡]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
Boundary Survey of Tracts at Shiloh National Military Park	\$288,000
Rehabilitate and Repair Failing Geothermal HVAC System	\$217,000
Repair Water Damaged and Rotted Areas on Exterior of Main Park Visitor Center	\$17,000

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.

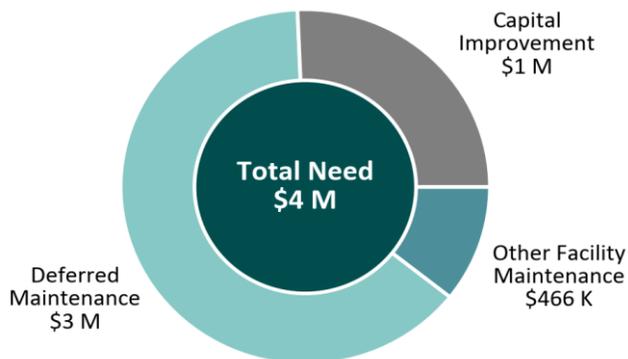


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Sleeping Bear Dunes National Lakeshore Infrastructure Fact Sheet



1.6 Million
Annual Visitors¹



\$209 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.



341
Buildings



97 Miles of
Trails



26 Housing
Units*



9 Camp-
grounds



8 Miles of
Unpaved
Roads



28 Water
Systems



6 Waste
Water
Systems



10 Miles of
Paved Roads



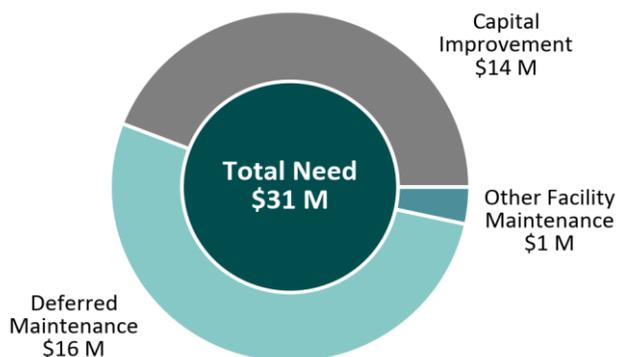
124 All
Other
Assets[†]

*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, interpretive media, and amphitheaters.

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.

Trails 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 Trails



\$7 M for Buildings

\$14 M for all remaining asset categories

Driven by maintained landscapes (\$5 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
Construct Right and Left Turn Lanes on M109 Dune Climb Entrance	\$750,000
Re-Pave Deficient Empire Hill Parking Areas and Road	\$739,000
Repair and Paint Exterior of Werner/Basch, G. Schmidt and Henry Eckhart Houses.	\$264,000
Replace Failing North Manitou Island Jib Crane and Install New	\$132,000
Replace and dispose of aging Cedar shingles with new Cedar shingles on Historic Structures.	\$123,000

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.



Southeast Archeology 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



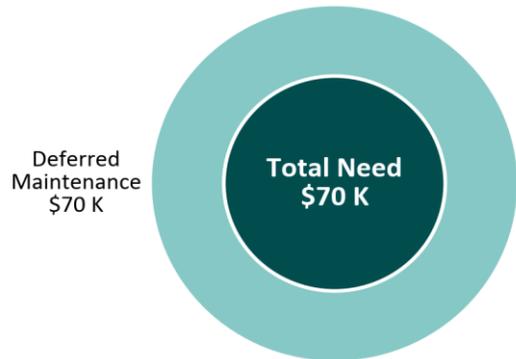
0 All Other Assets[†]

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

[†]There are no other asset categories at Southeast Archeology Center.

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 **\$12 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 figure below does not include the cost of Routine Maintenance.



\$70 K for Buildings

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

Project Funding

Southeast Archeology 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).



Springfield Armory National Historic Site Infrastructure Fact Sheet



21 Thousand
Annual Visitors¹



\$1.7 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.



*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 **\$99 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.



\$8 M for Buildings



\$1 M for Paved Roads & Structures

\$1 M for all remaining asset categories
Driven by maintained landscapes (\$1 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
Replace Fluorescent lighting with LED	\$670,000
Clean/ Perform Repointing/ Repaint Interior Basement Walls	\$77,000

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.



Statue of Liberty National Monument Infrastructure Fact Sheet



4.2 Million
Annual Visitors¹



\$351 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.



67 Buildings



5 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



4 Water
Systems



4 Waste
Water
Systems



0 Miles of
Paved Roads



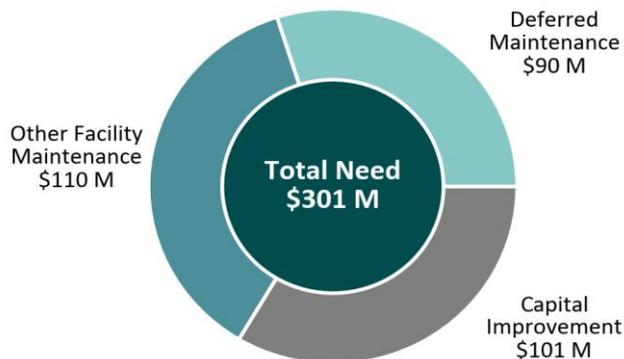
32 All Other
Assets[†]

*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, boundaries, utility systems, marinas, monuments, and fortifications.

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.



\$173 M for Buildings



\$20 M for Paved Roads & Structures

\$109 M for all remaining asset categories

Driven by marinas (\$69 M) and maintained landscapes (\$25 M)

[‡]Paved Roads & Structures includes 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 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 ⁵
Rehabilitate Terreplein and Improve Parapet Safety at Fort Wood	\$20,479,000

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.



Steamtown National Historic Site Infrastructure Fact Sheet



105 Thousand
Annual Visitors¹



\$7.9 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.



19 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



2 Miles of
Paved Roads



209 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, railroad 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 **\$834 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.



\$11 M for Buildings



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

\$40 M for all remaining asset categories

Driven by railroad systems (\$36 M) and maintained archeological sites (\$2 M)

[‡]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
Rehabilitate Core Complex Mezzanines and Metal Components	\$788,000
Rehabilitate Historic Railway Coach #334	\$742,000
Rehabilitate Wood and Steel Windows at Locomotive Shop	\$612,000
Rehabilitate Exterior of Office Storage Building	\$569,000
Replace Coal Dock Retaining Wall	\$478,000

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.



Stephen T. Mather Training 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.



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



2 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 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 **\$28 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 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.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).



Stones River National Battlefield Infrastructure Fact Sheet



285 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.

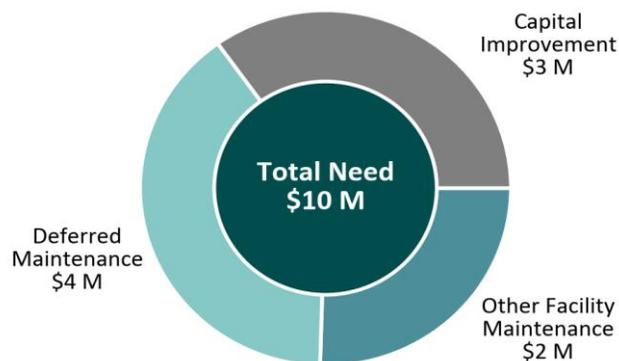


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, utility systems, monuments, fortifications, 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 **\$758 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$3 M for Paved Roads & Structures



\$292 K for Buildings

\$7 M for all remaining asset categories

Driven by maintained landscapes (\$6 M) and fortifications (\$351 K)

[‡]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
Repoint Interior of National Cemetery West Wall	\$406,000
Replace Lunette Palmer and Thomas Boardwalk Decking and Hand Railing	\$128,000
Repair Asphalt Trail Fortress Rosecrans	\$16,000

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.



Sunset Crater Volcano National Monument Infrastructure Fact Sheet



108 Thousand Annual Visitors¹



\$7.2 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.



13 Buildings



4 Miles of Trails



8 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



14 Miles of Paved Roads



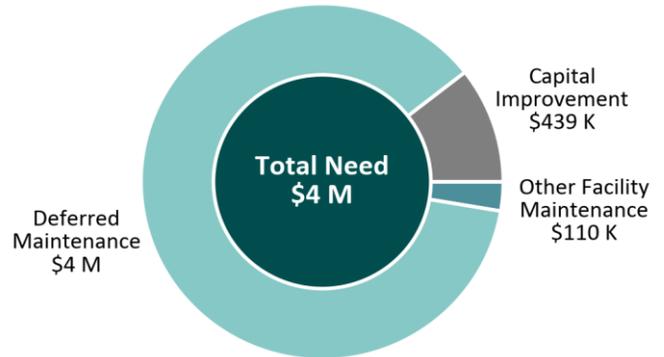
15 All Other Assets[†]

*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, boundaries, utility 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 **\$244 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures



\$462 K for Trails

\$1 M for all remaining asset categories

Driven by interpretive media (\$374 K) and buildings (\$237 K)

[‡]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
Install Fire Suppression Systems in Residences	\$98,000
Rehabilitation of Failing Fuel System	\$15,000

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.



Tallgrass Prairie National Preserve Infrastructure Fact Sheet



34 Thousand
Annual Visitors¹



\$2.6 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.

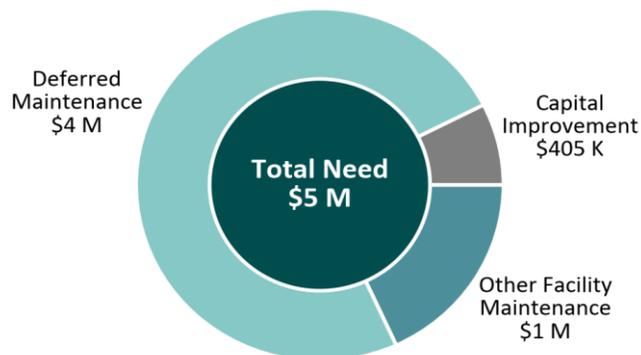


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, dams, 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 **\$147 K 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.



\$2 M for Buildings



\$673 K for Unpaved Roads

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$1 M) and paved roads (\$412 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 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 ⁵
Rehabilitate historic pipe and wood fences at Spring Hill Ranch Corrals	\$151,000

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.



Thaddeus Kosciuszko National Memorial Infrastructure Fact Sheet



2 Thousand Annual Visitors¹



\$170 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.



1 Building



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



0 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.

[†]There are no other asset categories at Thaddeus Kosciuszko National Memorial.

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 **\$8 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.



\$163 K for Buildings



\$100 for Trails

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

Project Funding

Thaddeus Kosciuszko National Memorial 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).



Theodore Roosevelt Birthplace Infrastructure Fact Sheet



26 Thousand
Annual Visitors¹



\$2.2 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.



1 Building



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



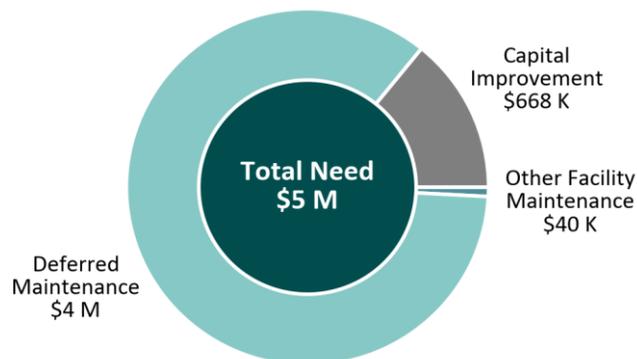
0 All Other
Assets[†]

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

[†]There are no other asset categories at Theodore Roosevelt Birthplace National Historic Site.

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 **\$18 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 figure below does not include the cost of Routine Maintenance.



\$5 M for Buildings

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 ⁵
Install Geothermal HVAC at Theodore Roosevelt's Birthplace	\$699,000

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.



Theodore Roosevelt Inaugural National Historic Site Infrastructure Fact Sheet



27 Thousand Annual Visitors¹



\$2.1 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.



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



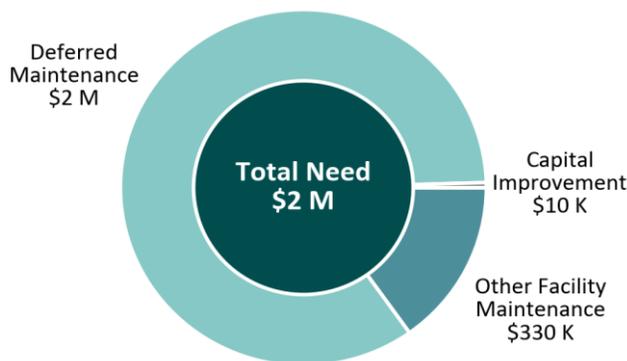
2 All Other Assets[†]

*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.

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 **\$16 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



\$197 K for Paved Roads & Structures

\$527 K for all remaining asset categories
Driven by maintained landscapes (\$527 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

Theodore Roosevelt Inaugural National Historic Site 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).



Theodore Roosevelt National Park Infrastructure Fact Sheet



692 Thousand Annual Visitors¹



\$50 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.



63 Buildings



95 Miles of Trails



32 Housing Units*



5 Campgrounds



8 Miles of Unpaved Roads



9 Water Systems



7 Waste Water Systems



47 Miles of Paved Roads



40 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, boundaries, utility systems, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



\$35 M for Paved Roads & Structures



\$4 M for Buildings

\$10 M for all remaining asset categories
Driven by boundaries (\$3 M) and housing (\$2 M)

[‡]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 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 ⁵
Rehab segment of Rt 11 Loop Road at Milemarker 10.6	\$724,000

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.



Thomas Cole National Historic Site 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.



3 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



0 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.

†There are no other asset categories at Thomas Cole National Historic Site.

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 **\$16 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 figure below does not include the cost of Routine Maintenance.



\$444 K for Buildings

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 ⁵
Restore Windows, Doors and Shutters	\$259,000

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>.

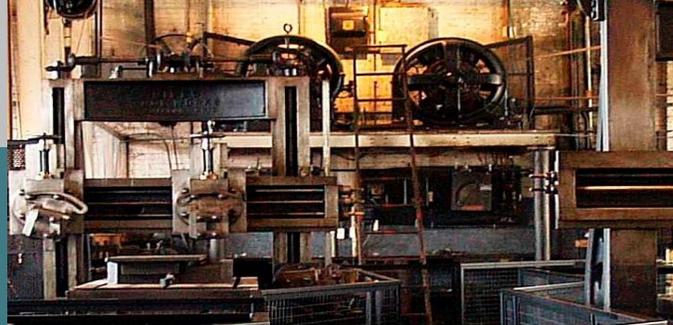
³ Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end 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.



Thomas Edison National Historical Park Infrastructure Fact Sheet



42 Thousand
Annual Visitors¹



\$3.5 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.

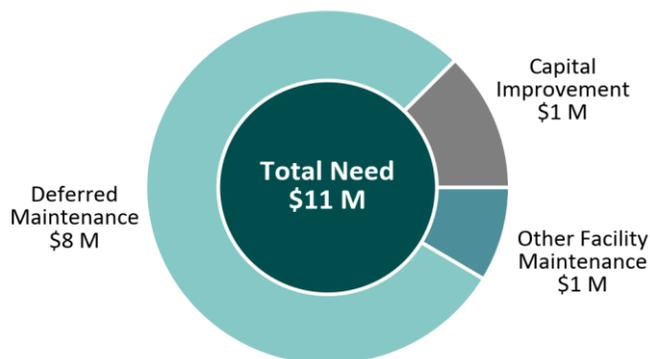


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$143 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.



\$8 M for Buildings



\$211 K for Paved Roads & Structures

\$3 M for all remaining asset categories

Driven by communication systems (\$2 M) and monuments (\$535 K)

[‡]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
Replace Slate Roofs and Flashings at Edison's Glenmont Home	\$6,365,000
Paint Thomas Edison's Water Tower at his Laboratory Complex	\$740,000
Repair Damaged Brick on Chimneys at Thomas Edison's 1880 Home, Glenmont	\$468,000
Rehabilitate Exterior of the Historic Glenmont Garage	\$325,000
Repair Unstable Wall in Drawing Room and Replace In-Kind Damaged Wall Treatment at Glenmont	\$310,000

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.



Thomas Stone National Historic Site Infrastructure Fact Sheet



8 Thousand
Annual Visitors¹



\$658 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.



8 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



0 Miles of
Paved Roads



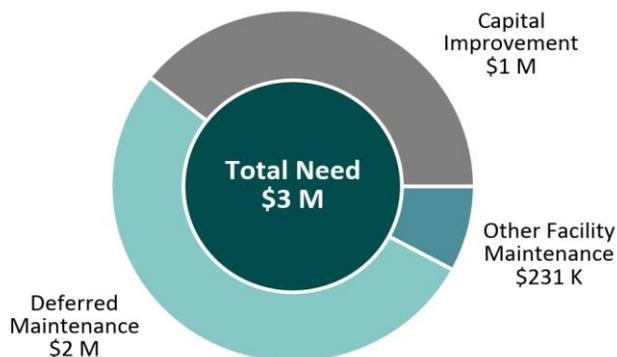
5 All Other
Assets[†]

*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 and 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 **\$73 K 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.



\$2 M for Buildings



**\$337 K for Unpaved
Roads**

\$277 K for all remaining asset categories

Driven by maintained landscapes (\$157 K) and water systems (\$109 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 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 ⁵
Replace Visitor Center Wooden Walkway	\$146,000

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.



Timpanogos Cave National Monument Infrastructure Fact Sheet



104 Thousand Annual Visitors¹



\$9.1 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, and interpretive media.

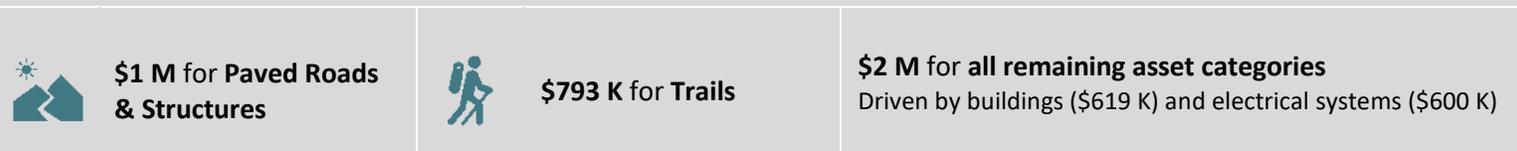
Estimated Maintenance Needs³

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



There is also a **\$215 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Repair and Expand Last Chance Restroom Roof for Rockfall Protection	\$98,000
Replace Roof at Maintenance Building	\$59,000
Correct Fire Protection Deficiencies	\$29,000
Removal of Unsafe Mesa Top Weather Station	\$23,000
Replace Rock House Heating System	\$19,000

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.



Timucuan Ecological & Historic Preserve¹

Infrastructure Fact Sheet



1.4 Million
Annual Visitors²



\$116 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.



27 Buildings



16 Miles of
Trails



4 Housing
Units*



1 Camp-
ground



12 Miles of
Unpaved
Roads



7 Water
Systems



10 Waste
Water
Systems



< 1 Mile of
Paved Roads



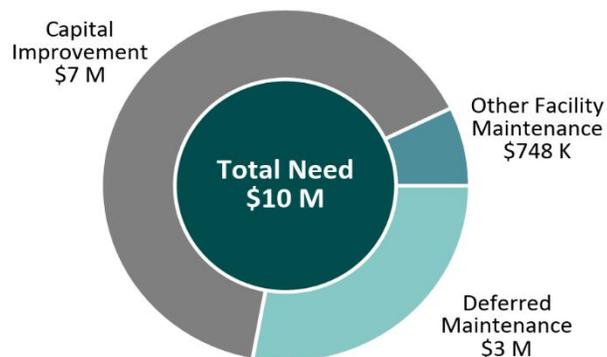
46 All Other
Assets[†]

*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, dams, constructed waterways, marinas, monuments, maintained archeological sites, 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 **\$390 K annual Routine Maintenance⁵** 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.



\$2 M for Buildings



\$162 K for Paved Roads & Structures

\$9 M for all remaining asset categories

Driven by maintained landscapes (\$4 M) and dams (\$4 M)

[‡]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 ⁶
Repair Fort Caroline Shoreline	\$679,000
Relocate Timucuan Trail Due To Excessive Shoreline Erosion	\$234,000
Repoint Five Fireplaces at Kingsley Plantation	\$113,000

¹ Fort Caroline National Memorial is included as it is co-managed with Timucuan Ecological & Historic Preserve.

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.



Tonto National Monument Infrastructure Fact Sheet



29 Thousand Annual Visitors¹



\$2.5 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.



17 Buildings



2 Miles of Trails



5 Housing Units*



1 Campground



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



1 Mile of Paved Roads



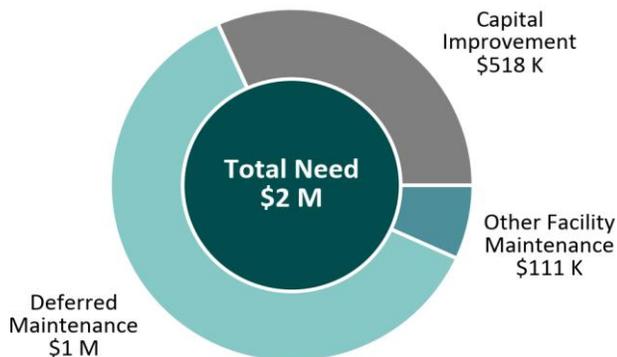
72 All Other Assets[†]

*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 maintained landscapes, boundaries, utility systems, maintained archeological sites, interpretive media, and amphitheaters.

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 **\$356 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$705 K for Paved Roads & Structures



\$255 K for Buildings

\$676 K for all remaining asset categories
Driven by trails (\$229 K) and electrical systems (\$182 K)

[‡]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
Replace Overhead with Underground Electrical Transmission System	\$280,000
Rehabilitate Residential Quarters 19	\$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.



Tule Lake National Monument 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.



14 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 **\$31 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.



\$3 M for Buildings

\$73 K for all remaining asset categories

Driven by maintained landscapes (\$73 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 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 ⁵
Stabilize Structures with Interior Shoring and Replace Metal Siding on the Two Warehouses	\$644,000

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.



Tumacácori National Historical Park Infrastructure Fact Sheet



40 Thousand
Annual Visitors¹



\$3 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.



10 Buildings



2 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



3 Water
Systems



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



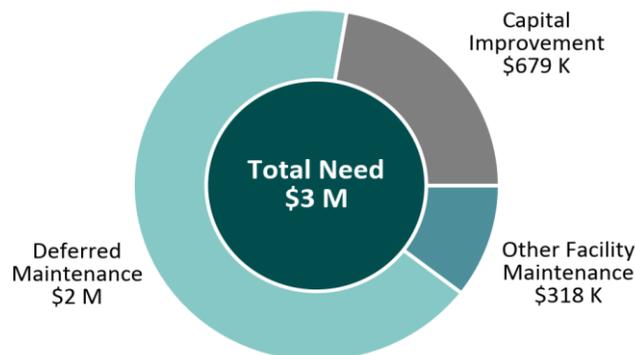
26 All Other
Assets[†]

*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, boundaries, 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 **\$252 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Water Systems 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



**\$209 K for Water
Systems**

\$2 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and maintained landscapes (\$278 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
Replace Roof on Boundey, Residence, Comfort Station and Maintenance Barn	\$248,000
Replace Fire Pump for South Compound Fire Protection System	\$194,000
Replace/Repair Electric in Visitor Center and Boundey House	\$156,000
Repoint Bell Tower on Mission Church	\$142,000
Improve Drainage Around Tumacácori Church	\$90,000

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.



Tuskegee Airmen National Historic Site Infrastructure Fact Sheet



30 Thousand
Annual Visitors¹



\$2.2 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.

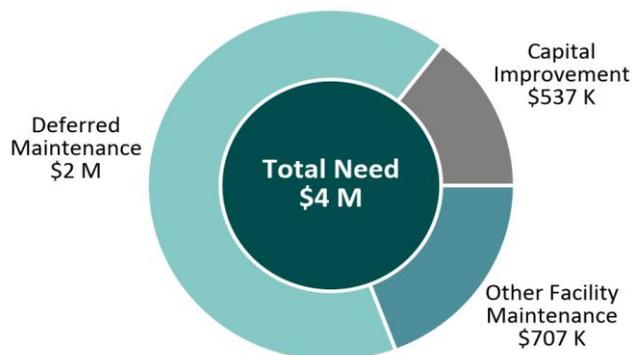


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, aviation systems, 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 **\$188 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.



\$3 M for Buildings



\$684 K for Paved Roads & Structures

\$446 K for all remaining asset categories

Driven by maintained landscapes (\$394 K) and unpaved roads (\$52 K)

[‡]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

Tuskegee Airmen National Historic Site 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 facility 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).



Tuskegee Institute National Historic Site Infrastructure Fact Sheet



36 Thousand
Annual Visitors¹



\$2.7 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.



9 Buildings



< 1 Mile 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



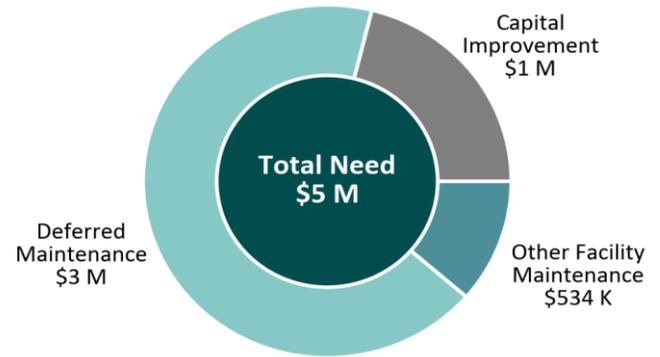
7 All Other
Assets[†]

*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, 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 **\$129 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.



\$4 M for Buildings



**\$659 K for Paved Roads
& Structures**

\$170 K for all remaining asset categories
Driven by maintained landscapes (\$170 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

Tuskegee Institute National Historic Site 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).



Tuzigoot National Monument Infrastructure Fact Sheet



99 Thousand Annual Visitors¹



\$8.6 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.



7 Buildings



3 Miles of Trails



2 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



1 Mile of Paved Roads



6 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, boundaries, utility systems, constructed waterways, and maintained archeological sites.

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 **\$155 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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 Paved Roads & Structures



\$644 K for Buildings

\$2 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and trails (\$390 K)

[‡]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

Tuzigoot National Monument 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 facility 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).



Ulysses S. Grant National Historic Site Infrastructure Fact Sheet



39 Thousand
Annual Visitors¹



\$3.5 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.



7 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



< 1 Mile of
Paved Roads



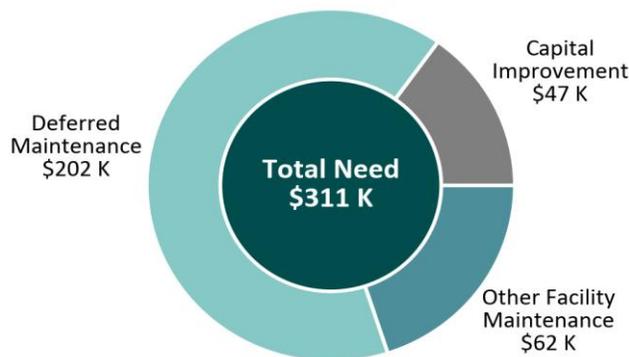
3 All Other
Assets[†]

*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 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 **\$108 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.



\$199 K for Buildings



\$29 K for Paved Roads & Structures

\$84 K for all remaining asset categories
Driven by maintained landscapes (\$84 K)

[‡]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

Ulysses S. Grant National Historic Site 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).



Upper Delaware Scenic & Recreational River Infrastructure Fact Sheet



216 Thousand Annual Visitors¹



\$12 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.



28 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



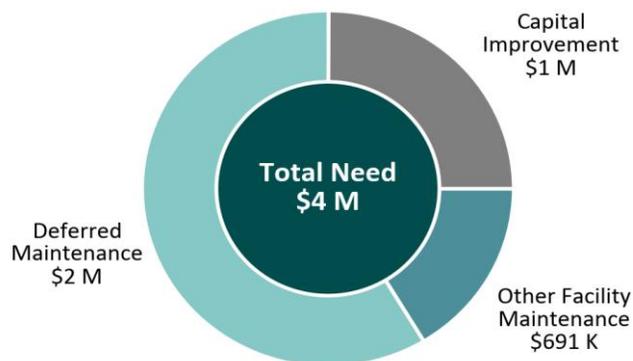
59 All Other Assets[†]

*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, dams, marinas, 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 **\$492 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.



\$2 M for Buildings



\$1 M for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$558 K) and maintained archeological sites (\$365 K)

[‡]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 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 ⁵
Rehabilitate Parking Lots and Sidewalks Located at Roebling Bridge	\$72,000

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.



Valles Caldera National Preserve 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.



21 Buildings



39 Miles of Trails



3 Housing Units*



0 Campgrounds



81 Miles of Unpaved Roads



2 Water Systems



2 Waste Water Systems



0 Miles of Paved Roads



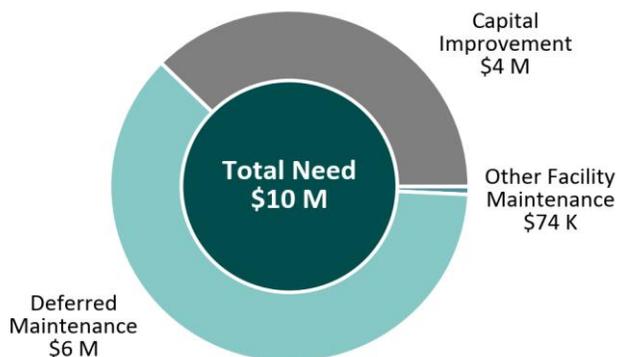
8 All Other Assets[†]

*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, boundaries, utility 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 **\$445 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Unpaved Roads 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.



\$7 M for Unpaved Roads



\$2 M for Buildings

\$2 M for all remaining asset categories
Driven by water systems (\$1 M) and trails (\$390 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
Replace Cabin District Water System	\$3,628,000
Rehabilitate Historic Foreman's Cabin	\$268,000
Rehabilitate the Historic Cowboy Cabin	\$103,000

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.



Valley Forge National Historical Park Infrastructure Fact Sheet



2.3 Million
Annual Visitors¹



\$44 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.

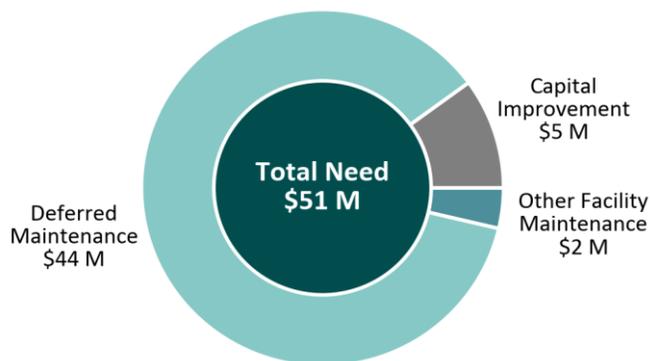


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include trail bridges, maintained landscapes, utility systems, dams, monuments, maintained archeological sites, fortifications, 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 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.



\$29 M for Buildings



\$12 M for Paved Roads & Structures

\$11 M for all remaining asset categories

Driven by maintained landscapes (\$3 M) and interpretive media (\$2 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 ⁵
Rehabilitate Five Lift Stations at Valley Forge National Historical Park	\$1,233,000
Rehabilitate the Thomas House - Natural Resources Office	\$1,037,000
Replace Roofs and Complete Exterior Maintenance on Maintenance Complex Structures	\$966,000
Mill 2 + Ovly 2" VAFO-0500 Outer Line Drive	\$394,000
Establish Replacement Tree Screen along Pennsylvania Turnpike for View Control	\$373,000

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.



Vanderbilt Mansion National Historic Site Infrastructure Fact Sheet



327 Thousand
Annual Visitors¹



\$26 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.



10 Buildings



2 Miles of
Trails



3 Housing
Units*



0 Camp-
grounds



1 Mile of
Unpaved
Roads



1 Water
System



5 Waste
Water
Systems



3 Miles of
Paved Roads



6 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, and dams.

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 **\$167 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.



\$8 M for Buildings



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

\$5 M for all remaining asset categories

Driven by maintained landscapes (\$3 M) and housing (\$1 M)

[‡]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
Rehab The Historic Vanderbilt Post Road Wall	\$1,242,000
Rehab Historic Vanderbilt Power House Interior	\$1,075,000
Rehab Vanderbilt Main Gate House Exterior	\$928,000
Replace Water Supply System	\$828,000
Rehabilitate the Vanderbilt Mansion 3rd Floor Ceilings	\$714,000

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.



Vicksburg National Military Park Infrastructure Fact Sheet



576 Thousand
Annual Visitors¹



\$46 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.



12 Buildings



0 Miles of
Trails



2 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



1 Waste
Water
System



17 Miles of
Paved Roads



42 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 tunnels, 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 **\$3 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$14 M for Paved Roads
& Structures**



\$3 M for Buildings

\$14 M for all remaining asset categories

Driven by maintained landscapes (\$11 M) and monuments (\$1 M)

[‡]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
Repair Union Avenue and Louisiana Circle	\$1,170,000
Preserve Wisconsin State Monument	\$722,000
Rehabilitate Living History Building	\$146,000
Urgent Correction of Road Erosion And Repair Confederate Ave. Route 0012	\$135,000
Reconstruct Monument and Marker Concrete Aprons and Foundations	\$101,000

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.



Virgin Islands National Park¹ Infrastructure Fact Sheet



133 Thousand
Annual Visitors²



\$27 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.

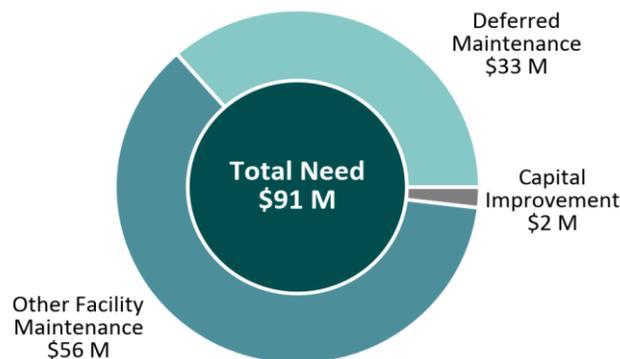


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$1 M annual Routine Maintenance⁵** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$19 M for Paved Roads & Structures



\$16 M for Buildings

\$57 M for all remaining asset categories

Driven by housing (\$15 M) and maintained landscapes (\$14 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 ⁶
Replace roof, Wall Panels, Doors, Windows and Gutters on Maintenance Building	\$680,000
Replace Unsafe Pier at Visitor Center Dock System	\$528,000
Replace Headquarters and Visitor Center Fire Suppression Pumps, Valving, and Controls	\$328,000
Culvert, Ditch and Guard Rail Maintenance	\$309,000
Repair Annaberg Boardwalk	\$275,000

¹ Virgin Islands Coral Reef National Monument is included as it is co-managed with Virgin Islands National Park.

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.



Voyageurs National Park Infrastructure Fact Sheet



233 Thousand Annual Visitors¹



\$24 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.



152 Buildings



190 Miles of Trails



17 Housing Units*



11 Campgrounds



17 Miles of Unpaved Roads



16 Water Systems



15 Waste Water Systems



6 Miles of Paved Roads



177 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, 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 **\$2 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.



\$3 M for Buildings



\$2 M for Paved Roads & Structures

\$7 M for all remaining asset categories
Driven by marinas (\$2 M) and campgrounds (\$1 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
Improve Visitor Safety by Repairing Kettle Falls Lakewall	\$252,000
Rehabilitate Harbor Docks In The Rainy Lake Basin	\$229,000
Rebuild and repair docks in the Namakan basin	\$154,000
Rehabilitate and Improve Visitor Safety on Dock Systems	\$124,000
Repair Rainy Lake Campsite Docks	\$124,000

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.



Waco Mammoth National Monument Infrastructure Fact Sheet



111 Thousand Annual Visitors¹



\$8.3 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.



4 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



< 1 Mile of Paved Roads



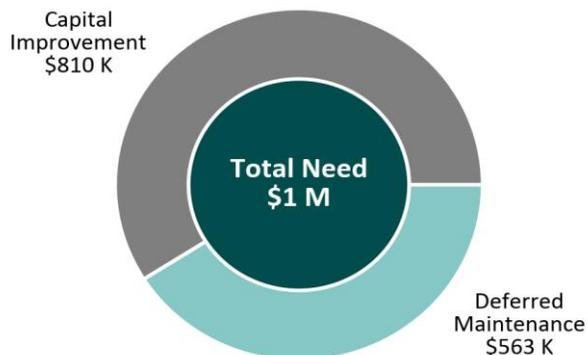
10 All Other Assets[†]

*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, boundaries, interpretive media, and amphitheaters.

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 **\$56 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Waste Water Systems 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.



\$573 K for Waste Water Systems



\$531 K for Paved Roads & Structures

\$269 K for all remaining asset categories
Driven by water systems (\$201 K) and buildings (\$48 K)

‡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

Waco Mammoth National Monument 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).



Walnut Canyon National Monument Infrastructure Fact Sheet



152 Thousand Annual Visitors¹



\$10 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.

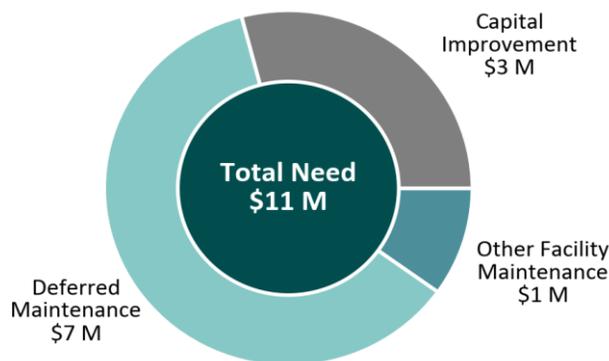


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, boundaries, 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 **\$207 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.



\$6 M for Buildings



\$1 M for Paved Roads & Structures

\$3 M for all remaining asset categories

Driven by maintained archeological sites (\$1 M) and trails (\$785 K)

[‡]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
Rehabilitate Historic Portion at the Walnut Canyon Visitor Center	\$695,000
Replace Lagoon Liners	\$198,000
Rehabilitate and Improve the Walnut Canyon Public Water Storage Tank	\$166,000
Replace Cast Iron and Vitrified Clay Pipe Sewer Mains	\$95,000
Install Fire Suppression Systems in Historic Buildings	\$55,000

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.



War in the Pacific National Historical Park Infrastructure Fact Sheet



432 Thousand Annual Visitors¹



\$33 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.



6 Buildings



3 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



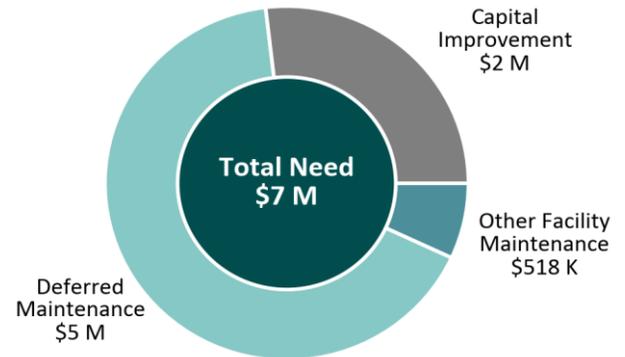
27 All Other Assets[†]

*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, monuments, fortifications, 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 **\$319 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$2 M for Paved Roads & Structures



\$2 M for Buildings

\$4 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and monuments (\$1 M)

[‡]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

War in the Pacific National Historical Park 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).



Washita Battlefield National Historic Site Infrastructure Fact Sheet



9 Thousand
Annual Visitors¹



\$609 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.

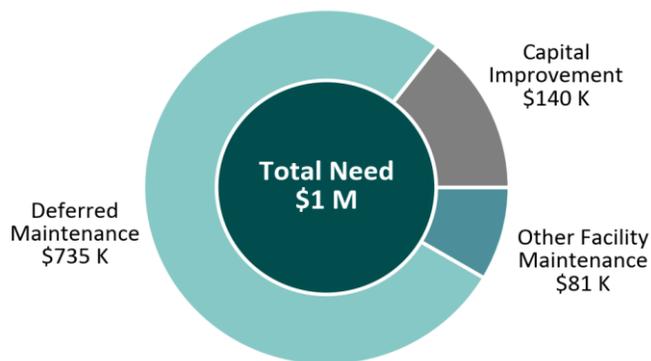


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include maintained landscapes, boundaries, 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.

Paved Roads & Structures[‡] 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.



\$334 K for Paved Roads & Structures



\$294 K for Buildings

\$327 K for all remaining asset categories

Driven by trails (\$237 K) and maintained landscapes (\$90 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

Washita Battlefield National Historic Site 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).



Weir Farm National Historic Site Infrastructure Fact Sheet



39 Thousand
Annual Visitors¹



\$3.2 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.



18 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



2 Water
Systems



2 Waste
Water
Systems



0 Miles of
Paved Roads



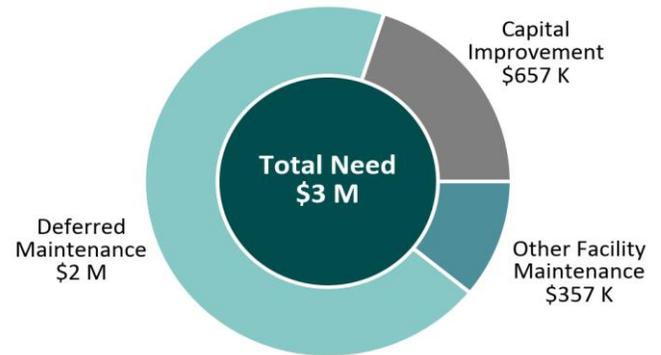
6 All Other
Assets[†]

*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, and dams.

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 **\$86 K 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.



\$1 M for Buildings



**\$99 K for Unpaved
Roads**

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$2 M) and dams (\$469 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
Remove Young Woody and Invasive Vegetation from Overgrown Weir Agricultural Fields	\$46,000
Repair Drystone Retaining Wall and Historic Adirondack Style Well Cover	\$39,000
Rehabilitate Stone-lined Water Channel to Regulate Weir Pond Water Levels	\$32,000
Repair Historic Stone and Wire Fence along Town Boundary	\$28,000
Rehabilitate Visitor Trails	\$25,000

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 Archeology and Conservation 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



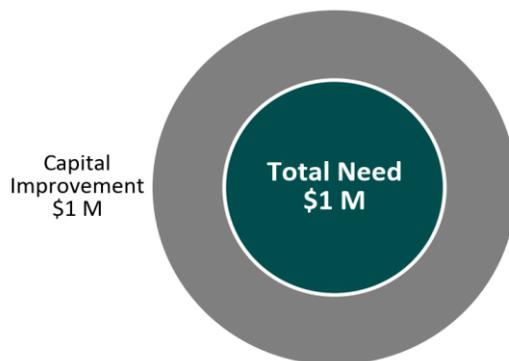
0 All Other Assets[†]

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

[†]There are no other asset categories at Western Archeology and Conservation Center.

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 **\$30 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 figure below does not include the cost of Routine Maintenance.



\$1 M for Buildings

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

Project Funding

Western Archeology and Conservation 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).



Western Arctic 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.

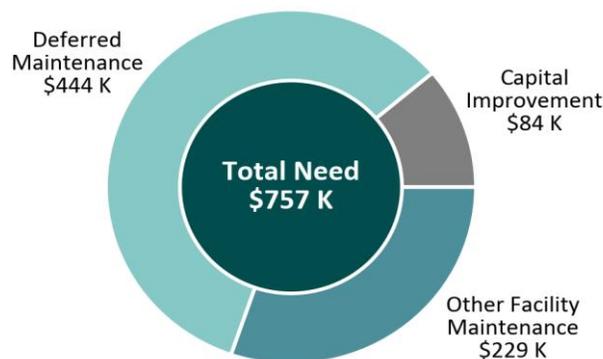


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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.



\$643 K for Buildings



\$86 K for Housing

\$28 K for all remaining asset categories
Driven by fuel systems (\$28 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 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 Arctic 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.



Whiskeytown-Shasta-Trinity National Recreation Area Infrastructure Fact Sheet



687 Thousand
Annual Visitors¹



\$33 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.



137
Buildings



76 Miles of
Trails



6 Housing
Units*



10 Camp-
grounds



45 Miles of
Unpaved
Roads



11 Water
Systems



10 Waste
Water
Systems



12 Miles of
Paved Roads



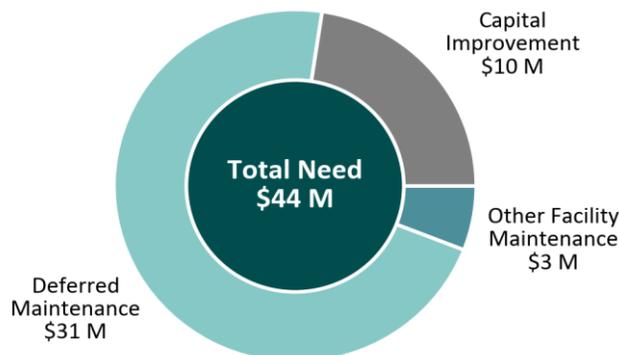
52 All Other
Assets[†]

*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, dams, constructed waterways, marinas, monuments, 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 **\$2 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



\$18 M for Paved Roads & Structures



\$12 M for Buildings

\$14 M for all remaining asset categories

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

[‡]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
Replace Peltier Valley Road Bridge	\$781,000
Install Security Fencing at Four Utility Sites	\$627,000
Repair Serious Undermining at Boulder Creek Arch Culvert	\$80,000

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.



White Sands National Park Infrastructure Fact Sheet



609 Thousand Annual Visitors¹



\$38 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.



28 Buildings



9 Miles of Trails



8 Housing Units*



6 Campgrounds



14 Miles of Unpaved Roads



1 Water System



1 Waste Water System



9 Miles of Paved Roads



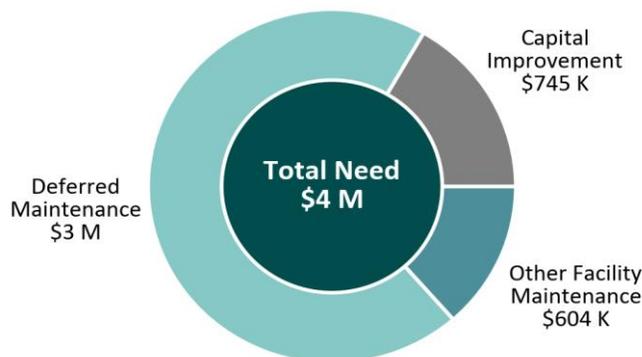
41 All Other Assets[†]

*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, boundaries, utility systems, maintained archeological sites, fortifications, 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 **\$421 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Buildings and Water Systems 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



\$462 K for Water Systems

\$3 M for all remaining asset categories

Driven by boundaries (\$1 M) and maintained landscapes (\$383 K)

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

Project Funding

White Sands National Park 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).



Whitman Mission National Historic Site Infrastructure Fact Sheet



48 Thousand
Annual Visitors¹



\$3.3 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.



10 Buildings



1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



8 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, dams, constructed waterways, 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 **\$111 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.



\$2 M for Buildings



**\$1 M for Paved Roads
& Structures**

\$155 K for all remaining asset categories

Driven by maintained landscapes (\$85 K) and interpretive media (\$65 K)

[‡]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

Whitman Mission National Historic Site 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).



William Howard Taft National Historic Site Infrastructure Fact Sheet



32 Thousand
Annual Visitors¹



\$2.8 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.

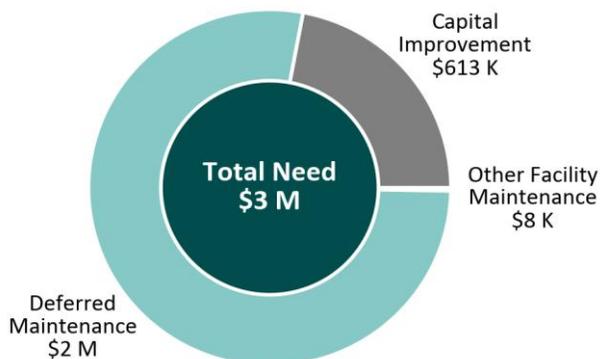


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†All Other assets include maintained landscapes, utility systems, 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 **\$100 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.



\$2 M for Buildings



\$218 K for Paved Roads & Structures

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$784 K) and interpretive media (\$250 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
Install a Retaining Wall to Stabilize Dirt Protecting Historic Stone Wall and Remove Old Parking Area	\$601,000
Replace Education Center Elevator and Install Emergency Generator for Entire Park	\$405,000
Demo And Replace Brick Pavers and Stairs	\$202,000
Patch/Repair Home and Education Parking Lot and Install Maintenance Storage Unit	\$52,000
Replace Humidifier in Historic Taft Home	\$39,000

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.



Wilson's Creek National Battlefield Infrastructure Fact Sheet



233 Thousand
Annual Visitors¹



\$18 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.



41 Buildings



11 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



4 Water
Systems



5 Waste
Water
Systems



6 Miles of
Paved Roads



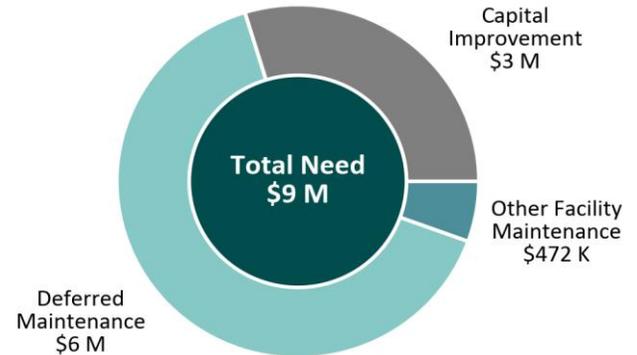
18 All Other
Assets[†]

*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, boundaries, utility 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 **\$519 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.



\$4 M for Buildings



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

\$460 K for all remaining asset categories

Driven by interpretive media (\$283 K) and maintained landscapes (\$147 K)

[‡]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 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 ⁵
Replace Failing Gates to Park Administrative, Inventorying and Monitoring Offices	\$197,000

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.



Wind Cave National Park Infrastructure Fact Sheet



615 Thousand
Annual Visitors¹



\$69 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.

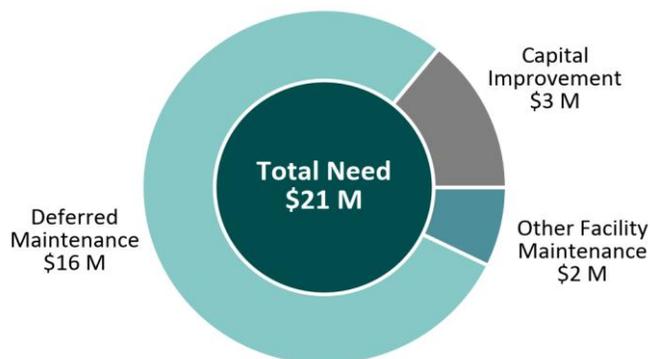


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]All Other assets include trail bridges, maintained landscapes, boundaries, utility systems, monuments, 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 **\$2 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.



\$3 M for Buildings



\$3 M for Paved Roads & Structures

\$15 M for all remaining asset categories

Driven by electrical systems (\$4 M) and interpretive media (\$3 M)

[‡]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
Replace 23,000 Linear Feet of Primary Water Distribution Lines at Wind Cave	\$696,000
Prepare Rankin Ridge Fire Tower for Visitor Tours	\$634,000
Rehabilitate Civilian Conservation Corps Officer's Quarters	\$443,000
Replace Carpet in Visitor Center to Increase Visitor Satisfaction	\$375,000
Rehabilitate Two Bridges and One Culvert on SD Hwy 87 to Improve Visitor Experience	\$365,000

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.



Wolf Trap National Park for the Performing Arts Infrastructure Fact Sheet



403 Thousand Annual Visitors¹



\$34 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.



22 Buildings



4 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



1 Mile of Paved Roads



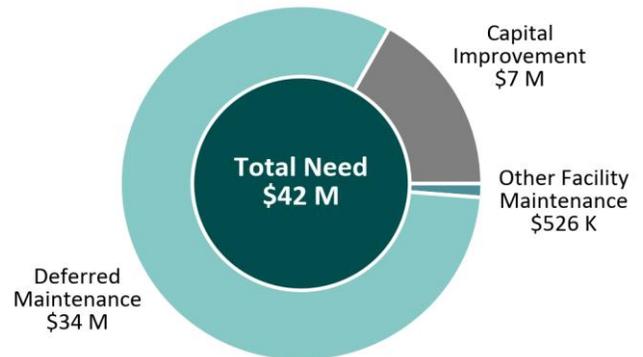
13 All Other Assets[†]

*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, 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 **\$386 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.



\$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)

[‡]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 ⁵
Replace Water Heaters at Filene Center	\$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.



Women's Rights National Historical Park Infrastructure Fact Sheet



39 Thousand Annual Visitors¹



\$3.7 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.



12 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



8 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, and monuments.

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 **\$98 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.



\$6 M for Buildings



\$90 K for Paved Roads & Structures

\$16 K for all remaining asset categories
Driven by maintained landscapes (\$16 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

Women's Rights National Historical Park 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).



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



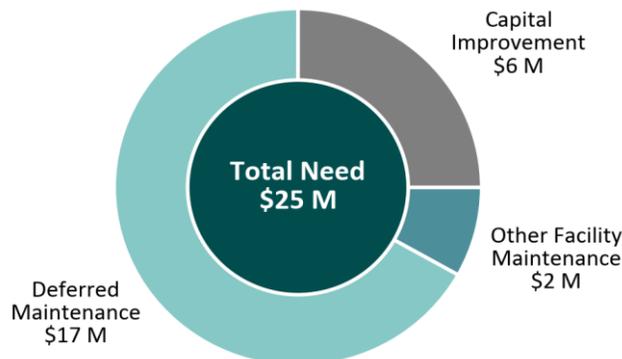
115 All
Other
Assets[†]

*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.



Wupatki National Monument Infrastructure Fact Sheet



187 Thousand Annual Visitors¹



\$14 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.

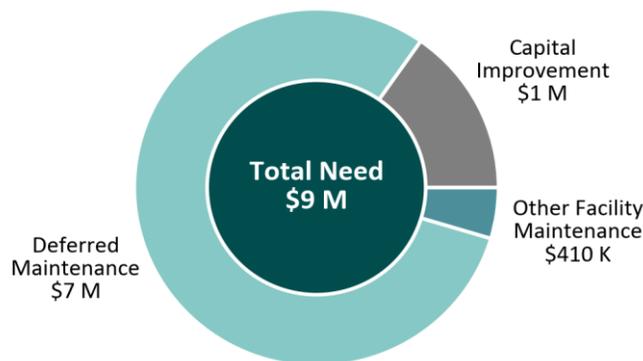


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

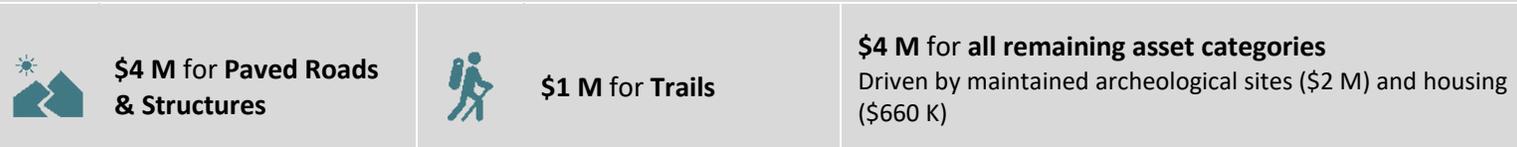
Estimated Maintenance Needs³

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



There is also a **\$663 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



[‡]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
Rehabilitate Wupatki Boundary Fencing	\$263,000
Rehabilitate the Original Museum Visitor Center	\$182,000
Install Fire Suppression Systems in Housing Units	\$69,000
Replace Heating Ventilating and Air Condition Systems in Two Wupatki Residences	\$26,000

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.



Yellowstone National Park Infrastructure Fact Sheet



4 Million
Annual Visitors¹



\$642 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.



1,453
Buildings



1,113 Miles
of Trails



483
Housing
Units*



10 Camp-
grounds



61 Miles of
Unpaved
Roads



23 Water
Systems



23 Waste
Water
Systems



392 Miles of
Paved Roads



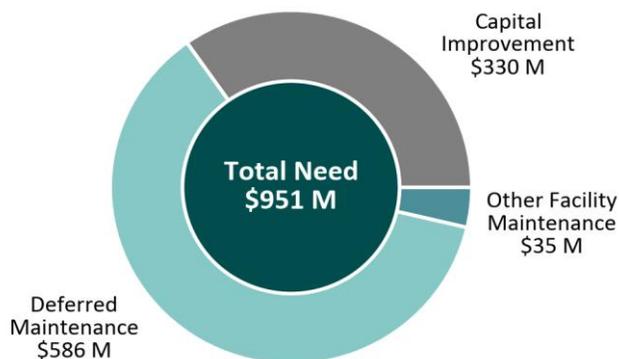
321 All
Other
Assets[†]

*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, monuments, 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 **\$33 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.



**\$620 M for Paved
Roads & Structures**



\$154 M for Buildings

\$176 M for all remaining asset categories
Driven by water systems (\$46 M) and trails (\$34 M)

[‡]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
Road Reconstruction North Loop - Norris to Golden Gate Phase III	\$48,560,000
Road Reconstruction Old Faithful to West Thumb, 3R	\$44,170,000
Rehabilitate Norris Campground Wastewater System	\$3,758,000
Replace the Madison Water Tank	\$1,676,000
Dredge Bridge Bay Marina Channel	\$1,078,000

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.



Yosemite National Park Infrastructure Fact Sheet



4.4 Million
Annual Visitors¹



\$689 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.

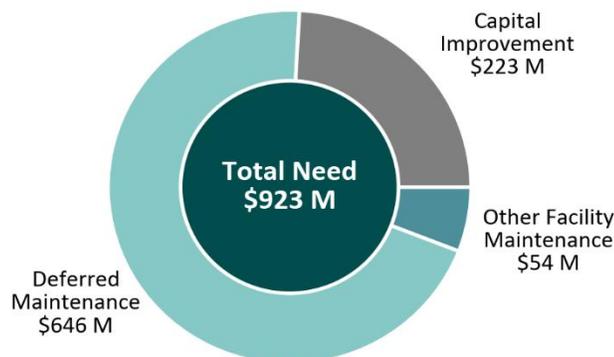


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

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 **\$28 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

Paved Roads & Structures[‡] 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.

\$404 M for Paved Roads & Structures

\$176 M for Buildings

\$342 M for all remaining asset categories
Driven by waste water systems (\$123 M) and water systems (\$61 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 ⁵
Rehabilitate El Portal Wastewater Treatment Facility	\$33,231,000
Replace Obsolete Tuolumne Meadows Wastewater Treatment Plant	\$25,819,000
Rehabilitate Tuolumne Meadows Campground, Phase III of III	\$12,693,000
Construct Pedestrian Underpass at Northside Drive and Yosemite Lodge	\$5,000,000
Reconfigure, Expand, and Formalize Parking in the Vicinity of Tuolumne Meadows VC, Phases IV and V of V	\$2,722,000

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.



Yucca House National Monument 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.



0 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



3 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, boundaries, and maintained archeological sites.

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 **\$78 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$161 K**. This is driven by boundaries (\$114 K) and maintained archeological sites (\$34 K). 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

Yucca House National Monument 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).



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.

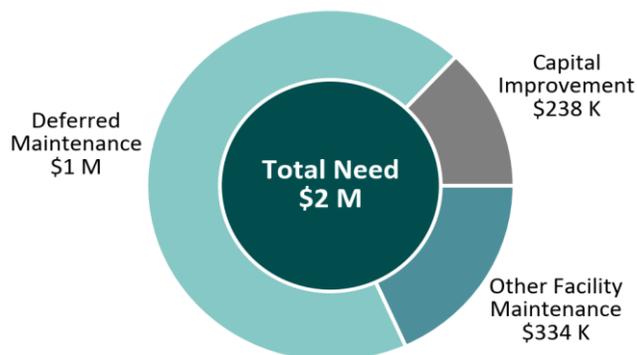


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Zion National Park Infrastructure Fact Sheet



4.5 Million
Annual Visitors¹



\$344 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



91 Miles of
Trails



39 Housing
Units*



4 Camp-
grounds



6 Miles of
Unpaved
Roads



10 Water
Systems



9 Waste
Water
Systems



80 Miles of
Paved Roads



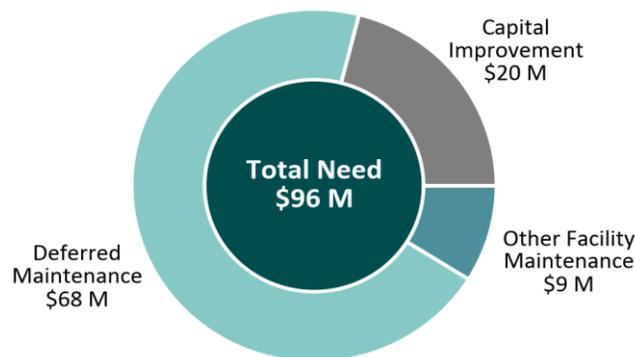
63 All Other
Assets[†]

*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, boundaries, utility systems, constructed waterways, monuments, maintained archeological sites, interpretive media, and amphitheaters.

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.

Paved Roads & Structures[‡] 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.



**\$48 M for Paved Roads
& Structures**



\$17 M for Buildings

\$31 M for all remaining asset categories
Driven by trails (\$11 M) and campgrounds (\$6 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 ⁵
Replace aged fleet and upgrade infrastructure	\$27,000,000
Replace Roofing System on Administration/ Museum Building	\$1,264,000
Repaint and Seal Historic Stone Structures	\$322,000
Rehabilitate Watchman Trail	\$243,000

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.