



Northeast Region Infrastructure Fact Sheets

Park Index^{1, 2}

Acadia National Park.....	1
Adams National Historical Park	2
African Burial Ground National Monument	3
Allegheny Portage Railroad National Historic Site.....	4
Appalachian National Scenic Trail.....	5
Appomattox Court House National Historical Park	6
Assateague Island National Seashore.....	7
Blackstone River Valley National Historical Park.....	8
Bluestone National Scenic River	9
Booker T. Washington National Monument.....	10
Boston African American National Historic Site	11
Boston Harbor Islands National Recreation Area	12
Boston National Historical Park.....	13
Cape Cod National Seashore	14
Castle Clinton National Monument	15
Cedar Creek & Belle Grove National Historical Park.....	16
Colonial National Historical Park	17
Delaware Water Gap National Recreation Area.....	18
Deshler Morris House National Historic Site	19
Edgar Allan Poe National Historic Site	20

¹ This report includes all Northeast Region official park units that are managed in the Facility Management Software System (FMSS). Affiliated park units or regional offices with an inventory in the FMSS are also shown. The following official park units are not included in this report as they do not have any data managed in the FMSS: Great Egg Harbor River, Harriet Tubman National Historical Park, Harriet Tubman Underground Railroad National Historical Park, Katahdin Woods and Waters National Monument, Stonewall National Monument.

² There is 1 official NPS unit which does not appear in this report because of the hierarchy of these units as organized in the FMSS. For the purposes of this report, the inventory associated with this park (left column) is included as a sub-set of the larger park (right column).

Sub Park	Parent Unit
Delaware National Scenic River (DELA)	Delaware Water Gap National Recreation Area (DEWA)



Eisenhower National Historic Site21

Eleanor Roosevelt National Historic Site22

Federal Hall National Memorial.....23

Fire Island National Seashore24

First State National Historical Park25

Flight 93 National Memorial26

Fort McHenry National Monument and Historic Shrine.....27

Fort Monroe National Monument.....28

Fort Necessity National Battlefield29

Fort Stanwix National Monument30

Frederick Law Olmsted National Historic Site31

Fredericksburg & Spotsylvania National Military Park32

Friendship Hill National Historic Site33

Gateway National Recreation Area34

Gauley River National Recreation Area35

General Grant National Memorial36

George Washington Birthplace National Monument.....37

Gettysburg National Military Park38

Gloria Dei Church National Historic Site39

Governors Island National Monument40

Hamilton Grange National Memorial41

Hampton National Historic Site42

Home of Franklin D. Roosevelt National Historic Site43

Hopewell Furnace National Historic Site44

Independence National Historical Park45

John Fitzgerald Kennedy National Historic Site46

Johnstown Flood National Memorial47

Longfellow House - Washington's Headquarters National Historic Site.....48

Lowell National Historical Park.....49

Lower East Side Tenement Museum National Hist Site50

Maggie L. Walker National Historic Site51

Manhattan Sites52

Marsh - Billings - Rockefeller National Historical Park.....53

Martin Van Buren National Historic Site54

Minute Man National Historical Park55

Morristown National Historical Park56

New Bedford Whaling National Historical Park.....57

New Jersey Coastal Heritage Trail Route.....58



New River Gorge National River59

Northeast Regional Office60

Paterson Great Falls National Historical Park.....61

Petersburg National Battlefield62

Richmond National Battlefield Park63

Roger Williams National Memorial.....64

Sagamore Hill National Historic Site65

Saint Croix Island International Historic Site66

Saint Paul's Church National Historic Site.....67

Saint-Gaudens National Historical Park.....68

Salem Maritime National Historic Site.....69

Saratoga National Historical Park70

Saugus Iron Works National Historic Site71

Shenandoah National Park72

Springfield Armory National Historic Site73

Statue of Liberty National Monument.....74

Steamtown National Historic Site.....75

Thaddeus Kosciuszko National Memorial.....76

Theodore Roosevelt Birthplace National Historic Site.....77

Theodore Roosevelt Inaugural National Historic Site.....78

Thomas Cole National Historic Site79

Thomas Edison National Historical Park.....80

Thomas Stone National Historic Site81

Upper Delaware Scenic & Recreational River.....82

Valley Forge National Historical Park83

Vanderbilt Mansion National Historic Site84

Weir Farm National Historic Site85

Women's Rights National Historical Park86



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



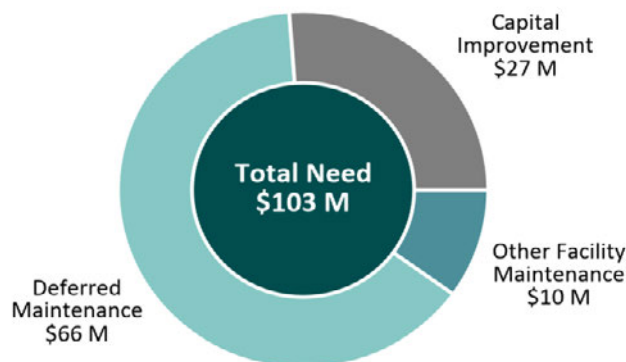
56 All Other
Assets[†]

*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.



13 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



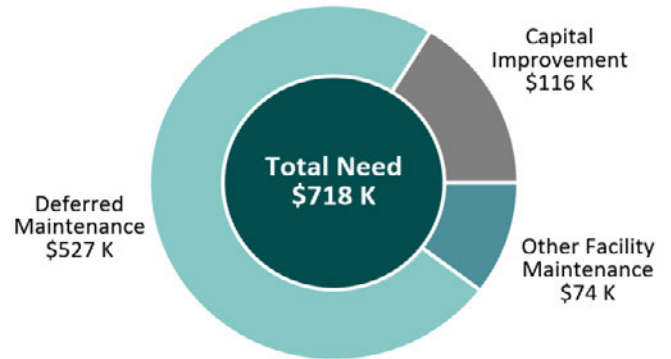
10 All Other Assets[†]

*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, 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 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



0 Miles of Paved Roads



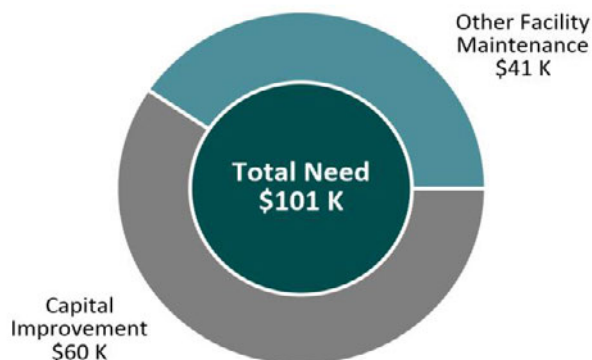
4 All Other Assets[†]

*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).



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).



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



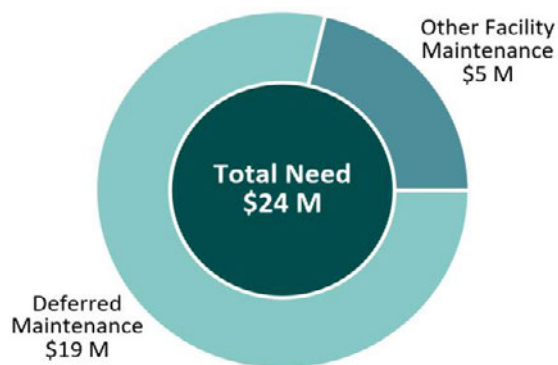
82 All Other
Assets[†]

*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.

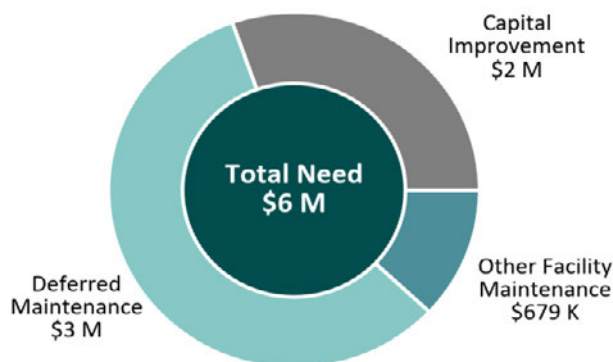


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



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



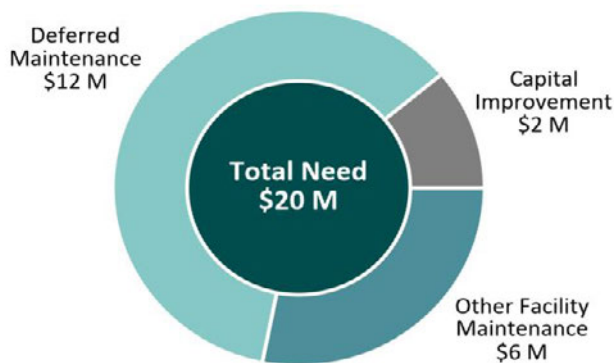
35 All Other Assets[†]

*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.



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).



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



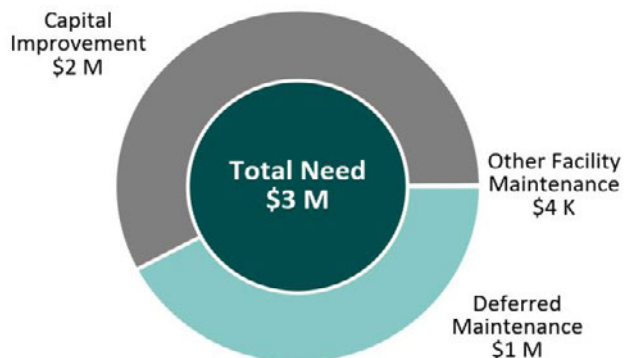
9 All Other Assets[†]

*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 maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end of FY 2018. Total need does not include annual recurring maintenance needs. Estimated project execution costs, such as compliance and design, are included only for paved roadways, 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

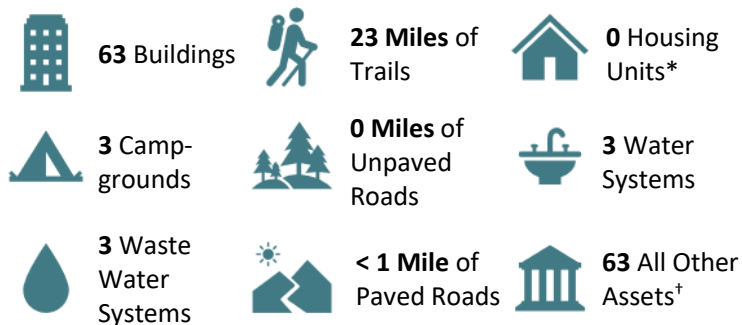


N/A

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.

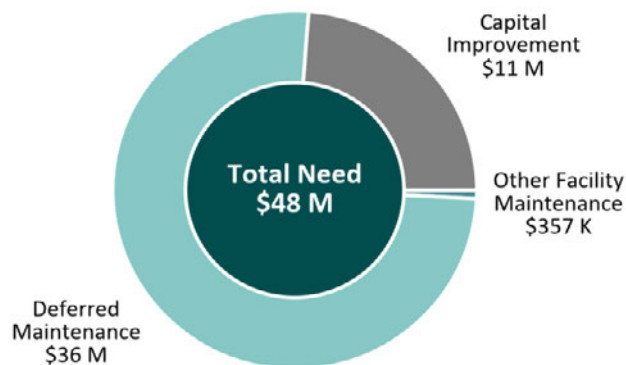


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.

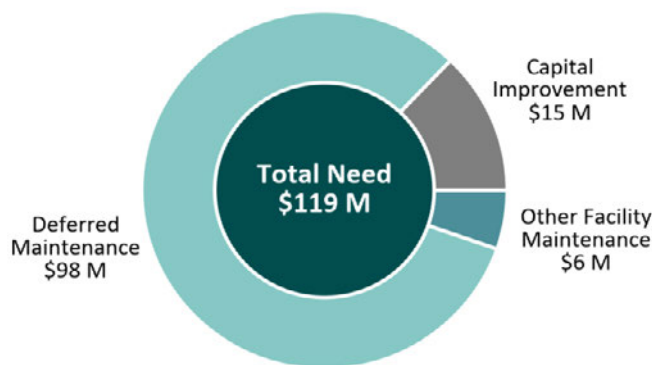


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



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.



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).



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



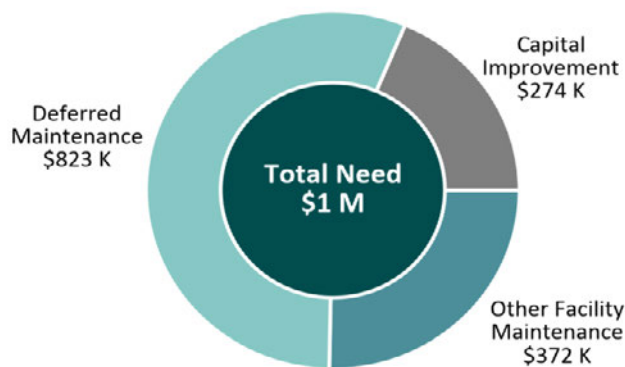
10 All Other Assets[†]

*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).



Colonial National Historical Park Infrastructure Fact Sheet



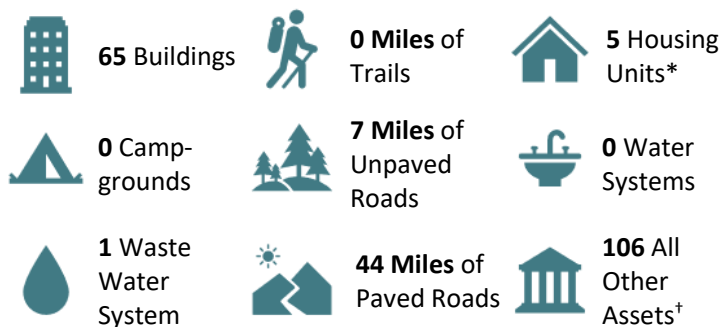
3.3 Million
Annual Visitors¹



\$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.



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.



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).



Edgar Allan Poe National Historic Site Infrastructure Fact Sheet



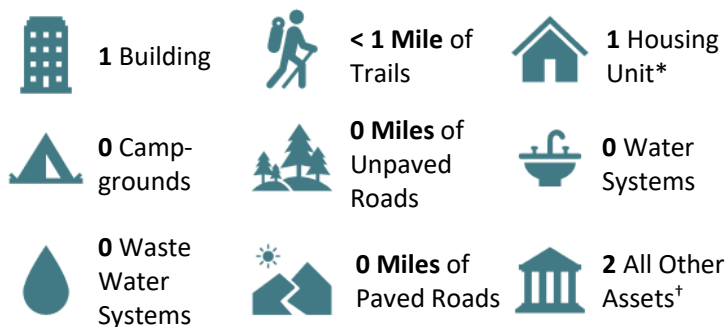
16 Thousand
Annual Visitors¹



\$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.

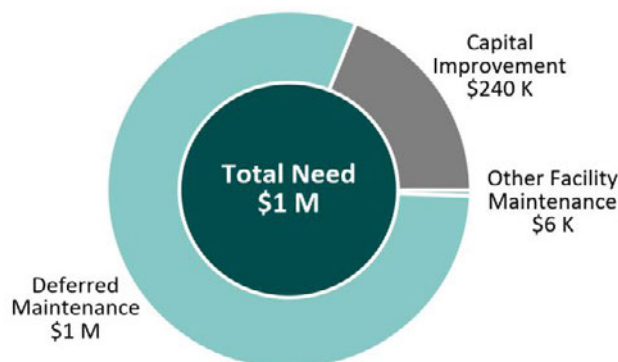


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



Eisenhower National Historic Site Infrastructure Fact Sheet



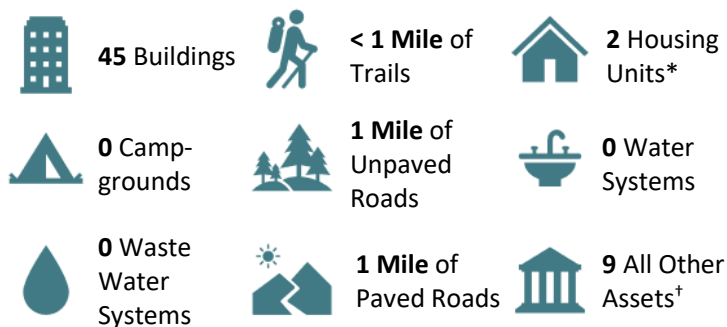
47 Thousand Annual Visitors¹



\$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.

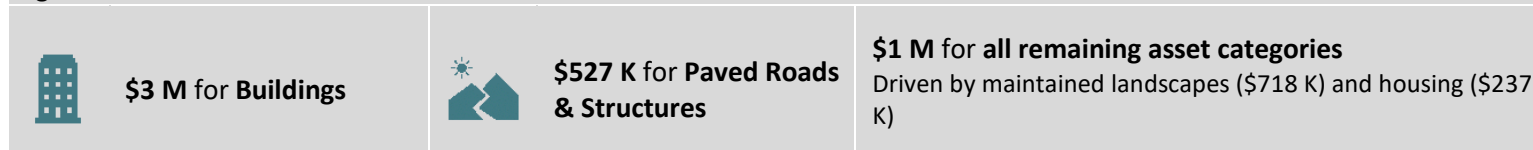
Estimated Maintenance Needs³

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).



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.



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.



80 Buildings



17 Miles of Trails



21 Housing Units*



1 Camp-ground



9 Miles of Unpaved Roads



6 Water Systems



8 Waste Water Systems



1 Mile of Paved Roads



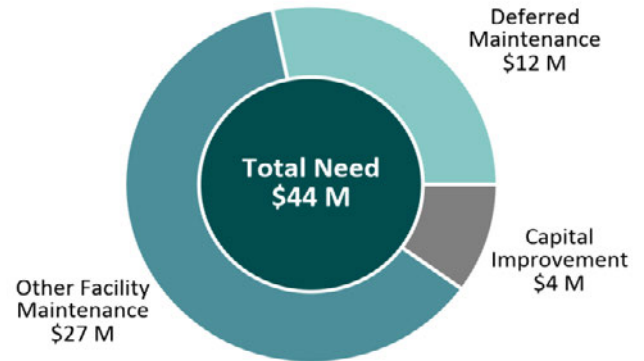
38 All Other Assets[†]

*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, 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.



\$14 M for Trails



\$11 M for Buildings

\$19 M for all remaining asset categories

Driven by constructed waterways (\$6 M) and marinas (\$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 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 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



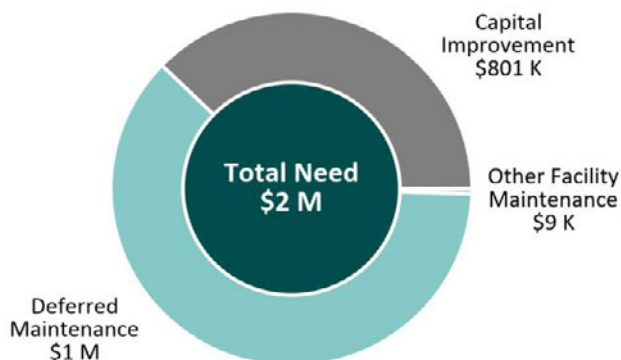
1 All Other Asset[†]

*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.



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.

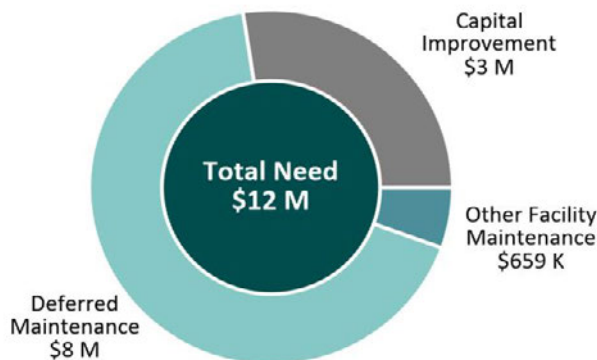


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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).



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.

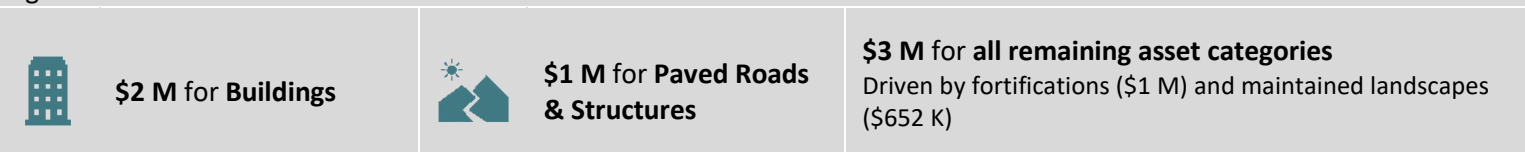
Estimated Maintenance Needs³

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



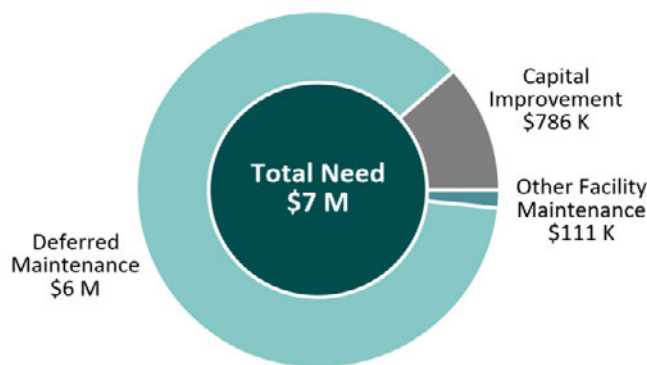
25 All Other Assets[†]

*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 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



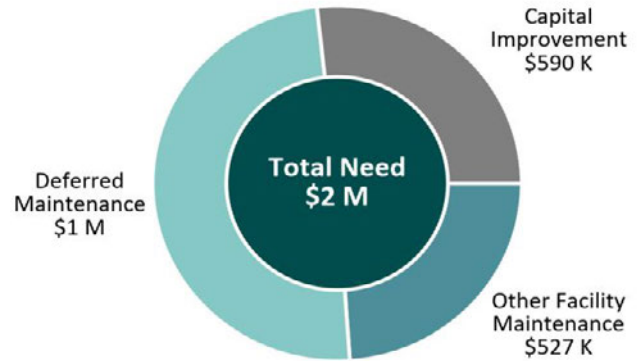
27 All Other Assets[†]

*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.



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.

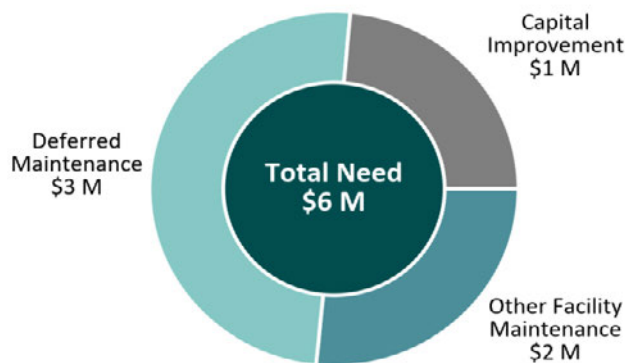


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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.

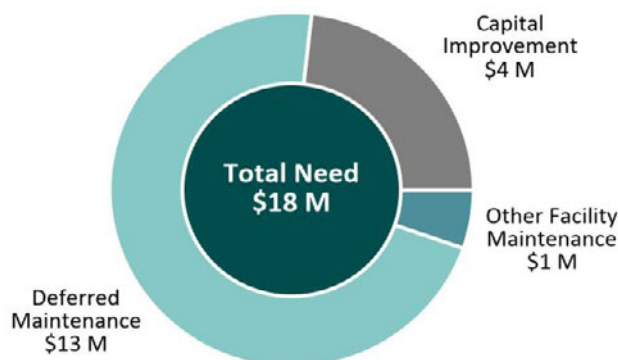


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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.



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.



*Housing is defined as 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.



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



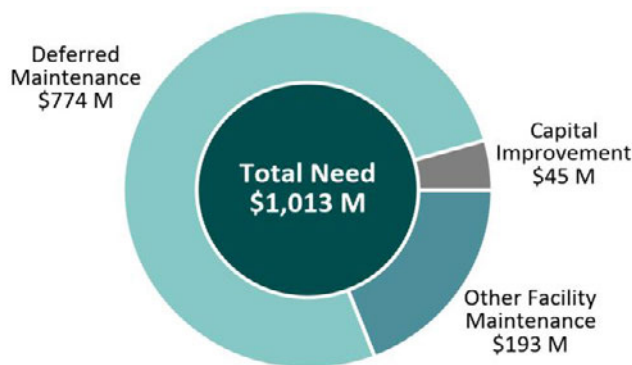
182 All
Other
Assets[†]

*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 + Ovly 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.



*Housing is defined as 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 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



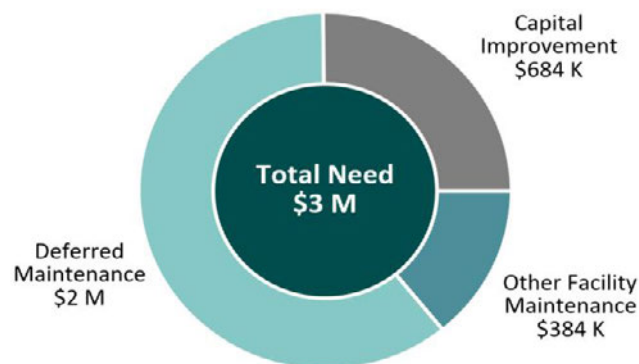
18 All Other Assets[†]

*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.



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



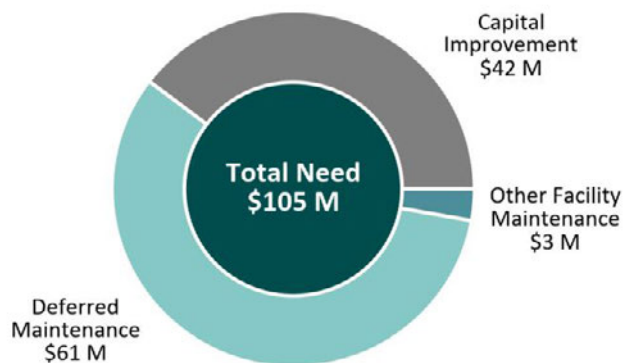
21 All Other
Assets[†]

*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.



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



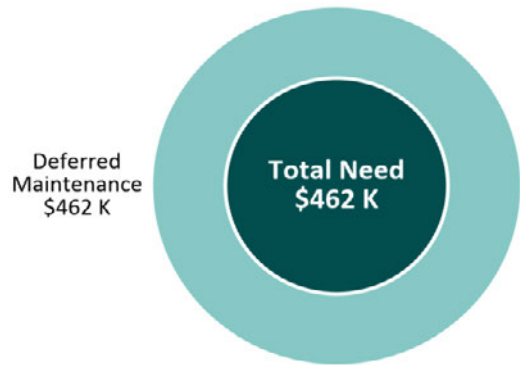
1 All Other Asset[†]

*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).



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.



22 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



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, 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.



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.



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



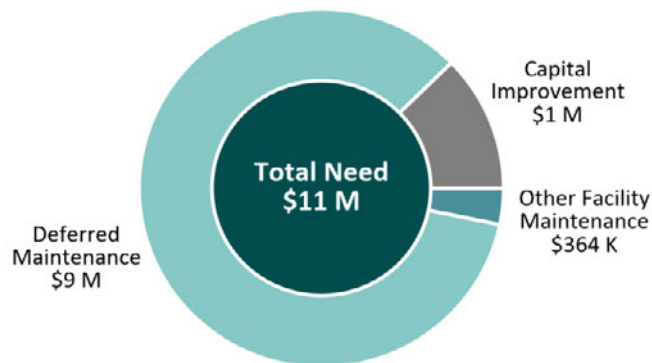
11 All Other
Assets[†]

*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.



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.



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.



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[†]

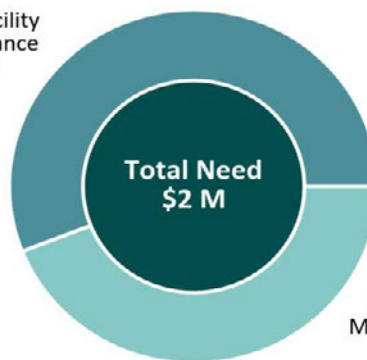
*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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).



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.



9 Buildings



1 Mile of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



2 Miles of Paved Roads



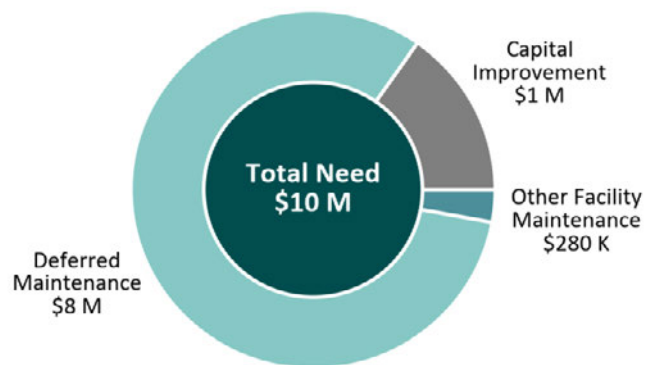
11 All Other Assets[†]

*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 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.



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



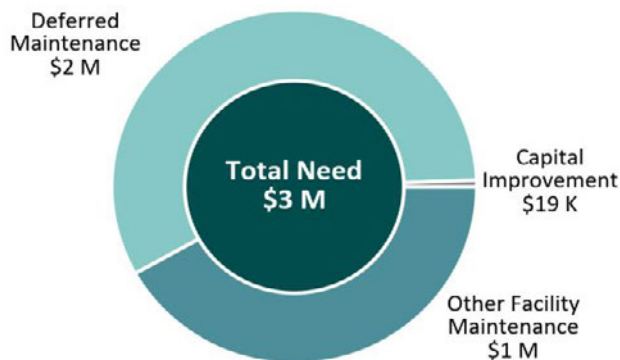
1 All Other Asset[†]

*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.



28 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



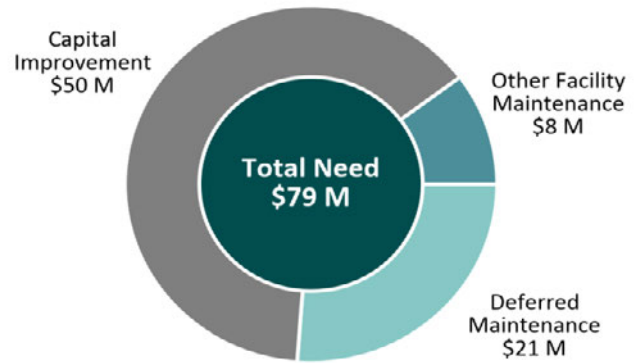
45 All Other Assets[†]

*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, 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.



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



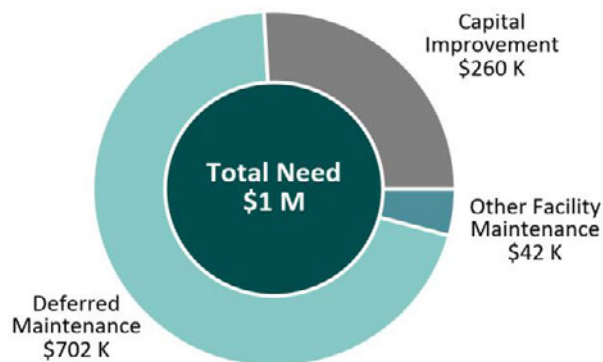
2 All Other
Assets[†]

*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.



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).



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



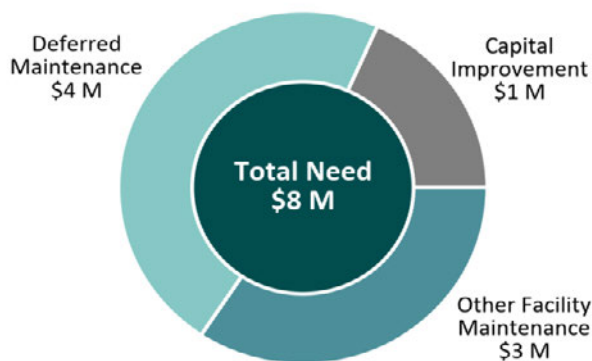
12 All Other
Assets[†]

*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 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



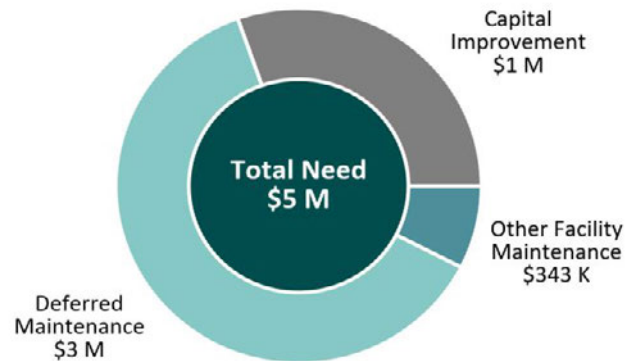
2 All Other
Assets[†]

*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.



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



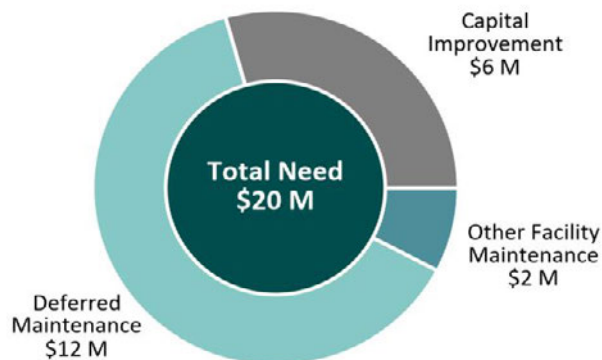
81 All Other
Assets[†]

*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.



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



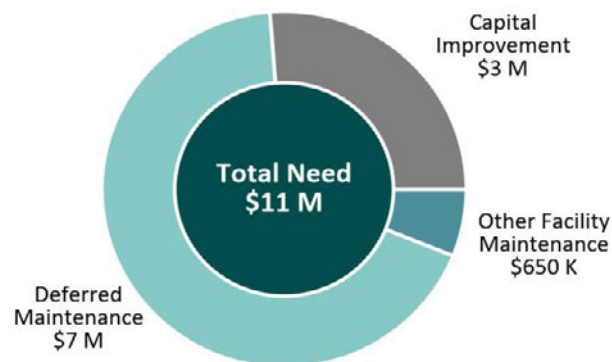
9 All Other
Assets[†]

*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.



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.



4 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



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, 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 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



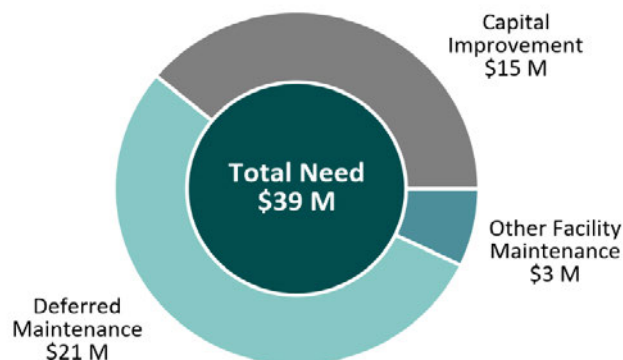
134 All
Other
Assets[†]

*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 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.



\$12 M for Buildings



\$6 M for Paved Roads & Structures

\$21 M for all remaining asset categories
Driven by amphitheaters (\$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.



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).



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).



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.

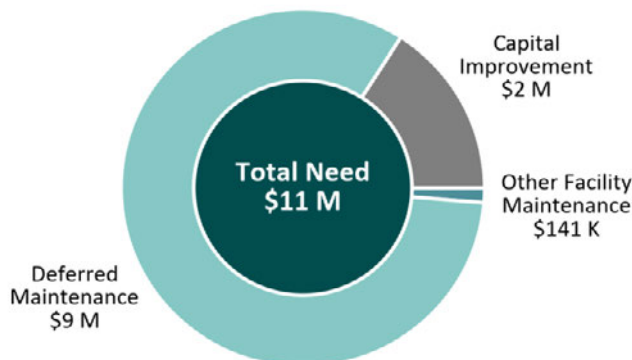


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



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.

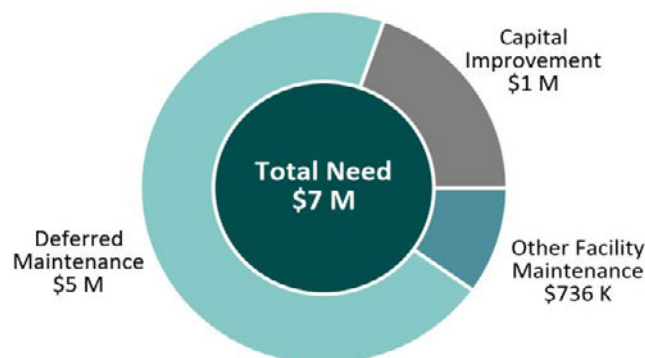


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



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.



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



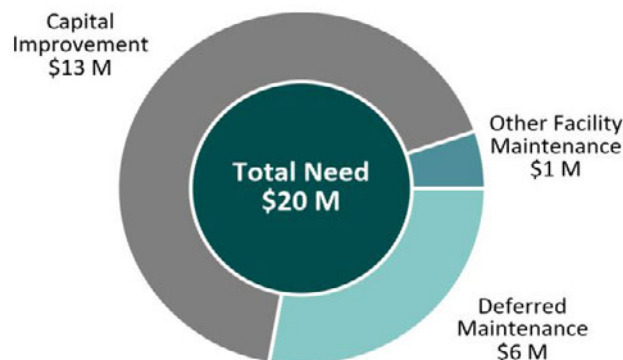
7 All Other
Assets[†]

*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.



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



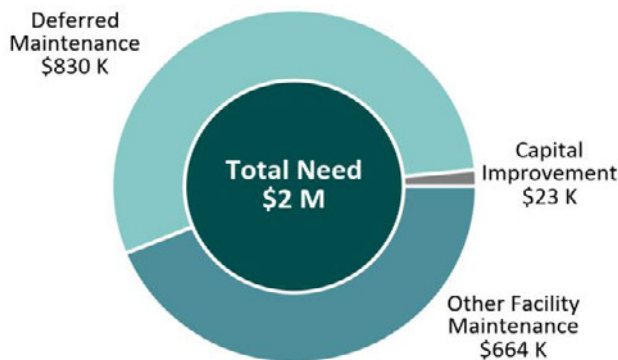
3 All Other
Assets[†]

*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 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



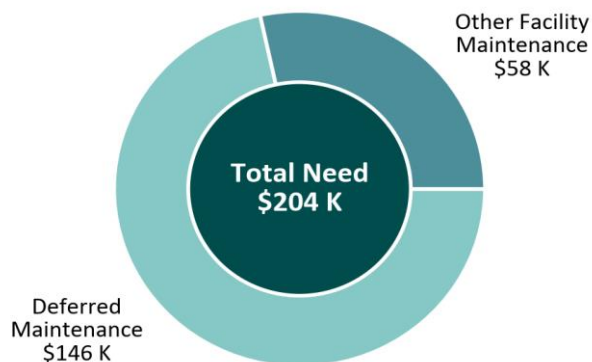
1 All Other
Asset[†]

*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



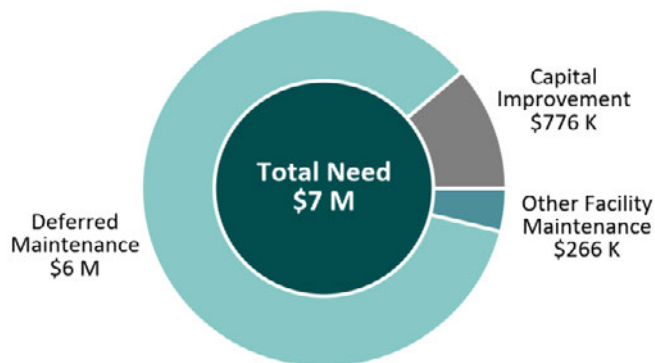
9 All Other
Assets[†]

*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.



*Housing is defined as 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.



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 Camp-
grounds



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



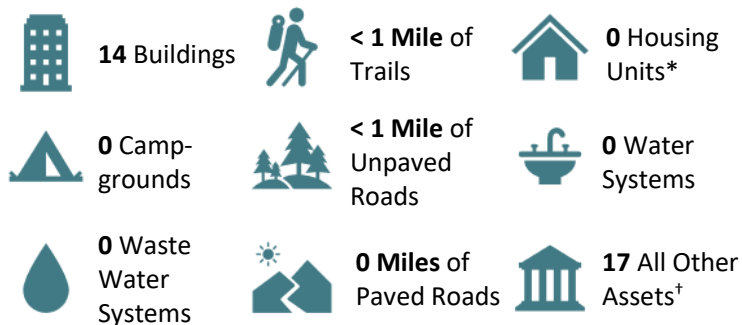
8 Thousand
Annual Visitors¹



\$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.

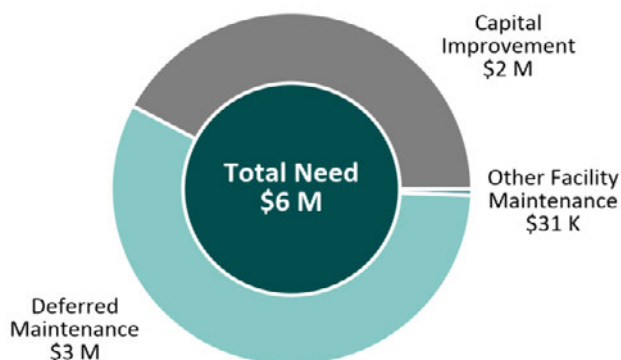


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



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



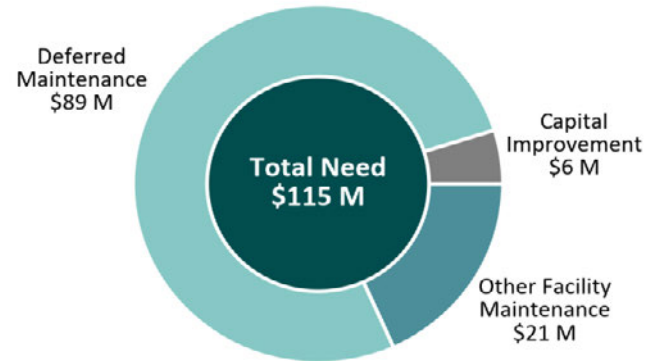
241 All
Other
Assets[†]

*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.



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.

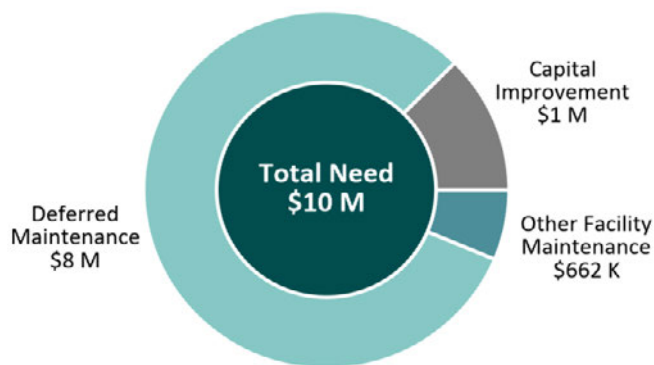


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



‡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



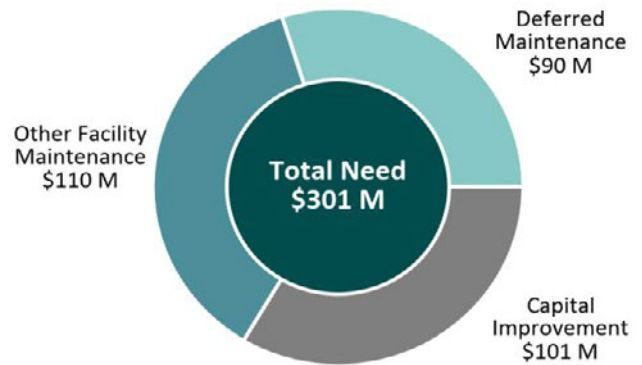
32 All Other
Assets[†]

*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.



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.

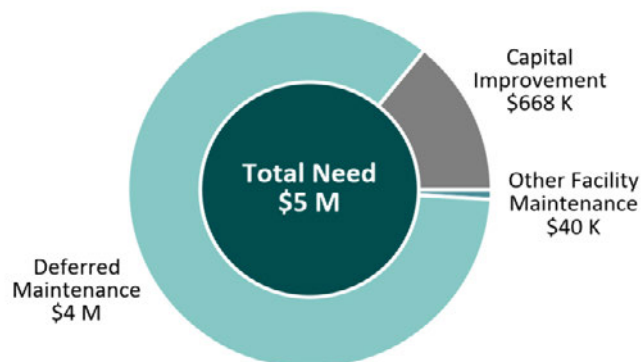


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

[†]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



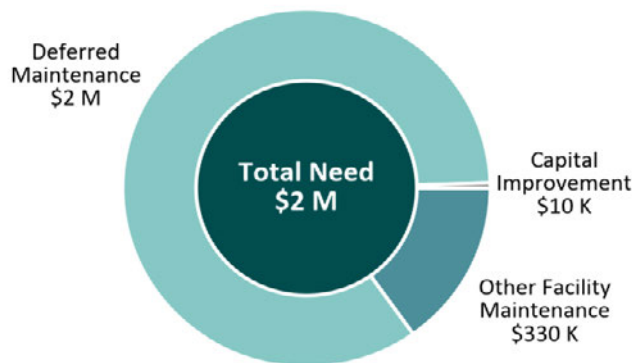
2 All Other Assets[†]

*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).



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>.

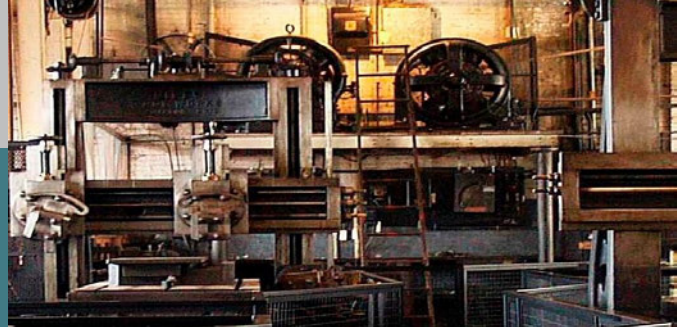
³ Total Need includes deferred maintenance, other facility maintenance (such as corrective and emergency maintenance, component renewal, and demolition work that is not deferred), and capital improvement. The data is from work identified in the Facility Management Software System (FMSS) as of the end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



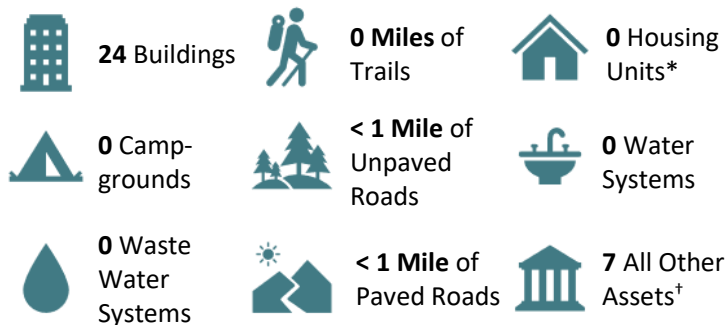
42 Thousand
Annual Visitors¹



\$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.

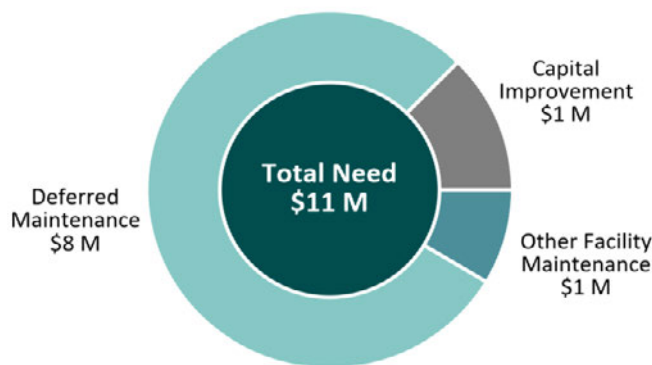


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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



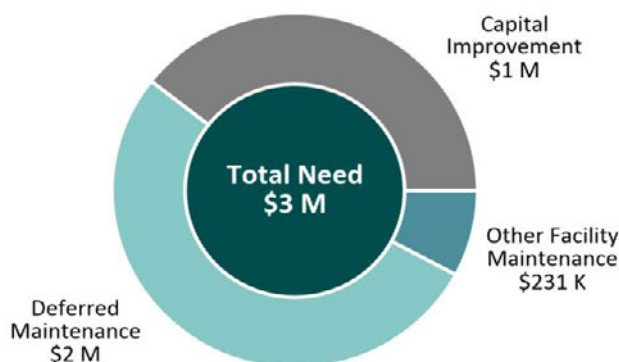
5 All Other
Assets[†]

*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.



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



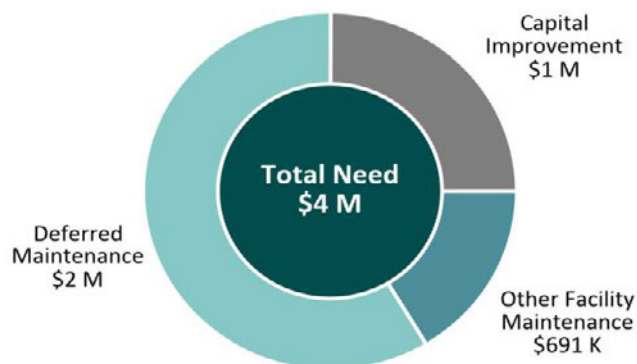
59 All Other Assets[†]

*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.



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.

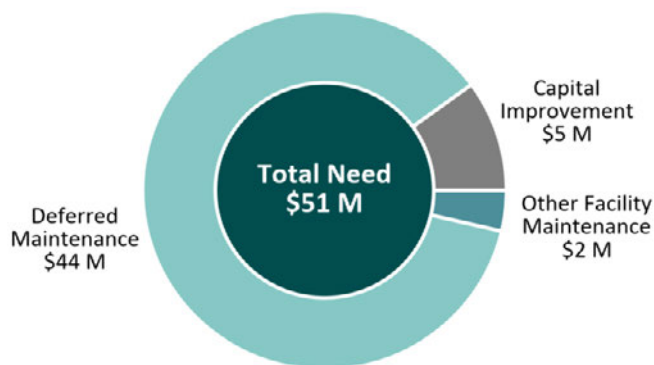


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

†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.



*Housing is defined as 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.



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.



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).