



Pacific West Region Infrastructure Fact Sheets

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¹ This report includes all Pacific West 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 unit is not included in this report as it does not have any data managed in the FMSS: Tule Springs Fossil Beds National Monument.

² There are 3 official NPS units which do 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 these 3 parks (left column) are included as a sub-set of the larger parks (right column).

| Sub Park | Parent Unit |
|---|-------------------------------------|
| Castle Mountains National Monument (CAMO) | Mojave National Preserve (MOJA) |
| Lake Chelan National Recreation Area (LACH) | North Cascades National Park (NOCA) |
| Ross Lake National Recreation Area (ROLA) | North Cascades National Park (NOCA) |



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Ala Kahakai National Historic Trail Infrastructure Fact Sheet



N/A
Annual Visitors¹



N/A
in Economic Output²

Infrastructure Inventory

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



0 Buildings



3 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



0 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$58 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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

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

Project Funding

Ala Kahakai National Historic Trail does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



American Memorial Park Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



10 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



2 Miles of Paved Roads



12 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$9 M for Paved Roads & Structures



\$596 K for Buildings

\$2 M for all remaining asset categories

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

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Install Asphaltic Concrete Pavement on Micro Beach Loop Road | \$332,000 |
| Rehabilitate and Seal Leaks in Concrete Structure at Administrative Offices | \$202,000 |
| Install Electrical Improvements at the Administration Building | \$66,000 |

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

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

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

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

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



Big Hole National Battlefield Infrastructure Fact Sheet



46 Thousand Annual Visitors¹



\$3.4 Million in Economic Output²

Infrastructure Inventory

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



14 Buildings



3 Miles of Trails



10 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



1 Mile of Paved Roads



8 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$117 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Paved Roads & Structures



\$263 K for Housing

\$322 K for all remaining asset categories

Driven by waste water systems (\$73 K) and buildings (\$62 K)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Foot Bridge Decking, and Railing | \$55,000 |
| Rehabilitate Curb Ramps, Accessible Parking Spaces, and Visitor Center Walkways | \$39,000 |
| Rehabilitate the .08 Mile Nez Perce Camp Trail | \$36,000 |

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

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

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

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

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



Cabrillo National Monument Infrastructure Fact Sheet



761 Thousand Annual Visitors¹



\$62 Million in Economic Output²

Infrastructure Inventory

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

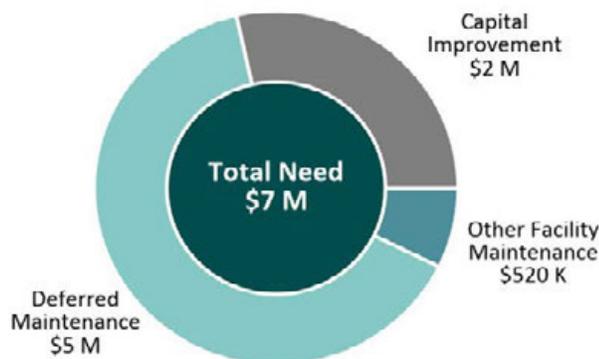


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$254 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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

\$3 M for Paved Roads & Structures

\$2 M for Buildings

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

[‡]Paved Roads & Structures includes paved roadways and paved parking areas.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

Cabrillo National Monument does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



César E. Chávez National Monument Infrastructure Fact Sheet



16 Thousand Annual Visitors¹



\$1.4 Million in Economic Output²

Infrastructure Inventory

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



2 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



2 All Other Assets[†]

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

†All Other assets include maintained landscapes and monuments.

Estimated Maintenance Needs³

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



There is also a **\$6 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$757 K for Buildings

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Visitor Center Basement at Cesar Chavez National Monument | \$731,000 |

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

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

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

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

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



Channel Islands National Park Infrastructure Fact Sheet



410 Thousand Annual Visitors¹



\$36 Million in Economic Output²

Infrastructure Inventory

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

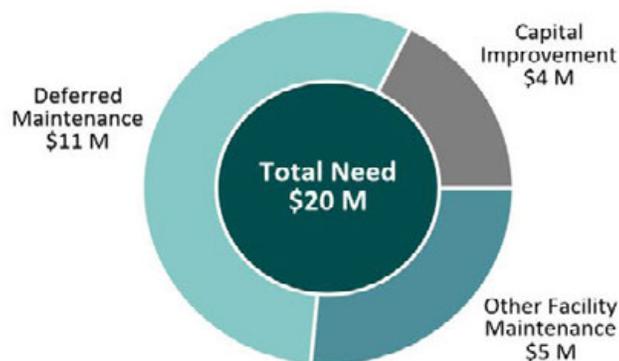


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



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

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



\$7 M for Buildings



\$1 M for Trails

\$12 M for all remaining asset categories

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Anacapa Island Pier for Safe At-Sea Transfer During Live Boating Operations, Phase II of II | \$4,924,000 |
| Install Fire Protection System at Historic Scorpion Ranch | \$354,000 |
| Replace Headquarters Asphalt Drive with Concrete | \$106,000 |
| Repair Five Miles of the Main Road on Santa Rosa Island | \$56,000 |
| Improve Four Miles of Smith Highway on Santa Rosa Island | \$55,000 |

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

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

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

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

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



City of Rocks National Reserve Infrastructure Fact Sheet



99 Thousand Annual Visitors¹



\$6.8 Million in Economic Output²

Infrastructure Inventory

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



10 Buildings



21 Miles of Trails



0 Housing Units*



8 Campgrounds



27 Miles of Unpaved Roads



3 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



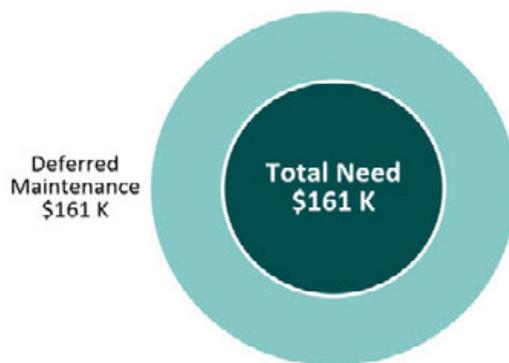
6 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$77 K for Campgrounds



\$63 K for Trails

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

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

Project Funding

City of Rocks National Reserve does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Crater Lake National Park Infrastructure Fact Sheet



705 Thousand Annual Visitors¹



\$83 Million in Economic Output²

Infrastructure Inventory

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



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

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

Estimated Maintenance Needs³

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



There is also a **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Rehabilitate East Rim Drive | \$33,600,000 |
| Rehabilitate Cleetwood Trail and Marina to Mitigate Hazards | \$12,158,000 |
| Rehabilitate East Rim Drive from MP 4.5 to MP 23.2 (Cleetwood Cove to | \$12,037,000 |
| Reconstruct Maintenance Area Parking -- Rte. 402 | \$720,000 |
| Replace Emergency Generator | \$444,000 |

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

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

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

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

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



Craters of the Moon National Monument & Preserve Infrastructure Fact Sheet



272 Thousand Annual Visitors¹



\$11 Million in Economic Output²

Infrastructure Inventory

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



26 Buildings



14 Miles of Trails



8 Housing Units*



3 Campgrounds



112 Miles of Unpaved Roads



1 Water System



4 Waste Water Systems



27 Miles of Paved Roads



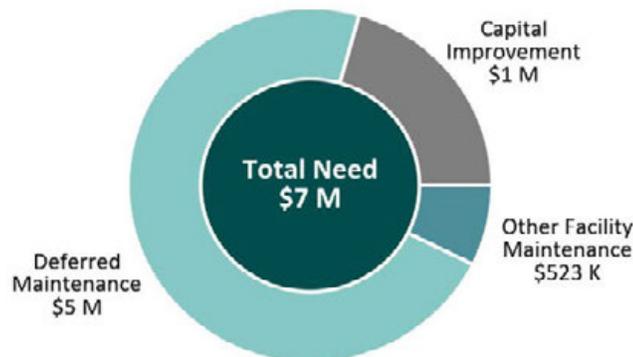
23 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$3 M for Paved Roads & Structures



\$2 M for Buildings

\$2 M for all remaining asset categories

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

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

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

Project Funding

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

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

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

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

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

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



Death Valley National Park Infrastructure Fact Sheet



1.7 Million
Annual Visitors¹



\$190 Million
in Economic Output²

Infrastructure Inventory

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



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

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

Estimated Maintenance Needs³

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



There is also a **\$10 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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

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

 **\$28 M for Buildings**

\$36 M for all remaining asset categories
Driven by water systems (\$12 M) and housing (\$5 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Waste Water Collection System in Lower Cow Creek Housing Area | \$999,000 |
| Repair Microburst Damage to Cow Creek Buildings | \$850,000 |
| Rehabilitate Scotty's Castle Water Distribution System | \$786,000 |
| Rehabilitate Deteriorated Grapevine Water Distribution System | \$735,000 |
| Rehabilitate Scotty's Castle Wastewater Collection System | \$636,000 |

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

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

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

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

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



Devils Postpile National Monument Infrastructure Fact Sheet



148 Thousand Annual Visitors¹



\$11 Million in Economic Output²

Infrastructure Inventory

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



16 Buildings



6 Miles of Trails



5 Housing Units*



4 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



2 Waste Water Systems



< 1 Mile of Paved Roads



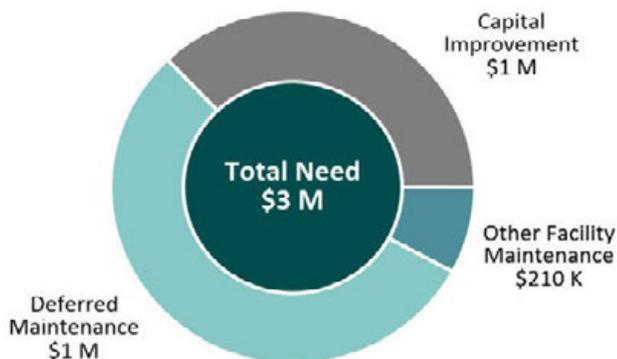
9 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$1 M for Waste Water Systems



\$392 K for Water Systems

\$1 M for all remaining asset categories
Driven by trails (\$352 K) and buildings (\$285 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Force Sewer Main | \$884,000 |
| Replace NPS Portion of Shared Sanitary Sewer Main on US Forest Service land | \$750,000 |
| Replace Deteriorating Comfort Stations in Day Use Area and Campground | \$612,000 |
| Implement Improvements of Developed Area to Improve Visitor Safety | \$448,000 |
| Install External Deluge Fire Suppression Sprinklers in Housing and Park Buildings | \$160,000 |

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

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

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

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

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



Ebey's Landing National Historical Reserve Infrastructure Fact Sheet



N/A
Annual Visitors¹



N/A
in Economic Output²

Infrastructure Inventory

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



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

[†]All Other assets include maintained landscapes and interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$215 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$4 M for Buildings



\$145 K for Trails

\$1 M for all remaining asset categories

Driven by maintained landscapes (\$813 K) and interpretive media (\$203 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Restore the Historic Ferry House | \$1,430,000 |
| Rehabilitate the Historic "Bull Barn" at the Reuble Farmstead | \$357,000 |
| Rehabilitate Potable Water System to Correct Deficiencies at Farm One | \$286,000 |
| Conduct Preservation Maintenance on Historic Farm II Bunkhouse | \$84,000 |

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

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

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

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

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



Eugene O'Neill National Historic Site Infrastructure Fact Sheet



3 Thousand Annual Visitors¹



\$241 Thousand in Economic Output²

Infrastructure Inventory

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



9 Buildings



< 1 Mile of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



3 Water Systems



1 Waste Water System



< 1 Mile of Paved Roads



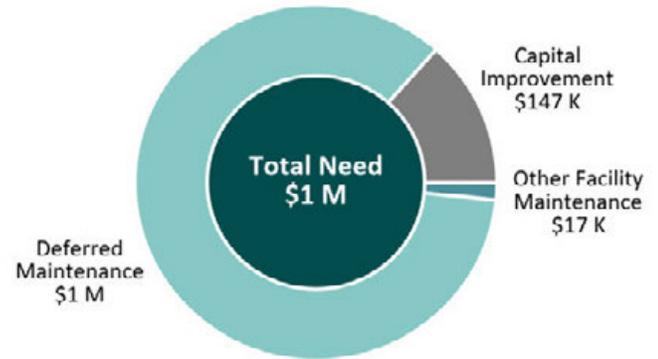
5 All Other Assets[†]

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

†All Other assets include maintained landscapes and utility systems.

Estimated Maintenance Needs³

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



There is also a **\$67 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$627 K for Buildings



\$237 K for Paved Roads & Structures

\$231 K for all remaining asset categories

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

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

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

Project Funding

Eugene O'Neill National Historic Site does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Fort Point National Historic Site Infrastructure Fact Sheet



1.4 Million Annual Visitors¹



\$116 Million in Economic Output²

Infrastructure Inventory

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



2 Buildings



2 Miles of Trails



0 Housing Units*



0 Campgrounds



< 1 Mile of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



5 All Other Assets[†]

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

†All Other assets include marinas, fortifications, and interpretive media.

Estimated Maintenance Needs³

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



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

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



\$3 M for Paved Roads & Structures



\$847 K for Trails

\$9 M for all remaining asset categories

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

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

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

Project Funding

Fort Point National Historic Site does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Fort Vancouver National Historic Site Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$87 Million
in Economic Output²



Infrastructure Inventory

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



55 Buildings



2 Miles of
Trails



1 Housing
Unit*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



2 Water
Systems



5 Waste
Water
Systems



2 Miles of
Paved Roads



19 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$51 M for Buildings



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

\$7 M for all remaining asset categories

Driven by electrical systems (\$2 M) and waste water systems (\$2 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Historic Main Parade Ground Barracks Building | \$16,622,000 |
| Rehabilitate Building 405 to Create Multi-park Museum Facility | \$13,427,000 |
| Rehabilitate Historic Building 725 | \$622,000 |
| Remove Hazmat and Stabilize Building 748 | \$478,000 |
| Rehabilitate Building 721 | \$361,000 |

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

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

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

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

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



Golden Gate National Recreation Area Infrastructure Fact Sheet



15 Million
Annual Visitors¹



\$1.4 Billion
in Economic Output²

Infrastructure Inventory

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



431
Buildings



90 Miles of
Trails



43 Housing
Units*



4 Camp-
grounds



36 Miles of
Unpaved
Roads



16 Water
Systems



14 Waste
Water
Systems



31 Miles of
Paved Roads



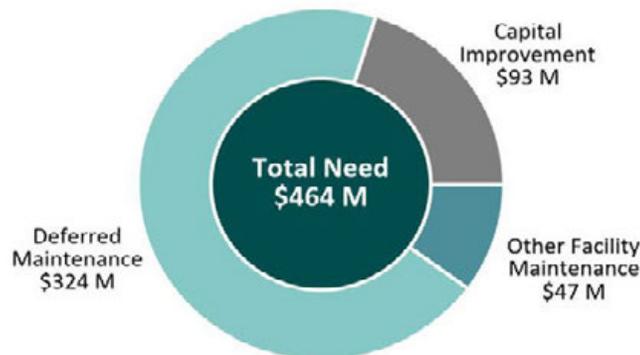
243 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$213 M for Buildings



\$83 M for Paved Roads & Structures

\$168 M for all remaining asset categories
Driven by marinas (\$53 M) and trails (\$26 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Unsafe and Inadequate Primary Electrical System at Fort Mason | \$19,406,000 |
| Stabilize 1939 Concrete Wharf AL211, Alcatraz Island | \$13,605,000 |
| Rehabilitate Presidio Building 643 (PE-643) for NPS Maintenance Operations | \$8,701,000 |
| Rehabilitate China Beach Lift Station | \$1,002,000 |
| Rehabilitate Fort Cronkhite Area Telecommunications Infrastructure | \$919,000 |

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

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

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

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

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



Great Basin National Park Infrastructure Fact Sheet



132 Thousand Annual Visitors¹



\$8 Million in Economic Output²



Infrastructure Inventory

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



98 Buildings



70 Miles of Trails



18 Housing Units*



10 Campgrounds



127 Miles of Unpaved Roads



4 Water Systems



2 Waste Water Systems



15 Miles of Paved Roads



32 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$8 M for Paved Roads & Structures



\$4 M for Buildings

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

Great Basin National Park does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Hagerman Fossil Beds National Monument Infrastructure Fact Sheet



24 Thousand Annual Visitors¹



\$1.9 Million in Economic Output²

Infrastructure Inventory

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



18 Buildings



9 Miles of Trails



0 Housing Units*



0 Campgrounds



4 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



0 Miles of Paved Roads



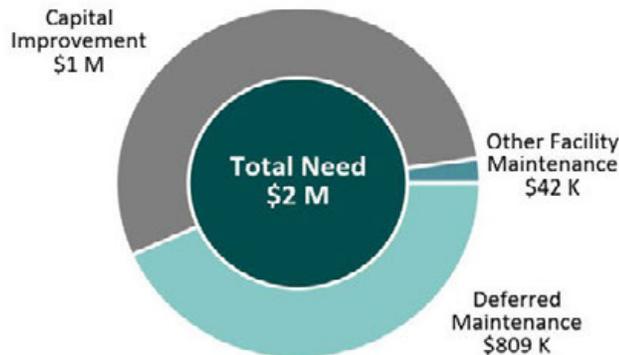
9 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$244 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Buildings



\$129 K for Trails

\$328 K for all remaining asset categories

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

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

Project Funding

Hagerman Fossil Beds National Monument does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Haleakalā National Park Infrastructure Fact Sheet



1 Million
Annual Visitors¹



\$82 Million
in Economic Output²

Infrastructure Inventory

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

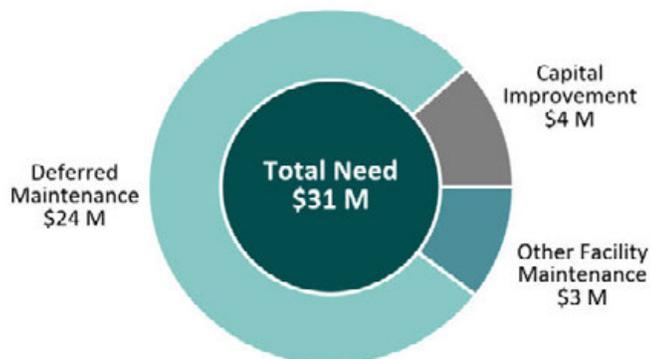


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



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

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



[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Rehabilitate Visitor Center Wastewater System, Phase III of III | \$1,524,000 |
| Install 50,000-Gallon Buried Filtered Water Tank | \$1,258,000 |
| Rehabilitate Visitor Center Wastewater System, Phase I of II | \$501,000 |
| Rehabilitate Summit Baseyard Service Road | \$427,000 |
| Replace Water Lines at the Summit Park Operation Buildings | \$362,000 |

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

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

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

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

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



Hawai'i Volcanoes National Park Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$153 Million
in Economic Output²

Infrastructure Inventory

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



173
Buildings



173 Miles of
Trails



14 Housing
Units*



9 Camp-
grounds



19 Miles of
Unpaved
Roads



30 Water
Systems



28 Waste
Water
Systems



85 Miles of
Paved Roads



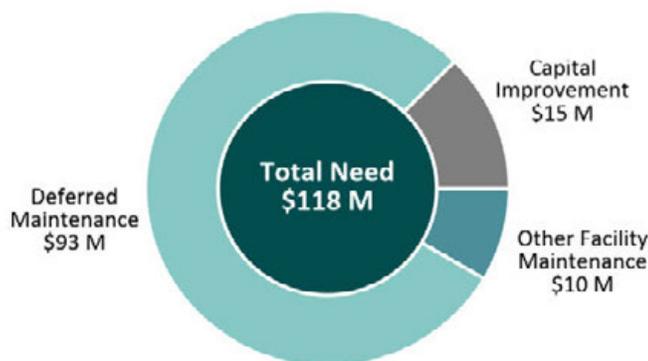
109 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$62 M for Paved Roads & Structures



\$18 M for Buildings

\$37 M for all remaining asset categories
Driven by boundaries (\$18 M) and water systems (\$9 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Failing Pond Liner in Water Catchment Reservoir No. 01 | \$1,429,000 |
| Recoat Exterior of Water Storage Tanks T1, T2, T3, T4 for Visitor Health and Safety | \$1,404,000 |
| Replace Failing 80,000 Gallon Jaggar Museum Water Tank | \$1,012,000 |
| Replace Failing 40,000 Gallon Jaggar Museum Water Tank | \$979,000 |
| Replace Kilauea Visitor Center Roof & Gutters at End of Lifespan | \$908,000 |

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

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

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

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

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



Honouliuli National Historic Site Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



0 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



2 All Other Assets[†]

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

†All Other assets include constructed waterways and maintained archeological sites.

Estimated Maintenance Needs³

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



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

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$610 K**. This is driven by constructed waterways (\$561 K) and maintained archeological sites (\$49 K). This need does not include the cost of Routine Maintenance.

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Rehabilitate the Failing Historic Ditch and Aqueduct System | \$358,000 |

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

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

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

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

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



John Day Fossil Beds National Monument Infrastructure Fact Sheet



197 Thousand Annual Visitors¹



\$11 Million in Economic Output²

Infrastructure Inventory

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



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

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

Estimated Maintenance Needs³

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



There is also a **\$472 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



‡Paved Roads & Structures includes paved roadways and paved parking areas.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate the Cant Ranch and telenet Septic Systems | \$150,000 |

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

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

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

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

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



John Muir National Historic Site Infrastructure Fact Sheet



41 Thousand Annual Visitors¹



\$3.3 Million in Economic Output²

Infrastructure Inventory

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



20 Buildings



3 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



4 Water Systems



2 Waste Water Systems



< 1 Mile of Paved Roads



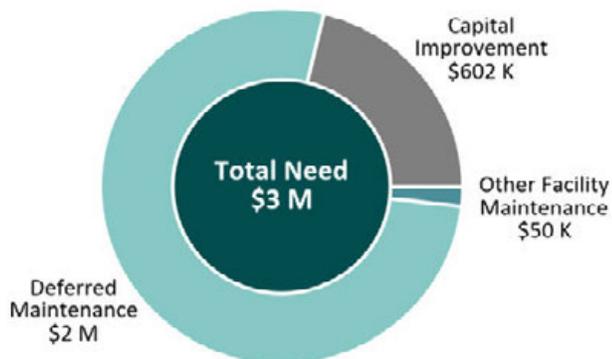
6 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$110 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$1 M for Buildings



\$598 K for Paved Roads & Structures

\$1 M for all remaining asset categories

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

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

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

Project Funding

John Muir National Historic Site does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Joshua Tree National Park Infrastructure Fact Sheet



3 Million
Annual Visitors¹



\$201 Million
in Economic Output²

Infrastructure Inventory

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



129
Buildings



229 Miles of
Trails



11 Housing
Units*



13 Camp-
grounds



115 Miles of
Unpaved
Roads



6 Water
Systems



4 Waste
Water
Systems



82 Miles of
Paved Roads



171 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$48 M for Paved Roads & Structures



\$6 M for Unpaved Roads

\$19 M for all remaining asset categories
Driven by buildings (\$4 M) and trails (\$4 M)

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

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Temporary Visitor Center with Permanent Cottonwood Visitor Center, Phases I and II of V | \$1,036,000 |

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

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

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

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

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



Juan Bautista de Anza National Historic Trail Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



0 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

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

†All Other assets include interpretive media.

Estimated Maintenance Needs³

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

Other Facility Maintenance
\$57 K



Capital Improvement
\$33 K

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

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$91 K**. This is driven by interpretive media (\$91 K). This need does not include the cost of Routine Maintenance.

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

Project Funding

Juan Bautista de Anza National Historic Trail does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Kalaupapa National Historical Park Infrastructure Fact Sheet



69 Thousand
Annual Visitors¹



\$5.3 Million
in Economic Output²

Infrastructure Inventory

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



253
Buildings



4 Miles of
Trails



33 Housing
Units*



0 Camp-
grounds



7 Miles of
Unpaved
Roads



5 Water
Systems



14 Waste
Water
Systems



20 Miles of
Paved Roads



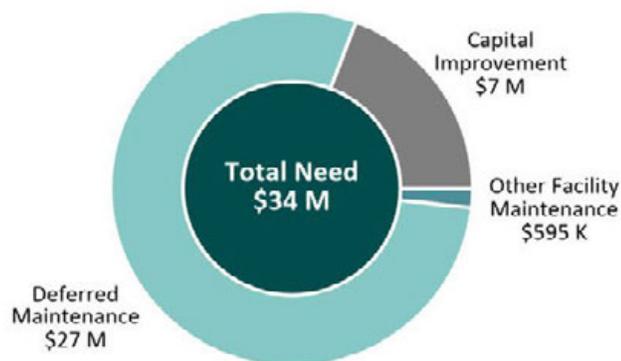
63 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$10 M for Buildings



**\$6 M for Water
Systems**

\$18 M for all remaining asset categories

Driven by marinas (\$7 M) and electrical systems (\$5 M)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Unsafe and Failing Electrical System for Settlement | \$16,030,000 |
| Replace Potable Water Tank and Components | \$1,383,000 |
| Stabilize Historic Buildings in McVeigh Subdivision A | \$381,000 |

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

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

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

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

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



Kaloko-Honokōhau National Historical Park Infrastructure Fact Sheet



233 Thousand
Annual Visitors¹



\$18 Million
in Economic Output²



Infrastructure Inventory

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



10 Buildings



6 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



2 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



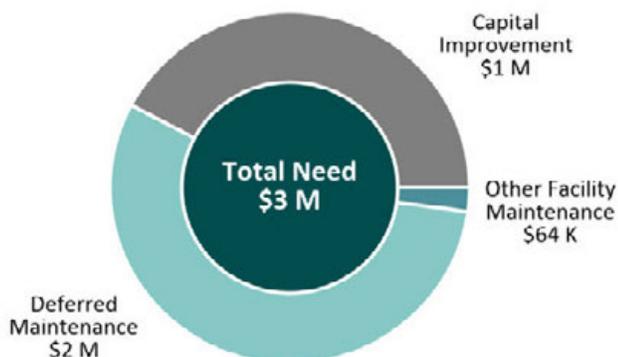
14 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$511 K for Buildings



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

\$2 M for all remaining asset categories

Driven by maintained landscapes (\$659 K) and maintained archeological sites (\$573 K)

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Replace Composting Toilet and Associated System Components | \$163,000 |

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

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

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

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

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



Klondike Gold Rush - Seattle Unit Infrastructure Fact Sheet



110 Thousand
Annual Visitors¹



\$8.7 Million
in Economic Output²

Infrastructure Inventory

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



1 Building



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



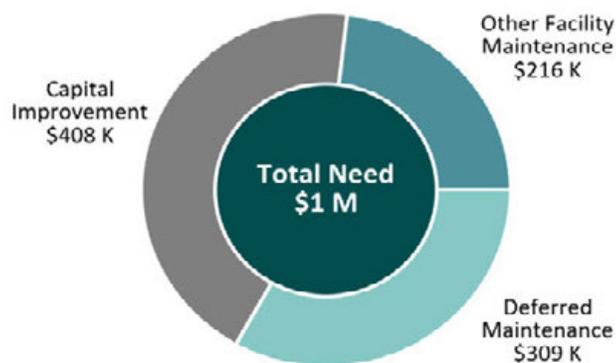
1 All Other
Asset[†]

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

†All Other assets include interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$48 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$270 K for Buildings

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

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

Project Funding

Klondike Gold Rush National Historical Park - Seattle Unit does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Lake Mead National Recreation Area Infrastructure Fact Sheet



7.5 Million
Annual Visitors¹



\$397 Million
in Economic Output²

Infrastructure Inventory

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



487
Buildings



47 Miles of
Trails



63 Housing
Units*



32 Camp-
grounds



499 Miles of
Unpaved
Roads



23 Water
Systems



36 Waste
Water
Systems



205 Miles of
Paved Roads



240 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



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



**\$17 M for
Campgrounds**

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Realign, Reconstruct, Resurface, and Restore Willow Beach Road | \$10,700,000 |
| Relocate Callville Bay Water Intake Barge | \$2,044,000 |
| Replace Pond #1 Lagoon Liner at Katherine Landing | \$848,000 |
| Replace Security Fencing for Water and Wastewater Facilities Parkwide | \$774,000 |
| Replace Finish Water and Micro Filter Pumps at Callville and Echo Bay Water Treatment Plants | \$506,000 |

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

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

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

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

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



Lake Roosevelt National Recreation Area Infrastructure Fact Sheet



1.4 Million
Annual Visitors¹



\$71 Million
in Economic Output²

Infrastructure Inventory

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



193
Buildings



12 Miles of
Trails



16 Housing
Units*



35 Camp-
grounds



6 Miles of
Unpaved
Roads



23 Water
Systems



37 Waste
Water
Systems



21 Miles of
Paved Roads



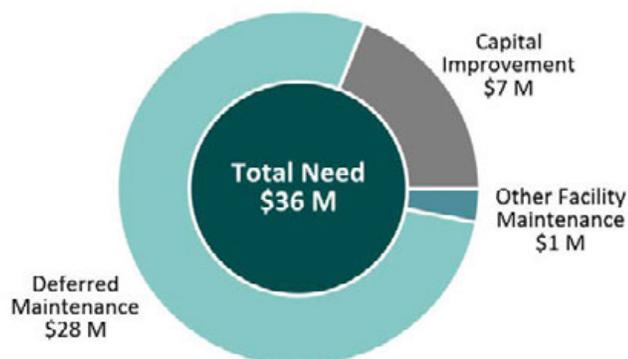
100 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



**\$22 M for Paved Roads
& Structures**



\$2 M for Buildings

\$12 M for all remaining asset categories
Driven by marinas (\$5 M) and campgrounds (\$2 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Replace Houseboat Dock at Keller Ferry | \$998,000 |
| Replace Roof, Siding and Windows on Office/Shop Building | \$384,000 |
| Replace Sanitary Sewer Lines and Components at Spring Canyon | \$189,000 |
| Stabilization of Evans Shoreline | \$167,000 |
| Replace Back Country Pit Toilets with Vault Toilets at Enterprise Campground | \$134,000 |

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

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

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

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

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



Lassen Volcanic National Park Infrastructure Fact Sheet



517 Thousand
Annual Visitors¹



\$36 Million
in Economic Output²

Infrastructure Inventory

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



185
Buildings



172 Miles of
Trails



64 Housing
Units*



11 Camp-
grounds



23 Miles of
Unpaved
Roads



10 Water
Systems



12 Waste
Water
Systems



40 Miles of
Paved Roads



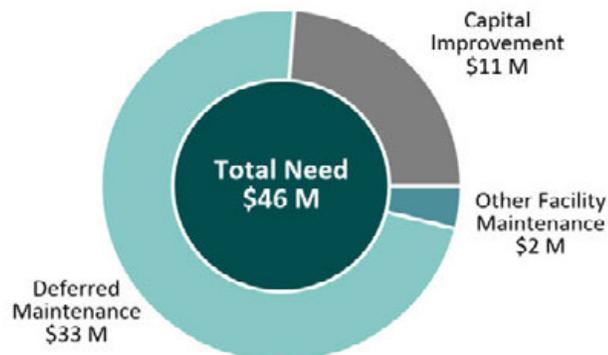
35 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$20 M for Paved Roads & Structures



\$7 M for Buildings

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Repare Lassen Park Headquarters Area Roadways and Parking Areas | \$1,000,000 |
| Rehabilitate Park Headquarters Office to meet Accessibility, Safety, and Energy Codes | \$741,000 |
| Rehabilitate Southwest Entrance Leach Field | \$440,000 |
| Upgrade Utilities and Rehabilitate Housing Unit Duplex 260 C&D | \$232,000 |

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

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

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

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

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



Lava Beds National Monument Infrastructure Fact Sheet



110 Thousand Annual Visitors¹



\$4.9 Million in Economic Output²

Infrastructure Inventory

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



29 Buildings



39 Miles of Trails



20 Housing Units*



3 Campgrounds



17 Miles of Unpaved Roads



2 Water Systems



1 Waste Water System



55 Miles of Paved Roads



15 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$31 M for Paved Roads & Structures



\$866 K for Unpaved Roads

\$2 M for all remaining asset categories
Driven by electrical systems (\$652 K) and trails (\$492 K)

[‡]Paved Roads & Structures includes paved roadways and paved parking areas.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate the Indian Wells Campground Roads and Parking | \$499,000 |

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

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

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

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

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



Lewis and Clark National Historical Park Infrastructure Fact Sheet



271 Thousand
Annual Visitors¹



\$23 Million
in Economic Output²

Infrastructure Inventory

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



18 Buildings



15 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



3 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



7 Miles of
Paved Roads



24 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$589 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$3 M for Buildings



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

\$3 M for all remaining asset categories

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

Lewis and Clark National Historical Park does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Manzanar National Historic Site Infrastructure Fact Sheet



97 Thousand
Annual Visitors¹



\$12 Million
in Economic Output²



Infrastructure Inventory

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



11 Buildings



0 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



18 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



1 Mile of
Paved Roads



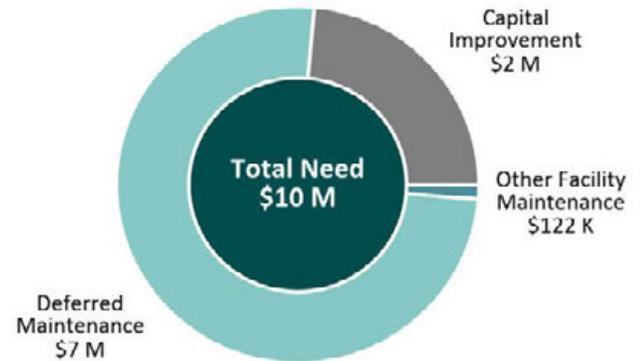
33 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$299 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



**\$5 M for Unpaved
Roads**



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

\$3 M for all remaining asset categories

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

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Auditorium Clerestory Windows | \$867,000 |
| Replace Roofing on Historic Auditorium Visitor Center | \$204,000 |
| Restore Merritt Park Cultural Landscape | \$152,000 |
| Clear and Construct South Irrigation Zone for Cultural Landscape | \$47,000 |
| Clear and Construct North Irrigation Zone for Cultural Landscape | \$38,000 |

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

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

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

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

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



Minidoka National Historic Site Infrastructure Fact Sheet



14 Thousand
Annual Visitors¹



\$596 Thousand
in Economic Output²

Infrastructure Inventory

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



14 Buildings



2 Miles of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



0 Water
Systems



0 Waste
Water
Systems



0 Miles of
Paved Roads



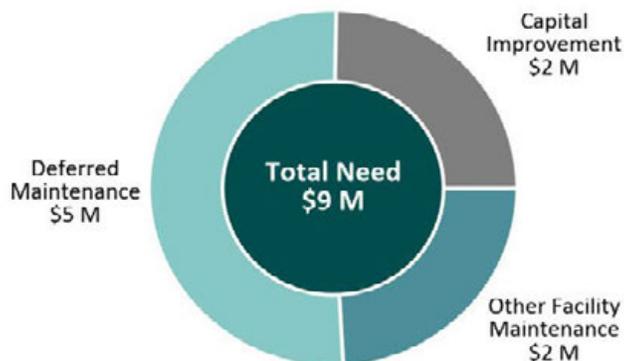
9 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$74 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$5 M for Buildings



**\$2 M for Unpaved
Roads**

\$2 M for all remaining asset categories

Driven by interpretive media (\$1 M) and maintained landscapes (\$187 K)

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Stabilize and Repair Historic Waiting Room and Guard House Walls and Foundation | \$75,000 |

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

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

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

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

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



Mojave National Preserve¹ Infrastructure Fact Sheet



842 Thousand
Annual Visitors²



\$63 Million
in Economic Output³

Infrastructure Inventory

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



115
Buildings



22 Miles of
Trails



19 Housing
Units*



6 Camp-
grounds



812 Miles of
Unpaved
Roads



11 Water
Systems



6 Waste
Water
Systems



221 Miles of
Paved Roads



129 All
Other
Assets[†]

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

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

Estimated Maintenance Needs⁴

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



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

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



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



\$4 M for Buildings

\$17 M for all remaining asset categories

Driven by maintained landscapes (\$9 M) and water systems (\$3 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁶ |
|--|-------------------------------------|
| Rehabilitate Five Miles of Ivanpah Roadway Surface | \$633,000 |
| Replace 112 Exterior Windows with Historically Accurate Replicas at Zzyzx Compound | \$457,000 |
| Construct New Well to Replace Primary Source Well for Hole in the Wall | \$357,000 |

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

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

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

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

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

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



Mount Rainier National Park Infrastructure Fact Sheet



1.5 Million
Annual Visitors¹



\$70 Million
in Economic Output²

Infrastructure Inventory

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



215
Buildings



275 Miles of
Trails



116
Housing
Units*



6 Camp-
grounds



22 Miles of
Unpaved
Roads



23 Water
Systems



11 Waste
Water
Systems



98 Miles of
Paved Roads



94 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



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



\$23 M for Buildings

\$56 M for all remaining asset categories
Driven by waste water systems (\$21 M) and trails (\$11 M)

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, bridges, and tunnels.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Roadways to Maintain Visitor Access to East Side | \$85,000,000 |
| Rehabilitate Stevens Canyon Road, MP 5.0 to MP 14.0 | \$13,520,000 |
| Rehabilitate Sunrise Potable Water System Supply Lines | \$1,278,000 |
| Rehabilitate National Historic Landmark Longmire Administration Building | \$876,000 |
| Rehabilitate Longmire Wastewater Collection System by Replacing the Lift Station | \$845,000 |

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

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

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

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

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



Muir Woods National Monument Infrastructure Fact Sheet



812 Thousand Annual Visitors¹



\$126 Million in Economic Output²



Infrastructure Inventory

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



39 Buildings



7 Miles of Trails



1 Housing Unit*



0 Campgrounds



2 Miles of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



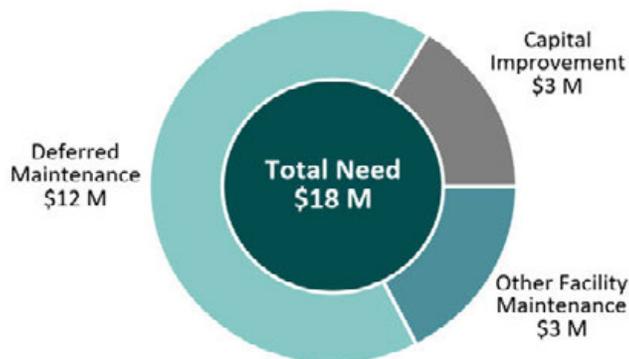
7 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$562 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$6 M for Trails



\$5 M for Buildings

\$8 M for all remaining asset categories

Driven by paved roads (\$4 M) and waste water systems (\$3 M)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Construct Access Improvements at MUWO Phase 1 (Transit, Staging and | \$2,000,000 |
| Demolish Excess Waste Water Collection System in Muir Woods National Monument | \$261,000 |

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

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

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

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

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



National Park of American Samoa Infrastructure Fact Sheet



60 Thousand Annual Visitors¹



\$4.6 Million in Economic Output²

Infrastructure Inventory

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



9 Buildings



13 Miles of Trails



0 Housing Units*



0 Campgrounds



9 Miles of Unpaved Roads



1 Water System



0 Waste Water Systems



2 Miles of Paved Roads



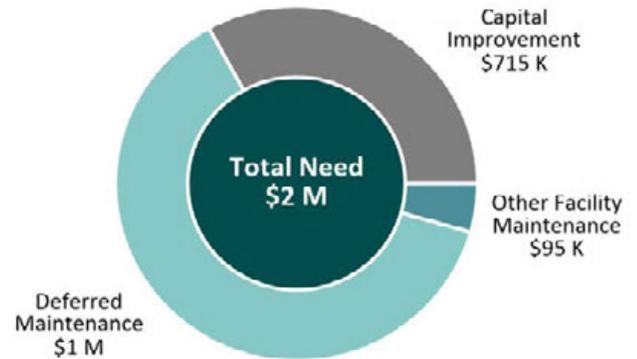
11 All Other Assets[†]

*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, utility systems, maintained archeological sites, fortifications, and interpretive media.

Estimated Maintenance Needs³

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



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

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



\$518 K for Unpaved Roads



\$470 K for Trails

\$1 M for all remaining asset categories

Driven by buildings (\$458 K) and interpretive media (\$246 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 |
|-----------------------------------|-------------------------------------|
| Refurbish Ancient Samoan Trail | \$112,000 |

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

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

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

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

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



Nez Perce National Historical Park Infrastructure Fact Sheet



216 Thousand
Annual Visitors¹



\$16 Million
in Economic Output²

Infrastructure Inventory

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



29 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



< 1 Mile of
Unpaved
Roads



6 Water
Systems



4 Waste
Water
Systems



3 Miles of
Paved Roads



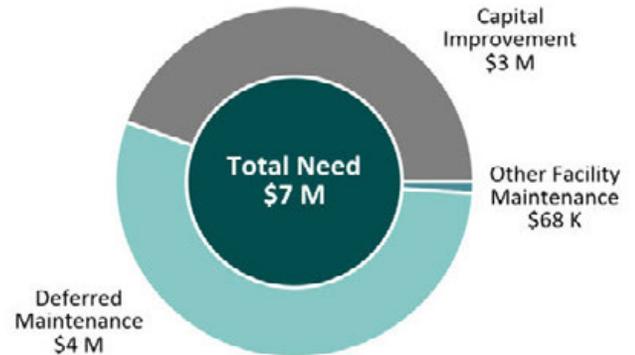
17 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$467 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



**\$2 M for Water
Systems**



\$2 M for Buildings

\$3 M for all remaining asset categories

Driven by paved roads (\$1 M) and maintained landscapes (\$807 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Visitor Center Restroom Fixtures and Partitions to Meet Accessibility Standards | \$161,000 |
| Repair Foundation at Indian Agents Residence | \$95,000 |
| Upgrade Phone And Data Infrastructure In The Spalding Visitor Center | \$57,000 |

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

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

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

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

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



North Cascades National Park¹ Infrastructure Fact Sheet



1.2 Million
Annual Visitors²



\$65 Million
in Economic Output³

Infrastructure Inventory

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



250
Buildings



391 Miles of
Trails



50 Housing
Units*



44 Camp-
grounds



32 Miles of
Unpaved
Roads



17 Water
Systems



12 Waste
Water
Systems



14 Miles of
Paved Roads



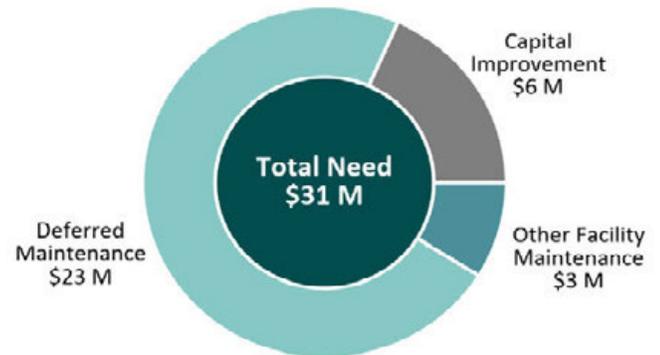
130 All
Other
Assets[†]

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

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

Estimated Maintenance Needs⁴

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



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

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



\$12 M for Paved Roads & Structures



\$5 M for Trails

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁶ |
|--|-------------------------------------|
| Expand Utility Infrastructure for Stehekin Wildland Fire Facility and Dorm | \$6,189,000 |
| Replace Obsolete Stehekin Wastewater Treatment Plant | \$6,113,000 |
| Replace Obsolete Housing From Stehekin River Flood Plain | \$5,970,000 |
| Relocate Thornton Lakes Trail and Trailhead Parking | \$1,011,000 |
| Replace Ross Lake Fuel Dock | \$584,000 |

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

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

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

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

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

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



Olympic National Park Infrastructure Fact Sheet



3.2 Million
Annual Visitors¹



\$378 Million
in Economic Output²

Infrastructure Inventory

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



466
Buildings



619 Miles of
Trails



78 Housing
Units*



20 Camp-
grounds



65 Miles of
Unpaved
Roads



17 Water
Systems



16 Waste
Water
Systems



117 Miles of
Paved Roads



285 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$93 M for Paved Roads & Structures



\$23 M for Buildings

\$36 M for all remaining asset categories
Driven by trails (\$9 M) and waste water systems (\$6 M)

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, bridges, and tunnels.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Olympic Hot Springs Road | \$12,953,000 |
| Realign 1 Mile of Olympic Hot Springs Road at Olympic National Park | \$4,270,000 |
| Replace Log Cabin Wastewater System Drainfield | \$1,184,000 |
| Rehabilitate Hurricane Ridge Visitor Center for Accessibility, Energy Efficiency and Fire Safety | \$911,000 |
| Demolish Road Beyond Metheny Creek Bridge and Restore Natural Condition | \$833,000 |

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

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

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

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

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



Oregon Caves National Monument & Preserve Infrastructure Fact Sheet



65 Thousand Annual Visitors¹



\$5 Million in Economic Output²

Infrastructure Inventory

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



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

†All Other assets include maintained landscapes and utility systems.

Estimated Maintenance Needs³

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



There is also a **\$334 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



[‡]Paved Roads & Structures includes paved roadways and paved parking areas.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Rehabilitate Lighting along the Interior Cave Trail In Oregon Caves | \$931,000 |
| Repair Cave Creek Campground Road | \$712,000 |
| Replace Lake Creek Water Treatment Building | \$275,000 |
| Install Backup Generators at Park Headquarters, Chalet and Maintenance Facility | \$120,000 |
| Repair Wood Sash Windows in the Chalet | \$82,000 |

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

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

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

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

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



Parashant National Monument Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



16 Buildings



9 Miles of Trails



0 Housing Units*



0 Campgrounds



141 Miles of Unpaved Roads



3 Water Systems



1 Waste Water System



0 Miles of Paved Roads



24 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$9 M for Unpaved Roads



\$1 M for Water Systems

\$2 M for all remaining asset categories

Driven by buildings (\$834 K) and maintained landscapes (\$832 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Install Fire Suppression System in Two Cabins at the Dellenbaugh Admin Site | \$387,000 |
| Rehabilitate Kelly Point Road in the Horse Valley Area | \$174,000 |

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

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

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

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

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



Pearl Harbor National Memorial Infrastructure Fact Sheet



1.7 Million
Annual Visitors¹



\$445 Million
in Economic Output²

Infrastructure Inventory

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



19 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



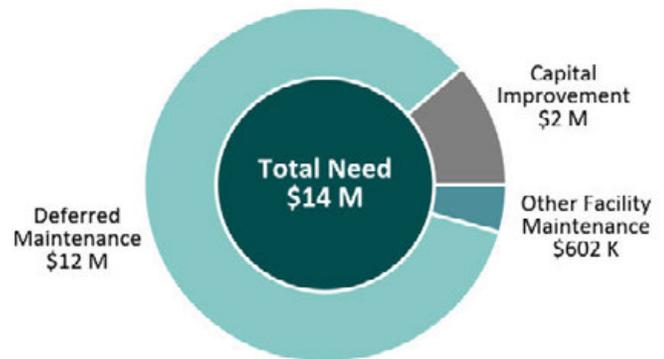
29 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$462 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$4 M for Buildings



**\$1 M for Unpaved
Roads**

\$9 M for all remaining asset categories

Driven by marinas (\$7 M) and maintained landscapes (\$891 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Failing Shoreside Dock at Visitor Center | \$5,647,000 |
| Reconstruct Historic Chief Petty Officer Bungalow Number 31 | \$774,000 |

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

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

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

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

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



Pinnacles National Park Infrastructure Fact Sheet



177 Thousand Annual Visitors¹



\$13 Million in Economic Output²

Infrastructure Inventory

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



64 Buildings



42 Miles of Trails



14 Housing Units*



1 Camp-ground



9 Miles of Unpaved Roads



6 Water Systems



11 Waste Water Systems



10 Miles of Paved Roads



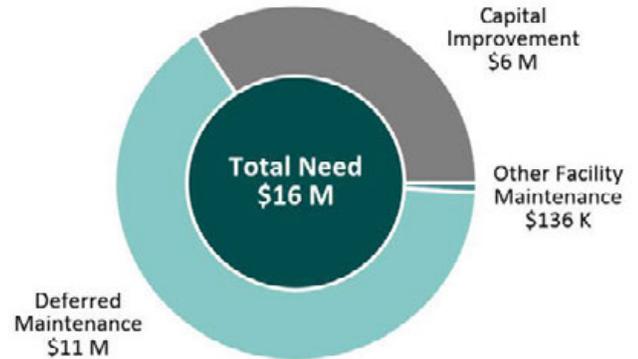
29 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$7 M for Paved Roads & Structures



\$6 M for Waste Water Systems

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Two Campground Comfort Stations for Visitor Accessibility | \$218,000 |
| Replace Deteriorating Exterior Siding to Stabilize Historic North Chalone Fire Lookout Tower | \$201,000 |
| Install a Park Entrance Sign and Pullout for Visitor Photo Opportunity | \$154,000 |
| Repair Switchback Corners on High Peaks Trail | \$16,000 |

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

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

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

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

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



Point Reyes National Seashore Infrastructure Fact Sheet



2.3 Million
Annual Visitors¹



\$128 Million
in Economic Output²

Infrastructure Inventory

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



367
Buildings



120 Miles of
Trails



29 Housing
Units*



9 Camp-
grounds



45 Miles of
Unpaved
Roads



28 Water
Systems



61 Waste
Water
Systems



52 Miles of
Paved Roads



164 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$30 M for Paved Roads & Structures



\$26 M for Buildings

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Floating Docks at Sacramento Landing | \$737,000 |
| Repair Bolinas Ridge Trail | \$624,000 |
| Rehabilitate Earthquake Trail to be Accessible for All Visitors | \$577,000 |
| Preserve the Main House at Home Ranch | \$523,000 |
| Rehabilitate Historic Point Reyes Radio Receiving Station | \$486,000 |

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

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

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

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

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



Port Chicago Naval Magazine National Memorial Infrastructure Fact Sheet



800
Annual Visitors¹



\$69 Thousand
in Economic Output²



Infrastructure Inventory

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



0 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



3 All Other Assets[†]

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

†All Other assets include maintained landscapes and monuments.

Estimated Maintenance Needs³

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



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

There are only maintenance needs for the "All Other Assets" categories at the park, **totaling \$4 K**. This is driven by maintained landscapes (\$4 K). This need does not include the cost of Routine Maintenance.

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

Project Funding

Port Chicago Naval Magazine National Memorial does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Presidio of San Francisco Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



20 Buildings



8 Miles of Trails



1 Housing Unit*



0 Campgrounds



0 Miles of Unpaved Roads



1 Water System



1 Waste Water System



< 1 Mile of Paved Roads



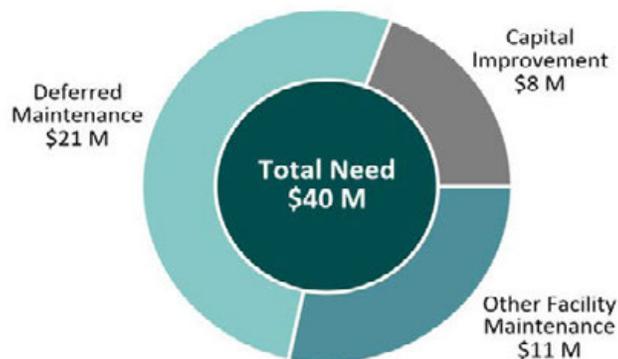
24 All Other Assets[†]

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

†All Other assets include maintained landscapes, utility systems, marinas, fortifications, and amphitheatres.

Estimated Maintenance Needs³

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



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

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



\$25 M for Buildings



\$5 M for Paved Roads & Structures

\$10 M for all remaining asset categories

Driven by marinas (\$3 M) and fortifications (\$3 M)

‡Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

Presidio of San Francisco does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Pu`uhonua o Hōnaunau National Historical Park Infrastructure Fact Sheet



414 Thousand Annual Visitors¹



\$32 Million in Economic Output²

Infrastructure Inventory

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



17 Buildings



4 Miles of Trails



0 Housing Units*



0 Campgrounds



1 Mile of Unpaved Roads



2 Water Systems



2 Waste Water Systems



< 1 Mile of Paved Roads



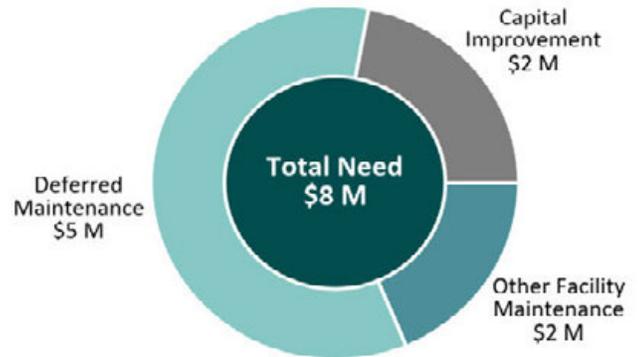
34 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$3 M for Buildings



\$872 K for Waste Water Systems

\$5 M for all remaining asset categories

Driven by maintained archeological sites (\$3 M) and paved roads (\$787 K)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Replace Maintenance Facility and Restore Landscape | \$12,517,000 |
| Replace Components to Park Wastewater Treatment and Disposal System | \$839,000 |

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

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

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

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

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



Pu`ukoholā Heiau National Historic Site Infrastructure Fact Sheet



134 Thousand
Annual Visitors¹



\$10 Million
in Economic Output²

Infrastructure Inventory

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



7 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



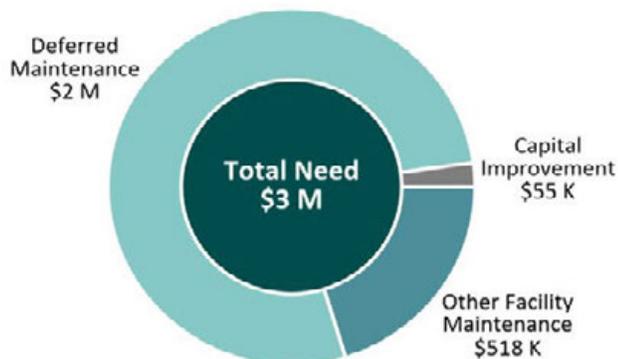
16 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



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



\$556 K for Buildings

\$1 M for all remaining asset categories

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

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

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Repair Pedestrian Trail from Visitors Center to Headquarters | \$400,000 |

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

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

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

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

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



Redwood National Park Infrastructure Fact Sheet



505 Thousand Annual Visitors¹



\$39 Million in Economic Output²

Infrastructure Inventory

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



103 Buildings



118 Miles of Trails



10 Housing Units*



6 Campgrounds



207 Miles of Unpaved Roads



10 Water Systems



15 Waste Water Systems



25 Miles of Paved Roads



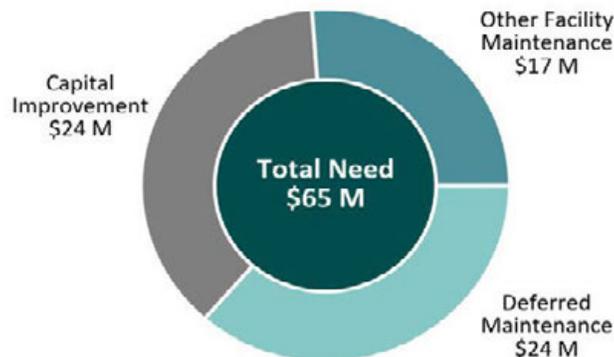
52 All Other Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$4 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$22 M for Unpaved Roads



\$21 M for Buildings

\$22 M for all remaining asset categories
Driven by paved roads (\$12 M) and trails (\$6 M)

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Repair Two Vehicle Bridges On Geneva Service Road and Trail | \$1,430,000 |
| Replace Vehicle Bridge on Lost Man Road/Trail | \$960,000 |
| Replace the Kuchel Visitor Center with New Visitor Facility in Orick | \$808,000 |
| Rehabilitate Wolf Creek Outdoor School Cabins | \$737,000 |
| Rehabilitate Wolf Creek Education Center for Accessibility | \$666,000 |

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

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

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

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

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



Rosie the Riveter WWII Home Front Infrastructure Fact Sheet



50 Thousand Annual Visitors¹



\$4.1 Million in Economic Output²

Infrastructure Inventory

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



3 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

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

†All Other assets include interpretive media.

Estimated Maintenance Needs³

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



There is also a **\$76 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$210 K for Buildings

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

Project Funding

Rosie the Riveter WWII Home Front National Historical Park does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



San Francisco Maritime National Historical Park Infrastructure Fact Sheet



4 Million
Annual Visitors¹



\$116 Million
in Economic Output²

Infrastructure Inventory

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



25 Buildings



< 1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



1 Waste
Water
System



< 1 Mile of
Paved Roads



22 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$723 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$14 M for Buildings



\$3 M for Paved Roads & Structures

\$141 M for all remaining asset categories
Driven by marinas (\$119 M) and ships (\$18 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Implement Accessibility Improvements to Significant Park Facilities, Ships and Experiences | \$3,543,000 |
| Structural Steel Repairs to the Forecastle, Boiler Room and Engine Room of the Hercules Tugboat | \$855,000 |
| Replace Irrigation and Turf in Victorian Park | \$729,000 |
| Replace Offshore Mooring System for the Ship Balclutha | \$716,000 |
| Construct a Replacement Floating Dock for National Historic Landmark Scow Schooner Alma | \$550,000 |

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

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

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

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

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



San Juan Island National Historical Park Infrastructure Fact Sheet



293 Thousand Annual Visitors¹



\$22 Million in Economic Output²

Infrastructure Inventory

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

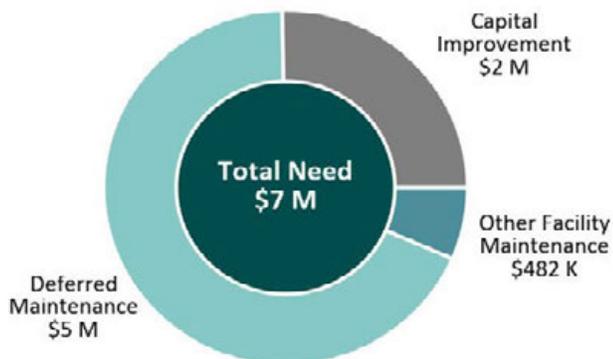


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$367 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$3 M for Paved Roads & Structures



\$1 M for Buildings

\$3 M for all remaining asset categories

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

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Perform Shoulder Rehabilitation on Cattle Point Road to Improve Safety | \$366,000 |
| Realign and Rehabilitate the American Camp Bluff Trail | \$182,000 |
| Correct Deficiencies in Radio Communication and Upgrade Coverage | \$140,000 |
| Correct Deficiencies on San Juan Island American Camp Redoubt Road | \$71,000 |
| Repair and Restore Historic Dry Stacked Rock Circulation Walls at English Camp | \$55,000 |

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

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

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

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

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



Santa Monica Mountains National Recreation Area Infrastructure Fact Sheet



708 Thousand
Annual Visitors¹



\$43 Million
in Economic Output²

Infrastructure Inventory

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



71 Buildings



89 Miles of
Trails



13 Housing
Units*



1 Camp-
ground



32 Miles of
Unpaved
Roads



12 Water
Systems



9 Waste
Water
Systems



7 Miles of
Paved Roads



87 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



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



**\$2 M for Unpaved
Roads**

\$6 M for all remaining asset categories
Driven by buildings (\$2 M) and trails (\$1 M)

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate Circle X Ranch House | \$896,000 |
| Repair Vehicle Entry Bridge to Western Town at Paramount Ranch | \$518,000 |
| Construct Accessible Parking Spaces and Pathway for the Historic Peter Strauss Ranch House | \$75,000 |
| Destroy Zuma Well to Eliminate Safety and Environmental Hazard | \$53,000 |

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

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

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

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

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



Sequoia & Kings Canyon National Parks Infrastructure Fact Sheet



1.9 Million
Annual Visitors¹



\$182 Million
in Economic Output²

Infrastructure Inventory

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



480
Buildings



818 Miles of
Trails



183
Housing
Units*



15 Camp-
grounds



21 Miles of
Unpaved
Roads



22 Water
Systems



19 Waste
Water
Systems



119 Miles of
Paved Roads



106 All
Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$98 M for Paved Roads & Structures



\$23 M for Buildings

\$57 M for all remaining asset categories

Driven by trails (\$15 M) and water systems (\$14 M)

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Rehabilitate 15.29 Miles of the Mineral King Road | \$13,682,000 |
| Rehabilitate Cedar Grove Water System | \$5,177,000 |
| Replace Ash Mountain Water Treatment System | \$3,246,000 |
| Rehabilitate Grant Grove Maintenance Facility Mechanical Systems | \$1,430,000 |
| Rehabilitate Ash Mountain Wastewater Collection System | \$1,414,000 |

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

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

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

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

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



Tule Lake National Monument Infrastructure Fact Sheet



N/A

Annual Visitors¹



N/A

in Economic Output²

Infrastructure Inventory

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



14 Buildings



0 Miles of Trails



0 Housing Units*



0 Campgrounds



0 Miles of Unpaved Roads



0 Water Systems



0 Waste Water Systems



0 Miles of Paved Roads



1 All Other Asset[†]

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

†All Other assets include maintained landscapes.

Estimated Maintenance Needs³

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



There is also a **\$31 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$3 M for Buildings

\$73 K for all remaining asset categories

Driven by maintained landscapes (\$73 K)

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

Project Funding

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

| Project in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Stabilize Structures with Interior Shoring and Replace Metal Siding on the Two Warehouses | \$644,000 |

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

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

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

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

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



War in the Pacific National Historical Park Infrastructure Fact Sheet



432 Thousand Annual Visitors¹



\$33 Million in Economic Output²

Infrastructure Inventory

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

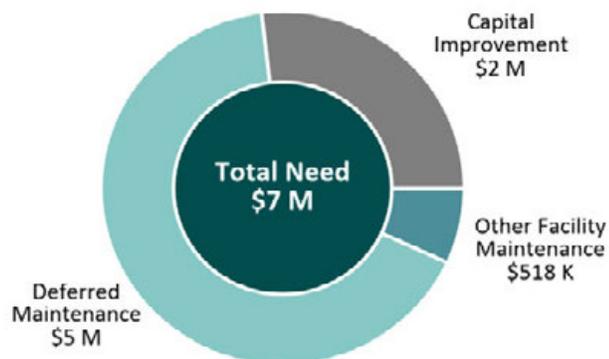


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$319 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$2 M for Paved Roads & Structures



\$2 M for Buildings

\$4 M for all remaining asset categories

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

War in the Pacific National Historical Park does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Whiskeytown-Shasta-Trinity National Recreation Area Infrastructure Fact Sheet



687 Thousand
Annual Visitors¹



\$33 Million
in Economic Output²

Infrastructure Inventory

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



137
Buildings



76 Miles of
Trails



6 Housing
Units*



10 Camp-
grounds



45 Miles of
Unpaved
Roads



11 Water
Systems



10 Waste
Water
Systems



12 Miles of
Paved Roads



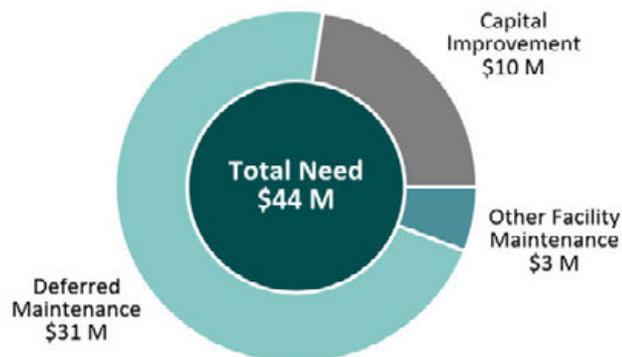
52 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



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

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



\$18 M for Paved Roads & Structures



\$12 M for Buildings

\$14 M for all remaining asset categories

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

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|--|-------------------------------------|
| Replace Peltier Valley Road Bridge | \$781,000 |
| Install Security Fencing at Four Utility Sites | \$627,000 |
| Repair Serious Undermining at Boulder Creek Arch Culvert | \$80,000 |

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

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

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

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

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



Whitman Mission National Historic Site Infrastructure Fact Sheet



48 Thousand
Annual Visitors¹



\$3.3 Million
in Economic Output²

Infrastructure Inventory

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



10 Buildings



1 Mile of
Trails



0 Housing
Units*



0 Camp-
grounds



0 Miles of
Unpaved
Roads



1 Water
System



2 Waste
Water
Systems



< 1 Mile of
Paved Roads



8 All Other
Assets[†]

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

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

Estimated Maintenance Needs³

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



There is also a **\$111 K annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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



\$2 M for Buildings



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

\$155 K for all remaining asset categories

Driven by maintained landscapes (\$85 K) and interpretive media (\$65 K)

[‡]Paved Roads & Structures includes paved roadways, paved parking areas, and bridges.
Note: Estimated maintenance needs may not sum exactly to the total need due to rounding.

Project Funding

Whitman Mission National Historic Site does not have any projects in the formulated lists released publicly.⁵

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

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

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

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

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



Yosemite National Park Infrastructure Fact Sheet



4.4 Million
Annual Visitors¹



\$689 Million
in Economic Output²

Infrastructure Inventory

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

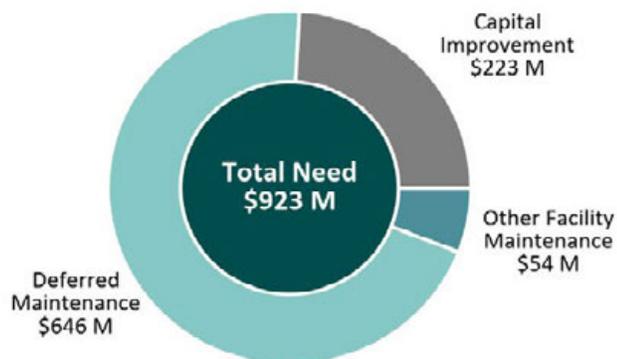


*Housing is defined as residential structures and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected.

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

Estimated Maintenance Needs³

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



There is also a **\$28 M annual Routine Maintenance⁴** requirement in addition to the costs shown above.

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

\$404 M for Paved Roads & Structures

\$176 M for Buildings

\$342 M for all remaining asset categories
Driven by waste water systems (\$123 M) and water systems (\$61 M)

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

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

Project Funding

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

| Projects in Current Funding Stream | Estimated Project Cost ⁵ |
|---|-------------------------------------|
| Rehabilitate El Portal Wastewater Treatment Facility | \$33,231,000 |
| Replace Obsolete Tuolumne Meadows Wastewater Treatment Plant | \$25,819,000 |
| Rehabilitate Tuolumne Meadows Campground, Phase III of III | \$12,693,000 |
| Construct Pedestrian Underpass at Northside Drive and Yosemite Lodge | \$5,000,000 |
| Reconfigure, Expand, and Formalize Parking in the Vicinity of Tuolumne Meadows VC, Phases IV and V of V | \$2,722,000 |

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

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

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

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

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