National Park Service
U.S. Department of the Interior

Federal Lands Transportation Program
Accomplishments
Fiscal Year 2018

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November 2018 opening of recently completed 16-mile section of Foothills Parkway in Great Smoky Mountains National Park.

INTRODUCTION

The National Park Service (NPS) includes some of the most treasured and valued places in America, providing current and future generations with the opportunity to connect with their natural and cultural heritage. Access to, and within these Federal lands is provided through a variety of multimodal transportation systems, with the automobile being the primary mode of transport. Traditionally, park roads have been developed to connect visitors with resources, and many of these roads are celebrated as exemplars of the harmonious integration of engineering and landscape architecture.

"Planning, design, construction, and compliance for transportation facilities of national park system units occur within a framework of laws, policies, and guidance that starts with the enabling act for the NPS: the Organic Act of 1916 (54 U.S.C. 1). This Act established the following mission for the Park Service:

> *[T]o conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations.*

The mission is the first and last test for the soundness of all NPS transportation program activities."[1]

This document reports the achievements of the NPS Federal Lands Transportation Program (FLTP) funding in Fiscal Year (FY) 2018, as required by the *Implementation Guidance for the Federal Lands Transportation Program*.[2]

SYSTEM DEFINITIONS

The NPS Federal Lands Transportation Program system is composed of approximately

- **5,500** miles of paved roads,
- **6,100** paved parking areas,
- **1,400** bridges,
- **60** tunnels,
- **100** transit systems with more than **40** million boardings annually, and
- **4,600** miles of front-country transportation trails.[3]

1. National Park Service Federal Lands Transportation Program Implementation Guide, July 2018
2. https://flh.fhwa.dot.gov/programs/fltp/documents/FLTP%20Guidance%20-%20CLEARED.pdf
3. National Park Service National Long Range Transportation Plan, 2017

Roads, parkways, and bridges are the NPS transportation system's backbone and enable visitors to tour by automobile, bus, bike, or trolley. Park roads frequently link to other modes of transportation—water ferries, trains, and trails—both in and outside the parks. When integrated with the transportation networks of gateway communities, the parks' transportation services provide visitors with seamless access and frequently improve the mobility and quality of life of local residents.

Each park unit is created with its own enabling legislation, and in general, the NPS transportation network is developed and maintained to support the specific congressional intent for each park, within the context of the Organic Act. Revenue generation for gateway communities and local and regional economies certainly occurs as a result of transportation facilities (roads in particular) being constructed and maintained within and adjacent to national park units.

The NPS recorded more than 318 million recreational visitors in 2018, or roughly 870,000 visitors daily. In addition, 170,000 non-recreational visitors (including local commuters in some locations) traveled through parks.[4] In 2018, national park visitors spent an estimated $20.2 billion in the local gateway communities surrounding the parks. The contribution of this spending to the national economy is 329,000 jobs, $13.6 billion in labor income, $23.4 billion in value added, and $40.1 billion in economic output.[5]

TRANSPORTATION NETWORK CONDITIONS DATA

The NPS roadway system is categorized by Functional Classifications. All paved roads open to the public (all Functional Classifications except VI) are part of the FLTP system. This includes the parking areas and structures (bridges and tunnels) associated with these roadways. All roads designated as Urban Parkways (Functional Class VII) or Principal Park Roads (Functional Class I) and a subset of Connector Park Roads (Class II) are the highest priority facilities. Data on the condition of NPS roads, bridges, and parking areas are shown in the following sections.

Paved Roads and Parking Data

The NPS manages the Road Inventory Program in collaboration with Eastern Federal Lands Highway Division (EFLHD) to maintain a comprehensive inventory and pavement condition assessment of all paved roads and parking areas in the NPS. The condition assessment includes the International Roughness Index and other industry standard distress metrics. It generates a Pavement Condition Rating—a 0–100 scale rating system used in conjunction with a pavement management system (The Highway Pavement Management Application also operated in cooperation with the EFLHD.). The pavement management system is used to establish realistic pavement performance goals and inform investment decisions.

4. NPS Public Use Statistics Office website
5. Cullinane Catherine, T., Koontz, Lynne and Comanchione. May 2019. 2018 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation. Natural Resource Report NPS/NRSS/EQD/NRR—2016/1200. National Park Service, Environmental Quality Division and the U.S. Geological Survey, Fort Collins Science Center.

FUNCTIONAL CLASSIFICATIONS OF PARK ROADS

1984 PARK ROAD STANDARDS

Public Use Park Roads

All park roads that are intended principally for the use of visitors for access into and within a park or other National Park System area are included. This includes all roads that provide vehicular passage for visitors or access to such representative park areas as points of scenic or historic interest, campgrounds, picnic areas, lodge areas, etc. County, state, and U.S. numbered highways maintained by the Service are included in this category for purposes of functional classification. Public Use Park Roads are subdivided into the following four classes:

Class I – Principal Park Road / Rural Parkway. Roads which constitute the main access route, circulatory tour, or thoroughfare for park visitors.

Class II – Connector Park Road. Roads which provide access within a park to areas of scenic, scientific, recreational, or cultural interest such as overlooks, campgrounds, etc.

Class III – Special Purpose Park Road. Circulation within public use areas, such as campgrounds, picnic areas, visitor center complexes, concessioner facilities, etc. These roads generally serve low-speed traffic and are often designed for one-way circulation.

Class IV – Primitive Park Road. Roads which provide circulation through remote areas and/or access to primitive campgrounds and undeveloped areas. These roads frequently have no minimum design standards and their use may be limited to specially equipped vehicles.

Administrative Park Roads

The Administrative Park Road category consists of all public and non-public roads intended to be used principally for administrative purposes. It includes roads servicing employee residential areas, maintenance areas, and other administrative developments, as well as restricted patrol roads, truck trails, and similar service roads. Administrative Park Roads are subdivided into two classes:

Class V – Administrative Access Road. All public roads intended for access to administrative developments or structures such as park offices, employee quarters, or utility areas.

Class VI – Restricted Road. All roads normally closed to the public, including patrol roads, truck trails, and other similar roads.

Urban Parkways and City Streets

Urban parkways and city streets and generally dual-use facilities in that they serve both park and non-park related purposes. In addition to providing access to park areas, they also serve as extensions of the local transportation network carrying high volumes of non-park related traffic.

Class VII – Urban Parkway. These facilities serve high volumes of park and non-park related traffic and are restricted, limited-access facilities in an urban area. This category of roads primarily encompasses the major parkways which serve as gateways to our nation's capital. Other park roads or portions thereof, however, may be included in this category.

Class VIII – City Street. City streets are usually extensions of the adjoining street system that are owned and maintained by the National Park Service. The construction and/or reconstruction should conform to accepted engineering practice and local conditions.

Unpaved Road Data

The NPS does not collect data on the condition of its unpaved roads on a network level. The NPS, again in collaboration with Eastern Federal Lands, developed an unpaved road assessment methodology based on the Pavement Surface Evaluation and Rating in 2006. Although this approach is used by park units, the results are not incorporated into a management system. This is because the NPS has chosen to focus most spending and rigorous management activities on the paved network of roads used by the vast majority of park visitors.

Bridge Data

The NPS manages the Bridge Inspection Program in collaboration with the EFLHD to maintain a comprehensive inventory and condition assessment of all major transportation bridges and tunnels in the NPS. The inspection program is compliant with National Bridge Inspection Standards. The condition assessment generates a bridge rating used in conjunction with a bridge management system using Pontis, an industry-standard software application designed to support the bridge inspection process and project programming. The Pontis system produces an industry standard 0 to 1 scale performance metric to describe the value remaining in a bridge in terms of the deteriorated condition of a bridge compared with its replacement cost.[6] The management system is used to establish realistic bridge performance metrics and inform investment decisions.

Trail Data

FLTP transportation trails, a subset of frontcountry trails, accommodate pedestrians and/or bicycles. They also connect to a larger transportation system including land- and water-based transit and/or regional trail systems or direct connections to a community (not recreational trails). FLTP frontcountry trails are pathways for nonmotorized use to provide links between different transportation modes and often serve as the primary transportation facility connecting visitors with the resources they have come to see and experience. Many of these trails are eligible for Category III funding.

6. Bridge Health Index (BHI) = (Replacement Value – Cost of Deteriorated Parts)/Replacement Cost.

Transit Data

The NPS Washington Office's Alternative Transportation Program, in partnership with the transportation coordinators from each of the NPS regional offices, developed an objective definition of NPS transit systems to ensure consistent data collection across the nation and over time. Only units with systems that met all of the criteria are included in this effort. The definition can be found in the annual 2018 NPS National Transit Inventory and Performance Report.

Transit systems in the NPS National Transit Inventory and Performance Report are defined as systems that:

- Move people by motorized vehicle (e.g., bus, tram, ferry) on a regularly scheduled service;
- Operate under one of the following business models: concessions contract; service contract; partner agreement including memorandum of understanding, memorandum of agreement, or cooperative agreement (commercial use authorizations are not included); or NPS owned and operated; and
- Operate all routes and services at a given unit under the same business model by the same operator and therefore are considered a single NPS transit system.

Building on systematic data collection from previous years and working across multiple branches, the NPS transit inventory is conducted by calendar year. This inventory forms the foundation for performance management of NPS transit systems and will be integrated with NPS and Department of Interior systems of record to report asset management, operational, and financial information about transit systems.

Safety Data

A Transportation Safety Management System is under development. However, efforts are being delayed by: ongoing struggles with collecting comprehensive crash data, the lack of full-time safety staff and the lack of a servicewide vehicle count program. A pilot analysis system is being fielded and is in its second of three years. Early results from the pilot are promising but will require overcoming the above articulated challenges to fully implement a servicewide safety program.

To help improve the breadth and quality of the crash data collected, the NPS Visitor and Resource Protection Division is currently in the process of developing a crash manual for use by NPS law enforcement. The new manual, together with training planned in conjunction with the manual's rollout, will improve the data reported to the Incident Management Analysis and Reporting System—the Department of the Interior system of record.

Congestion Data

The NPS does not collect data on congestion on a network level. Because there is no systemwide quantitative data, congestion is managed as a needs-based program rather than as an engineering management system.

The program uses quantitative data from the NPS vehicle count program and the NPS Public Use Statistics Office, along with local and regionally collected data (such as that from Departments of Transportation and Metropolitan Planning Organizations), previous park plans and studies, and qualitative data from park staff to assess needs at a programmatic level.

Emerging data collection opportunities such Bluetooth readers (study anticipated to begin in FY19) and crowdsourcing are being closely monitored as potentially affordable ways to better understand local congestion conditions instead of creating an expensive servicewide congestion data collection and management system.

TRANSPORTATION OPERATIONS DATA

In addition to the network conditions data used to support the national NPS long range transportation plan (LRTP) goals, the Washington Office is sponsoring data collection initiatives related to transportation operations in two areas.

Vehicle Count Data

During fiscal years 2015 through 2022, the NPS is rehabilitating, modernizing, and expanding the Traffic Monitoring Program, known as the Field Operations Technical Support Center (FOTSC), from 35 park units to 50 park units. In 2018, 11 existing traffic count stations were rehabilitated for a current total of 122 stations in the NPS system. The FOTSC traffic counters are installed in permanent traffic count stations and collect traffic data every day of the year, storing hourly count data. These limited count stations are used to complete comprehensive blanket counts for the unit on a routine cycle. Traffic count data will be accessible to inform the four NPS management systems—pavement, bridge, safety, and congestion. Traffic counts are fundamental building blocks to correctly design, engineer and operate unit roads efficiently and safely. Many thanks to the Federal Lands Highway (FLH) for their support to reestablishment of this critically important program.

Transit Data

As required by 23 U.S.C 203(c) the NPS inventories transit systems every year—the current data is from the inventory for 2018. For 2018, the NPS identified 95 transit systems in 60 parks. Of the 95 systems, the NPS owned and operated 18 systems. In 2018, there was a 3.6% decrease in boardings, accounting for 42.1 million passenger boardings agency-wide.

The 2018 Transit Systems Inventory is meant to assist the NPS to:

- Advance NPS transit performance measurement;
- Capture asset management and operational information not tracked in current NPS systems of record;
- Support the National Long Range Transportation Plan, Regional Long Range Transportation Plans, and park operations by providing key transit statistics, which can also be used to track progress towards goals;
- Integrate transit data with NPS systems of record, including asset management data in the Facility and Business Management System for NPS-owned vehicles;
- Comply with Executive Order 13514, which requires Federal agencies to measure, manage, and reduce greenhouse gas emissions;
- Communicate program information and projected vehicle (but not infrastructure) recapitalization needs internally and externally; and
- Identify successes and monitor how well NPS is complying with the Architectural Barriers Act Accessibility Standards to promote visitor access and meet the principles of universal design (usable by all people to the greatest extent possible).

In 2018, there were upgrades to 14 transit systems that included vehicle replacements, infrastructure, and implementation of Intelligent Transportation Systems. Transportation plans, studies, and environmental assessments are underway in 13 parks.

PROGRAM ADMINISTRATION

FY18 Program Level Obligations and De-obligations

The total program obligation rate for FY18 was approximately 99% at $326.7 million, which includes prior year de-obligations and $32 million in Borrows. The anticipated amount remaining unobligated in FY18 is approximately $3 million.

De-obligations are prior year funds that were obligated in a previous fiscal year but are no longer needed for those projects. These de-obligations can be due to good contractor bids, cost savings within the project, and for other legitimate reasons. De-obligated funds are returned to the regions for use advancing current year projects on the multiyear program of projects. If the de-obligated funds were originally allocated to the region via the FLTP Program's needs-based formula, they are returned to the region where they originated. If de-obligated funds were not allocated via a needs-based formula, they are returned to the National FLTP NPS program. This represents additional current year buying power.

A breakdown of program costs by activity type is shown in table 1, and chart 1. Project cost breakdowns are shown in the appendix.

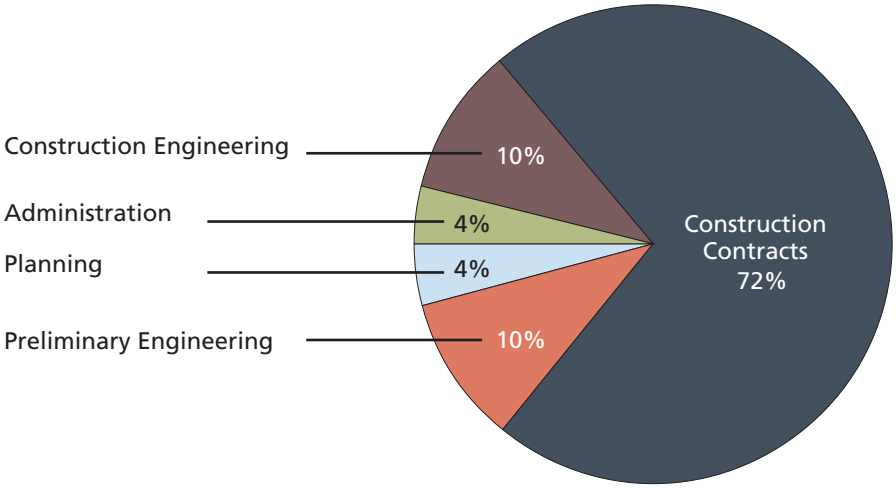


Chart 1. FY18 NPS FLTP Activities

Table 1. FY18 NPS FLTP Activity and Subactivity

Activity and Sub-activity	WASO Approved Amount	Percentage of FY18 Obligations
Administration (YO)		
Program Administration	$10,728,433.00	
AD (YO) Totals	$10,728,433.00	4%
Construction Engineering (YS)		
Compliance Monitoring	$986,975.00	
Construction Management	$27,090,661.00	
Revegetation	$1,372,577.00	
CE Total Includes Prior Year De-obligation $983,390		
CE(YS) Totals	$29,450,213.00	10%
Construction Contracts (CN)		
Awards	$193,575,486.00	
Modifications	$13,899,634.00	
NRCS	$0.00	
Other	$4,629,802.00	
CN Total Includes Prior Year De-obligation $41,806,307		
CN(CN) Totals	$212,104,922.00	72%
Preliminary Engineering (YD)		
Compliance	$1,316,430.00	
Design	$27,971,131.00	
PE Total Includes Prior Year De-obligation $4,655,970		
PE(YD) Totals	$29,287,561.00	10%
Planning (YP)		
Transportation Planning	$13,005,897.00	
PL Total Includes Prior Year De-obligation $124,163		
PL(YP) Totals	$13,005,897.00	4%

Source: Park Transportation Allocation and Tracking System (PTATS).
Note: Table 1 does not include takedowns or rescission.

FY18 TRANSPORTATION MANAGEMENT SYSTEMS AND PLANNING

NPS has four asset management systems (pavement, bridge, safety and congestion). These systems, along with LRTPs and the emerging Innovative and Sustainable Transportation Evaluation Process (INSTEP) Guidance provide important information for the FLTP program.

Pavement Management System

The FLH and the NPS have developed and maintain a Pavement Management System (PMS) for the FLTP. This system is intended to help identify potential road resurfacing, rehabilitation, and reconstruction projects and to assist in making informed decisions when selecting projects. The PMS application is known as the Highway Pavement Management Application. It factors in nine climatic zones, and identifies 21 different surface treatments and uses these factors to model anticipated pavement deterioration. The PMS uses data from the Road Inventory Program (RIP), which includes condition and inventory information on NPS roads. The RIP collects data by use of an automated road analyzer, which provides an inventory of asset types (pavement type and quantities), point (culverts, etc.), and linear features (ditches, guardrails, etc.); identifies pavement distress, and, evaluates the condition of existing park roads pavements.

Paved Roads

In FY18, FLTP funds improved the condition of about 708 miles of NPS roads at a cost of approximately $199.1 million (see table 2 below). These figures do not include parking areas.

Table 2. FY18 Work Category for NPS FLTP Road Projects

Construction Category	Miles of Road
Preventative Maintenance	544
Rehabilitate / Repair	113
Reconstruct	51
Total	708

Source: Federal Highway Administration Office of Federal Lands Highway

The NPS would ultimately like to improve the Servicewide Pavement Condition Rating to 85; the asset management analysis indicates this is not possible under the current FLTP funding level (figure 1).

Figure 1: Average Pavement Condition Rating for Public Roads and Parking

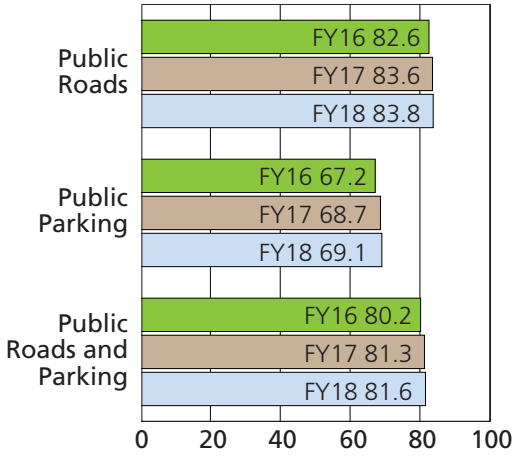


Figure 2: Average Pavement Condition Rating for Public Roads and Parking by Region

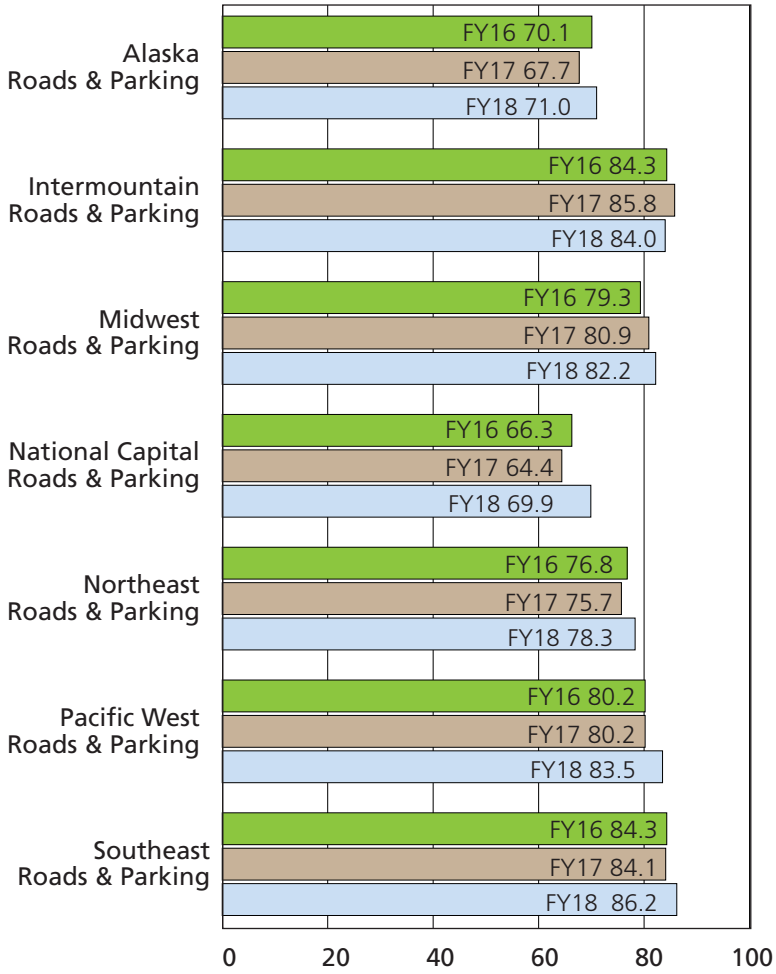


Figure 3: Average Pavement Condition Rating for Public Roads by Region

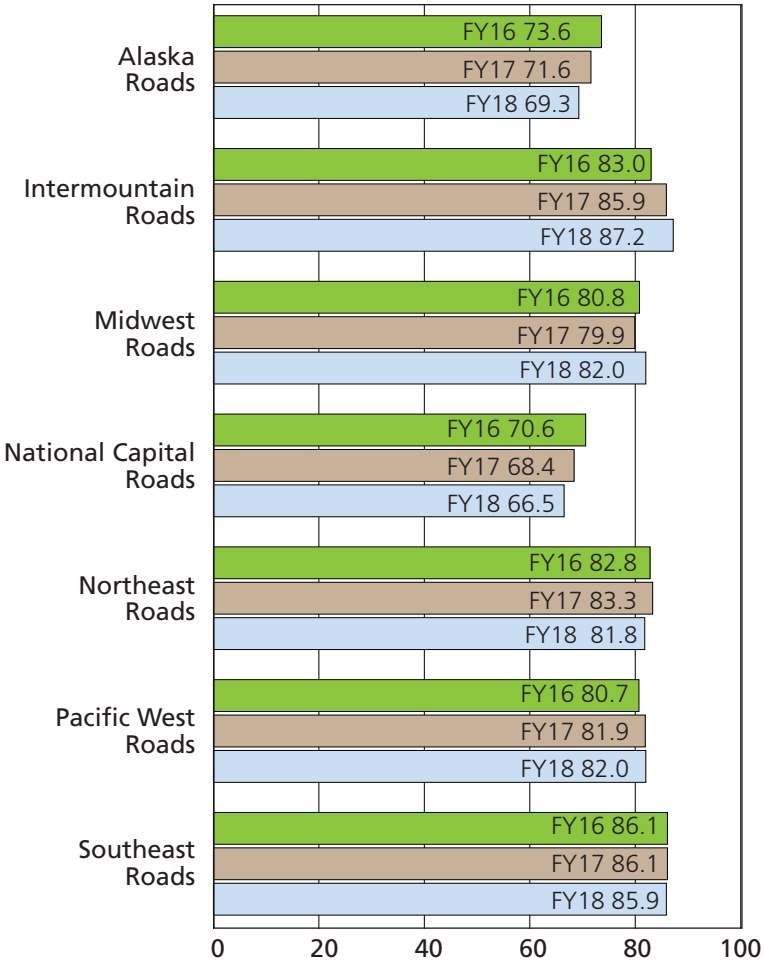
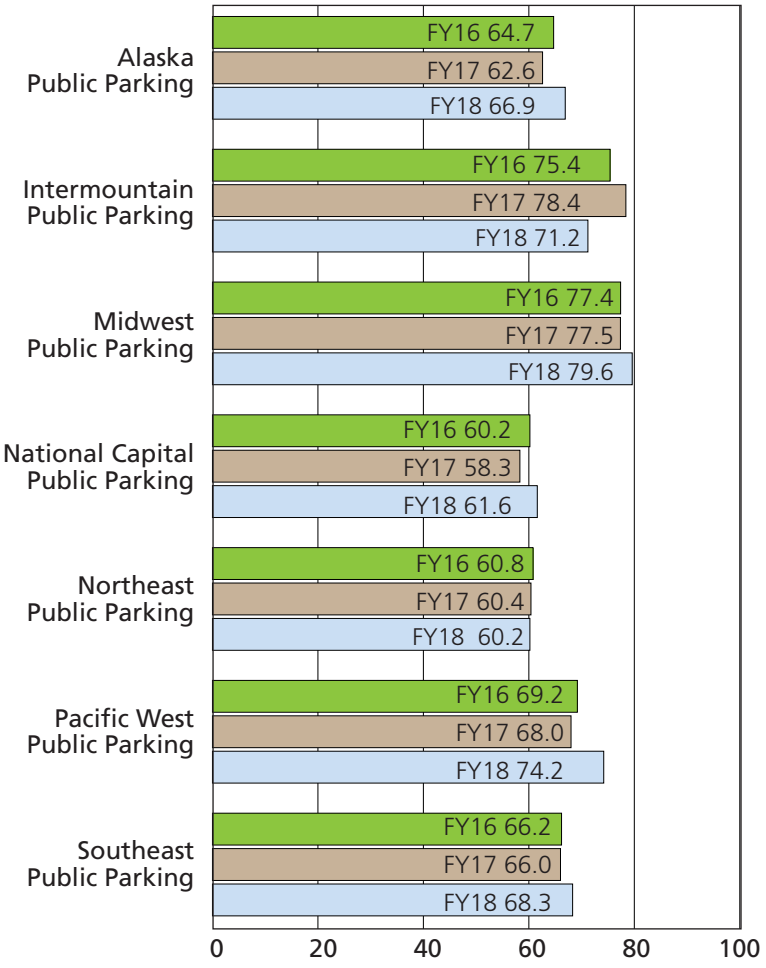


Figure 4: Average Pavement Condition Rating for Public Parking by Region



Unpaved Roads

The NPS does not collect data for the condition of unpaved roads on a network level; these are managed by park units.

Bridge Management System

The Bridge Management System helps improve decision-making about the type and priority of bridge investments. It is based on inspection data collected as part of the Bridge Inspection Program, which is required under 23 U.S.C. 144. FLH and NPS staff collect condition data on all bridge structures greater than 20 feet in length and open to vehicular traffic. Under this inspection program, the following occurs:

- Safety inspections are performed on public bridges and tunnels (vehicular) and nonpublic bridges (vehicular), as defined and required by the National Bridge Inspection Standards (NBIS), to ensure public safety;
- Inspection reports are produced for each structure to summarize condition and corrective action needed;
- NBIS data is provided to FHWA headquarters on an annual basis; and
- In-depth field-testing is performed as indicated by initial analysis to determine the bridge needs. Bridges needing improvements are a priority for funding with FLTP dollars.

In FY18, FLTP funds improved the condition of 78 NPS bridges at a cost of $123.8 million (see table 3 below). Source: FY18 FHWA FLH Annual Accomplishment Report Spreadsheet.

Table 3. FY18 Work Category for NPS FLTP Bridge Projects

Construction Category	Number of Bridges
Preventative Maintenance	13
Rehabilitate or Repair	55
Replace and New	8
Other	2
Total FY Bridge Projects	78

Source: Federal Highway Administration Office of Federal Lands Highway

The Servicewide Bridge Health Index (BHI) for public motor vehicle structures remained unchanged at 0.92, including Arlington Memorial Bridge; the BHI is 0.93 excluding the Arlington Memorial Bridge (see table 4). There was a slight decrease in the number of structurally deficient bridges.

Table 4. Change in Bridge Health Index

—	FY16	FY17	FY18
Servicewide BHI (includes tunnels)	0.92	0.92	0.92
Servicewide BHI (omits the Arlington Memorial Bridge)	0.93	0.93	0.93
Number of Structurally Deficient Bridges	46	46	44
% of NPS Bridges that are Structurally Deficient	3.2%	3.2%	3.1%

Source: Federal Highway Administration Office of Federal Lands Highway

Figure 5: NPS Average Public Bridge Condition Rating

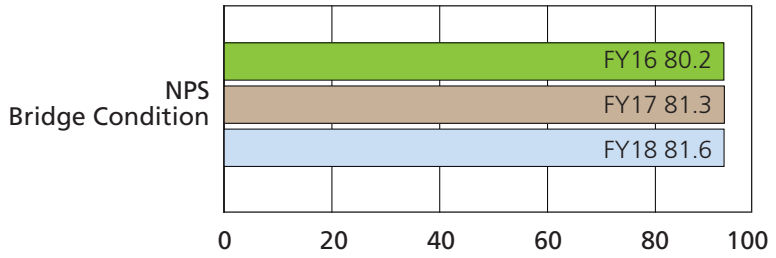
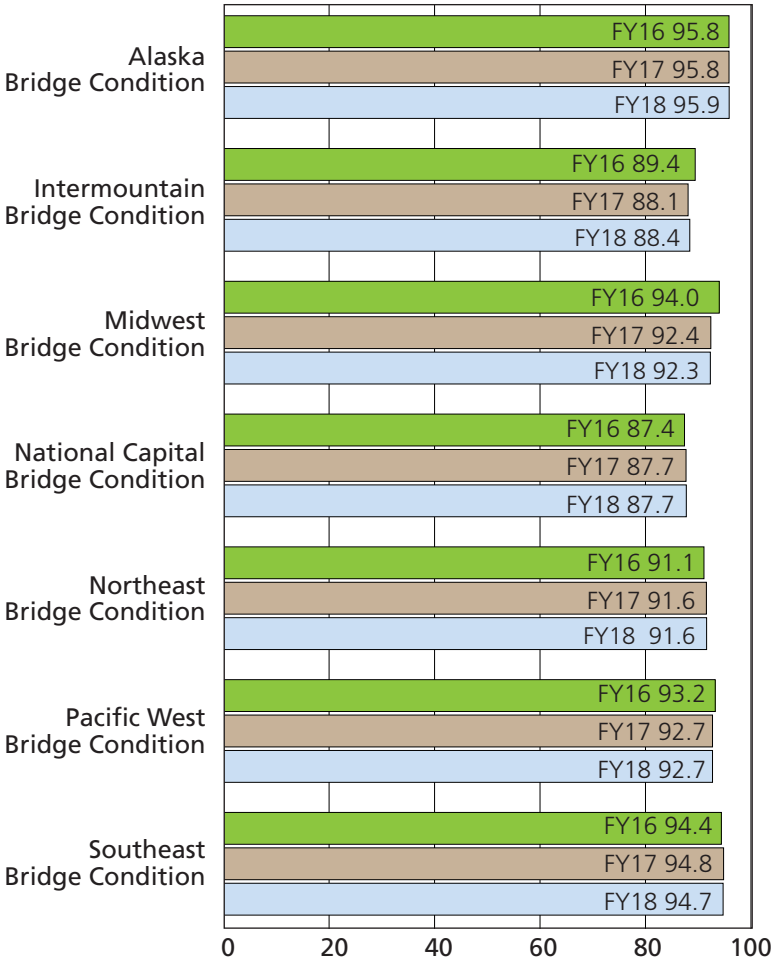


Figure 6: Average Public Bridge Condition Rating by Region



Safety Management System

Pursuant to 23 U.S.C. 201, the NPS in partnership with the Federal Highway Administration (FHWA) has begun the implementation of a Safety Management System under the new NPS Transportation Safety Program (TSP). This is reflected in the NPS Long Range Transportation Plan published in 2017, which listed full implementation of the TSP as a five-year performance measurement. The program implementation has been extended due to hiring delays for new safety personnel. For more information see safety data in the Transportation Network Conditions Data section.

Congestion Management Program

This program focuses on emerging park congestion and treating it effectively while it is in the minor-moderate stage before extensive capital projects are needed. It also seeks to improve agency experience with a wide range of congestion management operational, capital, and planning tools.

The Interagency Visitor Use Management Framework is a social science-based methodology that also addresses major park congestion issues.

Three components serve as the framework for the Congestion Management Program:

1. Congestion Management Toolkit (available for use by parks, regions, FHWA, consultants, and other Federal Land Management Agencies), https://www.nps.gov/orgs/1548/upload/NPS-CMS_Toolkit.pdf.
2. Congestion Assessments (similar to a Road Safety Audit, short report done in 3 to 4 months); eight Congestion Assessments were completed in FY18.
3. Performance and Monitoring (includes data management and GIS)

In FY18, program development for the Congestion Management Program was completed. This was a performance measure for the 2017 National Long Range Transportation Plan (NLRTP).

Congestion Assessments were completed for the following parks:

- Mesa Verde National Park
- White Sands National Park
- Chickasaw National Recreation Area
- Montezuma Castle National Monument
- Natchez Trace Parkway
- Klondike Gold Rush National Historical Park / Skagway unit
- Sleeping Bear Dunes National Lakeshore
- Roosevelt-Vanderbilt National Historic Sites: Home Of Franklin D Roosevelt National Historic Site

Long Range Transportation Planning

As required by Title 23, the NPS completed its 20-year, fiscally constrained NLRTP in July 2017. The plan received the National Planning Achievement Award for Transportation Planning (Gold level) from the America Planning Association. The document is located here. https://www.nps.gov/orgs/1548/upload/National_Long_Range_Transportation_Plan_508-Compliant-for-WEB_July_2017.pdf

The NLRTP sets forth a performance-based, 20-year vision for providing access to our nation's most special and treasured places. It establishes goals, objectives, and performance measures for how we will move toward that vision. It provides a strategy for using our existing transportation funding to ensure the most important transportation assets remain in good condition to support our highest priority mission objectives in resource stewardship, visitor enjoyment, and safety.

An LRTP Performance Reporting Handbook and LRTP Program Guidebook were completed in FY18, and Performance Reporting 'dry runs' were initiated in FY18 for the FLTP program at the national level along with two regions (SER and MWR).

Each NPS region plans to create and update LRTPs on a five-year cycle, in cooperation with FLH and other partners. The status of all regional LRTPs as of FY18 is shown below:

- **AKR:** first LRTP completed, first update underway (anticipated completion FY19); Denali National Park LRTP completed in FY18
- **IMR:** first LRTP complete, first update will begin in FY19
- **MWR:** first LRTP complete
- **NCR:** first LRTP underway, will be complete in FY19
- **NER:** first LRTP update will begin in FY19
- **PWR:** first LRTP complete
- **SER:** first LRTP complete

Innovative and Sustainable Transportation Evaluation Process

As mentioned previously, the NPS is developing a sustainability evaluation system and guidance for transportation projects called INSTEP.

INSTEP supports identification of a transportation projects contribute to various resource protection goals of the agency and strive to balance the "triple bottom line" of sustainable development including environmental, economic, and social equity elements. The system is also designed to collect specific project-related environmental data such as area of wetlands reclaimed and tons of recycled materials used to develop data-driven environmental performance measures.

INSTEP was soft-launched in March of 2018 and populated with 10 Denver Service Center (DSC) transportation projects. During this beta testing period, Project teams identified a number of technical problems and user experience improvements and recommended edits to the strategies and metrics. Once feedback was collected, a decision was made to take INSTEP off-line in the summer of 2018.

The INSTEP development team responded by (1) addressing the bugs and glitches identified by DSC project teams and (2) validating the strategies and metrics with subject matter experts.

The development team worked with Natural Resource Stewardship and Science directorate (NRSS), the NPS Visitor Use Management group, and the NLRTP core working group to vet the strategies and policy content within INSTEP. The review process resulted in creation of improved sustainable strategies, specific metrics, and additional regulatory and other guidance to be implemented into INSTEP during FY2019.

Regional Project Highlights

ALASKA REGION PROJECT HIGHLIGHT

Kenai Fjords National Park

KEFJ 204568 Exit Glacier Road Bridge Rehabilitation
Cost: $418,129

The Exit Glacier Area is located 12 miles outside of Seward, Alaska, off the Seward Highway. This bridge provides the only access road into Kenai Fjords National Park, across the Resurrection River. The work included the replacement of rip-rap and guardrails, cleaned and coated exposed rebar, installed markers at guardrail ends, and sealed the concrete deck surface to prevent water intrusion.

INTERMOUNTAIN REGION PROJECT HIGHLIGHT

Zion National Park

ZION Shuttle Fleet Replacement PMIS 243000:
Cost: $1,523,708

Zion National Park operates a bus shuttle system that includes two routes: One in the Town of Springdale, Utah, to the visitor center area, and another from the ZION Visitor Center north to the Narrows at the end of the road. This system has been in operation since 2000. Propane-powered shuttle buses with trailers have been operated in the system over the past 18 years. While the system has expanded (frequency and fleet size) over the years to support the burgeoning visitor increases, the original legacy system is still in operation.

To prepare for future fleet replacement at Zion, the NPS completed an analysis of various options for vehicles and power sources in FY17. The current direction for fleet replacement is toward battery-electric buses (BEBs). With a decision of this magnitude, the NPS is proceeding with a pilot implementation before committing to the larger investment. Approval was granted in FY18 for two BEB purchases; delivery will occur in FY19.

NPS staff coordinated with the NPS Sustainability and Climate Change group to secure $250,000 in funding from the Department of Energy's Clean Cities Initiative, lowering the NPS outlay of approximately $1.3 million of Category III funds for the purchase. The NPS has also partnered with the National Renewable Energy Lab to collect performance data metrics on the pilot buses to inform our larger investment decision.

MIDWEST REGION PROJECT HIGHLIGHT

Isle Royale National Park

ISRO Mandatory Dry-docking of the Ranger III and Rescue Boat Compliance, PMIS 22752,
Cost: $885,288

The dry-dock inspection is required to inspect the outer hull shell plating and all through-hull fittings. The internal structural strengthening members, including framing, hull plating, voids, and ballast tanks will also be inspected. The entire underwater surface of the hull will be cleaned of any marine growth, dirt, and loose paint. Additionally, during this dry-docking, the hydraulic propulsion system will be inspected and serviced per recommendation of the manufacturer. This will include shafting, hydraulic control boxes, and hydraulic hub assemblies. The underwater hull shell plating will be sandblasted and recoated, along with other necessary work while the vessel is out of the water.

NATIONAL CAPITAL REGION PROJECT HIGHLIGHT

George Washington Memorial Parkway

Arlington Memorial Bridge Rehabilitation, PMIS 39252,
Cost: $192 million

The design build contract is 1,000 calendar days and will include design services, permitting, communications assistance, transportation management plan, and construction activities. Partners and supporters include the US Department of Transportation, District of Columbia, Commonwealth of Virginia, and Congress.

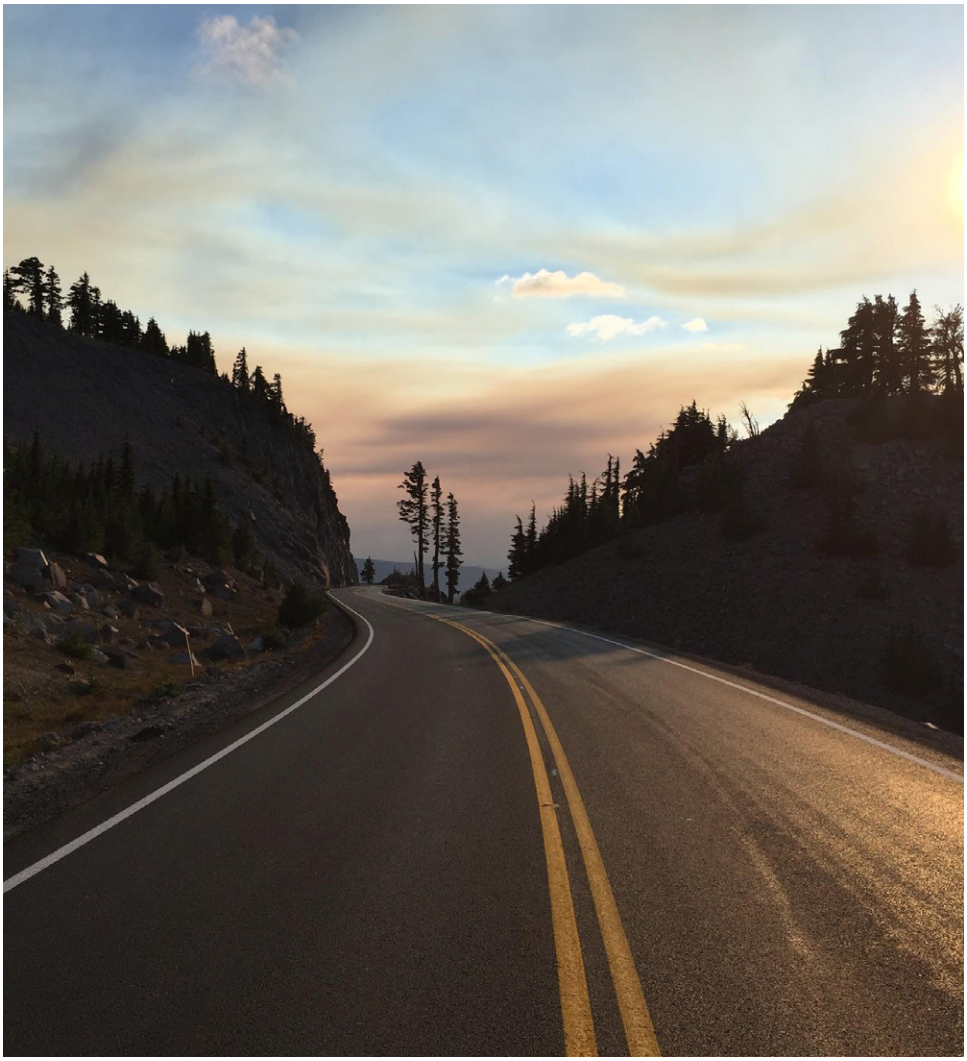
Elements of the bridge to be rehabilitated are the approach spans, trunnion posts, bascule span, piers and abutments. Bridge construction will replace the drawbridge span, rehabilitate the concrete approach spans, and replace the concrete deck. Workers will expedite the work by using prefabricated concrete deck panels. They will protect the bridge's historic appearance by removing, rehabilitating, and then resetting the stone curbs and light posts. They will also rehabilitate historic stone and metal cladding. The existing draw span will also be replaced with variable depth steel girders. The new, structural steel will significantly extend the useful life of the bridge and reduce maintenance costs. More information is available at:
https://www.nps.gov/gwmp/learn/management/bridge-rehabilitation.htm

PACIFIC WEST REGION PROJECT HIGHLIGHT

Crater Lake National Park

CRLA 131393 Restore Safe Width of West Rim Drive
Cost: $18,428,000

The NPS and the Western Federal Lands Highway Division of the Federal Highway Administration completed rehabilitation of the historic West Rim Drive at Crater Lake National Park. Project improvements included rockfall hazard mitigation and re-establishment of the original width of the roadway bench, which had been undermined over the decades by the erosion of soft, underlying pumice soils. Parking lots and pedestrian areas at Rim Village and Cleetwood Cove Trailhead, two of the most highly visited destinations, were also rehabilitated as part of the project. Numerous historic stone retaining walls and guard walls were repaired and stabilized.



SOUTHEAST REGION PROJECT HIGHLIGHT

Blue Ridge Parkway

BLRI 208541 Linn Cove Viaduct Repaving and Rehabilitation
Cost: $1,762,728

Blue Ridge Parkway is the first unidirectional concrete, segmental box girder built in North America, and this iconic structure was resurfaced for the first time since it was completed in 1987. Prior to the new 3-inch-thick asphalt overlay, the original mastic and burlap waterproofing membrane was removed from the concrete deck; minor deck repairs were made; and a new state-of-the art, spray-on membrane was installed.

Appendix A:

PROJECT APPROVED AMOUNTS FOR FISCAL YEAR 2018

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Alaska Region						
Alaska Regional Support Office						
Alaska Long Range Transportation Plan Update	$161,489					$161,489
Collect baseline road soils data to facilitate out-year project designs		$132,000				$132,000
FLTP Administration, WFLH in AKR		$32,051				$32,051
Regional FLTP Program Coordination		$325,000				$325,000
Denali National Park and Preserve						
Conduct a hazard assessment of the Denali Park Road corridor		$-				$-
Conduct Gravel Scrape for Materials for Denali Park Road		$151,494				$151,494
Construct Fish Friendly Drainage Structures for West District Streams Crossing the Park Road		$90,000				$90,000
Denali Long Range Transportation Plan	$8,500					$8,500
Mitigate Rockfall Hazards at Toklat Bluffs, MP 52.88-52.95 of the Denali Park Road		$25,000				$25,000
Process Toklat River Scrape Material		$-				$-
Reducing Risk of Pretty Rocks Slump		$(129,476)				$(129,476)
Repair and Rehabilitate Eight Park Road Bridges		$56,000				$56,000
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge			$74,000			$74,000
Replace Bridges That Cannot Be Seismically Retrofitted, Rock Creek Bridge			$1,195,000			$1,195,000
Replace Failing Pavement on the Denali Park Road Milepost 0-3		$6,265,630				$6,265,630
Replace Failing Pavement on the Denali Park Road Milepost 6-9		$(669,267)				$(669,267)
Kenai Fjords National Park						
Exit Glacier Area Summer Transportation Feasibility Study					$20,000	$20,000
Exit Glacier Road Bridge Rehabilitation		$455,129				$455,129
Plan, Design, and Construct Exit Glacier Road Flood Mitigation and Culvert Modifications		$55,000				$55,000
Klondike Gold Rush National Historical Park						
Dyea Area Transportation Feasibility Study					$11,000	$11,000

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Reconstruct Dyea Flats Road and Slide Cemetery Road		$-				$-
Skagway Congestion Assessment		$17,557				$17,557
Sitka National Historical Park						
Construct Connection to City and Borough of Sitka Multi-modal Seawalk					$1,000	$1,000
Rehabilitate Indian River Bridge					$(40,915)	$(40,915)
SITK Transportation Master Plan					$26,000	$26,000
Western Artic National Parklands						
Emergency Public Use Shelter Cabin Management Plan for BELA					$37,362	$37,362
Denver Service Center						
Denver Service Center						
DESC F2822 Transportation Program Support					$9,400	$9,400
WASO Program Support		$394,724				$394,724
Intermountain Regional Office						
Arches National Park						
Rehabilitate Entrance Road (rt 10) for 17.4 miles and loop (rt 501) 0.8 mile		$(606,208)				$(606,208)
Replace Drain Trenches on Arches Maintenance Service Drive		$24,966				$24,966
Bandelier National Monument						
Conduct Compliance for Emergency Flood Repair		$(1,281)				$(1,281)
Big Bend National Park						
Repair Road Deficiencies on RT11, RT13 and RT14		$260,711				$260,711
Surface Treatment of West Entrance Road		$35,000				$35,000
Bighorn Canyon National Recreation Area						
Slurry Seal Ft.Smith, MT Streets, Parking Lots, and Airstrip		$(99,899)				$(99,899)
Canyonlands National Park						
Pavement Preservation Program (PPP) CANY Roads and Parking Areas		$(944,573)				$(944,573)
Cedar Breaks National Monument						
Perform Chip-Seal on Cedar Breaks Scenic Drive -HWY 148		$940				$940
Chamizal National Memorial						
Rehabilitation of CHAM Paved Surfaces		$990,194				$990,194

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Chiricahua National Monument						
Mill and Overlay Bonita Road and Sugarloaf Road		$27,344				$27,344
Colorado National Monument						
FLHP - Repair Historic Guard Wall Failure at Half Tunnel		$(9,492)				$(9,492)
FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive		$(227,180)				$(227,180)
Rehabilitate Dry Stacked Stone Walls at Mile Marker 7 FLHP		$8,450				$8,450
Rehabilitate the Stone Retaining Wall at MM6.63		$6,881				$6,881
Devils Tower National Monument						
Transportation Project Planning					$19,194	$19,194
Dinosaur National Monument						
Rehabilitate RT101 -Deerlodge Road		$85,268				$85,268
Florissant Fossil Beds National Monument						
Reconstruction of Visitor Center Parking and Road to Reduce Safety Hazards		$329,895				$329,895
Glacier National Park						
Integrated Plan for Glacier Transportation System-GTSR Cooridor					$96,261	$96,261
Pavement Preservation Program (PPP) GLAC Roads and Parking Areas		$6,046,467				$6,046,467
Rehabilitate 6 miles of the Many Glacier Road		$648,530				$648,530
Rehabilitate GTSR Phase X		$1,353,240				$1,353,240
Rehabilitate GTSR Phase XII		$-				$-
Rehabilitate GTSR Phase XIII		$5,494				$5,494
Rehabilitate the GTSR Final Phase - MT PRA GLAC 10(42)		$65,000				$65,000
Repair Camas Road Slumps and Resurface Remaining 4 Miles		$56,510				$56,510
Replace Sprinter Buses in the Park's Transit System					$262,663	$262,663
Replace Utilities Along Lake McDonald		$130,000				$130,000
Stabilize Many Glacier Road Slides and Rehabilitate Roadway		$(125,222)				$(125,222)
Glen Canyon National Recreation Area						
Reconstruct Lees Ferry Access Road		$-				$-
Rehabilitate Wahweap Marina Access Roads.		$(316,005)				$(316,005)

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Stabilize and Repair Lees Ferry Ranch House Access Road GLCA Route 409		$951,000				$951,000
Grand Canyon National Park						
Implement an Intelligent Traffic Management System					$6,000	$6,000
Mill and Repave Village Loop Drive and Bypass Road		$1,410,782				$1,410,782
Rehabilitate Asphalt Surface of Desert View Drive RT 011		$85,272				$85,272
Grand Teton National Park						
Address Slope Failure of Gros Ventre Road		$-				$-
GRTE Spread Creek Pit MOU		$38,290				$38,290
Improve Safety at Gros Ventre Junction with a Modern Roundabout		$2,465,741				$2,465,741
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor		$604,139				$604,139
Repair of Six Miles of US Highway 89/26/191 from Craighead Hill to Snake River Overlook		$-				$-
Repair Structural Deficiencies at Four Highway Bridges		$1,237,139				$1,237,139
Grant-Kohrs Ranch National Historic Site						
Reconstruct Visitor Center and Museum Parking Areas		$72,982				$72,982
Intermountain Regional Office						
FLTP Administration IMRO		$500,000				$500,000
FLTP Administration, CFLH in IMR		$312,714				$312,714
FLTP Administration, WFLH in IMR		$298,000				$298,000
IMR ATPPL/Cat III Program Assistance					$-	$-
IMR Bridge Preservation OH - DSC		$61,434				$61,434
IMR Engineering and Safety Studies		$70,239				$70,239
IMR LRTP Update	$128,000					$128,000
IMR Pavement Preservation OH - CFL		$(62,436)				$(62,436)
IMR Pavement Preservation OH - WFL		$287,647				$287,647
IMR Regional Transportation Safety Studies		$11,978				$11,978
WFL Technical Assistance		$1,500				$1,500
Little Bighorn Battlefield National Monument						
Rehabilitate and Widen Five Miles of Route 10 to Improve Visitor Safety and Protect Resources			$5,000			$5,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Mesa Verde National Park						
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26		$286,309				$286,309
Visitor Distribution and Transportation Plan					$7,342	$7,342
Padre Island National Seashore						
Rehabilitate Main Park Road (Route 10)		$(62,365)				$(62,365)
Petrified Forest National Park						
Rehabilitate 13.45 miles of Main Park Road		$697,710				$697,710
Rocky Mountain National Park						
Pavement Preservation Program (PPP) ROMO Roads and Parking Areas		$49,916				$49,916
Resurface Beaver Meadows Road Rte 0011		$1,000				$1,000
Saguaro National Park						
Heavy 3R Kinney Rd		$(2,201)				$(2,201)
Timpanogos Cave National Monument						
Redesign Road and Parking for Public Safety at Timpanogos Contact Station			$2,361,061			$2,361,061
Yellowstone National Park						
3R Grand Loop Rd-Old Faithful to West Thumb		$45,000				$45,000
Micro Seal and Crack Seal West Thumb to South Entrance		$(1,742,628)				$(1,742,628)
North Entrance Road-Gardiner Gateway Project			$499,729			$499,729
Perform an Engineering & Resource Study for the North Entrance/Golden Gate/Gardiner RoadsFLHP04			$-			$-
Preserve Yellowstone Bridges to Prevent Further Detrioration		$1,680				$1,680
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R			$45,524,467			$45,524,467
Reconstruct Norris to Golden Gate Road Phase 3			$452,336			$452,336
Reconstruct North Entrance Road			$-			$-
Reconstruct the Norris to Golden Gate Road, Phase 2			$3,258,346			$3,258,346
Reconstruct the Norris to Golden Gate Road, Phase I			$-			$-
Reconstruct the Northeast Entrance Road		$1,239,306				$1,239,306
Reconstruct Visitor Facility Parking Areas to Improve Visitor Safety and Satisfaction		$63,609				$63,609
Rehabilitate or Replace the Yellowstone River Bridge		$1,731,510				$1,731,510
Rehabilitate the Lewis River Bridge		$487,641				$487,641

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
YELL Northern Loop (Canyon to Tower Phase 3)			$17,000			$17,000
Zion National Park						
Implement Zion Transit Fleet Replacement Strategy					$1,278,200	$1,278,200
Modify Visitor Center & Majestic Bus Turnarounds for New Park Busses					$910,468	$910,468
Pavement Preservation Program (PPP) ZION Roads and Parking Areas		$410,265				$410,265
Provide Pre-Design for Vehicular Circulation from South Entrance to VC/Shuttle Complex					$-	$-
Reconstruct 6 Miles Kolob Canyon Route 13		$11,772,993				$11,772,993
Reconstruct 9.9 Miles of Rts 12/14		$(197,440)				$(197,440)
Replace ZION Transit Fleet					$44,731	$44,731
Midwest Regional Office						
Badlands National Park						
Conduct Engineering Studyon the Loop Road (HWY 240) and Conata Road.		$158,255				$158,255
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25		$274,365				$274,365
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience		$42,300				$42,300
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill			$48,716			$48,716
Buffalo National River						
Repair Ponca Low Water Bridge Deficiencies		$483,917				$483,917
Cuyahoga Valley National Park						
Construct Parking Lots and Improve Circulation for Village of Boston and New Primary Visitor Center					$25,221	$25,221
Geotechnical Survey for Fitzwater Railroad Maintenance Yard					$601	$601
Install Pedestrian Railroad Crossing at Boston Mill Visitor Center					$360,392	$360,392
Replace CVNP Scenic Railroad mini-excavator/track maintenance machine					$-	$-
Fort Larned National Historic Site						
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities			$131,534			$131,534
Herbert Hoover National Historic Site						
Pavement Preservation HEHO		$(37,557)				$(37,557)

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Hot Springs National Park						
Design and Construction Management for Repair of Hot Springs Mountain Drive		$59,676				$59,676
Rehab West Mountain Drive and Summit Road, Route 11 and 101		$11,500				$11,500
Indiana Dunes National Lakeshore						
Make Safety Improvements to the Intersection of Lake/Porter County Line Road		$5,378				$5,378
Replace Douglas Center Pedestrian Bridge		$6,071				$6,071
Isle Royale National Park						
Isle Royale National Park - Ferry Boat Program Matching Funds and IAA support					$242,868	$242,868
Mandatory Drydocking of the Motor Vessel Ranger III and Rescue Boat Compliance					$520,212	$520,212
Motor Vessel Ranger III Value Based Decision Making Workshop and Planning for Isle Royale NP					$171,172	$171,172
Midwest Regional Office						
Engineering and Safety Studies - CFL		$3,000				$3,000
Engineering and Safety Studies-EFL		$17,520				$17,520
FLTP Administration, CFLH in MWR		$50,692				$50,692
FLTP Administration, EFLH in MWR		$(100,000)				$(100,000)
FLTP Unit-Level Transportation Safety Studies (EFL)		$54,739				$54,739
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering		$(89,747)				$(89,747)
MWR Transportation Program Management		$295,000				$295,000
Pavement Preservation Program - Overhead Costs for Iowa, Illinois, Minnesota, Wisconsin		$(103,084)				$(103,084)
Mississippi National River and Recreation Area						
Complete and Implement Multi-modal, Alternative Transportation Plan for MISS					$765,000	$765,000
Ozark National Scenic Riverways						
OZFLO17-Re-establish Utilities, Demolish and Rebuild the Alley Spring Pedestrian Walk Bridge 6640-00		$617,984				$617,984
Rehabilitate Big Spring Highway Bridge		$(71,497)				$(71,497)
Pea Ridge National Military Park						
Realign Parks Main Tour Road			$83,175			$83,175
Theodore Roosevelt National Park						
Construction monitoring and revegetation for Federal Lands Transportation Project ND FTNP THRO 11(7)		$155,564				$155,564

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Repair slide on Route 0011 (MM 12) and drainage repairs on Routes 0010 and 0206		$8,324				$8,324
Resurface Routes 11A and 11E		$(332,433)				$(332,433)
Voyageurs National Park						
Pavement Preservation Program		$(215,536)				$(215,536)
Wind Cave National Park						
Provide for Engineering Services for Section Road 266 into the Sanson Ranch		$93,000				$93,000
National Capital Region						
Antietam National Battlefield						
ANTI Pavement Preservation Phase II		$2,500				$2,500
Catoctin Mountain Park						
Repair Catoctin Mountain Park 2011 Storm Damage			$34,313			$34,313
Repair Rt. 0011 Section 0 Foxvile-Deerfield Road		$364				$364
Chesapeake and Ohio Canal National Historical Park						
Improve Safety - Fletcher's Entrance Road		$189,117				$189,117
Repair Arizona Avenue Bridge		$(309,355)				$(309,355)
George Washington Memorial Parkway						
Arlington Memorial Bridge Reconstruction Communication Plan		$26,700				$26,700
Arlington Memorial Bridge Rehabilitation Mitigation Projects		$10,000				$10,000
Arlington Memorial Emergency Repairs; GWMP 11 (6)		$5,000				$5,000
Clara Barton Parkway Glen Echo Turn Around Safety study		$15,000				$15,000
Conduct traffic analysis at Morningside Lane		$162,407				$162,407
Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot					$(71,349)	$(71,349)
FHLP - Iwo Jima Memorial Access Road (RT-0203)		$363,291				$363,291
FHLP - North GWMP Rehabilitation EA		$232,861				$232,861
FLHP - Bridge #31 Mount Vernon Trail improvement and reconstruction					$3,000	$3,000
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge			$10,570,395			$10,570,395
FLHP Repair concrete spalls in the CIA/FHWA bridge interchange		$492,353				$492,353

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
FLHP - Repair/Mill and Overlay SB ramps from National Airport 3300-027P and Bridge 3300-028 RT 233		$72,842				$72,842
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/ Concrete Overlay <= 2.5 Inches		$166,652				$166,652
FLHP -Install an independent shoring system Arlington Memorial Bridge (016P)		$8,999				$8,999
FLHP -Repair concrete overlay of the southbound lanes Windy Run Bridge (3300-009P)		$(722,481)				$(722,481)
Glebe RD Overpass Bridge Repair of Expansion Joints (3300-006P)		$3,499				$3,499
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements					$79,056	$79,056
MVT Bridge 12 Environmental Assessment (EA)					$50,000	$50,000
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24					$20,000	$20,000
Rock Scaling to prevent additional rock falling at Spout Run		$71,319				$71,319
Stabilize Slope along GWMP between Spout Run and Windy Run Bridges to Improve Visitor Safety		$143,831				$143,831
Harpers Ferry National Historical Park						
Harpers Ferry Pavement Preservation		$(151,093)				$(151,093)
Replace Harpers Ferry NHP Visitor Transportation Bus Fleet					$254,000	$254,000
Manassas National Battlefield Park						
Prepare Manassas By-Pass EIS for Relocation of U.S. Route 29 and State Route 234		$(749,890)				$(749,890)
Stabilize and Preserve Historic Stone Bridge					$394,759	$394,759
Monocacy National Battlefield Park						
Monocacy Pavement Preservation		$(56,413)				$(56,413)
Monocacy Traffic Context Sensitive Solutions Assessments		$1,500				$1,500
National Capital Parks-East						
Design and Construct Anacostia Riverwalk Trail Pedestrian Bridge Across Anacostia River					$5,353	$5,353
Enhance Shoulders along the Baltimore Washington Parkway		$5,000				$5,000
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road		$68,035				$68,035
Install Median Crossovers along the Baltimore Washington Parkway		$2,500				$2,500
NACE Fort Dupont and Davis Drive Rehabilitation Communication Plan		$10,000				$10,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Prepare Cultural Landscape Report for the Baltimore-Washington Parkway		$73,264				$73,264
Repair and Repave Asphalt Roads - Ft. Dupont Park		$2,741,075				$2,741,075
Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197		$(424,032)				$(424,032)
Repave Baltimore Washington Parkway 1(7), 2(7)		$50,000				$50,000
Repave Baltimore Washington Parkway 1(8), 2(8)		$2,500				$2,500
Repave Baltimore-Washington Parkway		$(1,019,745)				$(1,019,745)
Repave Greenbelt Park Roadways and Construct New Bridge		$6,365,992				$6,365,992
National Capital Regional Office						
DSC Transportation Program Support (Pilot)		$84,627				$84,627
FLTP Administration, EFLH in NCR		$(350,000)				$(350,000)
NCR Long Range Transportation Plan (LRTP)	$50,800					$50,800
Provide Program Support for the National Capital Region Federal Lands Highway Program		$230,334				$230,334
Transportation Technical Support-VOLPE		$1,266,500				$1,266,500
Visitor Use Survey for Transportation at the National Capital Region	$3,030					$3,030
National Mall & Memorial Parks						
Improve Multi-Use Trail to 14th St Bridge					$92,294	$92,294
Kutz Bridge Rehabilitation / Structure No. 3400-032P		$12,000				$12,000
Mill and Overlay Asphalt Bike/Pedestrian Path from Inlet Bridge to Memorial Bridge					$50,000	$50,000
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab		$7,500				$7,500
Rehabilitate Structure No 3400-033P Inlet Bridge Repair/Rehab		$10,000				$10,000
Resurface East Basin Drive Roads		$7,500				$7,500
Resurface Independence Ave and Tidal Basin Roads FHWA		$108,866				$108,866
Resurface Jefferson Avenue and 15th Street		$15,000				$15,000
Resurface Ohio Drive and West Basin Drive Roads		$25,000				$25,000
Resurface Rock Creek and Potomac Parkway FHWA		$56,457				$56,457
Potomac Heritage National Scenic Trail						
Identify options to eliminate a gap in the POHE NST network within and adjacent to Great Falls Park					$361,977	$361,977

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Prince William Forest Park						
Design & Construct a New Park Entrance from VA RT. 234					$540	$540
Repair South Fork Timber Bridge		$432,746				$432,746
Repair the Historic Pyrite Mine Road Bridge					$295,507	$295,507
Rock Creek Park						
Design and Construct Peirce Mill Spring House Trail - Federal Lands Access Program Match					$106,259	$106,259
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive		$1,861,903				$1,861,903
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive		$17,736				$17,736
Perform Pavement Preservation and Replace Drainage System on Bingham Drive		$9,146				$9,146
Perform Preventive Maintenance and Replace Drainage System on Ross Drive		$60				$60
Rehabilitate Glover Road		$15,000				$15,000
Rehabilitate Waterside Drive		$52,429				$52,429
Rehabilitate Wise Road		$15,000				$15,000
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall		$7,072				$7,072
Repair Edgewater Stable Access Bridge		$45,850				$45,850
White House (President's Park)						
Mill, Pave and Re-stripe Ellipse Roadway		$1,227,258				$1,227,258
Reset Brick Pavers in Lafayette Park					$48,581	$48,581
Northeast Region						
Acadia National Park						
BRIDGE MANAGEMENT--Rehabilitate Five Bridges at Acadia National Park		$-				$-
Develop An Integrated Multi-Modal Transportation Plan for Acadia National Park	$-				$131,505	$131,505
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ		$250,717				$250,717
Mill and Overlay 2" Visitor Center Parking Rt ACAD-0900 and Stanley Brook Rd Rt ACAD-0014		$-				$-
NER Contribution to Replace Twelve (12) Year 2006 Propane Buses Equipped with ITS (NPS Share)					$790,000	$790,000
Overlay 2" Visitor Center Accessible Parking Rt ACAD-0901		$-				$-
Pulverize base and overlay 3" East Schoodic Drive (Extension) Rt ACAD-0018AZ		$-				$-

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Rehabilitate Duck Brook Bridge		$171,730				$171,730
Rehabilitate Pier, Dock and Ramp at Isle au Haut Campground					$-	$-
Treat Surface Cadillac Mountain Parking Rt ACAD-0912		$33,987				$33,987
Treat Surface Lower Sand Beach Parking Area Rt ACAD-0918		$-				$-
Treat Surface Norumbega Parking Area Rt ACAD-0932		$-				$-
Treat Surface Schooner Head Road Rt ACAD-0202		$-				$-
Treat Surface Tarn Parking Area Rt ACAD-0913		$-				$-
Treat Surface Thunder Hole Parking Rt ACAD-0922		$-				$-
Treat Surface Upper Sand Beach Parking Area Rt ACAD-0919		$-				$-
Appomattox Court House National Historical Park						
Mill and Overlay 3" Lee Parking Rt APCO-0905			$(2,080)			$(2,080)
Assateague Island NS						
Apply Asphalt Overlay to Bayside Drive Route 202		$17,569				$17,569
Install Asphalt Overlay to Bayberry Dr. Rte. ASIS 0010		$(8,084)				$(8,084)
Mill and Overlay 2" Beach Road Rt ASIS-0011		$410				$410
Mill and Overlay 2" Maddox Road Rt ASIS-0012		$27,816				$27,816
Repave Oceanside Drive, Exits and Pullouts		$11,961				$11,961
Treat Surface North Beach Parking Rt ASIS-0911		$17,276				$17,276
Booker T Washington National Monument						
Mill and Overlay 2" Visitor Center Parking Access Rt BOWA-0010		$559				$559
Boston National Historic Park						
Design Multi-modal transportation improvements - Charlestown Navy Yard					$36,047	$36,047
Cape Cod National Seashore						
Beach Shuttle Replacement Vehicles					$-	$-
Mill and Overlay 2" Coast Guard Beach Bus Stop Parking Rt CACO-0914		$23,352				$23,352
Pulverize base and overlay 3" Marconi Beach Parking Rt CACO-0906		$(12,013)				$(12,013)
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes					$2,430,304	$2,430,304

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Repave Province Lands Visitor Center Parking		$13,200				$13,200
Share-the-road Bike Safety Improvements on NPS-owned roads in support of Outer Cape Bike Master Plan					$-	$-
Colonial National Historical Park						
Develop Phasing Plan For Rehabilitation of the Colonial National Historical Parkway		$37,281				$37,281
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 0.34-5.34)		$657				$657
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 10.34 to 15.34)		$258,315				$258,315
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 20.34 to end)		$248,239				$248,239
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 5.34 to 10.34)		$38,581				$38,581
Provide Title II Services Jones Mill Pond Dam		$97				$97
Rehabilitate Beaverdam Creek Bridge (COLO/4290-002P)		$5,039				$5,039
Rehabilitate Colonial National Historical Parkway		$681,915				$681,915
Rehabilitate Felgate's Creek Bridge (COLO/4290-011P)		$420,218				$420,218
Rehabilitate Halfway Creek Bridge (COLO/4290-022)		$642,043				$642,043
Rehabilitate Kings Creek Bridge (COLO/4290-012)		$1,077,531				$1,077,531
Rehabilitate Powhatan Creek Bridge (COLO/4290-025P)		$41,538				$41,538
Rehabilitate U.S. Route 17 Parkway Bridge (COLO/4290-006P)		$44,328				$44,328
Rehabilitate Williamsburg Tunnel (COLO/4290-033)		$41,950				$41,950
Repave 1 Road and 16 Parking Lots		$25,850				$25,850
Repave 10 Roads and Parking areas - Rt 102, 103, 0500, 0503AZ, 0901, 0902, 0922, 0928, 099, 0931		$-				$-
Repave 5 roads and parking areas Rt 106, 501A, 501B, 0926 and 0950		$(128,558)				$(128,558)
Seal Joints and Repair Spalls, Colonial National Historical Parkway		$152,300				$152,300
Treat Surface Moore House Access Road Rt COLO-0503BZ		$2,229				$2,229
Treat Surface Surrender Road Rt COLO-0225		$-				$-
Delaware Water Gap National Recreation Area						
BRIDGE MANAGEMENT: DEWA US209 Mile .80 Bridge		$(53,637)				$(53,637)

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
DEWA Pavement Management OMR South MP 0-3 (RIP 6-9)		$403,751				$403,751
Mill and Overlay 2" Us Route 209 Rt DEWA-0014		$(22,262)				$(22,262)
Pulverize and Overlay 3" Old Mine Road (south) Rt DEWA-0010		$128,207				$128,207
Rehabilitate Adams Creek Bridge (DEWA/420-013P)		$9,799				$9,799
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)		$108,378				$108,378
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)		$21,563				$21,563
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)		$17,793				$17,793
Rehabilitate Toms Creek Bridge (DEWA/4320-049)		$2,550				$2,550
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)		$90				$90
Repave 3 Parking Areas at Milford and Smithfield Beaches		$-				$-
Sustain Continued Use of DEWA Arterial Loop Road		$26,084				$26,084
Treat Surface Kuhn Road Rt DEWA-0011		$-				$-
Eleanor Roosevelt National Historic Site						
Pulverize base and overlay 3" Road To New Conference Center Rt ELRO-0400		$-				$-
Fire Island National Seashore						
Resurface William Floyd Estate Entrance and Exit Roads and Parking Lot Rts 101, 103, and 902		$(40,545)				$(40,545)
Fort McHenry National Monument and Historic Shrine						
Mill and Overlay 2" Visitor Center Parking Rt FOMC-0900		$71,424				$71,424
Pulverize base and overlay 3" Entrance Gate Parking Rt FOMC-0905		$-				$-
Pulverize base and overlay 3" Fort Avenue Rt FOMC-0010		$-				$-
Fort Necessity National Battlefield						
Apply Microsurface Treatment Treatment Visitor Center Parking Rt FONE-0900		$(38,080)				$(38,080)
Fredericksburg and Spotsylvania Battlefields Mem NMP						
Overlay 1.75" Slocum Drive Rt FRSP-0018 and Widow Tapp Parking Rt FRSP-0917		$(39,123)				$(39,123)
Gateway National Recreation Area						
Apply Microsurface Treatment Ryan Visitor Center Parking Rt GATE-0965D		$145,170				$145,170

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Apply Microsurface Treatment Treatment Visitors Center Parking Se Rt GATE-0965B		$230,399				$230,399
Apply Microsurface Treatment Visitors Center Parking Nw Rt GATE-0965C		$483,737				$483,737
Complete Rehabiliatation of Riis Landing JBU					$(42,274)	$(42,274)
Complete Sandy Hook Multi-Use Connector					$-	$-
Construct New Greenway Trail - Canarsie Park West - FTA TRIP project with NYC DPR		$648,764				$648,764
Mile and overlay Opposite NOAA Parking Rt 917		$(44,953)				$(44,953)
Mill and Overlay 2" Building 40 Parking Rt GATE-0924		$-				$-
Mill and Overlay 2" Building 58 Parking Rt GATE-0937		$-				$-
Mill and Overlay 2" Building 60 Parking Rt GATE-0923		$-				$-
Mill and Overlay 2" Floyd Bennett Entrance Road 1 Rt GATE-0200AZ & BZ		$2,530,098				$2,530,098
Mill and Overlay 2" Fort Hancock Theater Parking Rt GATE-0936		$-				$-
Mill and Overlay 2" Fort Wadsworth Visitor Center Parking Rt GATE-0958A		$17,907				$17,907
Mill and Overlay 2" Heinzelman Road Rt GATE-0212		$73,000				$73,000
Mill and Overlay 2" Lawson Lane Parking Rt GATE-0926		$-				$-
Mill and Overlay 2" Lawson Lane Rt GATE-0666		$-				$-
Mill and Overlay 2" Marine Academy Cafeteria Parking Rt GATE-0920		$-				$-
Mill and Overlay 2" Miller Field Access Road Rt GATE-0130		$51,392				$51,392
Mill and Overlay 2" New Dorp High School Parking A Rt GATE-0953A		$8,000				$8,000
Mill and Overlay 2" New Dorp High School Parking B Rt GATE-0953B		$63,000				$63,000
Mill and Overlay 2" New Dorp High School Parking C Rt GATE-0953C		$184,453				$184,453
Mill and Overlay 2" North Beach Parking Rt GATE-0930		$240				$240
Mill and Overlay 2" North Carolina Road Rt GATE-0453		$273,618				$273,618
Mill and Overlay 2" Picnic Parking Rt GATE-0916		$(44,953)				$(44,953)
Mill and Overlay 2" Sanchez Road West Rt GATE-0132B		$21,000				$21,000
Mill and Overlay 2" Teachers Parking Rt GATE-0922		$-				$-

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Mill and Overlay 2" USS North Carolina Parking Areas Rt 962 A & B		$-				$-
Mill and Overlay Bayberry Beach Parking RT 0938		$-				$-
Mill and Overlay Tomkins Road Rt 447 - Fort Wadsworth		$17,000				$17,000
Perform Joint and Crack Repair Community Gardens Parking Rt GATE-0965A		$551				$551
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222		$70,537	$-			$70,537
Treat Surface Atlantic Drive Rt GATE-0160		$71,415				$71,415
Treat Surface Buffalo Road Rt GATE-0030		$8,500				$8,500
Treat Surface Entrance Station Parking Rt GATE-0900		$-				$-
Treat Surface Sanchez Road East Rt GATE-0132A		$22,900				$22,900
Gettysburg National Military Park						
Comprehensive Community Trails Plan/EA					$-	$-
Pavement Management - Rehabilitate Road Surface on Historic Millerstown Road (FHWA Rt. 0053)		$209,222				$209,222
Pavement Management - Rehabilitate Road Surface on Historic Seminary Avenue (FHWA RT. 0040)		$159,797				$159,797
Pavement Management - Rehabilitate Road Surfaces on Historic Robinson Avenue (FHWA RT. 0039)		$63,496				$63,496
Rehabilitate South Confederate Avenue Bridge (GETT/4400-002P)		$60,305				$60,305
Repair Hunt Avenue Bridge RT 035		$81,299				$81,299
Hampton National Historic Site						
Pulverize base and overlay 3" Farm Road Rt HAMP-0400		$196,606				$196,606
Pulverize base and overlay 3" Main Entrance Road Rt HAMP-0010		$90,000				$90,000
Treat Surface Mansion Service Area Parking Rt HAMP-0900		$131,953				$131,953
Home of Franklin D. Roosevelt NHS						
Purchase Trams for ATS at Rova					$79,040	$79,040
Hopewell Furnance National Historic Site						
Repair and Resurface Three Park Roads Rts 010, 900, and 901		$1,000				$1,000
Minute Man National Historic Park						
Mill and Overlay 2" North Bridge Parking Rt MIMA-0901		$-				$-
Mill and Overlay 2" North Bridge Visitor Center Rt MIMA-0900		$(19,862)				$(19,862)

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Repair and Resurface Battle Road Trail Damaged by Erosion and Use					$37,812	$37,812
Reroute Battle Road Trail to Improve Safety and Visitor Experience					$21,286	$21,286
Resurface Manuel Drive		$(31,730)				$(31,730)
New River Gorge National River						
Mill and Overlay 2" Shelter Area 1 Parking Rt NERI-0961, 0963, and 0964		$97,497				$97,497
Mill and Overlay Two Inches at Grandview Overflow Parking NERI-0967AZ, BZ, CZ, DZ, EZ, FZ and GZ		$52,997				$52,997
Overlay 1"Grandview Visitor Center Road Rt NERI-0202		$11,595				$11,595
Overlay Five Parking Areas at NERI NERI-0919A,B,C,0923, & 0926		$10,064				$10,064
Overlay Grandview Parking Areas NERI-0958, 0965AZ, 0965BZ, & 0966		$31,755				$31,755
Rehabilitate Fayette Station Bridge (NERI/4780-003P)		$18,222				$18,222
Rehabilitate Mill Creek Bridge (NERI/4780-002P)		$7,008				$7,008
Rehabilitate Upper Glade Bridge (NERI/4780-015P)		$40,755				$40,755
Northeast Regional Office						
Enhance NER Transportation Safety Management System Program		$(26,072)				$(26,072)
FLTP Administration, EFLH in NER		$(200,000)				$(200,000)
FLTP CAT III Administration NER					$40,000	$40,000
General & technical on-going program assistance in support of the multi-year plan & CAT I program.		$9,386				$9,386
NER FLT Program Design Support		$-				$-
NER Program Admin, (Trav) Design & Implementation Support		$3,558				$3,558
NER Transportation Program Technical Support		$(118,666)				$(118,666)
Northeast Region Long Range Transportation Plan Update	$27,500					$27,500
Program Administration Suppport Funds		$1,500				$1,500
Program Management - Volpe IAA (5 Year Agreement beginning in FY 2018)					$250,000	$250,000
Saratoga National Historic Park						
Perform Slope Stabilization on Tour Road Rt 0100 Near Stop 8		$896,551				$896,551
Rehabilitate Kroma Kill Bridge #2 (SARA/1910-002P)		$6,637				$6,637
Rehabilitate Kroma Kill Bridge #3 (SARA/1910-003P)		$3,632				$3,632

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Rehabilitate Kroma Kill Culvert (SARA/1910-005P)		$1,794				$1,794
Rehabilitate the Tour Road Bridge (SARA/1910-001P)		$10,024				$10,024
Repair Culverts on Tour Road		$674,190				$674,190
Shenandoah National Park						
Pavement Management - Parkwide entrance/exit ramps and select parking areas		$-				$-
Pavement Management - Parkwide Roads and Parking Areas		$33,700				$33,700
Pavement Management - Repair Parking Area Surfaces at Mathews Arm and Pinnacles		$-				$-
Pavement Management - Repair Road and Parking Area Surfaces		$(5,300)				$(5,300)
Pavement Management - Repair Skyline Drive North RT 10A		$(17,176)				$(17,176)
Pavement Management - Skyline Drive (South) MM 102.1 to 105.66 and Brown Gap Parking		$353,165				$353,165
Pavement Management - Skyline Drive Route 10A and No Name Overlook Parking Rt 1076		$41,794				$41,794
Pavement Management - Skyline Drive Route Rt 10C MM 97.1 to 102.1		$123,102				$123,102
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3		$106,000				$106,000
Rehabilitate 1 tunnel and 2 bridges (SHEN/4840-004P, SHEN/4840-002P, SHEN/4840-003P)		$2,443				$2,443
Rehabilitate Thornton Gap Bridge (SHEN/4840-001P)		$475				$475
Skyline Drive MM 0 to 5.63, North Entrance Residence Rt 100, and Dickey Ridge Trail Parking Rt 1071		$4,356,072				$4,356,072
Treat surface of Overlook Parking Areas from MM 33.38 to 50		$356,145				$356,145
Springfield Armory National Historic Site						
Pavement Management Public Access Roads		$2,910				$2,910
Upper Delaware Scenic and Recreational River						
Repair Roebling Bridge (D&H Canal Aqueduct Bridge) (UPDE/4870-001)		$25,000				$25,000
Valley Forge National Historical Park						
Complete Accessibility Improvements at Visitor Center		$-				$-
Vanderbilt Mansion National Historic Site						
Mill and Overlay 2" Bard Rock Parking Rt VAMA-0900		$(2,969)				$(2,969)

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Pavement Management - Chipseal The Coach House Parking Lot A - Route 0906A		$(4,806)				$(4,806)
Rehabilitate Bard Rock Bridge (VAMA/1797-002P)		$(2,173)				$(2,173)
Rehabilitate Rustic Bridge (VAMA/1797-003P)		$(1,380)				$(1,380)
Rehabilitate White Bridge (VAMA/1797-001P)		$(5,140)				$(5,140)
Treat Surface Coach House Parking B Rt VAMA-0906B		$(2,403)				$(2,403)
Treat Surface Coach House Road Rt VAMA-0013		$(45,151)				$(45,151)
Treat Surface Mansion Parking Rt VAMA-0903		$(126,162)				$(126,162)
Weir Farm National Historic Site						
Develop a Park Wide Transportation Plan - Unit Management Plans - Transportation Component					$-	$-
Pacific West Region						
Cabrillo National Monument						
Chipseal Paved Roads and Parking Areas		$1,048,310				$1,048,310
Cesar E. Chavez National Monument						
Realign Entrance Road to Improve Traffic Safety		$30,000				$30,000
Channel Islands National Park						
Replace Dilapidated Pier at Scorpion Anchorage					$359,923	$359,923
Crater Lake National Park						
Develop Design and Environmental Planning to Address Serious Safety Deficiencies at Cleetwood Cove		$60,000				$60,000
Rehabilitate East Rim Drive from MP 4.5 to MP 23.2 (Cleetwood Cove to Munson Valley Road)		$617,780				$617,780
Restore Safe Width of West Rim Drive (Route 14)		$338,316				$338,316
Death Valley National Park						
Chipseal North Highway, Furnace Creek, Texas Spring, and Mesquite Campgrounds		$2,020,000				$2,020,000
Death Valley Oct. 2015 Flood - Emergency Storm Damage (Facility)		$32,000				$32,000
Mill and Repave Southern Half of Artists Drive		$(278,220)				$(278,220)
Pavement Preservation, Perform Chipseal on Badwater Road		$(5,679,740)				$(5,679,740)
Repair Road Surface and Drainage Features, Badwater Road MP16-27		$-				$-
Fort Point National Historic Site						
Widen and Reconstruct Long Ave for Safer Multi-Modal Access		$85,600				$85,600

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Golden Gate National Recreation Area						
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker					$111,800	$111,800
Manage Parking at Crissy Field					$-	$-
Plan for Multi-modal Safety & Wayfinding Improvements for San Mateo County Parklands Mobility Study					$-	$-
Rehabilitate West Bunker and Mitchell Roads - Marin Headlands		$(33,621)				$(33,621)
Repair Baker Barry Tunnel Lining		$(36,088)				$(36,088)
Great Basin National Park						
Apply Pavement Preservation Surface Treatments to Roads and Parking Areas, Parkwide		$(60,849)				$(60,849)
Haleakala National Park						
Protect Natural and Cultural Resources During Rehabilitation of 3.6 Miles of Park Road		$40,350				$40,350
Rehabilitate Main Park Road, MP 11.2 to MP 14.8		$(2,327,333)				$(2,327,333)
Hawaii Volcanoes National Park						
Emergency Repairs to Chain of Craters Road to Ensure Visitor Safety		$193,500				$193,500
FHWA Geotechnical and Construction Engineering Support for Emergency Access Route		$48,314				$48,314
HAVO Park-wide Road Safety Audit		$93,057				$93,057
Joshua Tree National Park						
Preserve Pavement for Roads & Parking Areas in Joshua Tree NP		$(5,864,179)				$(5,864,179)
Reconstruct Park Route 11 - Sand Hill to Cottonwood		$(62)				$(62)
Reconstruct Park Route11 - Gold Point to Sand Hill		$-				$-
Lake Mead National Recreation Area						
Apply Pavement Preservation Treatment to Northshore Road		$5,800,000				$5,800,000
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization			$204,263			$204,263
Realign, Reconstruct, Resurface, and Restore Willow Beach Road			$272,817			$272,817
Reconstruct Katherine Landing Access Road			$39,562			$39,562
Lake Roosevelt National Recreation Area						
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site		$105,000				$105,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Lava Beds National Monument						
Apply Pavement Preservation Treatment to Paved Road and Parking Areas Parkwide		$401,324				$401,324
Mojave National Preserve						
Reconstruct Segments of Kelbaker Road to Improve Safety			$19,146			$19,146
Mount Rainier National Park						
FHWA Repair Mather Memorial Parkway Slide Area		$1,764,021				$1,764,021
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6		$167,429				$167,429
Repair & Rehabilitation of Stevens Canyon Road Mile 5.0 to Mile 14.0		$437,168				$437,168
Muir Woods National Monument						
Implement Muir Woods and Nearby NPS Parklands Transportation Improvements					$(26,844)	$(26,844)
Plan and Design Access Improvements at MUWO					$-	$-
North Cascades National Park						
Emergency Repair Cascade River Road Due To November 23 Winter Storm Event FLTP		$201,785				$201,785
FLTP Emergency Repair Stehekin Road after Winter Storm Damage		$85,866				$85,866
Realign and Pave Five Miles of Stehekin Valley Road			$1,328,503			$1,328,503
Rehabilitate Skagit River Bridge		$4,031				$4,031
Olympic National Park						
Install Prevention Measures On Slumping Section of Mora Road, Route 115		$-				$-
Pavement Preservation- Hurricane Ridge Road and Mora Road Chip Seal		$-				$-
Pavement Preservation- Hurricane Ridge Road, Mora Road and Other Park Roads Chip Seal		$(14,053)				$(14,053)
Perform Emergency Repairs on Storm Damaged Hoh Road (Rt 107)		$493,795				$493,795
Realign 1 Mile of Elwha Valley Road at Olympic National Park			$44,272			$44,272
Reduce Congestion and Improve Safety at Heart of the Hills Entrance		$107,850				$107,850
Rehabilitate Heart-of-the-Hills Parkway		$1,633,597				$1,633,597
Rehabilitate Olympic Hot Springs Road		$1,016,700				$1,016,700
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)		$2,880,150				$2,880,150
Rehabilitate Staircase Road		$191,000				$191,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Repair Road Damage to Graves Creek Road Milepost 4.5		$-				$-
Pacific West Region						
FLTP Administration, CFLH in PWR		$145,969				$145,969
FLTP Administration, PWRO		$420,488				$420,488
FLTP Administration, WFLH in PWR		$634,068				$634,068
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks		$101,538				$101,538
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks		$73,000				$73,000
Provide Match for Emergency Relief Funds for Lincoln County's Porcupine Bay Road Slide Repair		$250,000				$250,000
PWR ATPPL/CAT III Planning Project					$114,335	$114,335
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering		$2,449,000				$2,449,000
Transport Temporary Vehicle Bridge to PWR for Emergency Access		$2,870				$2,870
Pinnacles National Park						
Replace 18 Passenger Shuttle Bus					$(1,536)	$(1,536)
Point Reyes National Seashore						
Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas, Parkwide		$5,892,390				$5,892,390
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.		$102,120				$102,120
Redwood National Park						
Pavement Preservation on All Park Roads		$1,035,579				$1,035,579
Perform Maintenance on Prairie Creek Bridge		$853				$853
San Juan Island National Historical Park						
Realign Access Road and Parking at American Camp Visitor Center to Improve Safety		$99,996				$99,996
Sequoia and Kings Canyon National Park						
Reconstruct 0.7 miles of Generals Highway - Amphitheater Pt. to Deer Ridge, Phase 1 of 2			$4,482			$4,482
Rehabilitate 1 Mile of Generals Highway (Deer Ridge to Eleven Range)			$(505,926)			$(505,926)
Rehabilitate 15.29 Miles of the Mineral King Road		$180,000				$180,000
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road		$18,636,844				$18,636,844

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Replace Kings River Road Bridge @ Cedar Grove (#8580-006P)			$282			$282
Whiskeytown National Recreation Area						
J.F. Kennedy Roadway Improvements Matching Contribution		$-				$-
Repair, Chipseal and Re-Stripe Roads and Parking Areas Parkwide		$50,347				$50,347
WWII Valor in the Pacific NM						
Replace USS Arizona Memorial Dock and Ramp					$11,229	$11,229
Yosemite National Park						
Assess Traffic and Road Network Capacity for Yosemite Valley		$410,000				$410,000
Chip/Micro Seal Portions of Tioga Road and the Big Oak Flat Road		$1,757,120				$1,757,120
Construct Northside Drive Overpass at Yosemite Falls Promenade			$7,961			$7,961
Perform Bridge Preservation Work on Tioga Rd., El Portal Rd.,Glacier Pt. Rd. and on the Valley Roads		$3,517				$3,517
Perform ERFO-Eligible Storm Damage Repairs to Yosemite Roads		$(576,809)				$(576,809)
Rehabilitate Big Oak Flat Road, MP 0 to MP 9.8		$2,000				$2,000
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road		$(18,300)				$(18,300)
Rehabilitate Glacier Point Road, MP 5.1 to 15.7		$553,334				$553,334
Rehabilitate Tioga Road: Phase 1 of 3 – Mile post 0 (Crane Flat) to Mile post 13.5 (White Wolf CG)		$(4,328)				$(4,328)
Rehabilitate Tioga Road: Phase 2 of 3 – From MP 27 to MP42 (Olmsted Pt. to Blue Slide)		$22,000				$22,000
Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1		$(665,542)				$(665,542)
Southeast Region						
Andersonville National Historic Site						
Pavement Preservation at Andersonville National Historic Site		$27,249				$27,249
Big Cypress National Preserve						
Replace Vehicle Guardrails on Loop Road Bridges		$35,923				$35,923
Big South Fork National River and Recreation Area						
Perform Critical Repairs to Highway Bridges Along State Hwy 297		$13,895				$13,895
Resurface Leatherwood Ford Road		$100,000				$100,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Biscayne National Park						
Resurface Entrance Road and Parking Lot at Convoy Point		$265				$265
Blue Ridge Parkway						
Pavement Preservation at MP 328 - 337; 292-298; 304-318, Pisgah and Highlands District		$2,810,000				$2,810,000
Pavement Preservation from MP 174.0 to MP 216.9		$3,675,000				$3,675,000
Pavement Preservation from MP 248.32 thru MP 276.61, Highlands District, North Carolina		$3,205,900				$3,205,900
Pavement Preservation from MP 423.96 thru MP 470.20, Pisgah District, North Carolina		$(3,128,996)				$(3,128,996)
Pavement Preservation on 90.7 miles on the Blue Ridge Parkway, Virginia		$128,000				$128,000
Preventative Maintenance Repairs to North Carolina Bridges		$25,000				$25,000
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J		$2,843				$2,843
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A		$286,923				$286,923
Remove Rock Slide and Repair Mainline Road at MP 277 - Phase II		$25,000				$25,000
Repair Paving Mainline Section 1L MP 101-105		$13,892				$13,892
Repair Post Tensioning System on the Linn Cove Viaduct (Structure # 5140-182P)		$1,001,000				$1,001,000
Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39)		$2,888,870				$2,888,870
Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18)		$129,551				$129,551
Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82)		$(674,595)				$(674,595)
Replace Laurel Fork Bridge 159P		$270,072				$270,072
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182		$2,295,090				$2,295,090
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028		$4,060				$4,060
Canaveral National Seashore						
Pavement Preservation Playalinda Beach Access Road and Vista Area's		$5,000				$5,000
Cape Hatteras National Seashore						
Pave Pylon Loop Road and Adjacent Parking Area in Wright Brothers National Memorial		$163,750				$163,750
Pave Roadway Surface and Replace Culverts on Various Roads in Wright Brothers National Memorial		$421,250				$421,250

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Road & Parking Lot Improvements at Fort Raleigh National Historic Site		$617,000				$617,000
Schedule A FHWA Road Repairs		$3,363,600				$3,363,600
Cape Lookout National Seashore						
ATP Phase III Ensure and Enhance ADA Transportation Access at Cape Lookout National Seashore					$250,307	$250,307
Castillo de San Marcos National Monument						
Preservation of Parkwide Public Access Roads and Parking Areas		$11,764				$11,764
Chattahoochee River National Recreation Area						
Pavement Preservation Project		$42,706				$42,706
Chickamauga and Chattanooga National Military Park						
Pavement Preservation Roads Chickamauga Chattanooga NMP		$34,713				$34,713
Pavement Preservation Rt.0100 Jays Mill Road And Associated Parking		$34,713				$34,713
Repair, Rehabilitation, Reconstruction of 0.76 Miles of Rt. 0101 Dyer Road		$5,000				$5,000
Repair, Rehabilitation, Reconstruction of 0.91 Miles of Rt. 0010 McFarland Gap Road		$1,561,209				$1,561,209
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton Road		$25,000				$25,000
Repair, Rehabilitation, Reconstruction of 1.98 Miles of Rt. 0014 Reeds Bridge Road		$1,915,395				$1,915,395
Resurface Route 0011 Lafayette Road and Associated Parking		$53				$53
Cumberland Gap National Historical Park						
Repair Entrance Ramp Bridge - Structure No. 5230-013P		$13,895				$13,895
Repair Skyland Road Bridge #1 - Structure 5230-009P		$13,894				$13,894
Repair Skyland Road Bridge #2 - Structure 5230-010P		$73,255				$73,255
Repair Tiprell Road Bridge #1 - Structure No. 5230-011P		$13,894				$13,894
Repair Tiprell Road Bridge #2 - Structure No. 5230-012P		$13,894				$13,894
Repair U.S. Route 25E Bridge #2 - Structure No. 5230-005P		$13,895				$13,895
Cumberland Island National Seashore						
Repair or Replace Deteriorating Timbers and Extend Wing Walls on Four Road Bridges		$191,340				$191,340

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Replace Dungeness Dock South for Ferry Access					$3,230	$3,230
Everglades National Park						
Repair, Mill and Resurface Main Park Road, Flamingo Campgrounds to Sta 2008+85, Main Park Road		$111,645				$111,645
Construct 2.60-Mile Tamiami Trail Bridge			$4,900,000			$4,900,000
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park Boundary, Route 10 Main Park Road		$25,000				$25,000
Fort Pulaski National Monument						
Replace Fort Pulaski Entrance Bridge			$1,144,675			$1,144,675
Fort Sumter National Monument						
Rehabilitate Fort Sumter Waterfront Dock					$112,773	$112,773
Great Smoky Mountains National Park						
8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8)				$177,385		$177,385
Conduct Slope Stability Study		$40,000				$40,000
Construct Foothills Parkway-8E (Missing Link-Bridge 4)				$(59,985)		$(59,985)
Construct Site 2 of Foothills Parkway 8E Missing Link				$13,841		$13,841
Construct Site 3 on Foothills Parkway Missing Link				$74,000		$74,000
Construct Site 5 of Foothills Parkway 8E Missing Link				$18,714		$18,714
Construct Site 6 of the Foothills Parkway Missing Link				$74,000		$74,000
Construct Site 7 of the Foothills Parkway 8E Missing Link				$72,404		$72,404
DSC to assist GRSM with the preparation and submission of the Parkwide and Foothills Parkway MegaProject Fact Sheets		$4,100				$4,100
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link				$768,542		$768,542
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads		$(189,230)				$(189,230)
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads		$6,971,863				$6,971,863
Pavement Preservation of Gatlinburg Spur (US 441)		$(978,020)				$(978,020)
Pavement Preservation of Newfound Gap Road, NC Side (MP 14.98 to MP 31.96)		$4,270,015				$4,270,015
Rehabilitate Eight Bridges On the Tennessee Side of the Park		$25,000				$25,000
Repair Bote Mountain Tunnel		$20,000				$20,000
Replace Five Bridges on Forge Creek Road			$38,000			$38,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Replacement of Roaring Fork Motor Nature Trail Bridges		$5,093				$5,093
Gulf Islands, FL						
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service					$77,751	$77,751
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12)		$(150,668)				$(150,668)
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on JEB Way (Santa Rosa Road Route 11)		$(243,296)				$(243,296)
Emergency to Repair Fort Pickens Roads (NATE)		$462,616				$462,616
Hurrican repair to roads for potential ERFO project		$-				$-
Replace Traffic Barrier Guard Rails on Davis Bayou Park Road		$44,560				$44,560
Road Repairs, Shoulder Work, & Sand Removal to SR J Earle Bowden Road (NATE)		$324,380				$324,380
Tram/Bus/Ferry Transportation Service at Fort Pickens Passenger Ferry Pier					$138,390	$138,390
Horseshoe Bend National Military Park						
Pavement Preservation Cyclic Seal Coating for Horseshoe Bend Public Roads and Parking Lots		$28,553				$28,553
Jimmy Carter National Historic Site						
Pavement Preservation at Jimmy Carter National Historic Site		$9,691				$9,691
Kennesaw Mountain National Battlefield Park						
Pavement Preservation for Paved Roads and Parking at Kennesaw Mountain		$38,774				$38,774
Planning and Construction Cheatham Hill Bicycle/ Pedestrian Trail-Phase 1					$13,638	$13,638
Provide Visitor Transportation to the top of Kennesaw Mountain FY18					$28,744	$28,744
Mammoth Cave National Park						
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the parks Western Boundary		$62,736				$62,736
Renovate/Rehabiltate Green River Ferry Boat To Meet Operational Needs And To USCG Requirments					$472,235	$472,235
Martin Luther King Jr National Historic Site						
Cyclic Preservation of Paving Visitor Parking Lot		$12,574				$12,574
Natchez Trace Parkway						
NATR 2B Repair TN River Bridge		$30,749				$30,749
Overlay Park Road - PM Project from MP 0 to MP 8.318		$29,713				$29,713

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Overlay Park Road - PM Project from MP 102.98 to MP 110.32		$128,688				$128,688
Overlay Park Road - PM Project from MP 110.32 to MP 121.5		$374				$374
Overlay Park Road - PM Project from MP 160.74 to MP 171.75		$1,606				$1,606
Overlay Park Road - PM Project from MP 238.84 to MP 245.219		$8,636				$8,636
Overlay Park Road - PM Project from MP 253.44 to MP 259.56		$73,211				$73,211
Overlay Park Road - PM Project from MP 278.629 to MP 289.16		$(391)				$(391)
Overlay Park Road - PM Project from MP 289.16 to MP 299.16		$(558,394)				$(558,394)
Overlay Park Road - PM Project from MP 307.6 to MP 316.55		$52,845				$52,845
Overlay Park Road - PM Project from MP 316.55 to MP 326.55		$154,840				$154,840
Overlay Park Road - PM Project from MP 334.55 to MP 344.55		$(15,706)				$(15,706)
Overlay Park Road - PM Project from MP 371.02 to MP 378		$(160,676)				$(160,676)
Overlay Park Road - PM Project from MP 438.38 to MP 447.11		$20,898				$20,898
Overlay Park Road - PM Project from MP 49.76 to MP 59.764		$262,637				$262,637
Overlay Park Road - PM Project from MP 67.136 to MP 77.136		$1,635,239				$1,635,239
Overlay Park Road - PM Project from MP 77.136 to MP 87.136		$(110,124)				$(110,124)
Overlay Park Road - PM Project from MP 8.318 to MP 15		$1,872,448				$1,872,448
Reconstruct Parkway in Ridgeland MP 112.4-114.6		$857				$857
Rehab Parkway - NATR 3G MP 204-219 (Replaces PMIS project 54502)		$248,976				$248,976
Rehab Parkway MP 266-282 Base Repair and Resurface		$(203,809)				$(203,809)
Repair Bridge - CH John Coffee Memorial Bridge		$34,150				$34,150
Repair Bridges - NATR BMS IDIQ #8 (2018)		$904,225				$904,225
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)		$4,509				$4,509
Repair Bridges over Little Swan and Big Swan Creeks		$(317,125)				$(317,125)
Wedge, Level and Seal Parkway in Ridgeland District (formerly PMIS 90715)		$-				$-

	FLPP	FLTP				
Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Ocmulgee National Monument						
Rehabilitate Park Roads		$(74,111)				$(74,111)
Russell Cave National Monument						
Pavement Preservation at Russell Cave National Monument		$5,239				$5,239
Selma to Montgomery National Historic Trail						
Pavement Preservation at Lowndes Interpretive Center		$6,808				$6,808
Shiloh National Military Park						
Repair Road Surface on Hamburg-Purdy Road		$(67,769)				$(67,769)
Southeast Regional Office						
FLTP Administration, EFLH to SER		$(686,776)				$(686,776)
NPS SER Account for DSC GSA Vehicles Used for SER Project Work		$38,000				$38,000
SER - Program and Project Support from VOLPE					$250,000	$250,000
SER Safety Planning and RSA Technical Assistance		$54,119				$54,119
SERO Transportation Program Management		$452,150				$452,150
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)		$389,685				$389,685
Tuskegee Airmen National Historic Site						
Pavement Preservation at TUAI overlook and skyway club parking		$15,458				$15,458
Tuskegee Institute National Historic Site						
Pavement Presevation TUIN Oaks/ HQ parking areas		$5,504				$5,504
Vicksburg National Military Park						
Repair Confederate Avenue Route 0012 Road Undermining & to Union Ave. Route 20		$468,000				$468,000
Repair Deficiencies on Park Bridges		$262,600				$262,600
Repair Union Avenue and Louisiana Circle		$25,000				$25,000
Replace Several Tour Road Bridges' Railings and Guardrails		$25,000				$25,000
Virgin Islands National Park						
Emergency Safety Repairs of Northshore Road		$2,494				$2,494
Washington Office						
Washington Support Office						
Active Transportation Outreach and Implementation Support	$20,000					$20,000

	FLPP	FLTP				
Projects	**5% CAP**	**Cat I/3R**	**Cat I/4R**	**Cat II**	**Cat III**	**Total**
Active Transportation Technical Assistance	$32,424					$32,424
Alternative Transportation Systems Initiatives	$360,316					$360,316
Congestion Management Program	$135,332	$18,139				$153,471
FLHP Revegetation Support Section at DSC		$436,074				$436,074
FLTP WASO PFMD		$5,504,201				$5,504,201
Geographic Information System/GIS Team	$420,000					$420,000
LRTP Program; DSC Planning Branch Support	$74,497					$74,497
MS Accident Reporter database - SMS	$-					$-
MS BIP PDC	3,700,000					$3,700,000
MS BMS	1,100,000					$1,100,000
MS PMS	$450,000					$450,000
MS RIP	2,425,000					$2,425,000
MS Roads Workgroup	$19,000					$19,000
MS Traffic Data Program	1,701,483					$1,701,483
National Long Range Transportation Plan	$6,527					$6,527
PRP PROGRAM & FLH-NPS PARTNERSHIP SUPPORT		$192,000				$192,000
PWR & IMR LRTP Implementation	$30,000					$30,000
Safety Analysis Software Selection Project	$75,000					$75,000
Safety Management Systems Development and Operations	$78,760					$78,760
SUSTAINABLE PARK ROAD DESIGN & CONSTRUCTION PRACTICES	$357,109					$357,109

As the nation's principal conservation agency, the Department of the Interior has responsibility for most of our nationally owned public lands and natural resources. This includes fostering sound use of our land and water resources; protecting our fish, wildlife, and biological diversity; preserving the environmental and cultural values of our national parks and historic places; and providing for the enjoyment of life through outdoor recreation. The department assesses our energy and mineral resources and works to ensure that their development is in the best interests of all our people by encouraging stewardship and citizen participation in their care. The department also has a major responsibility for American Indian reservation communities and for people who live in island territories under U.S. administration.

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National Park Service
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