



Fiscal Year
2019

Federal Lands Transportation Program Accomplishments



PUBLISHED OCTOBER 2020

Cover: Zion National Park tests battery electric buses
for potential fleet recapitalization, 2019.

INTRODUCTION

This report summarizes the achievements of the National Park Service’s (NPS) Federal Lands Transportation Program (FLTP) for fiscal year (FY) 2019 as required by the NPS Implementation Guidance for the Federal Lands Transportation Program.

The NPS is proud to manage some of the most treasured places in America. Access to and within these much-valued federal lands is provided through a variety of multimodal transportation systems, with the automobile being the primary mode of transport.

“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 National Park Service: 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 wildlife 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.” (NPS 2018, Bibliography)

TRANSPORTATION SYSTEM OVERVIEW

NPS FY19 Federal
Lands Transportation
Program System
(NPS 2019a,
Bibliography)



5,500 miles
of paved roads



6,100 paved
parking areas



1,400
bridges



60
tunnels

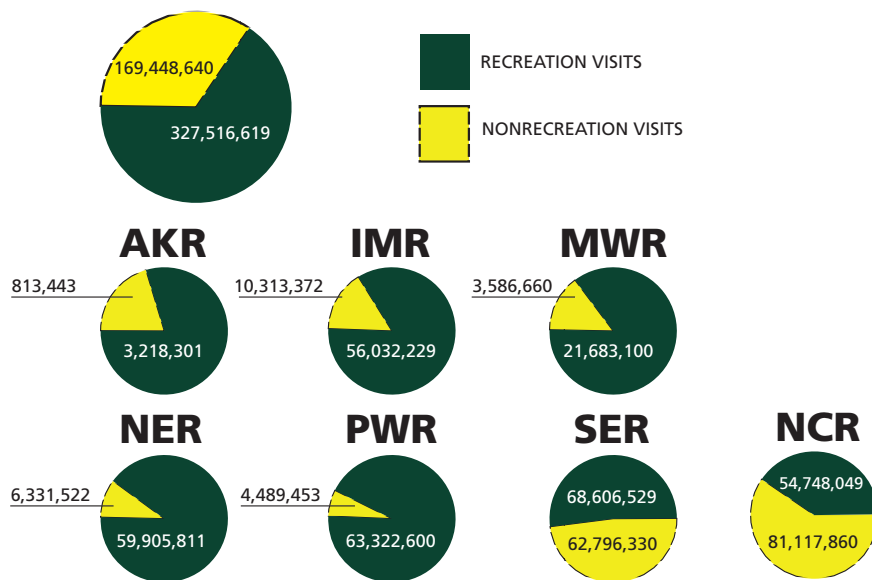


100 transit systems
+40 million annual boardings



4,600 miles
frontcountry trails

NPS Visitation
(419 units / 50 states)¹



Recreation Visits: represents entry of a person onto NPS lands or waters, except for nonrecreation visits.

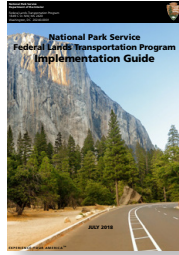


Nonrecreation Visits: *reportable* nonrecreation visits include:

- » Persons going to and from inholdings, using NPS buildings for civic business or public hearings;
- » Commuters, non-NPS government personnel, and those with business in the park;
- » Tours and related activities; and
- » Non-NPS research.

1. NPS Visitor Use Statistics website, <https://irma.nps.gov/STATS/>

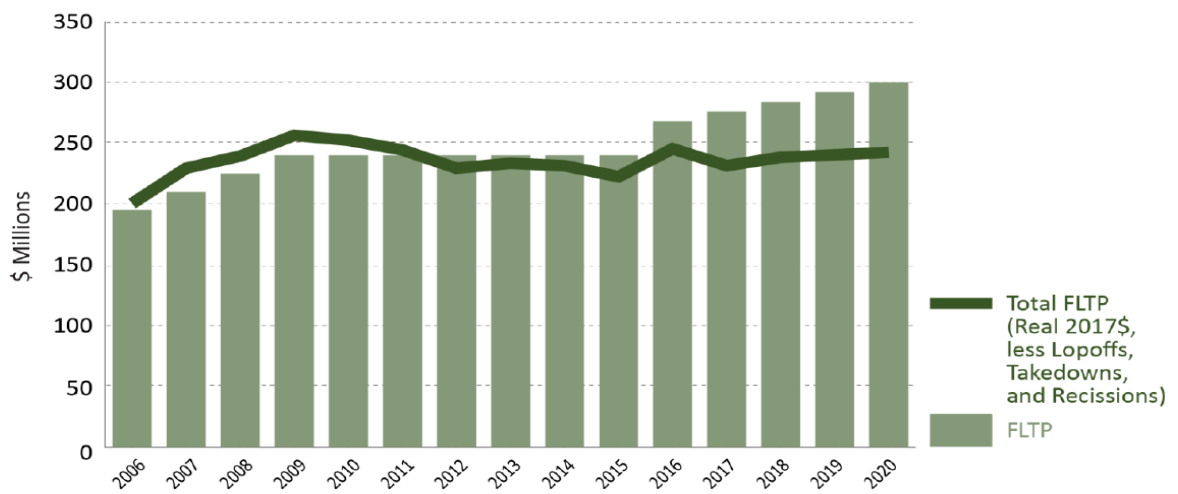
FLTP PROGRAM MANAGEMENT



The process for FLTP and Federal Lands Planning Program (FLPP) management and execution is documented in the [NPS Federal Lands Transportation Program Implementation Guide](#), available [here](#).

In FY19, the total authorized FLTP amount was \$300 million. Annual authorized funding for FLTP between 2006 and 2020 is shown below.

Figure 1. FLTP Annual Authorized Funding 2006–2020



Source: Volpe National Transportation Systems Center

PROGRAM ADMINISTRATION

FY19 PROGRAM CHALLENGES

- Federal Highway Administration’s (FHWA) new fund transfer policy changes proposed in August 2018 were implemented starting in fall 2019.
- Thirty-five day government shutdown (December 2018–January 2019).
- Loss of key, long-term employees without ability to hire successors.
- Development of Surface Transportation Reauthorization Resource Paper (completed August 2019).

FY19 PROGRAM OBLIGATIONS AND DE-OBLIGATIONS

The total program obligation rate for FY19 was approximately 94% at \$221 million, which includes prior year de-obligations and \$25.4 million in Borrows. The anticipated amount remaining unobligated in FY19 is approximately \$14.5 million.

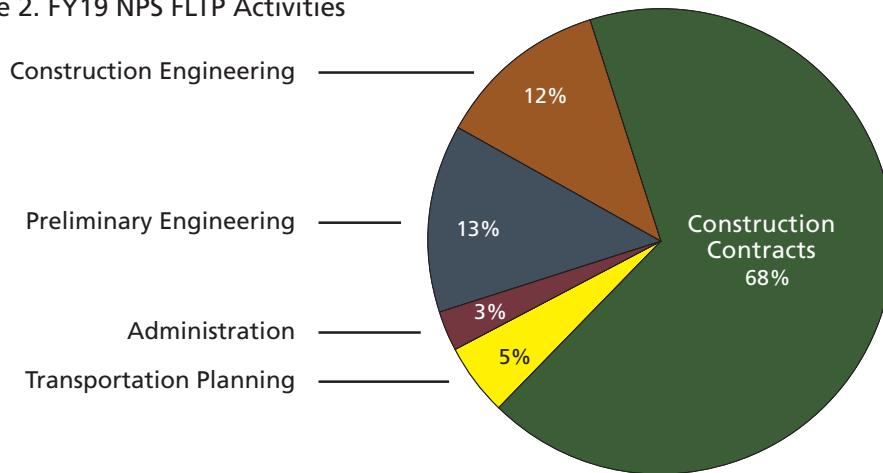
De-obligations are prior year funds that were obligated in a previous fiscal year but are no longer needed for those projects. These de-obligations can be due to contractor bids lower than the government estimate, cost savings within the project, and other legitimate reasons. De-obligated funds are returned 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.

Average overhead rates for project delivery across all regions are:

- NPS Denver Service Center overhead rate is 80% of direct labor.²
- Federal Lands Highway (FLH) overhead rate was not received by publication date.

A breakdown of program costs by activity type is shown in figure 2 and table 1. Project costs are provided in the appendix.

Figure 2. FY19 NPS FLTP Activities



2. NPS Denver Service Center (DSC), Transportation Division project direct labor includes salary and benefits charged to project accounts. DSC also charges an overhead fee as a percentage of direct labor to recover indirect costs: 32% for indirect labor (leave, holidays, training, or other non-project time), plus 48% overhead for office support costs (GSA lease, utilities, equipment, computers, division and branch chief salaries) for a total overhead charge of 80% of direct labor.

Table 1. FY19 NPS FLTP Program Activities and Subactivities

Activity and Subactivity	WASO Approved Amount	Percentage of FY19 Obligations
Administration AD(YO)		
Program Administration	\$7,243,710	
AD (YO) Total	\$7,243,710	3%
Preliminary Engineering PE(YD)		
Compliance	\$3,034,269	
Design	\$30,606,918	
PE total includes prior year de-obligation of \$3,641,271	(3,641,271)	
PE(YD) Total	\$33,641,187	13%
Construction Engineering CE(YS)		
Compliance Monitoring	\$509,104	
Construction Management	\$28,095,684	
CE total includes prior year de-obligation of \$2,049,573	(2,049,573)	
CE(YS) Total	\$30,961,161	12%
Construction Contracts CN(CN)		
Awards	\$161,991,571	
Modifications	\$13,613,682	
Other	\$1,514,962	
CN total includes prior year de-obligation of \$19,720,509	(19,720,509)	
CN(CN) Total	\$177,120,215	68%
Transportation Planning PL(YP)		
Transportation Planning	\$11,881,212	
PL(YP) Total	\$11,881,212	5%

Source: Park Transportation Allocation and Tracking System (PTATS).

Note: Percentages rounded to nearest whole percent; rounded total does not sum to 100%.

Note: Table 1 does not include takedowns or rescissions.

FY19 LEVERAGED TRANSPORTATION FUNDING

In addition to managing the FLTP and FLPP programs, the Washington Office and regional coordinators take an active role in seeking funding resources outside the FLTP program, recognizing the current funding levels for FLTP will not fully meet the transportation needs of the NPS.

The NPS actively seeks supplemental funding sources (such as the Transportation Alternatives Program, Federal Lands Access Program, Nationally Significant Federal Lands and Tribal Projects Program) and others to supplement the annual FLTP formulation. In FY19, these leveraged funding sources (not all inclusive) included:

- Transportation grants (such as Ferry Boat Program, Nationally Significant Federal Lands and Tribal Projects Program, etc.)
- Federal Lands Access Program (FLAP)
- Emergency Relief for Federally Owned Roads (ERFO)
- Other: State/region/local matches etc.

Table 2. FY19 Leveraged Funding by Year of Award

Leveraged Fund Source	Parks That Received Funding	Formulated Amount
Transportation Grants	Isle Royale, Sleeping Bear Dunes, Chesapeake & Ohio, Channel Islands, Mammoth Cave, Yellowstone, Everglades, Natchez Trace	\$127,833,895
FLAP	Jimmy Carter, Lowell, Taunton River, Mississippi, Ozark, Gateway, Cuyahoga, Obed, Booker T. Washington, Denali, Wrangell-St. Elias, Berland Land Bridge, Olympic, Fort Frederica*	\$30,124,503
—	TOTAL LEVERAGED FUNDING FY19	\$157,958,398

*Fort Frederica National Monument and Glynn County, GA, were awarded \$818,000 in FY19 FLAP funds but turned them back.

Sources: PMIS (transportation grants); Federal Lands Highway (FLAP); FHWA list of FLAP parks may have omissions in list of parks or incomplete funding information.

REGIONAL PROJECT HIGHLIGHTS

Each region has provided a highlighted project in the sections below. Note: Regions within the NPS changed in FY19 from seven to 12 unified DOI regions. However, since PTATS remains tied to the seven “legacy” regions, highlighted projects are identified only by legacy region.

ALASKA REGION

Denali National Park: West District Streams – Culvert Replacement

PMIS: 148115A

Construction Cost: \$2,700,000

Project Managers: Betty Chon and Mike Baron (WFLHD)

The west district streams of Denali National Park, such as Krier’s Creek and Stony Creek, have unnatural barriers for fish passage such as outdated or undersized culverts that cross under the Denali Park Road. This project eliminated those barriers by installing a fish-friendly passage structure with a concrete box culvert at Krier’s Creek. This is one of three west district park streams that will convert over to fish-friendly culvert crossings. With the Denali Park Road recently being listed on the National Register of Historic Places as the Mount McKinley National Park Road Historic District, which is also a recognized Cultural Landscape, Denali Park staff and road engineers from FHWA worked closely to develop a culvert that not only provided the functions of drainage and fish passage but also had to blend into the surrounding landscape. The culvert could not disrupt views or draw a visitor’s attention from overlooks, such as Stony Hill Overlook, when sightseeing or wildlife viewing.



INTERMOUNTAIN REGION

Zion National Park: Reconstruct Six Miles Kolob Canyon Route 13

PMIS: 218463

Initial Project Award: \$11,102,100

Project Managers: Cam Hugie and Darin Thacker (NPS), Jim Kerrigan (FLH)

Zion National Park's Kolob Canyon Road was reconstructed along the entire length by pulverizing existing pavement and placing an overlay. This included several large sub-excavation areas and correction of two slump areas. The project also reduced the size of multiple turnouts and completely reconstructed three major parking areas. With additional Federal Lands Recreation Enhancement Act funds contributing to the projects, these parking areas now include comfort stations.

For safety of visitors and workers and to expedite work of reconstructing sections of Zion National Park's Kolob Canyon Road, access to Kolob Canyons District was restricted to the public between May 1, 2018, and January 11, 2019. After this date, the road was open to the public with traffic control until final acceptance on August 7, 2019. The project team, consisting of park, regional office, Denver Service Center, and Central Federal Lands staff, made the decision to restrict access collaboratively to facilitate the area being reopened fully at the soonest possible date.



Permitted overnight hikes were drop off / pick up only from April 15 through April 30, 2018. No vehicles or hiking were permitted inside the closure beginning May 1, 2018. Visitors were able to access the La Verkin Creek Trail and hike to the Kolob Arch via the Hop Valley Trail. Visitors may access the Hop Valley Trailhead from the Kolob Terrace Road.



MIDWEST REGION

Badlands National Park: Engineering Study

PMIS: 241594

Project Cost: Phase I, \$300,000

Project Managers: DSC Tracy Cudworth, CFLHD John Knowles

The initial Phase I preliminary geodatabase was completed December 2018 (\$300,000). Phase I focused on pulling together the range of geological, geotechnical, and pavement investigations conducted to date, housing the data in a GIS format (ESRI ArcGIS). In addition to engineering investigations, geographic/climatological data, park resource data (e.g., paleontological staff GIS resources), geophysical data, maintenance records, construction records, aerial photography, LiDAR surveys, etc. were researched and included in the GIS database. Phase II (\$500,000) began January 2019 to identify recommendations for safety improvements, rehabilitation needs, preservation cycle, and potential alignment changes (minor/ and major), complete data collection and provide proof of concept for new emerging technologies. Estimated completion of the report is FY 2021. Phase II will also provide a Program of Projects that will include designs and cost estimates and will be used by the park and region to guide funding and programming decision for the next 20 to 25 years.

Phase I & II will be used as a template for other Midwest Region parks who request assistance developing a park road program study.



NORTHEAST REGION

Shenandoah National Park: Pavement Improvements

PMIS: 222245 and 222255

Cost: \$10,402,027

Project Manager: Jason Hand NPS DSC

The following two road treatment projects were identified in the Northeast Region's 5-year pavement management plan based on pavement surface condition assessments by the FHWA:

- Apply pavement surface treatment of crack seal pavement and surface seal to Skyline Drive RT 10C from mile 33.8 to mile 50 and multiple overlook parking areas.
- Apply pavement treatments at locations such as the Headquarters Access Road RT 104, surface treatment crack seal Headquarters Maintenance Area Parking RT 913, and once inch mill and overlay Headquarters Upper and Lower Parking RT 950 and RT 915.



NATIONAL CAPITAL REGION

Rock Creek Park: Beach Drive Rehabilitation

PMIS: 44965

Construction Cost: Approximately \$46 million

Project Managers: NPS: Mike McMahon, Karen Arey, Danny Schiable, Chris Close, and FHWA Victor Carreras

Beach Drive bisects 6.5 miles of Rock Creek Park from north to south between the Maryland state line and Rock Creek and Potomac Parkway. It was originally designed as an internal park touring road that would provide recreational access to the Rock Creek Valley. Today, Beach Drive functions as both a park and commuter route connecting points north and west of the city to major arterial roads with access to downtown Washington, DC. The scope of the project includes:

- Full-depth pavement reconstruction to improve rideability
- Drainage rehabilitation
- Parking area rehabilitation
- Bridge rehabilitation (seven bridges)
- Traffic signal and street light replacement

Challenges included obtaining \$33 million for the initial construction award when the regional CAT I allocation was only \$18 million per year; permitting and installation of stormwater management mitigation features; coordination with multiple agency and resident stakeholder groups within the project corridor; and DC water contractor completing sewer rehabilitation activities during the roadway construction. Pedestrian detours were hard to enforce because residents and park visitors were used to having access for recreation. Vehicle detours caused congestion and delays for commuters. During the 3-year construction duration, there was significant media coverage, city council, and congressional interest.



PACIFIC WEST REGION

Golden Gate National Recreation Area: Pavement Preservation and Congestion Management Design Improvements, Marin Headlands

PMIS: Multiple

Total Cost: \$3,799,699

Project Managers: NPS: Sarah Raube and Sean Reynolds and FHWA: Jonathan Giraldo, Mikchael Hurst, and Kevin Gray

This project involved pavement preservation surface treatments, followed by restriping and repainting pavement markings, on 15 miles of paved roads and associated parking areas throughout the Marin Headlands in Golden Gate National Recreation Area. The Pacific West Region schedules pavement



preservation activities on an approximately 8-year recurring cycle. One project challenge was to scope an appropriately sized project to minimize traffic disruptions on a high-visitation route. During restriping and repainting, this project also implemented previously studied park congestion management measures by restriping Conzelman Road from a two-way road to a one-way road with separated bike lanes.



SOUTHEAST REGION

Blue Ridge Parkway: Repair Post-Tensioning System in the Linn Cove Viaduct

PMIS: 250526 (structure 5140-182P)

Construction Cost: \$791,850

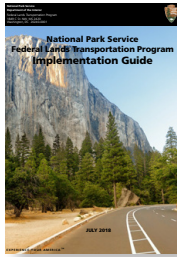
Project Managers: NPS Andy Otten, FHWA Mike Tessitore

The project rehabilitated the anchorage assemblies for the structural tendons inside of this iconic, pre-cast concrete segmental box girder bridge. The anchorages for 560 permanent tendons were cleaned to white metal, epoxy coated, and covered with new grout caps. The work will ensure long-term preservation of the bridge by preventing moisture from compromising the structural tendons. A challenge during construction that was effectively addressed through collaboration between the NPS, FHWA, and the contractor was the discovery of a significant number of grout ports that were not filled during original construction.

A contract modification was issued to scope the voids to determine their depth and to determine the extent of corrosion if present. The scoping showed the voids were less than 6 inches in depth, and there was very little corrosion. An epoxy filler with corrosion inhibitor was used to fill the voids. The project followed on the heels of a successful replacement of the bridge deck waterproofing system and asphalt overlay completed the year prior. Installed as part of the original construction completed in 1987, replacement of these components will help to ensure this significant structure remains in good condition for visitor enjoyment and protection of the Blue Ridge Parkway resources for another 30 years.



ASSET MANAGEMENT AND RELATED SYSTEMS



The NPS has four primary asset management systems (pavement, bridge, safety, and congestion) to guide program investments and performance as required by Title 23. Other management systems supplement these four and promote wise multimodal FLTP program investments. For information about how and when data is collected for each asset management system, see the [NPS FLTP Implementation Guide, available here](#). Additional information on NPS asset management is available on the NPS Transportation website at <https://www.nps.gov/subjects/transportation/business-practices.htm>

FEDERAL LANDS PLANNING PROGRAM (FLPP)

FLPP funds activities to maintain a performance-based transportation management program for the NPS. The funding for FLPP is capped at 5% of FLTP for each fiscal year of the funds authorized under 23 U.S.C. 203 and 23 U.S.C. 204. FLPP program guidelines define goals, purpose, eligibility, prioritization criteria, and program mechanics. Eligible activities include:

- performance management (safety, bridge, pavement, and congestion),
- data collection and analysis to support performance management,
- road and bridge inventory,
- long-range transportation plans, and
- developing/updating the Transportation Improvement Program.

PAVEMENT MANAGEMENT SYSTEM

The NPS and FHWA maintain a Pavement Management System to identify potential road resurfacing, rehabilitation, and reconstruction projects and assist in making informed decisions when selecting projects. The Highway Pavement Management Application factors in nine climatic zones, identifies 21 different surface treatments, and uses these factors to model anticipated pavement deterioration. The application also uses data from the Road Inventory Program (RIP), which includes condition and inventory information on NPS roads.

Data on unpaved roads is not collected or managed by the FLTP pavement management system.

Condition Assessment. In FY19, FLTP funds improved the condition of about 500.4 miles of NPS roads and parking areas at a cost of approximately \$223 million (see table 3 below).³

Table 3. FY19 Work Category for NPS FLTP Road Projects (Parking Improvements Included)

Construction Category	Miles of Roads and Parking Areas
Preventative Maintenance	360.0
Rehabilitate / Repair	123.9
Reconstruct	16.4
Total Road Projects	500.4*

* Total reflects rounding up of unseen decimal places.

Source: FHWA Office of Federal Lands Highway

3. Reflects value of projects that reached substantial completion in FY19.

Figure 3. Change in Servicewide Pavement Condition Rating

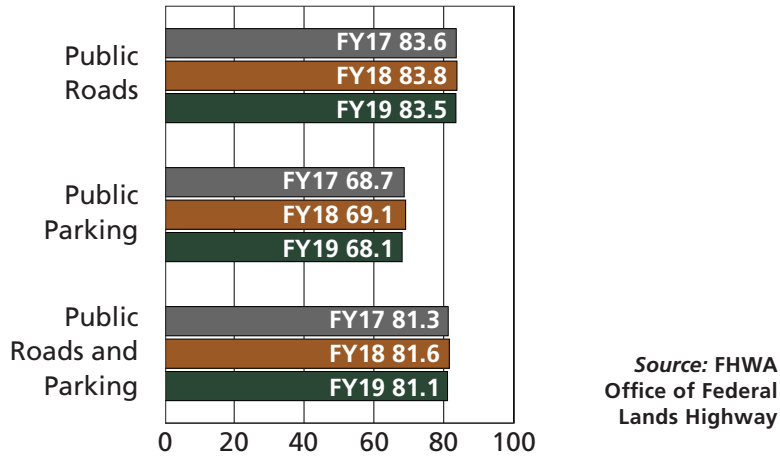
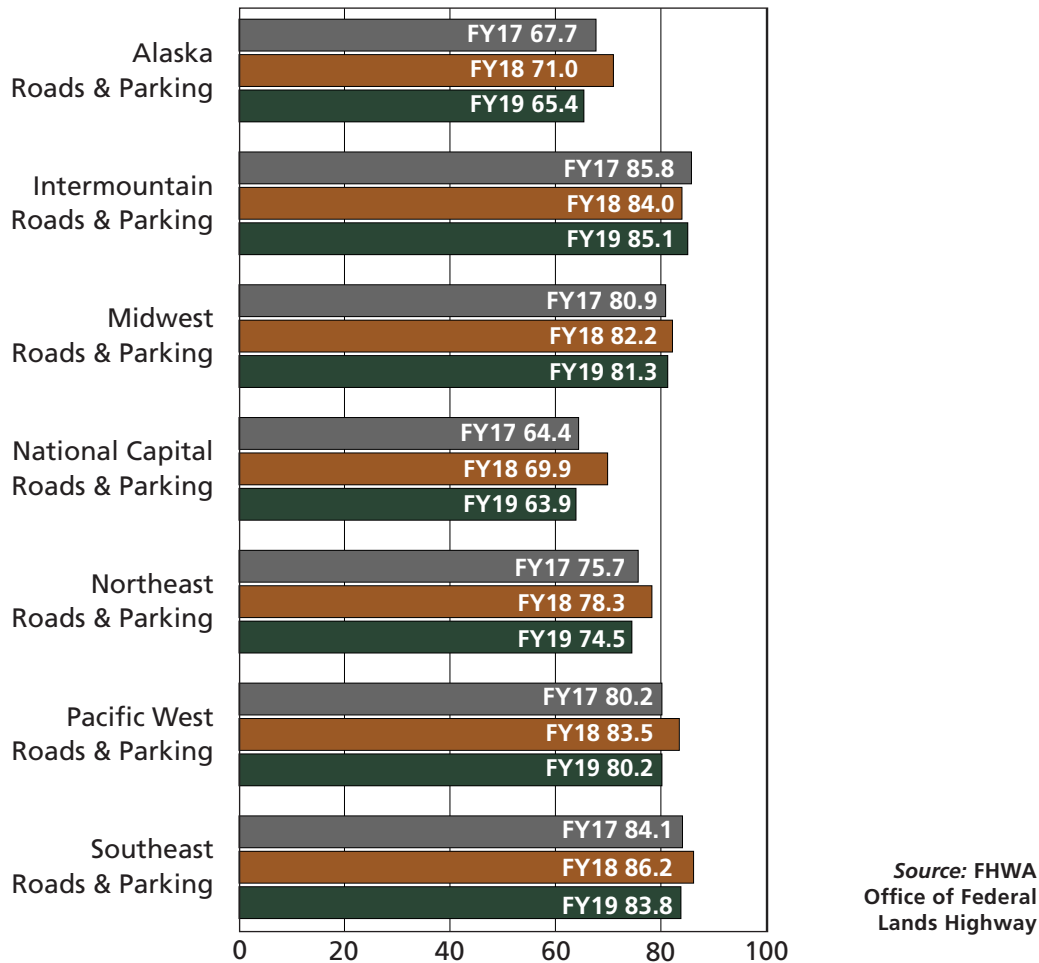


Figure 4: Average Pavement Condition Rating for Public Roads and Parking by Region



BRIDGE MANAGEMENT SYSTEM

The Bridge Management System (BMS) 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 (BIP), which is required under 23 U.S.C. 144.

Condition Assessment. In FY19, FLTP funds improved the condition of 107 NPS bridges at a cost of approximately \$143 million (see table 4 below).⁴

Table 4. FY19 Work Category for NPS FLTP Bridge Projects

Construction Category	Number of Bridges
Preventative Maintenance	43
Rehabilitate or Repair	63
Replace and New	1
Other	0
Total Bridge Projects	107

Source: FHWA Office of Federal Lands Highway

The Servicewide Bridge Health Index for public motor vehicle structures was 93.3.

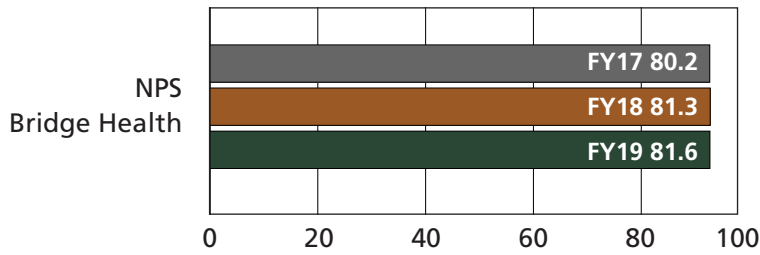
Table 5. Bridge Health Index Values (FY17, FY18, and FY19) Based on Weighted Deck Area

NPS and Regions	FY17	FY18	FY19
NPS (Including Memorial Bridge)	92.0%	91.9%	92.3%
NPS (Excluding Memorial Bridge)	93.5%	93.5%	93.3%
Alaska	95.1%	95.1%	95.1%
Intermountain	90.7%	90.7%	90.0%
Midwest	93.9%	93.8%	93.7%
National Capital (Including Memorial Bridge)	81.8%	81.8%	85.0%
National Capital (Excluding Memorial Bridge)	89.5%	89.5%	89.6%
Northeast	90.4%	90.4%	90.3%
Southeast	95.5%	95.4%	95.5%
Pacific West	93.4%	93.6%	91.5%

Source: FHWA Office of Federal Lands Highway

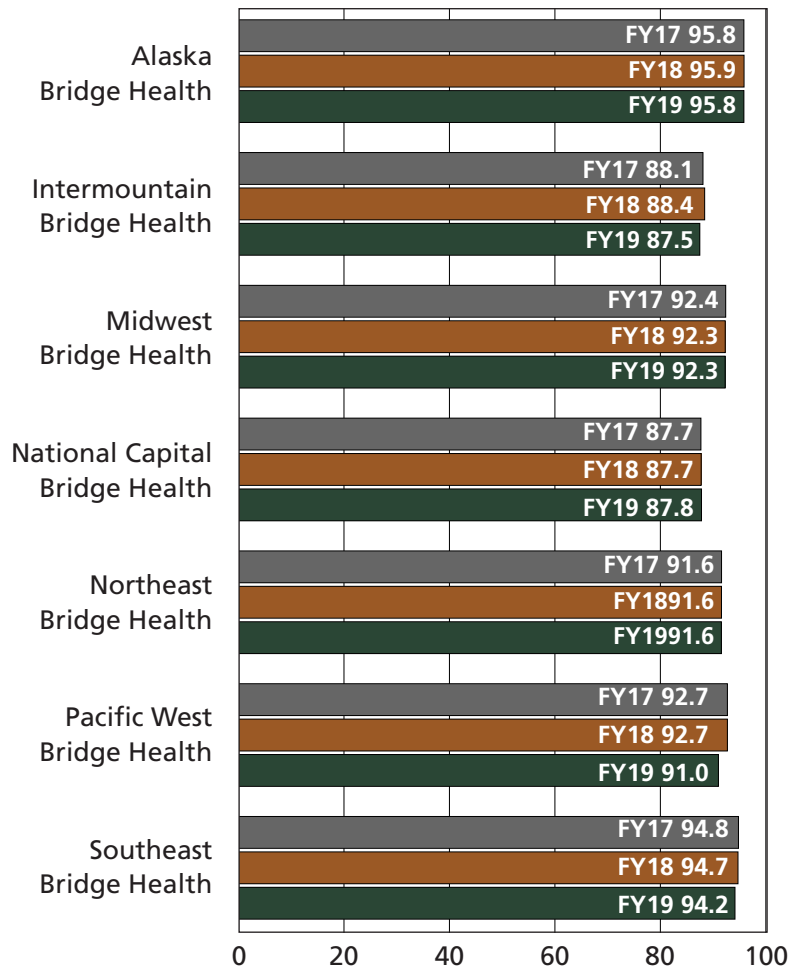
4. Reflects value of projects that reached substantial completion in FY19.

Figure 5: Change in Servicewide Bridge Health Index



Source: FHWA
Office of Federal
Lands Highway

Figure 6: Average Public Bridge Health Index by Region



Source: FHWA
Office of Federal
Lands Highway

CONGESTION MANAGEMENT PROGRAM

This program focuses on building knowledge of operational, capital, and planning techniques for parks experiencing early and intermediate traffic congestion impacts. The strategic approach is programmatic versus system engineering (due to lack of system-wide data). This program shifts congestion management to a “fair-first” approach (making key investments early as congestion worsens versus waiting until congestion is severe and complex/expensive to manage), which aligns pavement and bridge management system strategies. The Congestion Management Program framework is based on three elements:

1. Congestion Management Toolkit (available for NPS, FHWA, consultants, and other Federal Land Management Agencies at https://www.nps.gov/orgs/1548/upload/NPS-CMS_Toolkit.pdf.)
2. Congestion Assessments (similar to Road Safety Audits, rapid assessment by a technical team with a report in 3 to 4 months)
3. Performance and monitoring (opportunities to shift from qualitative to quantitative data management and GIS)

FY19 Program Highlights.

- Congestion Assessments were completed for three more parks: Black Canyon of the Gunnison, Colorado National Monument, and Minute Man. Total number of Congestion Assessments to date: 24.
- Business practices for conducting Congestion Assessments were completed.
- Protocol for congestion hotspot mapping/integration with pending Navigator was completed.
- Toolkit update 90% complete.

Condition Assessment. No condition assessments are collected for the Congestion Management Program because of the lack of system-wide data. Information from the “hotspot” maps in the Congestion Assessments is integrated into the NPS GIS-based Park Atlas, which will be used to create part of the Transportation Navigator mapping system.

SAFETY MANAGEMENT SYSTEM (TRANSPORTATION SAFETY PROGRAM)

Pursuant to 23 U.S.C. 201, the NPS in partnership with FHWA is developing this program. Once fully developed, the Transportation Safety Program will collect, analyze, and report transportation safety data. In partnership with FHWA, a new software system will identify safety issues and recommend engineering countermeasures in the NPS's 22 highest accident parks. This software will also provide quantitative crash information to prioritize transportation projects designed to significantly reduce crashes on NPS roads. Current, accurate, and complete data is essential to the quality of analysis produced by safety management software. A key component is the Department of the Interior's Incident Management, Analysis and Reporting System, which provides a central repository of crash data for the NPS. NPS law enforcement personnel use this system to collect crash data, the critical first step of Transportation Safety Planning.

As the program matures, the NPS will be able to implement a strategic quantitative approach to investment decisions and steer the agency toward realistic, achievable, and effective results. Parks will be able to use these analyses to identify 4-E (engineering, education, enforcement, emergency response) roadway safety strategies and use context sensitive design to adapt engineering solutions to the unique natural and cultural resource context of each park.

FY19 Program Highlights.

- Efforts to hire permanent transportation safety position continued.
- System integration challenges between NPS databases with safety data continued.

Condition Assessment. Individual parks collect traffic accident data and store these records locally. Park crash reports are collected by the Incident Management Analysis and Reporting System. However, this system remains under development, and reporting features are not yet available.

RELATED ASSET MANAGEMENT SYSTEMS

Transit Inventory.

The annual [NPS National Transit Inventory and Performance Report](#) provides detailed information on NPS park transit systems for three criteria:

- 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.

Only systems that met all three criteria were included in the inventory.

As required by 23 U.S.C 203(c), NPS inventories all transit systems every year. For FY19, the NPS identified 96 transit systems in 60 parks. Of the 96 systems, the NPS owned and operated 33 systems. There was a 9.1% increase in boardings, accounting for 45,963,257 million passenger boardings agencywide. System-wide reductions in CO₂ from use of transit services rather than passenger vehicles were 266 million tons. (NPS 2019b, Bibliography)

Long-Range Transportation Planning.

The NPS completed its 20-year, fiscally constrained National Long Range Transportation Plan (NLRTP) in July 2017. The document can be accessed [here](#).

NLRTP Performance Measures Ready for Reporting.

- Condition of highest priority transportation assets:
 - » Condition of roads: see Pavement Management System above
 - » Condition of bridges: see Bridge Management System above
- INSTEP tool development: complete; checklist and process guidance is [here](#).
- Phase II of the Congestion Management Program: complete; see Congestion Management System above.



NLRTP Performance Measures Under Development.

- Condition of other asset types: walls, guardrails and Alternative Transportation Systems Lifecycle Asset Management.
- Number of park units that have completed a transportation infrastructure vulnerability assessment.
- Percentage of transportation funds invested in highest-priority transportation assets.
- Percentage of park units that meet preventative maintenance targets for highest-priority transportation assets.
- Develop a system for tracking and forecasting the condition of culturally significant transportation assets.
- Percentage decrease in NPS transportation system emissions.
- Percentage of park unit websites that provide nine elements of essential traveler information.
- Percentage of transportation contracts and projects that include accessibility language/compliance with accessibility laws.
- Completion of the NPS Transportation Safety Management System.

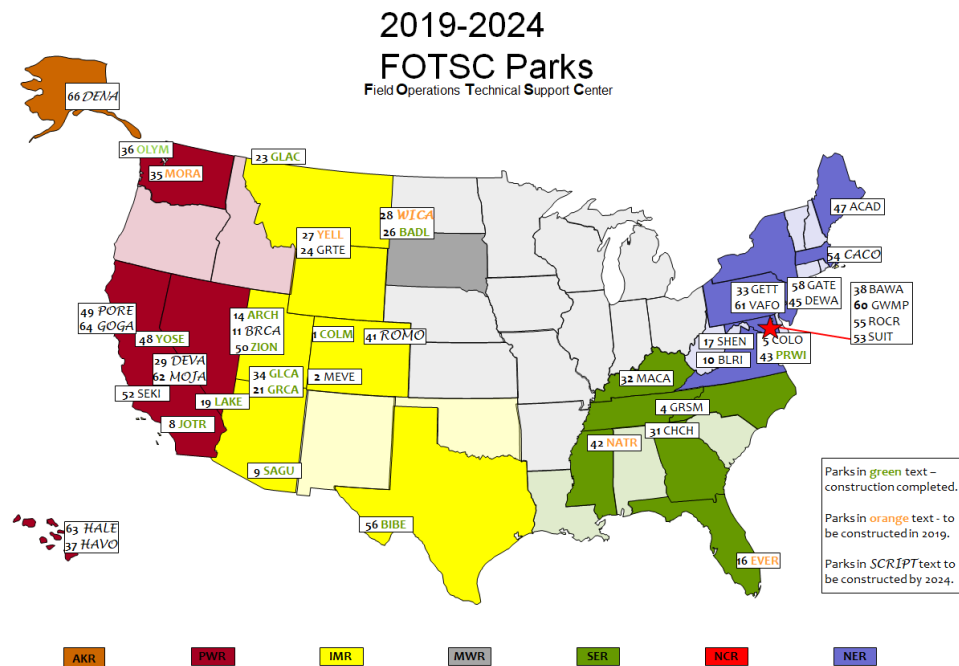
Field Operations Technical Support Center (FOTSC) Traffic Counts.

Traffic counts are one of the fundamental building blocks to design, engineer, and operate transportation facilities efficiently, effectively, and safely. FOTSC oversees 109 permanent count stations located in 45 parks in 21 states.

FOTSC traffic counters are permanent traffic count stations that collect traffic data every day of the year, storing hourly count data. Traffic volumes on roadways where FOTSC collects traffic data range from 100 to more than 110,000 vehicles per day.

In FY19, FOTSC rehabilitated 14 traffic count stations in five parks (Glacier, Mount Rainier, Natchez Trace, Rock Creek, and Wind Cave), and migrated the program from the NPS to the Office of the Federal Lands Highway.

Figure 6. Permanent and Pending FOTSC Counters



Source: FHWA Office of Federal Lands Highway

LOOKING FORWARD: INNOVATION

Transportation industry trends forecast major changes over the next 20 years for mobility, communications, infrastructure, traveler/visitor expectations, and quality of life.

Many of these changes will affect both the NPS and the FLTP program, with changes to visitor experience, ability to protect resources, asset management, and investments.



NPS FLTP program staff ride an automated transit vehicle pilot project near Denver International Airport. Photo NPS

FY19 TRANSPORTATION INNOVATION ACTIVITIES

- First ‘Transportation Tuesday’ in April 2019, a day-long event highlighting emerging transportation issues.
- Emerging Mobility Workgroup launched (includes potential opportunities, impacts, policy and legal impacts related to micromobility, ride-hailing, real-time visitor information and automated/connected vehicles).
- Battery electric bus demonstration in Zion National Park.
- Electric vehicle charging station partnerships and construction.
- Transportation Research Board ADA40 committee (includes many FLTP representatives from NPS and Federal Lands Highway):
 - » National Cooperative Highway Research Program funded research needs statement for forecasting recreational travel
 - » Session on current industry innovations and related activities
- Automated transit vehicle demonstrations for FLTP staff in Virginia and Colorado.
- Coordinated Technology Improvement Program: origin/destination Bluetooth data collection study and testing of urban heat island pavement applications underway.

APPENDIX A: FLTP PROJECT APPROVED AMOUNTS FOR FISCAL YEAR 2019

Source: PTATS

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
AKR	\$104,839	\$3,841,803	\$144,513		\$254,246	\$4,345,401
AKR	\$104,839	\$448,100				\$552,939
Alaska Long Range Transportation Plan Update	\$104,839					\$104,839
Collect baseline road soils data to facilitate out-year project designs		\$85,000				\$85,000
FLTP Administration, WFLH in AKR		\$88,100				\$88,100
Regional FLTP Program Coordination		\$275,000				\$275,000
DENALI		\$3,246,443	\$144,513			\$3,390,956
Construct Fish Friendly Drainage Structures for West District Streams Crossing the Park Road		\$2,629,757				\$2,629,757
FY17 Process Toklat River Scrape Material		\$-				\$-
FY18 Conduct Gravel Scrape for Materials for Denali Park Road		\$-				\$-
Mitigate Rockfall Hazards at Toklat Bluffs, MP 52.88-52.95 of the Denali Park Road		\$163,000				\$163,000
Reducing Risk of Pretty Rocks Slump		\$731,000				\$731,000
Repair and Rehabilitate Eight Park Road Bridges		\$95,000				\$95,000
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge			\$144,513			\$144,513
Replace Failing Pavement on the Denali Park Road Milepost 0-3		\$(372,314)				\$(372,314)
KATMAI		\$43,000				\$43,000
Resurface Last Five Miles of the Valley of 10,000 Smokes Road		\$43,000				\$43,000
KENAI FJORDS		\$104,260			\$16,764	\$121,024
Exit Glacier Area Summer Transportation Feasibility Study					\$16,764	\$16,764
Exit Glacier Road Bridge Rehabilitation		\$3,607				\$3,607
Plan, Design, and Construct Exit Glacier Road Flood Mitigation and Culvert Modifications		\$100,653				\$100,653
KLONDIKE GOLD RUSH					\$163,000	\$163,000
Dyea Area Transportation Feasibility Study					\$-	\$-
Replace Chilkoot Overnight Parking Area in Dyea					\$163,000	\$163,000
SITKA					\$34,482	\$34,482
SITK Transportation Master Plan					\$34,482	\$34,482
WEASTERN ARCTIC					\$40,000	\$40,000
Emergency Public Use Shelter Cabin Management Plan for BELA					\$40,000	\$40,000

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
DSC	\$33,200	\$906,340			\$75,980	\$1,015,520
DSC	\$33,200	\$906,340			\$75,980	\$1,015,520
Bluetooth Device Testing	\$28,200					\$28,200
Denver Service Center FY19 Furlough Administrative Program Support	\$5,000	\$688,000			\$57,000	\$750,000
DESC F2822 Transportation Program Support					\$2,500	\$2,500
NPS Transit Inventory					\$16,480	\$16,480
WASO Program Support		\$218,340				\$218,340
IMR	\$397,034	\$59,513,711	\$6,534,991		\$773,519	\$67,219,255
ARCHES		\$(69,657)				\$(69,657)
Rehabilitate Entrance Road (rt 10) for 17.4 miles and loop (rt 501) 0.8 mile		\$(69,657)				\$(69,657)
Replace Drain Trenches on Arches Maintenance Service Drive		\$-				\$-
BANDELIER		\$898,675				\$898,675
Pavement Preservation Program (PPP) BAND Roads and Parking Areas		\$890,303				\$890,303
Replace Parking Lot at Tsankawi Unit		\$8,372				\$8,372
BIG BEND		\$4,901,395				\$4,901,395
Repair Road Deficiencies on RT11, RT13 and RT14		\$4,901,395				\$4,901,395
BLACK CANYON OF THE GUNNISON		\$-				\$-
Repair Road Surface at BLCA Entrance and Replace Culvert		\$-				\$-
CAPULIN VOLCANO		\$93,826				\$93,826
Emergency Repairs of Volcano Road		\$93,826				\$93,826
CASA GRANDE RUINS		\$28,186				\$28,186
Rehabilitate Paved Park Entrance Road		\$28,186				\$28,186
CEDAR BREAKS		\$(60,140)				\$(60,140)
Perform Chip-Seal on Cedar Breaks Scenic Drive -HWY 148		\$(60,140)				\$(60,140)
CHAMIZAL		\$119,596				\$119,596
FY2018 Rehabilitation of CHAM Paved Surfaces		\$119,596				\$119,596
CHIRICAHUA		\$980,497				\$980,497
Pavement Preservation Program (PPP) CHIR Roads and Parking Areas		\$980,497				\$980,497
COLORADO		\$(426,394)				\$(426,394)
FLHP - Resurface, 3R, 4.66 Miles of Rim Rock Drive		\$(441,834)				\$(441,834)
Rehabilitate Dry Stacked Stone Walls at Mile Marker 7 FLHP		\$15,440				\$15,440

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
CORONADO		\$523,196				\$523,196
Pavement Preservation Program (PPP) CORO Roads and Parking Areas		\$523,196				\$523,196
DEVILS TOWER		\$40,000			\$8,326	\$48,326
Correct Deficiencies in Visitor Center Parking Lot		\$40,000				\$40,000
Transportation Project Planning					\$8,326	\$8,326
DINOSAUR		\$(178,596)				\$(178,596)
Rehabilitate RT101 -Deerlodge Road		\$(178,596)				\$(178,596)
FLORISSANT FOSSIL BEDS		\$(34,965)				\$(34,965)
Reconstruction of Visitor Center Parking and Road to Reduce Safety Hazards		\$(34,965)				\$(34,965)
FORT BOWIE		\$64,122				\$64,122
Pavement Preservation Program (PPP) FOBO Roads and Parking Areas		\$64,122				\$64,122
GLACIER		\$13,015,148			\$72,000	\$13,087,148
Integrated Plan for Glacier Transportation System-GTSR Corridor					\$72,000	\$72,000
Pavement Preservation Program (PPP) GLAC Roads and Parking Areas		\$1,592,104				\$1,592,104
Rehabilitate 6 miles of the Many Glacier Road		\$9,512,300				\$9,512,300
Rehabilitate GTSR Phase X		\$(558,323)				\$(558,323)
Rehabilitate GTSR Phase XIII		\$(598,938)				\$(598,938)
Rehabilitate the GTSR Final Phase - MT PRA GLAC 10(42)		\$2,980,000				\$2,980,000
Repair Camas Road Slumps and Resurface Remaining 4 Miles		\$49,208				\$49,208
Replace Utilities Along Lake McDonald		\$8,797				\$8,797
Stabilize Many Glacier Road Slides and Rehabilitate Roadway		\$30,000				\$30,000
GLEN CANYON		\$331,524				\$331,524
Pavement Preservation Program (PPP) (GLCA) Roads and Parking Areas		\$(65,028)				\$(65,028)
Rehabilitate Bullfrog Basin Access and Ferry Boat Ramp Road		\$-				\$-
Rehabilitate Wahweap Marina Access Roads.		\$7,120				\$7,120
Stabilize and Repair Lees Ferry Ranch House Access Road GLCA Route 409		\$389,432				\$389,432
GRAND CANYON		\$(16,631)			\$9,372	\$(7,259)
Implement an Intelligent Traffic Management System					\$4,840	\$4,840
Mill and Repave Village Loop Drive and Bypass Road		\$41,341				\$41,341

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Perform Predesign Work at Grand Canyon Shuttle Bus Stops to Improve the Visitor Experience					\$4,532	\$4,532
Repave Cape Royal Road and Point Imperial Spur		\$(57,972)				\$(57,972)
GRAND TETON		\$7,735,875				\$7,735,875
2019 Pavement Preservation Program (PPP) GRTE Roads and Parking Areas		\$6,617,728				\$6,617,728
Address Slope Failure of Gros Ventre Road		\$242,522				\$242,522
GRTE Spread Creek Pit MOU		\$10,800				\$10,800
Improve Safety at Gros Ventre Junction with a Modern Roundabout		\$(199,885)				\$(199,885)
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor		\$620,300				\$620,300
Repair Buffalo Fork Side Channel to Prevent Roadway Damage		\$94,000				\$94,000
Repair Structural Deficiencies at Four Highway Bridges		\$350,410				\$350,410
GRANT-KOHR'S RANCH		\$934,920				\$934,920
Reconstruct Visitor Center and Museum Parking Areas		\$934,920				\$934,920
GREAT SAND DUNES		\$138,500				\$138,500
Perform Critical Maintenance on Main Visitor Use Roads		\$138,500				\$138,500
IMR	\$397,034	\$1,933,236				\$2,330,270
DSC Technical Assistance		\$119,778				\$119,778
FLTP Administration IMRO		\$553,600				\$553,600
FLTP Administration, CFLH in IMR		\$(121,830)				\$(121,830)
FLTP Administration, WFLH in IMR		\$(312,600)				\$(312,600)
IMR Engineering and Safety Studies		\$11,326				\$11,326
IMR LRTP 2019 Update	\$397,034					\$397,034
IMR Pavement Preservation OH - CFL		\$484,215				\$484,215
IMR Pavement Preservation OH - WFL		\$1,193,747				\$1,193,747
WFL Technical Assistance		\$5,000				\$5,000
JOHN D. ROCKEFELLER, JR.,		\$543,702				\$543,702
2019 Pavement Preservation Program (PPP) GRTE and JODR Roads and Parking Areas (JODR portion)		\$543,702				\$543,702
LITTLE BIGHORN		\$517,766	\$-			\$517,766
Reconstruct Park Roadway and Parking Areas		\$517,766				\$517,766
Rehabilitate and Widen Five Miles of Route 10 to Improve Visitor Safety and Protect Resources			\$-			\$-

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
MESA VERDE		\$388,764			\$-	\$388,764
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26		\$388,764				\$388,764
Visitor Distribution and Transportation Plan					\$-	\$-
ORGAN PIPE CACTUS		\$1,311,878				\$1,311,878
Pavement Preservation Program (PPP) ORPI Roads and Parking Areas		\$1,311,878				\$1,311,878
PETRIFIED FOREST		\$10,096,455				\$10,096,455
Rehabilitate 13.45 miles of Main Park Road		\$10,096,455				\$10,096,455
ROCKY MOUNTAIN		\$7,838,904	\$(29,210)		\$45,325	\$7,855,019
Bear Lake Road Reconstruction from VTS Parking to Trail Ridge Road Intersection (9.8 Lane Miles)			\$(29,210)			\$(29,210)
Complete Transportation System Modeling to Support Visitor Use Management Strategy					\$45,325	\$45,325
Pavement Preservation Program (PPP) ROMO Roads and Parking Areas		\$3,009,001				\$3,009,001
Resurface Beaver Meadows Road Rte 0011		\$4,829,903				\$4,829,903
SAGUARO		\$1,371,882				\$1,371,882
Heavy 3R Kinney Rd		\$(152,690)				\$(152,690)
Pavement Preservation Program (PPP) SAGU Roads and Parking Areas		\$1,524,572				\$1,524,572
TIMPANOGOS CAVE			\$45,967			\$45,967
Redesign Road and Parking for Public Safety at Timpanogos Contact Station			\$45,967			\$45,967
TONTO		\$218,252				\$218,252
Pavement Preservation Program (PPP) TONT Roads and Parking Areas		\$218,252				\$218,252
TUMACACORI		\$103,280				\$103,280
Pavement Preservation Program (PPP) TUMA Roads and Parking Areas		\$103,280				\$103,280
YELLOWSTONE		\$5,128,602	\$6,518,234			\$11,646,836
3R Grand Loop Rd-Old Faithful to West Thumb		\$2,694				\$2,694
IMR Bridge Preservation OH - DSC		\$1,098,604				\$1,098,604
North Entrance Road-Gardiner Gateway Project			\$238,169			\$238,169
Preserve Yellowstone Bridges to Prevent Further Detrioration 2018		\$2,131,647				\$2,131,647
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R			\$2,197,003			\$2,197,003
Reconstruct Norris to Golden Gate Road Phase 3			\$468,235			\$468,235
Reconstruct the Norris to Golden Gate Road, Phase 2			\$2,390,879			\$2,390,879

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Reconstruct the Northeast Entrance Road		\$466,785				\$466,785
Reconstruct Visitor Facility Parking Areas to Improve Visitor Safety and Satisfaction		\$32,006				\$32,006
Rehabilitate or Replace the Yellowstone River Bridge		\$522,384				\$522,384
Rehabilitate the Lewis River Bridge		\$874,482				\$874,482
YELL Northern Loop (Canyon to Tower Phase 3)			\$1,223,948			\$1,223,948
ZION		\$1,041,913			\$638,496	\$1,680,409
Emergency Repair on Zion Mount Carmel Highway		\$430,662				\$430,662
Fabricate Signs to Improve Zion Shuttle Information and Wayfinding Systems					\$(4,442)	\$(4,442)
Implement Zion Transit Fleet Replacement Strategy (FY17- FY22)					\$82,813	\$82,813
Install Electric Charging Stations for Park Shuttle Busses					\$560,125	\$560,125
Pavement Preservation Program (PPP) ZION Roads and Parking Areas		\$52,000				\$52,000
Reconstruct 6 Miles Kolob Canyon Route 13		\$559,251				\$559,251
Replace ZION Transit Fleet					\$-	\$-
MWR		\$8,302,059	\$200,845		\$944,303	\$9,447,207
APOSTLE ISLANDS		\$473,752				\$473,752
Town of Russell Little Sand Bay Road Access Improvement Matching Contribution		\$473,752				\$473,752
BADLANDS		\$6,324,545	\$24,710			\$6,349,255
Conduct Engineering Study on the Loop Road (HWY 240) and Conata Road.		\$297,598				\$297,598
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25		\$4,784,733				\$4,784,733
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience		\$1,242,214				\$1,242,214
Repair Cliff Shelf Landslide, Loop Road - Cedar Pass Hill			\$24,710			\$24,710
BUFFALO		\$73,122				\$73,122
Repair Ponca Low Water Bridge Deficiencies		\$73,122				\$73,122
CUYAHOGA VALLEY					\$186,780	\$186,780
Design and Construct River Pedestrian Bridge at Boston Mill Visitor Center					\$186,780	\$186,780
FORT LARNED			\$84,738			\$84,738
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities			\$84,738			\$84,738

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
HOT SPRINGS		\$-				\$-
Rehab West Mountain Drive and Summit Road, Route 11 and 101		\$-				\$-
INDIANA DUNES		\$8,791				\$8,791
Make Safety Improvements to the Intersection of Lake/Porter County Line Road		\$4,326				\$4,326
Replace Douglas Center Pedestrian Bridge		\$4,465				\$4,465
ISLE ROYALE					\$183,572	\$183,572
Mandatory Drydocking of the Motor Vessel Ranger III and Rescue Boat Compliance					\$70,000	\$70,000
Motor Vessel Ranger III Value Based Decision Making Workshop and Planning for Isle Royale NP					\$113,572	\$113,572
MISSISSIPPI NATIONAL RIVER AND RECREATION AREA					\$404,951	\$404,951
Complete and Implement Multi-modal, Alternative Transportation Plan for MISS					\$404,951	\$404,951
MWR		\$468,970			\$105,000	\$573,970
Engineering and Safety Studies - CFL		\$130,214				\$130,214
Engineering and Safety Studies-EFL		\$4,016				\$4,016
FLTP Administration, CFLH in MWR		\$(19,130)				\$(19,130)
FLTP Administration, EFLH in MWR		\$90,000				\$90,000
FLTP Unit-Level Transportation Safety Studies (EFL)		\$13,316				\$13,316
MWR Transportation Program Management, FY13 (A), FY 14 (B), FY 15 (C), FY 16 (D), FY 17 (E), FY 18(F), FY 19(G), and FY 20 (H).		\$250,000				\$250,000
Pavement Preservation Program - Overhead Costs for Iowa, Illinois, Minnesota, Wisconsin		\$554				\$554
Technical Transportation Support for Chicago Area National Parks					\$55,000	\$55,000
Volpe Technical Assistance					\$50,000	\$50,000
OZARK NATIONAL SCENIC RIVERWAY		\$777,269				\$777,269
Rehabilitate Big Spring Highway Bridge		\$777,269				\$777,269
PEA RIDGE			\$91,397			\$91,397
Realign Parks Main Tour Road			\$91,397			\$91,397
SLEEPING BEAR DUNES					\$64,000	\$64,000
FY18 North Manitou Island Dredging					\$64,000	\$64,000
THEODORE ROOSEVELT		\$214,660				\$214,660
Construction monitoring and revegetation for Federal Lands Transportation Project ND FTNP THRO 11(7)		\$66,308				\$66,308

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		\$16,453				\$16,453
Resurface Routes 11A and 11E		\$131,899				\$131,899
VOYAGEURS		\$(39,050)				\$(39,050)
Pavement Preservation Program		\$(39,050)				\$(39,050)
NCR	\$4,004	\$14,157,741	\$9,385,256		\$823,256	\$24,370,257
ANTIETAM		\$50,000				\$50,000
ANTI Pavement Preservation Phase II		\$50,000				\$50,000
CATOCTIN MOUNTAIN		\$68,418	\$297,220			\$365,638
Repair Catoctin Mountain Park 2011 Storm Damage			\$297,220			\$297,220
Repair Rt. 0011 Section 0 Foxville-Deerfield Road		\$68,418				\$68,418
CHESAPEAKE AND OHIO CANAL		\$104,712			\$-	\$104,712
Improve Safety - Fletcher's Entrance Road		\$9,250				\$9,250
Repair Arizona Avenue Bridge		\$(600)				\$(600)
Repair Sycamore Island Pedestrian Bridge					\$-	\$-
Repair Tonoloway Vehicle Bridge		\$96,062				\$96,062
LYNDON BAINES JOHNSON MEMORIAL GROVE ON THE POTOMAC		\$1,394,350	\$9,088,036		\$665,895	\$11,148,281
Arlington Memorial Bridge Reconstruction Communication Plan		\$34,790				\$34,790
Arlington Memorial Bridge Rehabilitation Mitigation Projects		\$80,000				\$80,000
Arlington Memorial Emergency Repairs; GWMP 11 (6)		\$3,420				\$3,420
Bridge Guardrail Design and Crash Testing		\$250,000				\$250,000
Clara Barton Parkway Glen Echo Turn Around Safety study		\$3,525				\$3,525
Conduct traffic analysis at Morningside Lane		\$127,814				\$127,814
Eliminate Safety Hazards on Mount Vernon Trail at Theodore Roosevelt Island Parking Lot					\$9,465	\$9,465
Emergency Repair Gulf Branch Bridge 3300-007P (Expansion Joints of Bridge Structure)		\$244,607				\$244,607
FHLP - Iwo Jima Memorial Access Road (RT-0203)		\$9,804				\$9,804
FHLP - North GWMP Rehabilitation EA		\$160,388				\$160,388
FLHP - Bridge #31 Mount Vernon Trail improvement and reconstruction					\$20,000	\$20,000
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge			\$9,088,036			\$9,088,036

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
FLHP Repair concrete spalls in the CIA/FHWA bridge interchange		\$(69,179)				\$(69,179)
FLHP - Repair/Mill and Overlay SB ramps from National Airport 3300-027P and Bridge 3300-028 RT 233		\$3,821				\$3,821
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches		\$115,900				\$115,900
FLHP -Repair concrete overlay of the southbound lanes Windy Run Bridge (3300-009P)		\$169,915				\$169,915
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements					\$20,783	\$20,783
MVT Bridge 12 Environmental Assessment (EA)					\$531,172	\$531,172
Repair Sinkhole and Drainage Structure on Northbound Lanes of the Parkway		\$72,945				\$72,945
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24					\$84,475	\$84,475
Stabilize Slope along GWMP between Spout Run and Windy Run Bridges to Improve Visitor Safety		\$186,600				\$186,600
MANASSAS					\$30,022	\$30,022
Stabilize and Preserve Historic Stone Bridge					\$30,022	\$30,022
NATIONAL CAPITAL PARKS - EAST (includes Fort Washington, Frederick Douglass, Greenbelt Park, Mary McLeod Bethune Council House, Oxen Hill, Carter G. Woodson, etc.)		\$8,924,517			\$29,429	\$8,953,946
Design and Construct Anacostia Riverwalk Trail Pedestrian Bridge Across Anacostia River					\$-	\$-
Enhance Shoulders along the Baltimore Washington Parkway		\$30,441				\$30,441
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road		\$36,500			\$29,429	\$65,929
Install Median Crossovers along the Baltimore Washington Parkway		\$30,438				\$30,438
NACE Fort Dupont and Davis Drive Rehabilitation Communication Plan		\$11,214				\$11,214
Repair and Repave Asphalt Roads - Ft. Dupont Park		\$(273,456)				\$(273,456)
Repair Settling Approach Barrier Wall & Slab, Baltimore-Washington Parkway at MD Rt. 197		\$16,169				\$16,169
Repave Baltimore Washington Parkway 1(7), 2(7)		\$4,786,571				\$4,786,571
Repave Baltimore Washington Parkway 1(8), 2(8)		\$3,562,564				\$3,562,564
Repave Baltimore Washington Parkway 1(9), 2(9)		\$10,000				\$10,000
Repave Baltimore-Washington Parkway		\$261,897				\$261,897
Repave Greenbelt Park Roadways and Construct New Bridge		\$452,179				\$452,179

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
NATIONAL MALL AND MEMORIAL PARKS		\$820,909			\$20,255	\$841,164
Improve Multi-Use Trail to 14th St Bridge					\$-	\$-
Kutz Bridge Rehabilitation / Structure No. 3400-032P		\$182,401				\$182,401
Reconstruct Four Circulator stops,add Pedestrian Crosswalk, and Upgrade Crosswalk Markings					\$20,255	\$20,255
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab		\$70,154				\$70,154
Resurface East Basin Drive Roads		\$65,153				\$65,153
Resurface Independence Ave and Tidal Basin Roads FHWA		\$90,472				\$90,472
Resurface Jefferson Avenue and 15th Street		\$80,981				\$80,981
Resurface Ohio Drive and West Basin Drive Roads		\$296,213				\$296,213
Resurface Rock Creek and Potomac Parkway FHWA		\$35,535				\$35,535
NCR	\$4,004	\$491,395				\$495,399
DSC Transportation Program Support (Pilot)		\$150,546				\$150,546
FLTP Administration, EFLH in NCR		\$100,000				\$100,000
NCR Long Range Transportation Plan (LRTP)	\$4,004					\$4,004
Provide Program Support for the National Capital Region Federal Lands Highway Program		\$240,849				\$240,849
POTOMAC HERITAGE					\$17,492	\$17,492
Identify options to eliminate a gap in the POHE NST network within and adjacent to Great Falls Park					\$17,492	\$17,492
PRINCE WILLIAM FOREST PARK		\$248,585			\$60,163	\$308,748
Pavement Preservation on PRWI Public Roads and Adjacent Parking Areas		\$75,000				\$75,000
Repair South Fork Timber Bridge		\$139,536				\$139,536
Repair the Historic Pyrite Mine Road Bridge					\$60,163	\$60,163
Resurface Administrative Roads and Parking Lots		\$34,049				\$34,049
ROCK CREEK		\$1,806,016				\$1,806,016
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive		\$1,204,781				\$1,204,781
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive		\$29,467				\$29,467
Perform Pavement Preservation and Replace Drainage System on Bingham Drive		\$20,369				\$20,369
Perform Preventive Maintenance and Replace Drainage System on Ross Drive		\$6,100				\$6,100

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Rehabilitate Broad Branch Road Bridge		\$5,690				\$5,690
Rehabilitate Glover Road		\$8,311				\$8,311
Rehabilitate Joyce Road Bridge at Military Road (3450-003P)		\$186,012				\$186,012
Rehabilitate Kalmia Road Bridge		\$1,518				\$1,518
Rehabilitate Ross Drive Bridge		\$1,625				\$1,625
Rehabilitate Shoreham Hill Bridge		\$7,587				\$7,587
Rehabilitate Waterside Drive		\$42,734				\$42,734
Rehabilitate Wise Road		\$17,403				\$17,403
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall		\$33,000				\$33,000
Repair Edgewater Stable Access Bridge		\$241,419				\$241,419
ROCR Beach Drive Reconstruction Communication Plan		\$-				\$-
WHITE HOUSE		\$248,839				\$248,839
Mill, Pave and Re-stripe Ellipse Roadway		\$248,839				\$248,839
NER	\$15,059	\$19,097,720			\$3,191,408	\$22,304,187
ACADIA		\$2,953,624			\$1,151,321	\$4,104,945
Complete All Phases of Interior and Exterior Rehabilitation on the Duck Brook Bridge		\$484,034				\$484,034
Develop An Integrated Multi-Modal Transportation Plan for Acadia National Park					\$33,369	\$33,369
Mill and Overlay 2" Access To State Highway Rt ACAD-0101		\$146,000				\$146,000
Mill and Overlay 2" Cadillac Mountain Road Rt ACAD-0013		\$2,907				\$2,907
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ		\$1,747,721				\$1,747,721
NER Contribution to Replace Twelve (12) Year 2006 Propane Buses Equipped with ITS (NPS Share)					\$515,848	\$515,848
NER Contribution to Replace Twenty-Eight (28) Propane Buses Equipped with ITS (NPS Share)					\$460,000	\$460,000
Pulverize base and overlay 3" Visitor Center Access/Hull'S Cove Road Rt ACAD-0011		\$572,703				\$572,703
Replace Two, 12 Passenger Vans and Two Bicycle Trailers					\$142,104	\$142,104
Treat Surface Cadillac Mountain Parking Rt ACAD-0912		\$259				\$259
ADAMS					\$626,129	\$626,129
Replace / Repair Three Park Trolleys					\$626,129	\$626,129

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
ASSATEAGUE ISLAND NS		\$-				\$-
Apply Asphalt Overlay to Bayside Drive Route 202		\$-				\$-
Mill and Overlay 2" Beach Road Rt ASIS-0011		\$-				\$-
Mill and Overlay 2" Maddox Road Rt ASIS-0012		\$-				\$-
BOSTON					\$3,200	\$3,200
Design Multi-modal transportation improvements - Charlestown Navy Yard					\$3,200	\$3,200
CAPE COD		\$718			\$515,919	\$516,637
Improve Major Bicycle Roadway Crossings					\$418,979	\$418,979
Overlay 1.75" Race Point Road Rt CACO-0014		\$529				\$529
Pulverize base and overlay 3" Fort Hill Area Road Rt CACO-0200		\$(1)				\$(1)
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes					\$96,940	\$96,940
Repave Province Lands Visitor Center Parking		\$190				\$190
COLONIAL		\$1,680,387				\$1,680,387
Develop Phasing Plan For Rehabilitation of the Colonial National Historical Parkway		\$6,400				\$6,400
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 10.34 to 15.34)		\$31,353				\$31,353
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 20.34 to end)		\$77,539				\$77,539
Perform Joint and Crack Repair Colonial Parkway Rt COLO-0001 (mile 5.34 to 10.34)		\$-				\$-
Rehabilitate Colonial National Historical Parkway		\$642,063				\$642,063
Rehabilitate Felgate's Creek Bridge (COLO/4290-011P)		\$101,300				\$101,300
Rehabilitate Halfway Creek Bridge (COLO/4290-022)		\$127,473				\$127,473
Rehabilitate Hubbards Lane Bridge (COLO/4290-014P)		\$3,447				\$3,447
Rehabilitate Indian Field Creek Bridge (COLO/4290-010P)		\$4,092				\$4,092
Rehabilitate Isthmus Bridge (COLO/4290-026P)		\$4,092				\$4,092
Rehabilitate Kings Creek Bridge (COLO/4290-012)		\$107,507				\$107,507
Rehabilitate Lafayette Street Bridge (COLO/4290-019)		\$3,447				\$3,447
Rehabilitate Mine Depot Overpass (COLO/4290-009P)		\$4,092				\$4,092
Rehabilitate Newport Avenue Bridge (COLO/4290-020P)		\$3,447				\$3,447

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Rehabilitate North Pier Naval Access Road Bridge (COLO/4290-008)		\$4,092				\$4,092
Rehabilitate Page Street Bridge (COLO/4290-018)		\$3,447				\$3,447
Rehabilitate Penniman Road Bridge (COLO/4290-013)		\$3,449				\$3,449
Rehabilitate Powhatan Creek Bridge (COLO/4290-025P)		\$3,278				\$3,278
Rehabilitate Williamsburg Tunnel (COLO/4290-033)		\$177,825				\$177,825
Repave 1 Road and 16 Parking Lots		\$-				\$-
Replace Joints and Repair Spalls on the Colonial Parkway in the Williamsburg Tunnel		\$372,044				\$372,044
DELAWARE WATER GAP		\$3,589,225				\$3,589,225
2018-2019 DEWA Pavement Management OMR South MP 0-3 (RIP 6-9)		\$63,056				\$63,056
Pulverize and Overlay 3" Old Mine Road (south) Rt DEWA-0010		\$3,315,922				\$3,315,922
Rehabilitate Adams Creek Bridge (DEWA/420-013P)		\$5,271				\$5,271
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)		\$89,593				\$89,593
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)		\$11,594				\$11,594
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)		\$73,590				\$73,590
Rehabilitate Toms Creek Bridge (DEWA/4320-049)		\$1,370				\$1,370
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)		\$28,829				\$28,829
EISENHOWER		\$-				\$-
Bridge Management - Reading Farm Bridge - Bridge Repairs(4410-001P)		\$-				\$-
FORT MCHENRY NATIONAL MONUMENT AND HISTORIC SHRINE		\$39,081				\$39,081
Mill and Overlay 2" Visitor Center Parking Rt FOMC-0900		\$39,081				\$39,081
FREDRICKSBURG & SPOTSYLVANIA		\$164,062				\$164,062
Perform Surface Treatment on Lee Drive FRSP-0010		\$164,062				\$164,062
GATEWAY		\$3,170,514			\$-	\$3,170,514
Complete Sandy Hook Multi-Use Connector					\$-	\$-
Crack Seal Paved Surface of SAHO Parking Area D RT 0975		\$60,354				\$60,354
Crack Seal Paved Surfaces at Sandy Hook Parking Lot C (Rt. 0939).		\$28,272				\$28,272

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Mill and Overlay 2" Floyd Bennett Entrance Road 1 Rt GATE-0200AZ & BZ		\$87,376				\$87,376
Mill and Overlay 2" Fort Wadsworth Visitor Center Parking Rt GATE-0958A		\$306				\$306
Mill and Overlay 2" Heinzelman Road Rt GATE-0212		\$28,501				\$28,501
Mill and Overlay 2" Miller Field Access Road Rt GATE-0130		\$70				\$70
Mill and Overlay 2" New Dorp High School Parking A Rt GATE-0953A		\$2,500				\$2,500
Mill and Overlay 2" New Dorp High School Parking C Rt GATE-0953C		\$(17)				\$(17)
Mill and Overlay 2" North Carolina Road Rt GATE-0453		\$3,206				\$3,206
Mill and Overlay 2" Theater Parking A & B GATE-0976A/B		\$105,200				\$105,200
Mill and Overlay Tomkins Road Rt 447 - Fort Wadsworth		\$-				\$-
Mill, Overlay and Restripe MAST Way Rt 670		\$388,903				\$388,903
Mill, Overlay and Stripe Hudson Road Rt 661 at Sandy Hook		\$287,739				\$287,739
Mill, Overlay and Stripe Kearney Dr. Rt 665 Sandy Hook		\$855,596				\$855,596
Pulverize base and overlay 3" Gateway Sports Parking Rt GATE-0901		\$48,508				\$48,508
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222		\$-				\$-
Treat Surface Atlantic Drive Rt GATE-0160		\$1,274,000				\$1,274,000
Treat Surface Buffalo Road Rt GATE-0030		\$-				\$-
Treat Surface Sanchez Road East Rt GATE-0132A		\$-				\$-
GAULEY		\$72,722				\$72,722
Mill and Overlay 2" Tail Water Access Road Rt GARI-0100		\$72,722				\$72,722
GETTYSBURG		\$75,755				\$75,755
Pavement Management - Rehabilitate Road Surface on Historic Millerstown Road (FHWA Rt. 0053)		\$74,405				\$74,405
Pavement Management - Rehabilitate Road Surface on Historic Seminary Avenue (FHWA RT. 0040)		\$-				\$-
Pavement Management - Rehabilitate Road Surfaces on Historic Robinson Avenue (FHWA RT. 0039)		\$-				\$-
Rehab Wheatfield Road Bridge (GETT/400-006P)		\$-				\$-

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Rehabilitate Crawford Ave Bridge (GETT/4400-003)		\$-				\$-
Rehabilitate Cross Avenue Bridge (Culvert) (GETT/4400-007P)		\$-				\$-
Rehabilitate Reynolds Ave Bridge (GETT/4400-001P)		\$-				\$-
Rehabilitate South Confederate Avenue Bridge (GETT/4400-002P)		\$1,350				\$1,350
Rehabilitate United States Ave Bridge (GETT/4400-005P)		\$-				\$-
Rehabilitate Warren Avenue Bridge (GETT/4400-004P)		\$-				\$-
Rehabilitate West Confederate Ave Culvert #2 (GETT/4400-010)		\$-				\$-
Rehabilitate West Confederate Avenue Culvert #1 (GETT/4400-009P)		\$-				\$-
Repair Brook Avenue Culvert (GETT/4400-008)		\$-				\$-
Repair Hunt Avenue Bridge RT 035		\$-				\$-
HAMPTON		\$156				\$156
Pulverize base and overlay 3" Farm Road Rt HAMP-0400		\$156				\$156
HOME OF FRANKLIN D. ROOSEVELT					\$50,035	\$50,035
Provide shuttle, and tram services for the Roosevelt-Vanderbilt ATS program FY 2019					\$50,000	\$50,000
Purchase Trams for ATS at Rova					\$35	\$35
LOWELL					\$438,292	\$438,292
Replace Trolley Power Station/Substation					\$438,292	\$438,292
MINUTE MAN					\$35	\$35
Repair and Resurface Battle Road Trail Damaged by Erosion and Use					\$-	\$-
Reroute Battle Road Trail to Improve Safety and Visitor Experience					\$35	\$35
MORRISTOWN		\$88,611				\$88,611
Mill and Overlay 2" Fort Nonsense Access Road Rt MORR-0015		\$88,611				\$88,611
NCR	\$15,059	\$104,911			\$383,557	\$503,527
CAT I Support for ERFO SANDY DSC Support		\$7,894				\$7,894
FLTP Administration, EFLH in NER		\$90,000				\$90,000
FLTP CAT III Administration NER					\$133,557	\$133,557
NER Program Admin, (Trav) Design & Implementation Support		\$7,017				\$7,017

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Northeast Region Long Range Transportation Plan Update	\$15,059					\$15,059
Program Management - Volpe IAA (5 Year Agreement beginning in FY 2018)					\$250,000	\$250,000
NEW RIVER GORGE		\$338,770			\$22,920	\$361,690
Bridge Management: Repair NERI 4780-001P Camp Brookside Bridge		\$20,734				\$20,734
FHWA Pulverize and 3 Inch Overlay on Turkey Spur Road NERI-0126		\$80,000				\$80,000
Mill and Overlay 2" Shelter Area 1 Parking Rt NERI-0961, 0963, and 0964		\$12,408				\$12,408
Mill and Overlay Two Inches at Grandview Overflow Parking NERI-0967AZ, BZ, CZ, DZ, EZ, FZ and GZ		\$8,690				\$8,690
Overlay 1" Grandview Visitor Center Road Rt NERI-0202		\$1,869				\$1,869
Overlay Five Parking Areas at NERI NERI-0919A,B,C,0923, & 0926		\$1,650				\$1,650
Overlay Grandview Parking Areas NERI-0958, 0965AZ, 0965BZ, & 0966		\$5,208				\$5,208
Pavement Management- Rehabilitate Grandview RT10		\$71,000				\$71,000
Rehabilitate Fayette Station Bridge (NERI/4780-003P)		\$55,648				\$55,648
Rehabilitate Mill Creek Bridge (NERI/4780-002P)		\$1,829				\$1,829
Rehabilitate Upper Glade Bridge (NERI/4780-015P)		\$79,734				\$79,734
Repair Mouth of Glade Creek Trail Bridge FHWA 4780-006T					\$22,920	\$22,920
RICHMOND		\$130,000				\$130,000
Surface Treat Battlefield Park Road (RICH-0304)		\$130,000				\$130,000
Surface Treat Cold Harbor Road (RICH-0500)		\$-				\$-
Surface Treat Hoke Brady Road (RICH-0308)		\$-				\$-
SARATOGA NATIONAL HISTORICAL PARK		\$334,625				\$334,625
Mill and Overlay 2" Entrance Road Rt SARA-0010		\$205,388				\$205,388
PAVEMENT MANAGEMENT LIGHT PRESERVATION Crack Seal on Tour Road		\$113,995				\$113,995
Perform Slope Stabilization on Tour Road Rt 0100 Near Stop 8		\$15,242				\$15,242
Repair Culverts on Tour Road		\$-				\$-
SHENANDOAH		\$6,364,786				\$6,364,786
Pavement Management - Skyline Drive MM 33.38 to 50 and Associated Overlook Parking Areas		\$4,131,656				\$4,131,656

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Pavement Management - Design & Apply Surface Treatment to 4 Parking Areas		\$112,178				\$112,178
Pavement Management - Mathews Arm and The Point Overlook Rt 012 and 1039		\$539,159				\$539,159
Pavement Management - Parkwide entrance/exit ramps and select parking areas		\$1,267,960				\$1,267,960
Pavement Management - Parkwide Overlook Parking Areas		\$50,000				\$50,000
Pavement Management - Parkwide Roads and Parking Areas		\$-				\$-
Pavement Management - Skyline Drive (North) MM 15.63 to 20.63		\$75,000				\$75,000
Pavement Management - Skyline Drive (South) MM 102.1 to 105.66 and Brown Gap Parking		\$3,800				\$3,800
Pavement Management - Skyline Drive Route 10A and No Name Overlook Parking Rt 1076		\$-				\$-
Pavement Management - Skyline Drive Route Rt 10C MM 97.1 to 102.1		\$(47)				\$(47)
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3		\$28,274				\$28,274
Skyline Drive MM 0 to 5.63, North Entrance Residence Rt 100, and Dickey Ridge Trail Parking Rt 1071		\$149,911				\$149,911
Treat surface of Overlook Parking Areas from MM 33.38 to 50		\$6,895				\$6,895
SPRINGFIELD ARMORY		\$438				\$438
Pavement Management Public Access Roads		\$438				\$438
UPPER DELAWARE		\$(2,989)				\$(2,989)
Repair Roebling Bridge (D&H Canal Aqueduct Bridge) (UPDE/4870-001)		\$(2,989)				\$(2,989)
VALLEY FORGE		\$(9,602)				\$(9,602)
Complete Accessibility Improvements at Visitor Center		\$(9,602)				\$(9,602)
VANDERBILT MANSION		\$1,926				\$1,926
Rehabilitate Bard Rock Bridge (VAMA/1797-002P)		\$516				\$516
Rehabilitate Rustic Bridge (VAMA/1797-003P)		\$328				\$328
Rehabilitate White Bridge (VAMA/1797-001P)		\$1,082				\$1,082
PWR		\$35,847,560	\$1,406,620		\$12,305,463	\$49,559,643
CABRILLO		\$(241,486)				\$(241,486)
Chipseal Paved Roads and Parking Areas		\$(241,486)				\$(241,486)
CHANNEL ISLANDS		\$1,802,019			\$12,305,463	\$14,107,482
Replace Dilapidated Pier at Scorpion Anchorage		\$1,802,019			\$12,305,463	\$14,107,482

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
CRATER LAKE		\$1,222,919				\$1,222,919
Develop Design and Environmental Planning to Address Serious Safety Deficiencies at Cleetwood Cove		\$(111,417)				\$(111,417)
Rehabilitate East Rim Drive from MP 4.5 to MP 23.2 (Cleetwood Cove to Munson Valley Road)		\$1,275,862				\$1,275,862
Restore Safe Width of West Rim Drive (Route 14)		\$58,474				\$58,474
CRATERS OF THE MOON		\$(13,859)				\$(13,859)
Seal Coating and Crack Sealing of Roadway Pavement		\$(13,859)				\$(13,859)
DEATH VALLEY		\$72,333				\$72,333
Chipseal North Highway, Furnace Creek, Texas Spring, and Mesquite Campgrounds		\$226,824				\$226,824
Death Valley Oct. 2015 Flood - Emergency Storm Damage (Facility)		\$9,000				\$9,000
Mill and Repave Southern Half of Artists Drive		\$(43,754)				\$(43,754)
Pavement Preservation, Perform Chipseal on Badwater Road		\$(124,737)				\$(124,737)
Perform Traffic Safety Study at Visitor Use Areas along CA-190		\$5,000				\$5,000
FORT POINT		\$640,006				\$640,006
Widen and Reconstruct Long Ave for Safer Multi-Modal Access		\$640,006				\$640,006
GOLDEN GATE		\$687,555				\$687,555
Pavement Preservation of the Marin Headlands		\$705,120				\$705,120
Repair Baker Barry Tunnel Lining		\$(17,565)				\$(17,565)
HALEAKALA		\$162,858				\$162,858
Protect Natural and Cultural Resources During Rehabilitation of 3.6 Miles of Park Road		\$7,214				\$7,214
Rehabilitate Main Park Road, MP 11.2 to MP 14.8		\$155,644				\$155,644
HAWAII VOLCANOES		\$1,124,500				\$1,124,500
Emergency Repairs to Chain of Craters Road to Ensure Visitor Safety		\$951,250				\$951,250
FHWA Geotechnical and Construction Engineering Support for Emergency Access Route		\$9,013				\$9,013
HAVO Park-wide Road Safety Audit		\$91,750				\$91,750
HIVA ERFO Road Damage Recovery		\$72,487				\$72,487
JOSHUA TREE		\$196,000				\$196,000
Repair Roadway Damage Caused by Flooding on Route 11 in JOTR		\$196,000				\$196,000

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
LAKE MEAD		\$2,966,147	\$587,051			\$3,553,198
Apply Pavement Preservation to Southern Park Roads		\$5,700,000				\$5,700,000
Apply Pavement Preservation Treatment to Northshore Road		\$(2,838,230)				\$(2,838,230)
Construct Grade Control Structure #4 for Lower Las Vegas Wash Channel Stabilization			\$9,077			\$9,077
Realign, Reconstruct, Resurface, and Restore Willow Beach Road			\$505,990			\$505,990
Reconstruct Cottonwood Cove Access Road		\$104,377				\$104,377
Reconstruct Katherine Landing Access Road			\$71,984			\$71,984
LAKE ROOSEVELT		\$3,039,787				\$3,039,787
Apply Pavement Preservation Treatment to Lake Roosevelt NRA		\$2,846,745				\$2,846,745
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site		\$193,042				\$193,042
MANZANAR		\$1,529,620				\$1,529,620
Apply Pavement Preservation Crack Seal Treatments to Park Roads and VC Parking Lot		\$1,529,620				\$1,529,620
Pave Manzanar Auto Tour Road to Re-create the Historic WWII Era Macadam Pavement		\$-				\$-
MOJAVE		\$13,000	\$53,406			\$66,406
Reconstruct Segments of Kelbaker Road to Improve Safety			\$53,406			\$53,406
Rehabilitate Route 13, Morning Star Mine Road		\$13,000				\$13,000
MOUNT RAINIER		\$385,731				\$385,731
FHWA Repair Mather Memorial Parkway Slide Area		\$(24,098)				\$(24,098)
Rehabilitate Mather Memorial Parkway (SR410), Cayuse Pass to MP 60		\$17,227				\$17,227
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6		\$(79,555)				\$(79,555)
Repair & Rehabilitation of Stevens Canyon Road Mile 5.0 to Mile 14.0		\$351,705				\$351,705
Replace Frying Pan Creek Bridge		\$120,452				\$120,452
NORTH CASCADES		\$102,606	\$(347,744)			\$(245,138)
Emergency Repair Cascade River Road Due To November 23 Winter Storm Event FLTP		\$-				\$-
FLTP Emergency Repair Stehekin Road after Winter Storm Damage		\$102,606				\$102,606
Realign and Pave Five Miles of Stehekin Valley Road			\$(347,744)			\$(347,744)

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
OLYMPIC		\$2,149,421	\$102,579			\$2,252,000
Install Prevention Measures On Slumping Section of Mora Road, Route 115		\$205,005				\$205,005
Perform Emergency Repairs on Storm Damaged Hoh Road (Rt 107)		\$66,949				\$66,949
Realign 1 Mile of Elwha Valley Road at Olympic National Park			\$102,579			\$102,579
Reduce Congestion and Improve Safety at Heart of the Hills Entrance		\$347,696				\$347,696
Rehabilitate Heart-of-the-Hills Parkway		\$705,943				\$705,943
Rehabilitate Olympic Hot Springs Road		\$442,805				\$442,805
Rehabilitate Route 103, Sol Duc Valley Road		\$50,000				\$50,000
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)		\$692,299				\$692,299
Rehabilitate Staircase Road		\$(579,667)				\$(579,667)
Repair Road Damage to Graves Creek Road Milepost 4.5		\$145,053				\$145,053
Repair Winter Storm Damage at Elwha Road, Quinault North Shore and Graves Creek Roads		\$68,539				\$68,539
Replace Culvert at South Beach Campground		\$4,799				\$4,799
PINNACLES		\$97,000				\$97,000
Repair Culvert at East Entrance Road		\$97,000				\$97,000
POINT REYES		\$2,518,489				\$2,518,489
Chip Seal and Repair Park Roads		\$-				\$-
Chipseal and Apply Pavement Preservation Treatments to Various Roads and Parking Areas, Parkwide		\$1,399,284				\$1,399,284
Emergency Repairs McClures Beach Acces Road		\$651,140				\$651,140
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.		\$468,065				\$468,065
PWR		\$3,204,868				\$3,204,868
Conduct Transportation Safety Study at Olympic National Park		\$132,000				\$132,000
FLTP Administration, CFLH in PWR		\$380				\$380
FLTP Administration, PWRO		\$448,500				\$448,500
FLTP Administration, WFLH in PWR		\$(968,926)				\$(968,926)
Perform Road Safety Audit at Hawaii Volcanoes National Park		\$28,115				\$28,115
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks		\$324,040				\$324,040

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks		\$134,839				\$134,839
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering		\$3,105,920				\$3,105,920
REDWOOD		\$28,069				\$28,069
Replace Cushing Creek Concrete Box Culvert		\$28,069				\$28,069
SAN JUAN ISLAND		\$1,251,418				\$1,251,418
Pavement Preservation FY19 San Juan Island National Historical Park		\$794,197				\$794,197
Realign Access Road and Parking at American Camp Visitor Center to Improve Safety		\$457,221				\$457,221
SEQUOIA		\$8,271,491	\$1,011,328			\$9,282,819
Rehabilitate 1 Mile of Generals Highway (Deer Ridge to Eleven Range)			\$1,011,328			\$1,011,328
Rehabilitate 15.29 Miles of the Mineral King Road		\$715,538				\$715,538
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road		\$7,490,953				\$7,490,953
Replace Lower Kings River Bridge		\$65,000				\$65,000
WHISKEYTOWN		\$212,877				\$212,877
Repair, Chipseal and Re-Stripe Roads and Parking Areas Parkwide		\$(29,363)				\$(29,363)
Replace 1.15 Miles of Non-Compliant Crystal Creek Road Guard Rail		\$242,240				\$242,240
YOSEMITE		\$4,424,191				\$4,424,191
Assess Traffic and Road Network Capacity for Yosemite Valley		\$177,650				\$177,650
Chip/Micro Seal Portions of Tioga Road and the Big Oak Flat Road		\$390,000				\$390,000
Construct & Rehabilitate Facilities at Bridalveil Fall Viewing Area		\$-				\$-
Emergency Stabilization of Park Roads Due to Ferguson Fire		\$549,460				\$549,460
Perform Bridge Preservation Work on Tioga Rd., El Portal Rd., Glacier Pt. Rd. and on the Valley Roads		\$2,092,481				\$2,092,481
Perform ERFO-Eligible Storm Damage Repairs to Yosemite Roads		\$6,587				\$6,587
Rehabilitate and Restore the Mariposa Grove of Giant Sequoias		\$-				\$-
Rehabilitate Big Oak Flat Road, MP 0 to MP 9.8		\$511,221				\$511,221
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road		\$(715,582)				\$(715,582)
Rehabilitate Glacier Point Road, MP 5.1 to 15.7		\$642,776				\$642,776

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Rehabilitate Tioga Road: Phase 2 of 3 – From MP 27 to MP42 (Olmsted Pt. to Blue Slide)		\$266,686				\$266,686
Rehabilitate Wawona Road From Milepost 0.0 to Mile Post 1.1		\$2,912				\$2,912
Repair Electrical Power Line for the Big Oak Flat Tunnel Lighting System		\$500,000				\$500,000
SER		\$42,549,711		\$(480,348)	\$2,206,933	\$44,276,296
ANDERSONVILLE		\$28,841				\$28,841
Pavement Preservation at Andersonville National Historic Site		\$28,841				\$28,841
BIG CYPRESS		\$2,203				\$2,203
Replace Vehicle Guardrails on Loop Road Bridges		\$2,203				\$2,203
BIG SOUTH FORK		\$5,384,530				\$5,384,530
Improve Infrastructure-Overlay Decaying High Use Parking Area at Leatherwood Ford		\$17,250				\$17,250
Overlay Critical Access Route Servicing Park Visitor Center, Horse Stables and Popular Trailheads		\$19,000				\$19,000
Overlay Essential Access Route - Blue Heron Overlook Road and Parking Areas		\$19,000				\$19,000
Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM		\$19,000				\$19,000
Perform Critical Repairs to Highway Bridges Along State Hwy 297		\$16,143				\$16,143
Resurface Leatherwood Ford Road		\$5,294,137				\$5,294,137
BLUE RIDGE		\$9,314,124				\$9,314,124
Pavement Preservation at MP 328 - 337; 292-298; 304-318, Pisgah and Highlands District		\$(745,095)				\$(745,095)
Pavement Preservation from MP 174.0 to MP 216.9		\$(972,851)				\$(972,851)
Pavement Preservation from MP 248.32 thru MP 276.61, Highlands District, North Carolina		\$(839,369)				\$(839,369)
Pavement Preservation from MP 359.05 thru MP 412.82, Pisgah District, North Carolina		\$39,875				\$39,875
Pavement Preservation from MP 423.96 thru MP 470.20, Pisgah District, North Carolina		\$(35,971)				\$(35,971)
Pavement Preservation of MP 0 - 27.2 and MP 37.5 -64.5, Ridge District, Virginia		\$4,578,287				\$4,578,287
Pavement Preservation on 90.7 miles on the Blue Ridge Parkway, Virginia		\$10,315				\$10,315
Pavement Preservation on MP 365.5 to MP 388.8 (23.3 miles)		\$5,529,367				\$5,529,367
Preventative Maintenance Repairs to North Carolina Bridges		\$688,404				\$688,404
Preventative Maintenance Repairs to Virginia Bridges		\$118,131				\$118,131

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J		\$36,538				\$36,538
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A		\$77,273				\$77,273
Remove Rock Slide and Repair Mainline Road at MP 277 - Phase II		\$55,115				\$55,115
Repair Post Tensioning System on the Linn Cove Viaduct (Structure # 5140-182P)		\$21,765				\$21,765
Repave/Repair Mainline Road Section 1E - (MP 27.72 to 37.39)		\$551,480				\$551,480
Repave/Repair Mainline Road Section 2A - (MP 216.86 to 228.18)		\$(213,458)				\$(213,458)
Repave/Repair Mainline Road Section 2F - (MP 275.50 to 290.82)		\$-				\$-
Replace Laurel Fork Bridge 159P		\$486,234				\$486,234
Replace Waterproofing Membrane and Wearing Surface on Linn Cove Viaduct P182		\$(91,893)				\$(91,893)
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028		\$19,977				\$19,977
CAPE HATTERAS		\$275,474				\$275,474
Pave Pylon Loop Road and Adjacent Parking Area in Wright Brothers National Memorial		\$270,543				\$270,543
Pave Roadway Surface and Replace Culverts on Various Roads in Wright Brothers National Memorial		\$(227,187)				\$(227,187)
Road & Parking Lot Improvements at Fort Raleigh National Historic Site		\$36,023				\$36,023
Schedule A FHWA Road Repairs		\$196,095				\$196,095
CAPE LOOKOUT					\$1,701,933	\$1,701,933
ATP Phase III Ensure and Enhance ADA Transportation Access at Cape Lookout National Seashore					\$49,410	\$49,410
Replace Cape Point Lighthouse Dock					\$1,652,523	\$1,652,523
CASTILLO de SAN MARCOS		\$1,501				\$1,501
Preservation of Parkwide Public Access Roads and Parking Areas		\$1,501				\$1,501
CHATTAHOOCHEE RIVER		\$45,202				\$45,202
Pavement Preservation Project		\$45,202				\$45,202
CHICKAMAUGA AND CHATTANOOGA		\$805,074				\$805,074
Pavement Preservation Roads Chickamauga Chattanooga NMP		\$36,745				\$36,745
Pavement Preservation Rt.0100 Jays Mill Road And Associated Parking		\$36,745				\$36,745

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Repair, Rehabilitation, Reconstruction of .076 Mile Rt. 016 Sanders Road		\$175,104				\$175,104
Repair, Rehabilitation, Reconstruction of 0.34 Miles of Rt. 0502 Poe Road		\$47,100				\$47,100
Repair, Rehabilitation, Reconstruction of 0.82 Miles of Rt. 0501 Battleline Road		\$47,100				\$47,100
Repair, Rehabilitation, Reconstruction of 0.91 Miles of Rt. 0010 McFarland Gap Road		\$212,693				\$212,693
Repair, Rehabilitation, Reconstruction of 1.98 Miles of Rt. 0014 Reeds Bridge Road		\$202,487				\$202,487
Repair, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly Road		\$47,100				\$47,100
CONGAREE		\$155,995				\$155,995
Rehab Park Entrance Road		\$155,995				\$155,995
COWPENS		\$50,493				\$50,493
Pavement Preservation - Picnic Loop and Parking		\$50,493				\$50,493
CUMBERLAND GAP		\$92,027				\$92,027
Repair Entrance Ramp Bridge - Structure No. 5230-013P		\$16,143				\$16,143
Repair Skyland Road Bridge #1 - Structure 5230-009P		\$16,143				\$16,143
Repair Skyland Road Bridge #2 - Structure 5230-010P		\$13,143				\$13,143
Repair Tiprell Road Bridge #1 - Structure No. 5230-011P		\$16,143				\$16,143
Repair Tiprell Road Bridge #2 - Structure No. 5230-012P		\$16,143				\$16,143
Repair U.S. Route 25E Bridge #2 - Structure No. 5230-005P		\$14,312				\$14,312
CUMBERLAND ISLAND		\$1,807				\$1,807
Repair or Replace Deteriorating Timbers and Extend Wing Walls on Four Road Bridges		\$1,807				\$1,807
EVERGLADES		\$1,828,174				\$1,828,174
Repair, Mill and Resurface Main Park Road, Flamingo Campgrounds to Sta 2008+85, Main Park Road		\$3,584				\$3,584
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park Boundary, Route 10 Main Park Road		\$1,824,590				\$1,824,590
FORT DONELSON		\$14,927				\$14,927
Pavement Preservation for Fort Donelson National Battlefield		\$14,927				\$14,927
FORT FREDERICA		\$47,699				\$47,699
Correct Storm Drainage at Fort Frederica Visitor Center Entrance		\$47,699				\$47,699

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
FORT PULASKI		\$350,334				\$350,334
Replace Fort Pulaski Entrance Bridge		\$350,334				\$350,334
FORT SUMTER (includes Fort Moultrie-FOMO)					\$5,000	\$5,000
Rehabilitate Fort Sumter Waterfront Dock					\$5,000	\$5,000
GREAT SMOKY MOUNTAINS		\$4,828,842		\$(480,348)		\$4,348,494
8E14--Construct Foothills Parkway 8E Missing Link (Between Sites 7 and 8)				\$38,132		\$38,132
Construct Foothills Parkway-8E (Missing Link-Bridge 4)				\$38,132		\$38,132
Construct Site 3 on Foothills Parkway Missing Link				\$38,131		\$38,131
Construct Site 5 of Foothills Parkway 8E Missing Link				\$-		\$-
Construct Site 6 of the Foothills Parkway Missing Link				\$38,131		\$38,131
Construct Site 7 of the Foothills Parkway 8E Missing Link				\$38,131		\$38,131
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link				(671,005)		\$(671,005)
NEPA Compliance for Safety Improvements to Gatlinburg Spur Road & Pre NEPA for FOOT Section D		\$1,981,723				\$1,981,723
Overlay of Deep Creek Area Roads		\$945,658				\$945,658
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads		\$(161,101)				\$(161,101)
Pavement Preservation of Cades Cove Loop Road and Campground Entrance Road		\$39,695				\$39,695
Pavement Preservation of Clingmans Dome Road		\$31,399				\$31,399
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads		\$227,886				\$227,886
Pavement Preservation of Foothills Parkway (West), MP 55 to 65		\$3,741				\$3,741
Pavement Preservation of Foothills Parkway (West), MP 65 to 72		\$4,016				\$4,016
Pavement Preservation of Foothills Parkway-East		\$3,035				\$3,035
Pavement Preservation of Gatlinburg Spur (US 441)		\$(32,608)				\$(32,608)
Pavement Preservation of Newfound Gap Road, NC Side (MP 14.98 to MP 31.96)		\$92,134				\$92,134
Pavement Preservation of Newfound Gap Road, TN Side (MP 6.1 to 12.3)		\$147,850				\$147,850
Rehabilitate Eight Bridges On the Tennessee Side of the Park		\$179,047				\$179,047
Rehabilitate Newfound Gap Road, ND (TN Side, MP 12.4 to 14.4)		\$18,664				\$18,664

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Repair Bote Mountain Tunnel		\$1,125,966				\$1,125,966
Replace Five Bridges on Forge Creek Road		\$221,737				\$221,737
GUILFORD COURTHOUSE		\$719,918				\$719,918
Pavement Preservation for Administration and Visitor Contact Parking Lots		\$719,918				\$719,918
GULF ISLANDS		\$1,033,445			\$-	\$1,033,445
Conduct Technical Study of Fort Pickens Area Shuttle Tram Service					\$-	\$-
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on Fort Pickens Road (Route 12)		\$1,605				\$1,605
Cyclic Asphalt Overlay and roadway rehabilitation as necessary on JEB Way (Santa Rosa Road Route 11)		\$2,172				\$2,172
Repair Road and Shoulder to Fort Pickens Road (Michael)		\$674,610				\$674,610
Repair Road and Shoulder to SR J Earle Bowden Road (Michael)		\$355,058				\$355,058
Tram/Bus/Ferry Transportation Service at Fort Pickens Passenger Ferry Pier					\$-	\$-
HORSESHOE BEND		\$40,378				\$40,378
Pavement Preservation Cyclic Seal Coating for Horseshoe Bend Public Roads and Parking Lots		\$40,378				\$40,378
JIMMY CARTER		\$10,261				\$10,261
Pavement Preservation at Jimmy Carter National Historic Site		\$10,261				\$10,261
KENNESAW MOUNTAIN		\$41,042			\$-	\$41,042
Pavement Preservation for Paved Roads and Parking at Kennesaw Mountain		\$41,042				\$41,042
Provide Visitor Transportation to the top of Kennesaw Mountain FY18					\$-	\$-
MAMMOTH CAVE		\$4,509,420			\$-	\$4,509,420
Pavement Preservation Mammoth Cave Roads		\$4,467,569				\$4,467,569
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the parks Western Boundary		\$41,851				\$41,851
Renovate/Rehabilitate Green River Ferry Boat To Meet Operational Needs And To USCG Requirements					\$-	\$-
MARTIN LUTHER KING, JR.		\$13,311				\$13,311
Cyclic Preservation of Paving Visitor Parking Lot		\$13,311				\$13,311
NATCHEZ TRACE PARKWAY		\$10,752,537				\$10,752,537
Heavy 3R Road Work from Parkway Milepost 291-331		\$104,687				\$104,687

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Install Suicide Deterrent Barrier for TN Route 96 Bridge		\$1,116,719				\$1,116,719
NATR 2B Repair TN River Bridge		\$(2,146)				\$(2,146)
NATR BMS FY20 - Bridge Preventive Maintenance at NATR		\$117,149				\$117,149
Overlay Park Road - PM Project from MP 0 to MP 8.318		\$47,115				\$47,115
Overlay Park Road - PM Project from MP 102.98 to MP 110.32		\$2,360,034				\$2,360,034
Overlay Park Road - PM Project from MP 238.84 to MP 245.219		\$27,235				\$27,235
Overlay Park Road - PM Project from MP 253.44 to MP 259.56		\$153,515				\$153,515
Overlay Park Road - PM Project from MP 289.16 to MP 299.16		\$2,194				\$2,194
Overlay Park Road - PM Project from MP 307.6 to MP 316.55		\$119,824				\$119,824
Overlay Park Road - PM Project from MP 316.55 to MP 326.55		\$5,052,047				\$5,052,047
Overlay Park Road - PM Project from MP 326.55 to MP 334.55		\$10,000				\$10,000
Overlay Park Road - PM Project from MP 371.02 to MP 378		\$(3,969)				\$(3,969)
Overlay Park Road - PM Project from MP 428.36 to MP 438.38		\$2,216				\$2,216
Overlay Park Road - PM Project from MP 438.38 to MP 447.11		\$1,004				\$1,004
Overlay Park Road - PM Project from MP 49.76 to MP 59.764		\$193,635				\$193,635
Overlay Park Road - PM Project from MP 67.136 to MP 77.136		\$(218,602)				\$(218,602)
Overlay Park Road - PM Project from MP 77.136 to MP 87.136		\$3,806				\$3,806
Overlay Park Road - PM Project from MP 8.318 to MP 15		\$193,127				\$193,127
Rehab Parkway - NATR 3G MP 204-219 (Replaces PMIS project 54502)		\$10,426				\$10,426
Rehab Parkway MP 266-282 Base Repair and Resurface		\$(23,251)				\$(23,251)
Repair Bridges - NATR BMS IDIQ #8 (2018)		\$90,339				\$90,339
Repair Bridges - NATR BMS IDIQ #8 (2019)		\$1,363,902				\$1,363,902
Repair Bridges 5570-405P and 5570-042P (Formerly PMIS 141696)		\$-				\$-
Repair Bridges over Little Swan and Big Swan Creeks		\$6,531				\$6,531
Stabilization of Shoreline at Duck River Bridge		\$25,000				\$25,000

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
RUSSELL CAVE		\$5,546				\$5,546
Pavement Preservation at Russell Cave National Monument		\$5,546				\$5,546
SELMA TO MONTGOMERY		\$6,040				\$6,040
Pavement Preservation at Lowndes Interpretive Center FY17		\$6,040				\$6,040
SER		\$1,572,326			\$500,000	\$2,072,326
FLTP Administration, EFLH to SER		\$500,000				\$500,000
NPS SER Account for DSC GSA Vehicles Used for SER Project Work		\$45,000				\$45,000
SER - Program and Project Support from VOLPE					\$500,000	\$500,000
SER Bridge Deck Studies		\$355,000				\$355,000
SER Safety Planning and RSA Technical Assistance		\$168,322				\$168,322
SERO Transportation Program Management		\$452,500				\$452,500
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)		\$51,504				\$51,504
SHILOH		\$38,000				\$38,000
Resurface Remaining Tour Route Roads and Parking Area		\$19,000				\$19,000
Resurface Road and Parking Areas at Picnic Area		\$19,000				\$19,000
TUSKEGEE AIRMEN		\$16,362				\$16,362
Pavement Preservation at TUAL overlook and skyway club parking FY17		\$16,362				\$16,362
TUSKEGEE INSTITUTE		\$5,824				\$5,824
Pavement Presevation TUIN Oaks/ HQ parking areas FY17		\$5,824				\$5,824
VICKSBURG		\$558,054				\$558,054
Repair Confederate Avenue Route 0012 Road Undermining & to Union Ave. Route 20		\$44,747				\$44,747
Repair Deficiencies on Park Bridges		\$220,866				\$220,866
Repair Union Avenue and Louisiana Circle		\$166,276				\$166,276
Urgent Correction of Road Erosion And Repair Confederate Ave. Route 0012		\$126,165				\$126,165
Urgent Geotechnical Study for Embankment Failures Causing Damage to Park Roads		\$-				\$-
WAS	\$9,498,127	\$3,400,239				\$12,898,366
WASO	9,498,127	\$3,400,239				\$12,898,366
2019 NPS Safety Program	\$68,720					\$68,720
Active Transportation Outreach and Implementation Support	\$15,000					\$15,000

Projects	5% CAP	Cat I/3R	Cat I/4R	Cat II	Cat III	Total
Congestion Management Program	\$39,000	\$40,200				\$79,200
DSC-Technical Assistance to WASO-T	\$148,013	\$156,810				\$304,823
FLHP Revegetation Support Section at DSC		\$207,000				\$207,000
FLTP WASO PFMD		\$2,996,229				\$2,996,229
Geographic Information System/GIS Team	\$442,030					\$442,030
LRTP Program; DSC Planning Branch Support	\$34,000					\$34,000
MS BIP PDC	\$3,000,000					\$3,000,000
MS BMS	1,100,500					\$1,100,500
MS PMS	\$590,000					\$590,000
MS RIP	1,600,000					\$1,600,000
MS Roads Workgroup	\$23,000					\$23,000
MS Traffic Data Program	1,327,050					\$1,327,050
NLRTP Performance Management and Update	\$1,000,000					\$1,000,000
Safety Analysis Software Selection Project	\$5,000					\$5,000
SUSTAINABLE PARK ROAD DESIGN & CONSTRUCTION PRACTICES	\$25,814					\$25,814
UPWP Standardization of FLHD Products and Services in Support of NPS Transportation Planning	\$80,000					\$80,000

APPENDIX B: BIBLIOGRAPHY

National Park Service (NPS)

- 2018 National Park Service Federal Lands Transportation Program Implementation Guide, July 2018.
- 2019a National Park Service Surface Transportation Reauthorization Resource Paper, August 2019.
- 2019b 2019 NPS National Transit Inventory and Performance Report.



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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