



Fiscal Year  
**2021**

# Federal Lands Transportation Program Accomplishments



Cover: Yellowstone National Park staff member Christina White on board at the May 2021 launch of The Electric Driverless Demonstration in Yellowstone (TEDDY)

## INTRODUCTION

This report summarizes the achievements of the National Park Service’s (NPS) Federal Lands Transportation Program (FLTP) for Fiscal Year (FY) 2021.

The NPS is proud to manage some of the most treasured places in America. “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.”*

Source: NPS FLTP Implementation Guide, July 2018

## FY21 FEDERAL LANDS TRANSPORTATION PROGRAM SYSTEM

The Department of the Interior reorganized to 12 Unified Interior Regions in 2018. Since many systems used by the NPS and the Federal Highway Administration (FHWA) for FLTP management still use the pre-2018 “legacy” designations, the regional legacy names are retained in this report. See appendix B for a list of the 12 Unified Interior Regions and the corresponding legacy region name.

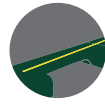
NPS FY21 Federal  
Lands Transportation  
Program System  
(Source: NPS Surface  
Transportation  
Reauthorization  
Resource Paper,  
August 2019)



**5,500 miles**  
of paved roads



**6,100 paved**  
parking areas



**1,400**  
bridges



**60**  
tunnels



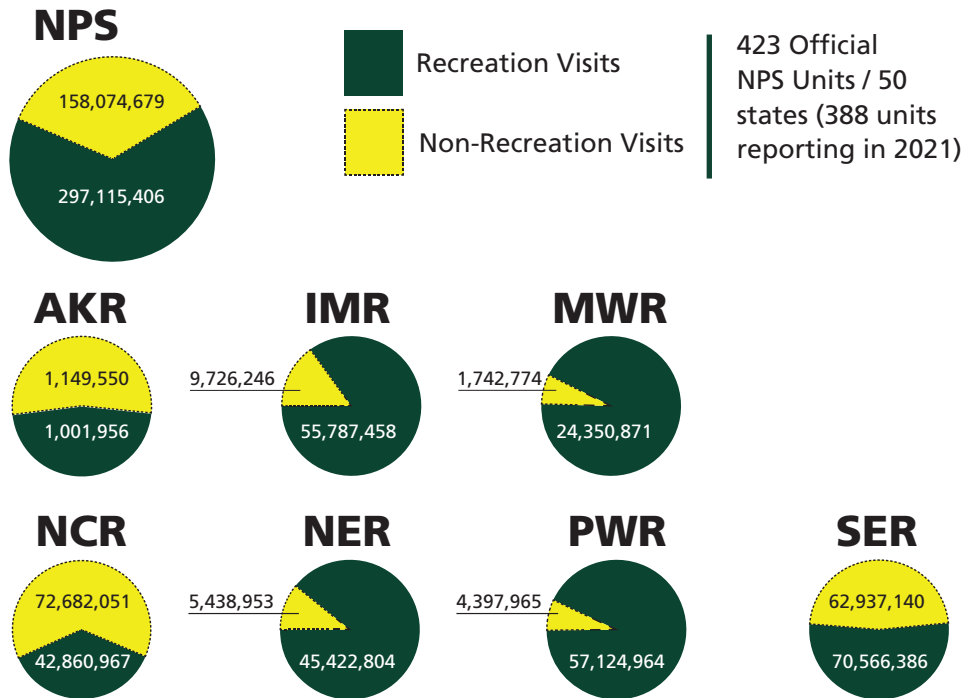
**100 transit systems**  
+40 million annual boardings



**4,600 miles**  
frontcountry trails

## VISITATION

National Park Service 2021 visitation by region is shown below. Additional information is available from the [Visitor Use Statistics](#) website.



423 Official NPS Units / 50 states (388 units reporting in 2021)



**Recreation Visits:** includes entry of a person onto NPS lands or waters except for non-recreation visits

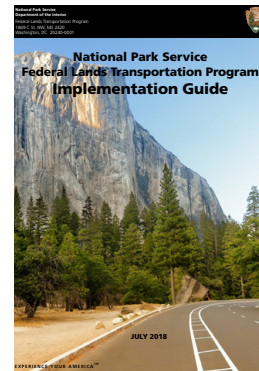


**Non-Recreation Visits:** *reportable* non-recreation visits include:

- » 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
- » Non-NPS research

## FLTP PROGRAM MANAGEMENT

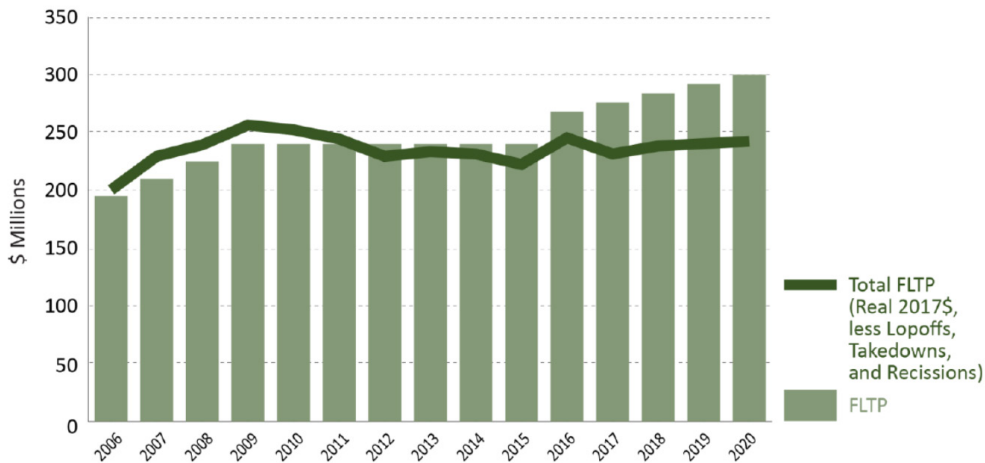
National Park Service program management and execution procedures are documented in the [Federal Lands Transportation Program Implementation Guide](#).



## PROGRAM ADMINISTRATION

Efforts to improve system integration between FHWA's Delphi and NPS' Financial Business Management System through NPS' Park Transportation Allocation and Tracking System (PTATS) continue; therefore, these data are programmatic rather than financial.

Annual authorized funding for the NPS FLTP between 2006 and 2020 is shown in the chart below. Funding in FY21 continued at FY20 funding levels; the FAST Act expired at the beginning of FY21.



Source: US Department of Transportation Volpe National Transportation Systems Center

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## PROGRAM HIGHLIGHTS AND CHALLENGES FOR FY21 INCLUDED:

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Highlights	Challenges
<ul style="list-style-type: none"><li>» Continued to automate business practices to streamline and support program management, interagency system integration, and project delivery</li><li>» Continued to strengthen the relationship with FHWA</li><li>» Restarted the Transportation Fellows (formerly Scholars) Program</li><li>» Developed a legislative package for FAST Act reauthorization for new Administration focus areas</li><li>» Hired three full-time engineers to support the transportation system</li><li>» Began updating the FLTP funding policy to align with the pending reauthorization of FAST Act</li><li>» Passage of Great American Outdoors Act provided leveraged funding that allowed 14 FLTP design “shelf” projects for \$600 million to move forward</li></ul>	<ul style="list-style-type: none"><li>» FAST Act reauthorization was delayed until FY22</li><li>» Revised COVID-19 guidance and protocols for NPS transit systems</li><li>» Program and financial system integration issues between the NPS and FHWA continue</li><li>» Ensure smooth transition of timing, funding, construction capacity, and inclusion in the Legacy Restoration Fund project list for FY22</li><li>» Considering new Administration focus areas in a timely manner</li></ul>

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## FY21 PROGRAM OBLIGATIONS AND DEOBLIGATIONS

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In FY21, the total amount allocated for the NPS FLTP was \$256 million, which includes \$44 million in deobligations. The total program obligation rate was approximately 95%. The total amount allocated for the NPS Federal Lands Planning Program (FLPP) was \$15 million, which includes \$46,000 in deobligations. A breakdown of program costs by activity type is shown in table 1 and figure 1. Individual project costs are listed in appendix A.

*Note:* Deobligations are prior-year funds obligated for projects but no longer needed (causes may include contractor bids being lower than the government estimate, cost savings within the project, etc.). Deobligated project funds are returned to the regions for use in advancing current-year projects on the multiyear program of projects. If the deobligated funds were originally allocated to the region via FLTP’s needs-based formula, they are returned to the region where they originated. If deobligated funds were not allocated via a needs-based formula, they are returned to the NPS FLTP program. Deobligations represent additional current year buying power.

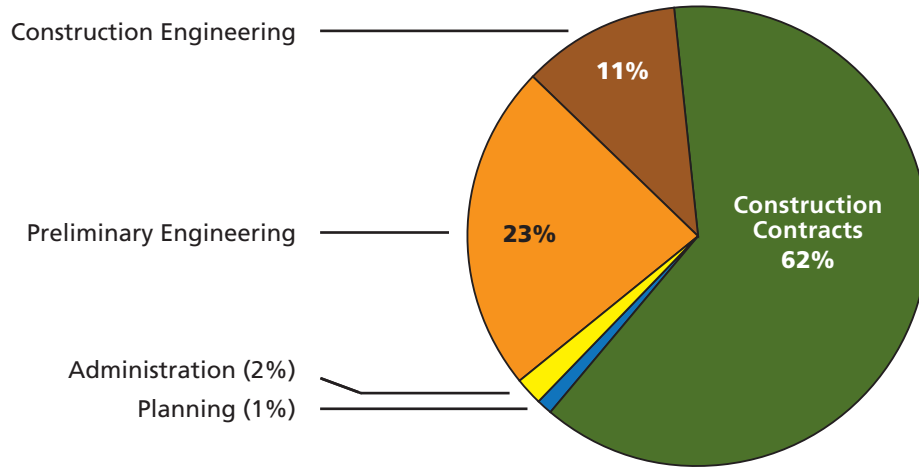
**Table 1. FY21 NPS FLTP Program Obligations**

Activity and Sub-Activity	WASO Approved Amount	Percentage of FY21 Obligations
<b>Administration</b>		
Program Administration (No Deobligations)	\$5,659,000	
<b>AD(YO) Total</b>	<b>\$5,659,000</b>	<b>2%</b>
<b>Preliminary Engineering</b>		
Compliance	\$5,914,000	
Design	\$56,133,000	
Deobligations	<i>(-\$2,354,000)</i>	
<b>PE(YD) Total</b>	<b>\$59,693,000</b>	<b>23%</b>
<b>Construction Engineering</b>		
Compliance Monitoring	\$1,169,000	
Construction Management	\$27,515,000	
Deobligations	<i>(-\$931,000)</i>	
<b>CE(YS) Total</b>	<b>\$27,753,000</b>	<b>11%</b>
<b>Construction Contracts</b>		
Awards	\$178,968,000	
Modifications	\$15,565,000	
Other (activities not related to awards or modifications)	\$4,710,000	
Deobligations	<i>(-\$40,755,000)</i>	
<b>CN(CN) Total</b>	<b>\$158,488,000</b>	<b>62%</b>
<b>Planning</b>		
Transportation Planning and Management Systems* FLPP	\$14,867,000	
Transportation Planning FLTP	\$1,626,000	
Deobligations	<i>(-\$46,000)</i>	
<b>PL(YP) Total (FLTP and FLPP)</b>	<b>\$16,447,000</b>	
<b>PL(YP) Total FLTP Only</b>	<b>\$1,580,000</b>	<b>1%</b>

*Notes:* Information in table 1 is programmatic, not financial. Percentages are rounded to nearest whole percent. Takedowns and rescissions are not included.

*Source:* Park Transportation Allocation and Tracking System (PTATS). \*Management system expenditures have two sources: PTATS and Federal Highway Administration – Office of Federal Lands Highway

**Figure 1. FY21 NPS FLTP Activities by Percentage**



**Table 2. FY21 Comparison of NPS and FLH FLTP Project Delivery Charges/Rates**

Location	Project Delivery	Project Overhead Charges	Financial Systems of Record or Note
NPS FLTP (Denver Service Center, Regions, Washington Office)	24%*	80%**	Financial Business Management System (FBMS) and PTATS
FHWA FLH (three divisions)	76%	Pending	Delphi

\*Source: PTATS

\*\*Source: NPS Denver Service Center. Transportation project direct labor includes salary and benefits and are charged to project accounts. An overhead fee is charged as a percentage of direct labor to recover indirect costs: 32% for indirect labor (leave, training, and other non-project time), plus 48% for office support (General Services Administration lease, utilities, equipment, division chief salary, and limited non-project branch chief salaries) for a total overhead charge of 80%.



The NPS has more transportation needs than available dollars. Sound transportation system management includes leveraging funding from multiple fund sources in both Title 23 and Title 54. Examples of leveraged funding for FY21 are shown in table 3.

**Table 3. FY21 Leveraged Funding**

Leveraged Fund Source	NPS Units That Received Leveraged Funds	Formulated / Programmed Amount
Great American Outdoors Act (Title 54)	Blue Ridge Parkway (2), Delaware Water Gap National Recreation Area, Glacier National Park, Great Smoky Mountains National Park, Grand Teton National Park, George Washington Memorial Parkway, Mount Rainier National Park, The National Mall and Memorial Parks, Shenandoah National Park, Theodore Roosevelt National Park, Yellowstone National Park (2), Yosemite National Park	\$685,800,027
Transportation Grants	<p><b>Innovation and Research Council:</b> Mount Rainier National Park, Sequoia and Kings Canyon National Park, NPS Park and Facilities Management Division, Yellowstone National Park</p> <p><b>Ferry Boat Program:</b> Castillo de San Marcos National Monument/Fort Manzanitas National Monument, Mammoth Cave National Park</p> <p><b>Transportation Alternatives Program:</b> Chesapeake and Ohio Canal, National Capital Regional Office</p> <p><b>Nationally Significant Federal Lands and Tribal Projects:</b> Zion National Park</p>	\$21,985,456
Emergency Relief for Federally Owned Roads (ERFO)	Buffalo National River, Chesapeake and Ohio National Historical Park, Cumberland Island National Seashore, Vicksburg National Military Park, Ozark National Scenic Riverways, Great Smoky Mountains National Park, Blue Ridge Parkway, Death Valley National Park, Hawaii Volcanoes National Park	\$6,095,114
Federal Lands Access Program (FLAP)	Denali National Park and Preserve, Wrangell – St. Elias National Park & Preserve, Saguaro National Park, Little Rock Central High School National Historic Site, Golden Gate National Recreation Area, Rocky Mountain National Park, Timucuan Ecological & Historical Preserve, Kennesaw Mountain National Battlefield Park, Big Horn Canyon National Recreational Area, Gettysburg National Military Park, Minuteman National Historic Site, Lake Meredith National Recreation Area, Pacific-West Region, Fort Vancouver National Historic Site, Lake Roosevelt National Recreation Area, Olympic National Park	\$39,577,492
<b>TOTAL LEVERAGED FUNDS</b>		<b>\$768,769,136</b>

Sources: Grants – NPS Project Management Information System (PMIS); ERFO and FLAP – Federal Highway Administration – Office of Federal Lands Highway

## FY21 PROJECT HIGHLIGHTS

Examples of key projects and NPS delivery teams are featured in this section.

### DEVILS TOWER NATIONAL MONUMENT

**Region/State:** IMR, Wyoming

**Project Title:** Rehabilitate Visitor Center Sidewalk, Parking, and Trailhead Areas

**Cost:** \$3,884,764

**Project Team:** Michael Pisano and Liza Ermeling

**PMIS:** 252588/252902

This project redesigned and paved the visitor center parking area, rehabilitated sidewalks, and improved traffic flow and visitor accessibility, including:

- » accessible concrete walkways and plaza near the visitor center and a new accessible concrete Tower Trail with an overlook plaza
- » pavilion structure, site furnishings, and accessibility-compliant features for a new interpretive plaza between the trailhead and the Tower
- » a new trailhead plaza with vault toilet and relocated climbing kiosk to reduce vehicle/pedestrian conflicts
- » bus loading/unloading zones and designated large vehicle parking
- » revegetation



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## **THE NATIONAL MALL AND MEMORIAL PARKS**

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**Region/State:** NCR, District of Columbia

**Project Title:** Road and Trail Resurfacing (multiple)

**Cost:** \$16,381,471

**Project Team:** Tom Maclosky and Chantae Moore

**PMIS:** 211860, 212007, 212009, 204832

**Resurface Rock Creek and Potomac Parkway (PMIS 211860), \$8,289,360**

- » Improved bicyclist and pedestrian safety and accessibility for over 1.5 miles of trails, including Ohio Drive SW from Independence Avenue SW to Inlet Bridge). The trail's width was increased from 810 feet, and from 10-14 feet along with a new, dedicated pedestrian and bicyclist tunnel through the Theodore Roosevelt Bridge (I-66).

**Resurface Independence Avenue and Tidal Basin Roads (PMIS 212007), \$4,077,820**

- » In addition to the paving and striping on 17th Street and Eastbound Independence Avenue SW, this project enhanced existing crosswalks with new traffic signal equipment and installed a completely new crosswalk at Independence Avenue SW between the Martin Luther King Jr. and the DC War Memorials.

**East Basin Road (PMIS 212009 and 204832), \$4,014,291**

- » Rehabilitation of the road surface, along with an improved pedestrian crosswalk and new crosswalk markings and signals. Additional protected bike lanes from Maine Avenue to the Jefferson Memorial will increase mobility and access and promote pedestrian and bicycle safety.



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## **GREAT SMOKY MOUNTAINS NATIONAL PARK**

**Region/State:** SER, Tennessee

**Project Title:** Pavement Preservation, Cades Cove Loop Road and Campground Entrance Road

**Cost:** \$2.2M

**Project Team:** Mike Tomkosky and Herb Kupfer

**PMIS:** 188915

The Cades Cove Loop Road is a 10-mile, paved, single-lane, one-way scenic drive, last rehabilitated in 2010. This project applied a preventive maintenance action to the roadway surface, pullouts, and parking areas that included minor spot repairs (patching), crack sealing, and the application of an ultrathin bonded wearing course overlay. Permanent striping, replacement of regulatory and NPS signs to meet current UniGuide standards, erosion control, and temporary traffic control were also included.



## INNOVATION

Transportation industry trends forecast changes over the next 20 years for mobility, communications, infrastructure, and traveler expectations. Many of these changes will impact NPS transportation systems and park operations.

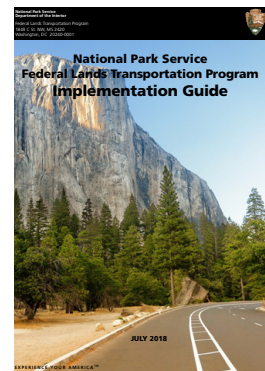
To prepare for these trends, the NPS conducted automated shuttle pilots at Wright Brothers National Memorial and Yellowstone National Park in Summer 2021. These demonstrations—the first-ever automated shuttle pilots at a recreational public lands site—allowed the NPS to test the suitability of emerging automated vehicle technologies for public lands. Both pilots used electric vehicles that did not require any human interaction (Level 4 driving automation); however, a trained safety attendant was onboard at all times to monitor vehicle operations and operate the vehicle in manual mode.

The NPS is partnering with the US Department of Transportation Volpe Center and evaluating both pilots to assess how automated technologies perform in park settings and identify potential future uses cases for emerging mobility across the NPS.



## ASSET MANAGEMENT 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 performance-based activities supplement these four systems and promote wise, multimodal system investments. Information about how and when data is collected for the asset management systems is in the NPS 2018 [FLTP Implementation Guide](#).



## PAVEMENT MANAGEMENT SYSTEM

The pavement management system identifies road resurfacing, rehabilitation, and reconstruction needs and assists in informed project selection. The Highway Pavement Management Application factors in 9 climatic zones and 21 different surface treatments, uses these factors to model pavement deterioration, and uses data from the Road Inventory Program.

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

In FY21, FLTP funds improved the condition of about 398.8 miles of NPS roads and 75.8 parking route miles, at a cost of approximately \$126,725,000.

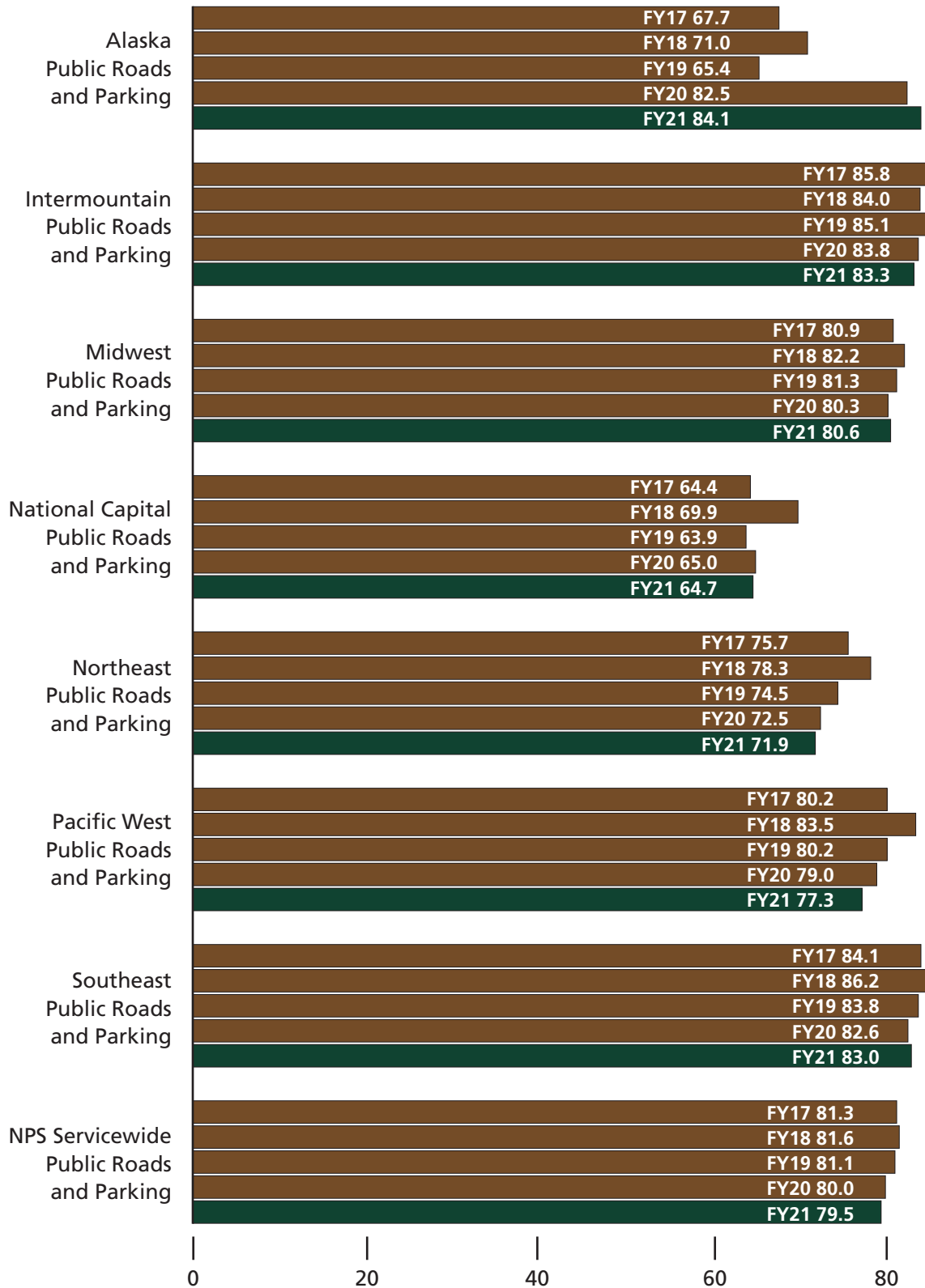
**Table 4. FY21 Work Category for NPS FLTP Total Miles of Road Construction**

Construction Category	Road Miles	Parking Route Miles	Total Road and Parking Construction Miles
Preventative Maintenance	269.2	71.7	340.9
Rehabilitate / Repair	111.3	4.1	115.3
Reconstruct	18.3	0	18.3
<b>Total Miles of Construction</b>	<b>398.8</b>	<b>75.8</b>	<b>474.6</b>

Source: Federal Highway Administration – Office of Federal Lands Highway

Note: Data in table 4 does not sum fully due to rounding.

**Figure 2. NPS Pavement Condition Ratings for Public Roads and Parking**



Source: Federal Highway Administration – Office of Federal Lands Highway

## BRIDGE MANAGEMENT SYSTEM

The bridge management system improves decision-making about the type and priority of bridge investments, using data collected in the Bridge Inspection Program, as required under 23 U.S.C. 144.

In FY21, FLTP funds improved the condition of 84 NPS bridges, at a cost of \$113,300,000.

**Table 5. FY21 Work Category for NPS FLTP Bridge Construction**

Construction Category	Number of Bridges
Preventative Maintenance	44
Rehabilitate or Repair	27
Replace and New	13
Other	0
<b>Total Bridge Construction</b>	<b>84</b>

Source: Federal Highway Administration – Office of Federal Lands Highway

The Servicewide Bridge Health Index (BHI) for all public motor vehicle structures in FY21 was 93.2.

**Table 6. FY21 Bridge Health Index**

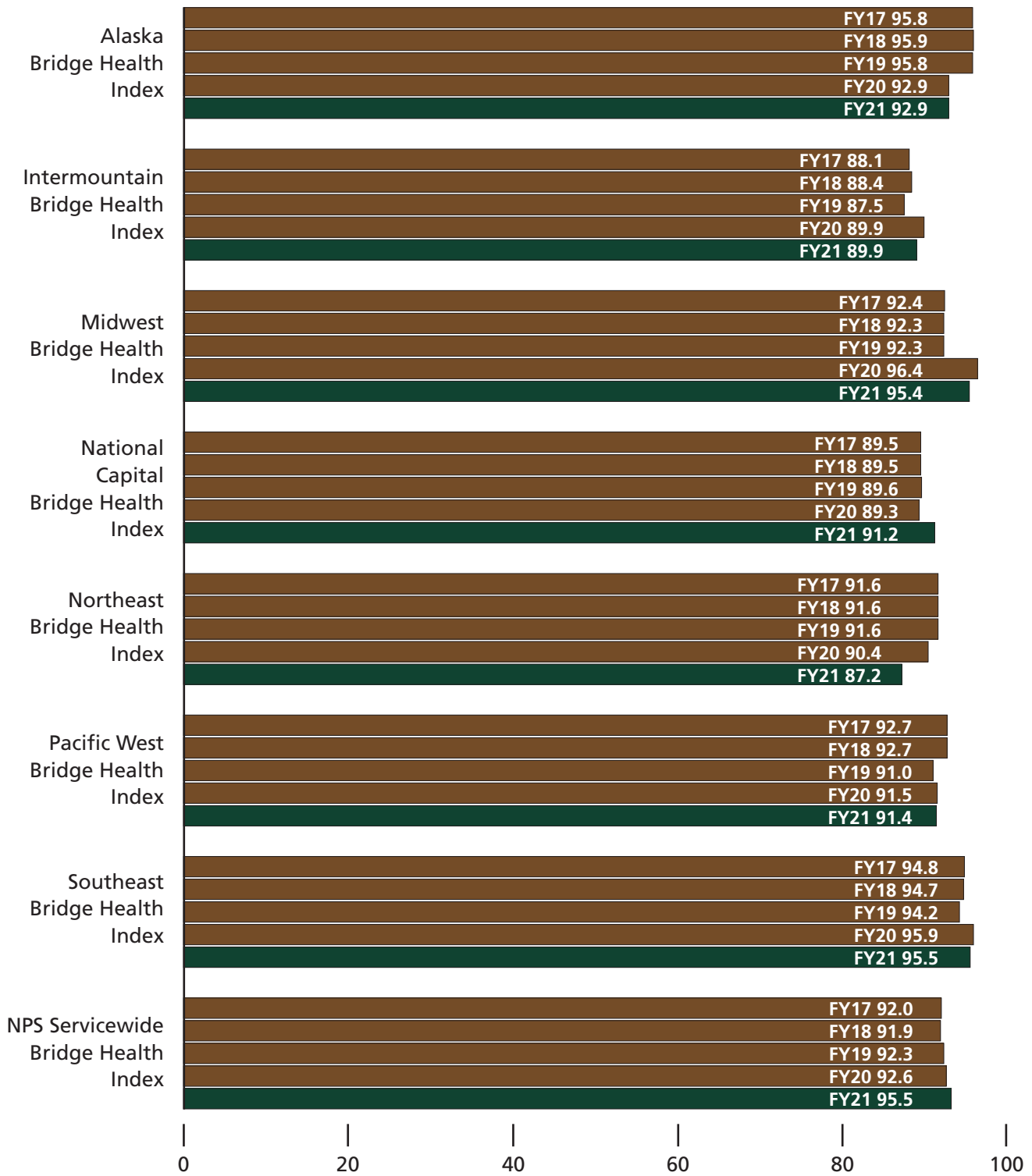
FY21	BHI
Servicewide BHI (includes tunnels)	93.2
Number of Structurally Deficient Bridges	41
% of NPS Bridges that are Structurally Deficient	1.9% (132,446 square feet)

Source: Federal Highway Administration – Office of Federal Lands Highway

National and regional BHIs are shown in figure 3. Prior to reconstruction, the BHI and large deck area of the Arlington Memorial Bridge affected not only the BHI for the National Capital Region but the entire NPS. Reconstruction of Arlington Memorial Bridge was substantially complete in December 2020, meaning that the NPS and National Capital BHI will not be weighted by the former condition of that bridge.



**Figure 3. NPS Bridge Health Index Ratings**



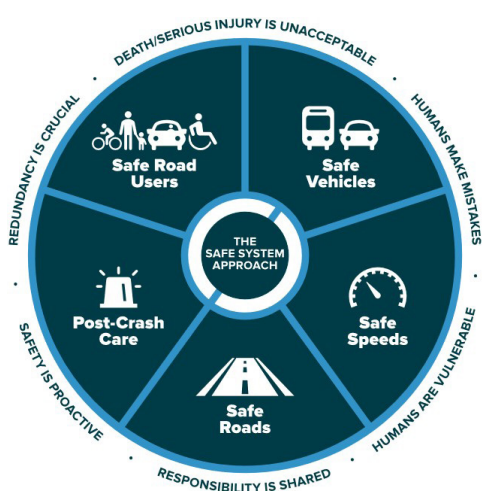
Source: Federal Highway Administration – Office of Federal Lands Highway

## **SAFETY MANAGEMENT SYSTEM**

The Transportation Safety Program has continued to improve the transportation safety management system (the processes that leads to actionable safety decision-making information for NPS parks and regions). In FY21, particular emphasis was given to improving crash data availability, crash data analysis, and multidisciplinary collaboration.

Efforts continue to build a multidisciplinary “4E” (emergency response, education, engineering, law enforcement) executive committee to provide guidance and direction to the Transportation Safety Program. The NPS and FHWA partnered to implement Safety Analyst software using safety data from 22 parks with the highest number of total crashes. During FY21, Safety Analyst was piloted at the region level and in two parks to identify locations where a more detailed review would produce safety recommendations designed to reduce fatalities and serious injuries. A future opportunity will be exploring how safe speeds, an important element of the Safe System Approach, beneficially align with resource preservation and the visitor experience.

In FY21, maintenance and improvement work began on the NPS Crash Data System to include crash data from before 2005 and after 2012. Remaining challenges for safety performance management include converting older crash data to the newer crash data format, improving crash data quality, partnering with the Department of the Interior in the replacement of the Incident Management, Analysis, and Reporting System (IMARS), enabling GIS-based crash data queries, determining additional safety data collection priorities, and transferring updated safety data into Safety Analyst.



**Figure 4. Safe System Approach**



**Figure 5. “4Es” of Transportation Safety**

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## CONGESTION MANAGEMENT PROGRAM

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This program is currently focused on building agency knowledge of operational, capital, and planning techniques to offer parks experiencing traffic congestion an opportunity to choose a wide variety of techniques that can be adapted to their needs. The strategic approach is programmatic due to lack of system-wide data.



In FY21, the NPS revised the [Congestion Management Toolkit](#) to improve usability and align more closely with the social science protocols of the Interagency Visitor Use Management Framework.

Condition assessments for the Congestion Management Program are not collected or analyzed due to lack of system-wide data. A pilot to collect and analyze congestion data using Origin-Destination Bluetooth traffic devices for three parks was completed in FY21. This pilot demonstrated how these data could help parks understand visitor use patterns and assess appropriate tools for effective congestion management.

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## FEDERAL LANDS PLANNING PROGRAM

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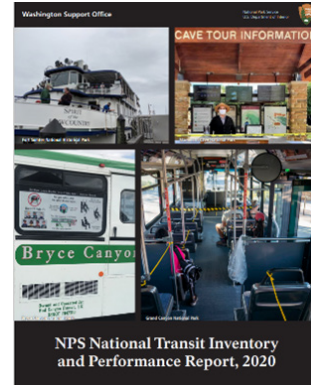
This program funds activities to maintain a performance-based transportation management program and conduct long range transportation planning for the NPS. In FY21, funding was capped at 5% of the total FLTP funds authorized under 23 U.S.C. 203 and 204. Federal Lands Planning Program guidelines define goals, purpose, eligibility, prioritization criteria, and program mechanics. Eligible current activities include:

- performance management, monitoring, and reporting
- data collection and analysis to support performance management for roads, bridges, safety, transit, and transportation trails
- emerging transportation technologies
- transportation fellows
- unit transportation plans
- long range transportation plans
- Transportation Improvement Programs

## **ALTERNATIVE TRANSPORTATION SYSTEMS LIFECYCLE ASSET MANAGEMENT**

Real property assets relevant to nearly 100 NPS alternative transportation systems were identified. Alternative Transportation Systems Lifecycle Asset Management uses NPS systems of record to identify transit, trails, and associated assets. This systematic approach will incorporate multimodal fleet and facility asset inventory, along with condition information, to inform recapitalization and investment priorities. The goal is to develop a Vehicle Health Index and achieve and maintain a state of good repair for the NPS' multimodal assets.

The 2021 NPS National Transit Inventory and Performance Report (including data such as number of boardings, and CO<sub>2</sub> reductions) is on the [NPS Transportation website](#).



## **LONG RANGE TRANSPORTATION PLANNING**

The NPS completed its National Long Range Transportation Plan (LRTP) in 2017. The focus of the program is shifting to unit-level LRTPs and preparations for the first National LRTP update. Performance measures currently being reported at the national level include:

- condition of highest-priority transportation assets (roads and bridges): reported annually, see Pavement and Bridge Management sections
- [INSTEP project sustainability tool](#): completed
- Phase II of the Congestion Management Program: completed, see the Congestion Management section

Additional or updated performance measures will become available as data systems are further developed, analyzed, tracked, and monitored.



## APPENDIX A: NPS FLTP APPROVED PROJECT AMOUNTS FOR FISCAL YEAR 2021

Note: This table is a snapshot of each project's data for FY21, as of February 1, 2022. This snapshot does not include financial data for the entire history of projects and may vary from NPS and FHWA accounting systems of record. The information presented below is programmatic, not financial.

Source: PTATs

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>AKR</b>	\$-	\$7,041,832	\$3,846,878	\$-	\$39,812
<b>Alaska Region Support Office</b>	\$-	\$203,343	\$-	\$-	\$-
Collect baseline engineering data (road soils, investigate) to facilitate out-year project designs	\$-	\$55,048	\$-	\$-	\$-
Regional FLTP Program Coordination	\$-	\$148,295	\$-	\$-	\$-
Construct Fish Friendly Drainage Structures for West District Streams Crossing the Park Road	\$-	\$32,072	\$-	\$-	\$-
<b>Denali National Park and Preserve</b>	\$-	\$6,577,448	\$3,846,878	\$-	\$-
Replace Bridges That Cannot Be Seismically Retrofitted, Ghiglione Bridge	\$-	\$-	\$2,111,533	\$-	\$-
Repair and Rehabilitate Eight Park Road Bridges	\$-	\$2,196,652	\$-	\$-	\$-
Replace Failing Pavement on the Denali Park Road Milepost 0-3	\$-	\$159,269	\$-	\$-	\$-
FY20 Conduct Gravel Scrape for Materials for Denali Park Road	\$-	\$(7,174)	\$-	\$-	\$-
Mitigate Rockfall Hazards at Toklat Bluffs, MP 52.88-52.95 of the Denali Park Road	\$-	\$4,004,554	\$-	\$-	\$-
Reducing Risk of Pretty Rocks Slump	\$-	\$4,203	\$-	\$-	\$-
Construct Polychrome Area Road Improvements, Mile 43-48 of the Denali Park Road	\$-	\$-	\$1,735,345	\$-	\$-
FY20 Stage 3 Summer Long Maint of Roadway Across the Pretty Rocks Landslide (Mile 45.4)	\$-	\$165	\$-	\$-	\$-
Repair Polychrome Slump Landslide - Mile 45.4 Denali Park Road	\$-	\$187,706	\$-	\$-	\$-
<b>Katmai National Park and Preserve</b>	\$-	\$261,041	\$-	\$-	\$-
Resurface Last Five Miles of the Valley of 10,000 Smokes Road	\$-	\$261,041	\$-	\$-	\$-
<b>Klondike Gold Rush National Historical Park</b>	\$-	\$-	\$-	\$-	\$13,237
Replace Chilkoot Overnight Parking Area in Dyea	\$-	\$-	\$-	\$-	\$13,237
<b>Sitka National Historical Park</b>	\$-	\$-	\$-	\$-	\$26,574
Construct Connection to City and Borough of Sitka Multi-modal Seawalk	\$-	\$-	\$-	\$-	\$26,574

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>DSC</b>	\$46,595	\$193,111	\$-	\$-	\$-
<b>Denver Service Center</b>	\$46,595	\$193,111	\$-	\$-	\$-
WASO Program Support	\$-	\$193,111	\$-	\$-	\$-
NPS Transit Inventory	\$46,595	\$-	\$-	\$-	\$-
<b>IMR</b>	\$67,284	\$46,962,273	\$6,527,668	\$-	\$4,490,502
<b>Alibates Flint Quarries National Monument</b>	\$-	\$251,880	\$-	\$-	\$-
Rehabilitation and Preservation (3R) Work on Alibates Road	\$-	\$251,880	\$-	\$-	\$-
<b>Arches National Park</b>	\$-	\$23,721	\$-	\$-	\$-
Construct Emergency Vehicle Bypass Lane Adjacent to Entrance Road	\$-	\$23,721	\$-	\$-	\$-
<b>Bandelier National Monument</b>	\$-	\$125,365	\$-	\$-	\$-
Replace Parking Lot at Tsankawi Unit	\$-	\$138,314	\$-	\$-	\$-
Pavement Preservation Program (PPP) BAND Roads and Parking Areas	\$-	\$(12,950)	\$-	\$-	\$-
<b>Big Bend National Park</b>	\$-	\$6,286,346	\$-	\$-	\$-
Repair Road Deficiencies on RT11, RT13 and RT14	\$-	\$549,776	\$-	\$-	\$-
Pavement Preservation Program (PPP) BIBE Roads and Parking Areas	\$-	\$5,736,570	\$-	\$-	\$-
<b>Big Thicket National Preserve</b>	\$-	\$143,637	\$-	\$-	\$-
Hurricane Harvey Damage To Turkey Creek Pedestrian Trail Bridges 1 and 2	\$-	\$143,637	\$-	\$-	\$-
<b>Black Canyon Of The Gunnison National Park</b>	\$-	\$73,361	\$-	\$-	\$-
Repair Road Surface at BLCA Entrance and Replace Culvert	\$-	\$73,361	\$-	\$-	\$-
<b>Canyon De Chelly National Monument</b>	\$-	\$59,541	\$-	\$-	\$-
FY19 Bridge Preservation Program CACH Rio de Chelly Bridge	\$-	\$59,541	\$-	\$-	\$-
<b>Casa Grande Ruins National Monument</b>	\$-	\$(267,305)	\$-	\$-	\$-
Rehabilitate Paved Park Entrance Road	\$-	\$(267,305)	\$-	\$-	\$-
<b>Capitol Reef National Park</b>	\$-	\$17,907	\$-	\$-	\$-
Rehabilitate 8 Miles of Route 10 0.102 Miles of Route 100 and 0.093 of Route104	\$-	\$17,907	\$-	\$-	\$-
<b>Capulin Volcano National Monument</b>	\$-	\$(2,313,747)	\$-	\$-	\$-
Emergency Repairs of Volcano Road	\$-	\$(2,313,747)	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Chamizal National Memorial</b>	\$-	\$3,129	\$-	\$-	\$-
FY2018 Rehabilitation of CHAM Paved Surfaces	\$-	\$3,129	\$-	\$-	\$-
<b>Chickasaw National Recreation Area</b>	\$-	\$320,924	\$-	\$-	\$-
Repair Road Surfaces at Chickasaw National Recreation Area	\$-	\$320,924	\$-	\$-	\$-
<b>Devils Tower National Monument</b>	\$-	\$323,542	\$-	\$-	\$-
Correct Deficiencies in Visitor Center Parking Lot	\$-	\$323,542	\$-	\$-	\$-
<b>Dinosaur National Monument</b>	\$-	\$523,144	\$-	\$-	\$-
Repair Pavement on Harpers Corner Road MP 1.22 to 3.94	\$-	\$267,528	\$-	\$-	\$-
Repair Quarry Access Road and Parking Lots to Improve Visitor and Employee Safety	\$-	\$255,616	\$-	\$-	\$-
<b>Glacier National Park</b>	\$-	\$16,449,654	\$683,432	\$-	\$-
Rehabilitate GTSR Phase X	\$-	\$4,078	\$-	\$-	\$-
Rehabilitate GTSR Phase XIII	\$-	\$3,983	\$-	\$-	\$-
Repair Camas Road Slumps and Resurface Remaining 4 Miles	\$-	\$5,619,461	\$-	\$-	\$-
Rehabilitate 6 miles of the Many Glacier Road	\$-	\$1,272,685	\$-	\$-	\$-
Replace Utilities Along Lake McDonald	\$-	\$156,708	\$-	\$-	\$-
Pavement Preservation Program (PPP) GLAC Roads and Parking Areas	\$-	\$(163,466)	\$-	\$-	\$-
Rehabilitate the GTSR Final Phase - MT PRA GLAC 10(42)	\$-	\$390,804	\$-	\$-	\$-
Install Balance of Horizontal Drains on the Many Glacier Road, Route 0014	\$-	\$78,462	\$-	\$-	\$-
Rehabilitate Final 9.3 miles of the Going-to-the-Sun Road from & Replace Bridge Over McDonald Creek	\$-	\$-	\$683,432	\$-	\$-
FY21 GLAC Bridge Preservation Program	\$-	\$9,086,939	\$-	\$-	\$-
<b>Glen Canyon National Recreation Area</b>	\$-	\$31,336	\$-	\$-	\$-
Stabilize and Repair Lees Ferry Ranch House Access Road GLCA Route 409	\$-	\$10,895	\$-	\$-	\$-
FY-19 Bridge Preservation Program (BPP) GLCA Paria River Bridge	\$-	\$20,441	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Grand Canyon National Park</b>	\$-	\$675,752	\$-	\$-	\$1,965,337
Rehabilitate Mather Campground Roads	\$-	\$124,625	\$-	\$-	\$-
Rehabilitate Asphalt Surface of North Entrance Road RT 014	\$-	\$551,127	\$-	\$-	\$-
Expand LNG Pumping Capability at Fueling Station to Ensure Uninterrupted Transit Service	\$-	\$-	\$-	\$-	\$171,423
Complete Major Rehab of Park's 2008 CNG Buses to Ensure NPS Gets Full Life out of Buses, FY2020-2023	\$-	\$-	\$-	\$-	\$1,780,699
Conduct Analysis of Shuttle Bus Fleet to Ensure Park has Efficient & Sustainable Transit System	\$-	\$-	\$-	\$-	\$13,215
<b>Grant-Kohrs Ranch National Historic Site</b>	\$-	\$261	\$-	\$-	\$-
Reconstruct Visitor Center and Museum Parking Areas	\$-	\$261	\$-	\$-	\$-
<b>Great Sand Dunes National Park</b>	\$-	\$-	\$-	\$-	\$153,061
Produce a Transportation and Transit Plan to Address Congestion and Visitor Safety	\$-	\$-	\$-	\$-	\$153,061
<b>Grand Teton National Park</b>	\$40,000	\$1,767,383	\$-	\$-	\$355,428
Repair Structural Deficiencies at Four Highway Bridges	\$-	\$8,173	\$-	\$-	\$-
Improve Safety at Gros Ventre Junction with a Modern Roundabout	\$-	\$(985)	\$-	\$-	\$-
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor	\$-	\$1,261,751	\$-	\$-	\$-
Reroute 1.8 miles of Gros Ventre Road to avoid future washouts	\$-	\$406,619	\$-	\$-	\$-
Analyze Transportation and Visitor Movement to Inform Visitor Use Management Strategy	\$40,000	\$-	\$-	\$-	\$355,428
Repair the Gros Ventre Roundabout Pedestrian Crossings	\$-	\$84,326	\$-	\$-	\$-
GRTE Spread Creek Pit MOU	\$-	\$7,500	\$-	\$-	\$-
<b>Intermountain Region Support Office</b>	\$27,284	\$1,155,562	\$-	\$-	\$75,000
IMR LRTP 2019 Update	\$27,284	\$-	\$-	\$-	\$-
IMR ATPPL/Cat III Program Assistance	\$-	\$-	\$-	\$-	\$75,000
FLTP Administration IMRO	\$-	\$579,881	\$-	\$-	\$-
IMR Pavement Preservation OH - CFL	\$-	\$(114,045)	\$-	\$-	\$-
IMR Pavement Preservation OH - WFL	\$-	\$383,831	\$-	\$-	\$-



Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
CFL Technical Assistance	\$-	\$5,401	\$-	\$-	\$-
IMR Regional Transportation Safety Studies	\$-	\$103,046	\$-	\$-	\$-
FLTP Administration, WFLH in IMR	\$-	\$(25,000)	\$-	\$-	\$-
FLTP Administration, CFLH in IMR	\$-	\$5,398	\$-	\$-	\$-
DSC Technical Assistance	\$-	\$217,049	\$-	\$-	\$-
<b>Lake Meredith National Recreation Area</b>	\$-	\$7,952,206	\$-	\$-	\$-
Rehabilitation and Preservation (3R) Work on Park Roads	\$-	\$7,952,206	\$-	\$-	\$-
<b>Little Bighorn Battlefield National Monument</b>	\$-	\$65,091	\$-	\$-	\$-
Reconstruct Park Roadway and Parking Areas	\$-	\$65,091	\$-	\$-	\$-
<b>Mesa Verde National Park</b>	\$-	\$997,843	\$-	\$-	\$-
Resurface 4.7 Miles of Mesa Top Loop Roads MEVE-0101 MP 0 to 4.26	\$-	\$(307,080)	\$-	\$-	\$-
Resurface 4.23 Miles of Cliff Palace Road MEVE- 100 MP 0 to 4.26	\$-	\$(19,727)	\$-	\$-	\$-
Repair and Rock Scale Main Entrance Road	\$-	\$431,601	\$-	\$-	\$-
Construct Visitor and Research Center Roundabout	\$-	\$893,049	\$-	\$-	\$-
<b>Natural Bridges National Monument</b>	\$-	\$(112,422)	\$-	\$-	\$-
Rehabilitate Entrance Road at Natural Bridges National Monument	\$-	\$(112,422)	\$-	\$-	\$-
<b>Petrified Forest National Park</b>	\$-	\$178,648	\$-	\$-	\$-
Rehabilitate 13.45 miles of Main Park Road	\$-	\$178,648	\$-	\$-	\$-
<b>Rocky Mountain National Park</b>	\$-	\$525,994	\$-	\$-	\$1,948
Resurface Beaver Meadows Road Rte 0011	\$-	\$715,471	\$-	\$-	\$-
Pavement Preservation Program (PPP) ROMO Roads and Parking Areas	\$-	\$(189,476)	\$-	\$-	\$-
Complete Transportation System Modeling to Support Visitor Use Management Strategy	\$-	\$-	\$-	\$-	\$1,948
<b>Saguaro National Park</b>	\$-	\$572,452	\$-	\$-	\$-
Relocate and Construct Visitor Access Entrance, Roads, Parking, and Trails	\$-	\$572,452	\$-	\$-	\$-
<b>Tuzigoot National Monument</b>	\$-	\$18,473	\$-	\$-	\$-
FY19 Bridge Preservation Program TUZI Entrance Bridge	\$-	\$18,473	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Yellowstone National Park</b>	\$-	\$9,836,807	\$5,844,236	\$-	\$352,496
North Entrance Road-Gardiner Gateway Project	\$-	\$-	\$1,604,561	\$-	\$-
3R Grand Loop Rd-Old Faithful to West Thumb	\$-	\$894,819	\$-	\$-	\$-
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R	\$-	\$-	\$429,178	\$-	\$-
Replace the Lewis River Bridge	\$-	\$1,101,253	\$-	\$-	\$-
Replace the Yellowstone River Bridge	\$-	\$3,343,258	\$-	\$-	\$-
Reconstruct Norris to Golden Gate Road Phase 3	\$-	\$-	\$2,239,588	\$-	\$-
YELL Northern Loop (Canyon to Tower Phase 3)	\$-	\$-	\$2,587	\$-	\$-
Reconstruct the Northeast Entrance Road	\$-	\$3,009,586	\$-	\$-	\$-
Conduct Alternative Transportation Feasibility Study in Focal Corridors of Yellowstone National Park	\$-	\$-	\$-	\$-	\$348,751
Preserve Yellowstone Bridges to Prevent Further Detrioration 2018	\$-	\$9,240	\$-	\$-	\$-
Reconstruct Canyon to Fishing Bridge Road to a 30 foot width	\$-	\$-	\$1,478,612	\$-	\$-
Repair/Repaint/Rehabilitate Gardner River High Bridge Components	\$-	\$207,435	\$-	\$-	\$-
Provide Automated Vehicle Shuttle Demonstration	\$-	\$-	\$-	\$-	\$3,745
Reconstruct the Norris to Golden Gate Road, Phase 2	\$-	\$-	\$89,710	\$-	\$-
IMR Bridge Preservation OH - DSC	\$-	\$1,271,216	\$-	\$-	\$-
<b>Zion National Park</b>	\$-	\$1,275,787	\$-	\$-	\$1,587,232
Reconstruct 6 Miles Kolob Canyon Route 13	\$-	\$(303)	\$-	\$-	\$-
Realign South Entrance and Visitor Center Access Road	\$-	\$146,113	\$-	\$-	\$-
Implement Zion Transit Fleet Replacement Strategy (FY17- FY22)	\$-	\$-	\$-	\$-	\$(637,768)
Pavement Preservation Program (PPP) ZION Roads and Parking Areas	\$-	\$(58,199)	\$-	\$-	\$-
Operate & Support Zion Transit System – Calendar Year 2021	\$-	\$-	\$-	\$-	\$2,225,000
FY19 Bridge Preservation Program (BPP) ZION	\$-	\$913,708	\$-	\$-	\$-
Repair Flood Damage 2021	\$-	\$274,468	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>MWR</b>	\$-	\$18,246,476	\$548,056	\$-	\$247,792
<b>Badlands National Park</b>	\$-	\$8,254,778	\$(0)	\$-	\$-
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 MP 24.9 - MP 25	\$-	\$1,386,341	\$-	\$-	\$-
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience	\$-	\$205,280	\$-	\$-	\$-
Conduct Engineering Study on the Loop Road (HWY 240) and Conata Road.	\$-	\$118,157	\$-	\$-	\$-
Pavement Preservation of Loop Road	\$-	\$6,545,000	\$-	\$-	\$-
<b>Buffalo National River</b>	\$-	\$52,895	\$-	\$-	\$-
Resurface Steel Creek Road	\$-	\$32,895	\$-	\$-	\$-
Resurface Buffalo Point Federally Owned Roads and Paved Parking Areas	\$-	\$20,000	\$-	\$-	\$-
<b>Cuyahoga Valley National Park</b>	\$-	\$-	\$-	\$-	\$132,253
Rehabilitate Station Road Pedestrian Bridge.	\$-	\$-	\$-	\$-	\$132,253
<b>Fort Larned National Historic Site</b>	\$-	\$-	\$15,117	\$-	\$-
Demolish Failing Traffic Bridge and Construct New Pedestrian Bridge With Parking Facilities	\$-	\$-	\$15,117	\$-	\$-
<b>Fort Union Trading Post National Historic Site</b>	\$-	\$220,000	\$-	\$-	\$-
Pavement Preservation on Paved Roadway Surfaces	\$-	\$220,000	\$-	\$-	\$-
<b>Homestead National Monument of America</b>	\$-	\$-	\$-	\$-	\$17,119
Provide for Safe Access to Homestead National Monument of America by Constructing Trail Spur	\$-	\$-	\$-	\$-	\$17,119
<b>Indiana Dunes National Lakeshore</b>	\$-	\$46,824	\$-	\$-	\$-
Make Safety Improvements to the Intersection of Lake/Porter County Line Road	\$-	\$11,899	\$-	\$-	\$-
Replace Douglas Center Pedestrian Bridge	\$-	\$34,925	\$-	\$-	\$-
<b>Isle Royale National Park</b>	\$-	\$-	\$-	\$-	\$36,420
HABS/HAER Documentation of Ranger III	\$-	\$-	\$-	\$-	\$36,420
<b>Jewel Cave National Monument</b>	\$-	\$26,000	\$-	\$-	\$-
FY21 Pavement Improvement Project	\$-	\$26,000	\$-	\$-	\$-
<b>Midwest Regional Support Office</b>	\$-	\$747,835	\$-	\$-	\$62,000
Engineering and Safety Studies-EFL	\$-	\$831	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
MWR Transportation Program Management, FY13 (A), FY 14 (B), FY 15 (C), FY 16 (D), FY 17 (E), FY 18(F), FY 19(G), FY 20 (H) FY 21 (I), FY 22 (J).	\$-	\$183,892	\$-	\$-	\$-
Volpe Technical Assistance	\$-	\$-	\$-	\$-	\$62,000
MWR - WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	\$-	\$563,112	\$-	\$-	\$-
<b>Ozark National River</b>	\$-	<b>\$(588,729)</b>	\$-	\$-	\$-
Rehabilitate Big Spring Highway Bridge	\$-	\$29,219	\$-	\$-	\$-
OZFLO17-Re-establish Utilities, Demolish and Rebuild the Alley Spring Pedestrian Walk Bridge 6640-00	\$-	<b>\$(617,948)</b>	\$-	\$-	\$-
<b>Pea Ridge National Military Park</b>	\$-	\$-	\$464,381	\$-	\$-
Realign Parks Main Tour Road	\$-	\$-	\$464,381	\$-	\$-
<b>Pictured Rocks National Lakeshore</b>	\$-	\$-	\$68,559	\$-	\$-
Replace Steel Bridge and Lamprey Barrier - Miners River	\$-	\$-	\$68,559	\$-	\$-
<b>Sleeping Bear Dunes National Lakeshore</b>	\$-	\$81,194	\$-	\$-	\$-
Improve Visitor Safety by Installing Turn Lanes at Dune Climb	\$-	\$81,194	\$-	\$-	\$-
<b>Tallgrass Prairie National Preserve</b>	\$-	\$855,454	\$-	\$-	\$-
Resurface Parking Lot	\$-	\$855,454	\$-	\$-	\$-
<b>Theodore Roosevelt National Park</b>	\$-	\$8,160,025	\$-	\$-	\$-
Resurface Routes 11A and 11E	\$-	<b>\$(8,014)</b>	\$-	\$-	\$-
Repair slide on Route 0011 (MM 12) and drainage repairs on Routes 0010 and 0206	\$-	\$1,293	\$-	\$-	\$-
Construction monitoring and revegetation for Federal Lands Transportation Project ND FTNP THRO 11(7)	\$-	\$13,757	\$-	\$-	\$-
Chip Seal Coat for Park Scenic Roads, Pullouts, Parking Areas, and Support Roads and Parking	\$-	\$6,550,471	\$-	\$-	\$-
Repair South Unit Scenic Loop Slide	\$-	\$1,602,519	\$-	\$-	\$-
<b>Wind Cave National Park</b>	\$-	\$347,180	\$-	\$-	\$-
Provide for Engineering Services for Section Road 266 into the Sanson Ranch	\$-	<b>\$(11,960)</b>	\$-	\$-	\$-
WICA Pavement Preservation Program	\$-	\$359,140	\$-	\$-	\$-
<b>Wilson's Creek National Battlefield</b>	\$-	\$43,022	\$-	\$-	\$-
Resurface Road and Parking Areas	\$-	\$43,022	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>NCR</b>	\$-	\$18,497,627	\$1,181,246	\$-	\$1,282,110
<b>Antietam National Battlefield</b>	\$-	\$113,746	\$-	\$-	\$-
ANTI Pavement Preservation Phase II	\$-	\$113,746	\$-	\$-	\$-
<b>Catoctin Mountain Park</b>	\$-	\$1,013,548	\$4	\$-	\$-
Repair Rt. 0011 Section 0 Foxville-Deerfield Road	\$-	\$488,000	\$-	\$-	\$-
Repair Catoctin Mountain Park 2011 Storm Damage	\$-	\$-	\$4	\$-	\$-
Repair One Mile of Park Central Road (Route 0010)	\$-	\$525,548	\$-	\$-	\$-
<b>Chesapeake &amp; Ohio Canal National Historical Park</b>	\$-	\$885,484	\$-	\$-	\$316,945
Improve Safety - Fletcher's Entrance Road	\$-	\$142,700	\$-	\$-	\$-
C&O Canal Culvert Assessment	\$-	\$-	\$-	\$-	\$316,945
Repair Edwards Ferry Vehicle Bridge	\$-	\$111,628	\$-	\$-	\$-
Repair Tonoloway Vehicle Bridge	\$-	\$343,806	\$-	\$-	\$-
Repair Dargan Vehicle Bridge	\$-	\$184,991	\$-	\$-	\$-
Repair Fifteen Mile Creek Vehicle Bridge	\$-	\$102,360	\$-	\$-	\$-
<b>George Washington Memorial Parkway</b>	\$-	\$1,800,571	\$1,181,242	\$-	\$416,174
Initiate and Complete Environmental Assessment for Memorial Circle Safety Improvements	\$-	\$-	\$-	\$-	\$(3,040)
Replace Storm Damaged Mount Vernon Trail Bridges 23 and 24	\$-	\$-	\$-	\$-	\$582
FLHP- Clara Barton Parkway West (RT-0006) Asphalt/Concrete Overlay <= 2.5 Inches	\$-	\$434,783	\$-	\$-	\$-
Mount Vernon Trail North Section	\$-	\$-	\$-	\$-	\$230,139
FHLP - North GWMP Rehabilitation EA	\$-	\$433,364	\$-	\$-	\$-
Replace Mount Vernon Trail Bridge 12	\$-	\$-	\$-	\$-	\$107,269
Stabilize Slope along GWMP between Spout Run and Windy Run Bridges to Improve Visitor Safety	\$-	\$(326)	\$-	\$-	\$-
Arlington Memorial Bridge Rehabilitation Mitigation Projects	\$-	\$99,906	\$-	\$-	\$-
Conduct traffic analysis at Morningside Lane	\$-	\$1,451	\$-	\$-	\$-
Stripe and Mark Roadway Alexandria to Mount Vernon	\$-	\$667,479	\$-	\$-	\$-
Repair Sinkhole and Drainage Structure on Northbound Lanes of the Parkway	\$-	\$42,844	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Implement Safety Enhancements to Arlington Memorial Circle	\$-	\$-	\$-	\$-	\$81,225
Perform Preliminary Studies for North Parkway Rehabilitation	\$-	\$51,441	\$-	\$-	\$-
Rehabilitate South Parkway (Mount Vernon Memorial Highway)	\$-	\$69,631	\$-	\$-	\$-
FLHP - Rehabilitate Bascule Span of the Arlington Memorial Bridge	\$-	\$-	\$1,181,242	\$-	\$-
<b>Harpers Ferry National Historical Park</b>	\$-	\$-	\$-	\$-	\$450,000
Refurbish Six 38 Passenger Buses	\$-	\$-	\$-	\$-	\$450,000
<b>Manassas National Battlefield Park</b>	\$-	\$-	\$-	\$-	\$4,454
Stabilize and Preserve Historic Stone Bridge	\$-	\$-	\$-	\$-	\$4,454
<b>National Capital Parks-East</b>	\$-	\$3,508,935	\$-	\$-	\$94,498
Repave Greenbelt Park Roadways and Construct New Bridge	\$-	\$788,007	\$-	\$-	\$-
Repair and Repave Asphalt Roads - Ft. Dupont Park	\$-	\$2,513	\$-	\$-	\$-
Improve the Pedestrian Crossing at Suitland Parkway and Forestville Road	\$-	\$2,319	\$-	\$-	\$94,498
Enhance Shoulders along the Baltimore Washington Parkway	\$-	\$11,595	\$-	\$-	\$-
Install Median Crossovers along the Baltimore Washington Parkway	\$-	\$14,735	\$-	\$-	\$-
Repave Baltimore Washington Parkway 1(7), 2(7)	\$-	\$(299,059)	\$-	\$-	\$-
Repave Baltimore Washington Parkway 1(8), 2(8)	\$-	\$1,971	\$-	\$-	\$-
Repave Baltimore Washington Parkway 1(9), 2(9)	\$-	\$2,986,854	\$-	\$-	\$-
<b>National Mall and Memorial Parks</b>	\$-	\$7,832,101	\$-	\$-	\$-
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab	\$-	\$75,695	\$-	\$-	\$-
Resurface Rock Creek and Potomac Parkway FHWA	\$-	\$1,416,885	\$-	\$-	\$-
Resurface Jefferson Avenue and 15th Street	\$-	\$32,919	\$-	\$-	\$-
Resurface Independence Ave and Tidal Basin Roads FHWA	\$-	\$2,143,416	\$-	\$-	\$-
Resurface Ohio Drive and West Basin Drive Roads	\$-	\$94,790	\$-	\$-	\$-
Resurface East Basin Drive Roads	\$-	\$4,068,396	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>National Capital Area Support Office</b>	\$-	\$455,810	\$-	\$-	\$-
Provide Program Support for the National Capital Region Federal Lands Highway Program	\$-	\$(2,455)	\$-	\$-	\$-
DSC Transportation Program Support (Pilot)	\$-	\$116,655	\$-	\$-	\$-
National Capital Area Program Administration	\$-	\$341,610	\$-	\$-	\$-
<b>Prince William Forest Park</b>	\$-	\$1,652,193	\$-	\$-	\$38
Repair South Fork Timber Bridge	\$-	\$2,821	\$-	\$-	\$-
Repair the Historic Pyrite Mine Road Bridge	\$-	\$-	\$-	\$-	\$38
Pavement Preservation on PRWI Public Roads and Adjacent Parking Areas	\$-	\$1,649,372	\$-	\$-	\$-
<b>Rock Creek Park</b>	\$-	\$1,228,468	\$-	\$-	\$-
Rehabilitate Wise Road	\$-	\$6,741	\$-	\$-	\$-
Rehabilitate Glover Road	\$-	\$6,005	\$-	\$-	\$-
Perform Light Rehabilitation and Replace Drainage System on Morrow Drive	\$-	\$959	\$-	\$-	\$-
Rehabilitate Joyce Road Bridge at Beech Dr (3450-022P)	\$-	\$209,048	\$-	\$-	\$-
Rehabilitate Shoreham Hill Bridge	\$-	\$28,716	\$-	\$-	\$-
Rehabilitate Waterside Drive	\$-	\$30,587	\$-	\$-	\$-
Repair and Reconstruct Piney Branch Parkway and Stone Retaining Wall	\$-	\$9,478	\$-	\$-	\$-
Prepare a Feasibility Study for Safety Gate and Intelligent Transportation System	\$-	\$350,000	\$-	\$-	\$-
Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2)	\$-	\$574,548	\$-	\$-	\$-
Repair Broad Branch, Kalmia Rd, Ross Dr, and P St Bridges	\$-	\$16,886	\$-	\$-	\$-
Eliminate Unsafe Conditions, Resurface And Repair Beach Drive	\$-	\$(4,499)	\$-	\$-	\$-
<b>White House</b>	\$-	\$6,771	\$-	\$-	\$-
Mill, Pave and Re-stripe Ellipse Roadway	\$-	\$6,771	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>NER</b>	\$-	\$22,958,789	\$-	\$-	\$3,746,311
<b>Acadia National Park</b>	\$-	\$6,562,767	\$-	\$-	\$1,819,924
Mill and Overlay 2" Otter Cliff Road Rt ACAD-0105	\$-	\$90,000	\$-	\$-	\$-
Support Transportation Plan with Accurate Vehicle and Visitor Data to Enhance Visitor Experiences	\$-	\$-	\$-	\$-	\$247,769
Mill and Overlay 2" Paradise Hill Road Rt ACAD-0010AZ	\$-	\$11,939	\$-	\$-	\$-
Mill and Overlay 2" Blackwoods Campground Entrance Road Rt ACAD-0211	\$-	\$123,000	\$-	\$-	\$-
Rehabilitate Otter Cove Creek Causeway Bridge (ACAD/1700-019P)	\$-	\$150,374	\$-	\$-	\$-
Complete All Phases of Interior and Exterior Rehabilitation on the Duck Brook Bridge	\$-	\$1,522,601	\$-	\$-	\$-
Repave Sieur de Monts Road RT 0208	\$-	\$97,000	\$-	\$-	\$-
Resurface Old Farm Rd. RT.0416	\$-	\$89,000	\$-	\$-	\$-
Apply Thin Overlay of Seawall Campground Entrance RD. RT.0232	\$-	\$239,000	\$-	\$-	\$-
Apply thin overlay to the Park loop Rd. RT.0300	\$-	\$905,000	\$-	\$-	\$-
Mill and Overlay Surface of Park Loop Rd RT 0300	\$-	\$1,253,000	\$-	\$-	\$-
Rehabilitate Blue Hill Overlook Parking Area	\$-	\$61,000	\$-	\$-	\$-
Enhance Island Explorer Bus System to Improve Visitor Experience	\$-	\$-	\$-	\$-	\$1,572,155
PAVEMENT MANAGEMENT - Rehabilitate Pavement, Ditches and Culverts - Park Loop Road Miles 0.00-5.00	\$-	\$179,853	\$-	\$-	\$-
: Mill and Overlay 2" Cadillac Mountain Road Rt ACAD-0013	\$-	\$1,841,000	\$-	\$-	\$-
<b>Adams National Historical Park</b>	\$-	\$-	\$-	\$-	\$(95)
Replace / Repair Three Park Trolleys	\$-	\$-	\$-	\$-	\$(95)
<b>Assateague Island National Seashore</b>	\$-	\$23,543	\$-	\$-	\$-
Rehabilitate Assateague Channel Bridge(ASIS/4190-001P)	\$-	\$12,008	\$-	\$-	\$-
Rehabilitate Sheepshead Creek Bridge (ASIS/4190-002P)	\$-	\$11,535	\$-	\$-	\$-
<b>Cape Cod National Seashore</b>	\$-	\$-	\$-	\$-	\$10,507
Rehab Head of the Meadow Bike Trail & Harden Extension on Existing Old Kings Highway road for bikes	\$-	\$-	\$-	\$-	\$(630)



Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Share-the-road Bike Safety Improvements on NPS-owned roads in support of Outer Cape Bike Master Plan	\$-	\$-	\$-	\$-	\$(9,901)
Rehab Province Lands Bike Trail Beech Forest spur leading to Provincetown	\$-	\$-	\$-	\$-	\$21,038
<b>Colonial National Historical Park</b>	\$-	\$592,642	\$-	\$-	\$-
Rehabilitate Williamsburg Tunnel (COLO/4290-033)	\$-	\$100,598	\$-	\$-	\$-
Rehabilitate Lafayette Street Bridge (COLO/4290-019)	\$-	\$2,198	\$-	\$-	\$-
Rehabilitate Newport Avenue Bridge (COLO/4290-020P)	\$-	\$3,500	\$-	\$-	\$-
Rehabilitate Halfway Creek Bridge (COLO/4290-022)	\$-	\$925	\$-	\$-	\$-
Rehabilitate Indian Field Creek Bridge (COLO/4290-010P)	\$-	\$10,000	\$-	\$-	\$-
Rehabilitate Hubbards Lane Bridge (COLO/4290-014P)	\$-	\$3,200	\$-	\$-	\$-
Rehabilitate Felgate's Creek Bridge (COLO/4290-011P)	\$-	\$925	\$-	\$-	\$-
Rehabilitate Isthmus Bridge (COLO/4290-026P)	\$-	\$14,220	\$-	\$-	\$-
Rehabilitate Page Street Bridge (COLO/4290-018)	\$-	\$2,400	\$-	\$-	\$-
Rehabilitate Penniman Road Bridge (COLO/4290-013)	\$-	\$7,839	\$-	\$-	\$-
Rehabilitate Kings Creek Bridge (COLO/4290-012)	\$-	\$927	\$-	\$-	\$-
Rehabilitate North Pier Naval Access Road Bridge (COLO/4290-008)	\$-	\$14,298	\$-	\$-	\$-
Rehabilitate Mine Depot Overpass (COLO/4290-009P)	\$-	\$14,431	\$-	\$-	\$-
Rehabilitate Colonial National Historical Parkway	\$-	\$417,181	\$-	\$-	\$-
<b>Delaware Water Gap National Recreation Area</b>	\$-	\$493,733	\$-	\$-	\$79,684
Pulverize and Overlay 3" Old Mine Road (south) Rt DEWA-0010	\$-	\$(249)	\$-	\$-	\$-
Mill and Overlay 2" Us Route 209 Rt DEWA-0014	\$-	\$(10,000)	\$-	\$-	\$-
Rehabilitate Toms Creek Bridge (DEWA/4320-049)	\$-	\$22,294	\$-	\$-	\$-
Rehabilitate Dingmans Access Bridge (DEWA/4320-019)	\$-	\$61,620	\$-	\$-	\$-
Rehabilitate Adams Creek Bridge (DEWA/420-013P)	\$-	\$46,025	\$-	\$-	\$-
Rehabilitate Conashaugh Creek Culvert (DEWA/4320-022P)	\$-	\$28,851	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Rehabilitate Bushkill Creek Bridge (DEWA/420-009P)	\$-	\$225,988	\$-	\$-	\$-
Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P)	\$-	\$77,468	\$-	\$-	\$-
DEWA Roadway Improvements Old Mine Rd South MP 0-3 (RIP 6-9)North MP 26.4 - 26.7 29.6 32.4	\$-	\$18,761	\$-	\$-	\$-
DEWA Alternative Transportation Partnership and ITS Planning and Deployment	\$-	\$-	\$-	\$-	\$49,529
Delaware Water Gap Loop Road	\$-	\$22,975	\$-	\$-	\$-
Purchase Traveler Information Board	\$-	\$-	\$-	\$-	\$30,155
<b>Fire Island National Seashore</b>	\$-	\$(5,000)	\$-	\$-	\$-
Resurface William Floyd Estate Entrance and Exit Roads and Parking Lot Rts 101, 103, and 902	\$-	\$(5,000)	\$-	\$-	\$-
<b>Flight 93 National Memorial</b>	\$-	\$2,051,222	\$-	\$-	\$-
Repair Roads at Flight 93 NM	\$-	\$2,051,222	\$-	\$-	\$-
<b>Fort McHenry National Monument</b>	\$-	\$(990)	\$-	\$-	\$-
Mill and Overlay 2" Visitor Center Parking Rt FOMC-0900	\$-	\$(990)	\$-	\$-	\$-
<b>Friendship Hill National Historic Site</b>	\$-	\$65,000	\$-	\$-	\$-
Surface Treatment Entrance Road and Parking (0010, 0900)	\$-	\$65,000	\$-	\$-	\$-
<b>Fredericksburg &amp; Spotsylvania National Military Park</b>	\$-	\$1,160,449	\$-	\$-	\$-
Rehabilitate Wilderness Run Bridge (FRSP/4370-003P)	\$-	\$10,982	\$-	\$-	\$-
Rehabilitate Scott's Run Bridge #1 and #2 (FRSP/4370-001P, 4370-002P)	\$-	\$14,371	\$-	\$-	\$-
Perform Surface Treatment on Lee Drive FRSP-0010	\$-	\$(369,765)	\$-	\$-	\$-
Perform Pavement Preservation on Fredericksburg and Spotsylvania Park Roads	\$-	\$1,466,668	\$-	\$-	\$-
Provide Safe Pedestrian Access to Coolidge Monument and North Lee Drive	\$-	\$38,193	\$-	\$-	\$-
<b>Gauley River National Recreation Area</b>	\$-	\$110,665	\$-	\$-	\$-
Mill and Overlay 2" Tail Water Access Road Rt GARI-0100	\$-	\$91,448	\$-	\$-	\$-
Remove and Replace Failing Culverts on Masons Branch Creek and Access Road	\$-	\$19,217	\$-	\$-	\$-
<b>Gateway National Recreation Area</b>	\$-	\$3,407,050	\$-	\$-	\$-
Mill and Overlay 2" Miller Field Access Road Rt GATE-0130	\$-	\$449,969	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Treat Surface Sanchez Road East Rt GATE-0132A	\$-	\$235,587	\$-	\$-	\$-
Mill and Overlay 2" Floyd Bennett Entrance Road 1 Rt GATE-0200AZ & BZ	\$-	\$419	\$-	\$-	\$-
Mill and Overlay 2" Heinzelman Road Rt GATE-0212	\$-	\$515,076	\$-	\$-	\$-
Reclaim and Overlay 3" Breezy Point Parking Access Road Rt GATE-0222	\$-	\$(13,380)	\$-	\$-	\$-
Reclaim and Overlay 3" Ecology Road Rt GATE-0231	\$-	\$(574)	\$-	\$-	\$-
Pulverize base and overlay 3" Gateway Sports Parking Rt GATE-0901	\$-	\$382	\$-	\$-	\$-
Mill and Overlay Bayberry Beach Parking RT 0938	\$-	\$(33,236)	\$-	\$-	\$-
Perform Joint and Crack Repair Community Gardens Parking Rt GATE-0965A	\$-	\$(8,038)	\$-	\$-	\$-
Mill and Overlay 2" Theater Parking A & B GATE-0976A/B	\$-	\$1,760,169	\$-	\$-	\$-
Treat Surface Buffalo Road Rt GATE-0030	\$-	\$70,876	\$-	\$-	\$-
Mill and Overlay Tomkins Road Rt 447 - Fort Wadsworth	\$-	\$239,589	\$-	\$-	\$-
Crack Seal Paved Surfaces at Sandy Hook Parking Lot C (Rt. 0939).	\$-	\$2	\$-	\$-	\$-
Crack Seal Paved Surface of SAHO Parking Area D RT 0975	\$-	\$6	\$-	\$-	\$-
Apply preventative maintenance treatment to Hartshorne Ave NB	\$-	\$190,202	\$-	\$-	\$-
<b>Gettysburg National Military Park</b>	\$-	<b>\$3,090,670</b>	\$-	\$-	\$-
Mill and Overlay 2" West Confederate Avenue Rt GETT-0018	\$-	\$656,000	\$-	\$-	\$-
Mill and Overlay 2" North Sickles Avenue Rt GETT-0015	\$-	\$164,000	\$-	\$-	\$-
Pulverize base and overlay 3" Humphreys Avenue Rt GETT-0022	\$-	\$44,000	\$-	\$-	\$-
Treat Surface Berdan Avenue Rt GETT-0020	\$-	\$24,000	\$-	\$-	\$-
Mill and Overlay 2" United States Avenue Rt GETT-0014	\$-	\$214,000	\$-	\$-	\$-
Mill and Overlay 2" Wheatfield Road Rt GETT-0013	\$-	\$255,000	\$-	\$-	\$-
Mill and Overlay 2" South Confederate-Skyes Avenue Rt GETT-0012	\$-	\$519,000	\$-	\$-	\$-
Mill and Overlay 2" Sedgwick Avenue Rt GETT-0011	\$-	\$132,000	\$-	\$-	\$-
Mill and Overlay 2" Hancock Avenue Rt GETT-0010	\$-	\$333,000	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Treat Surface Howe Avenue Rt GETT-0054	\$-	\$46,000	\$-	\$-	\$-
Treat Surface Crawford Avenue Rt GETT-0017	\$-	\$89,000	\$-	\$-	\$-
Treat Surface Ayers Avenue Rt GETT-0044	\$-	\$125,000	\$-	\$-	\$-
Treat Surface South Sickles Avenue Rt GETT-0042	\$-	\$201,000	\$-	\$-	\$-
Pavement Management - Rehabilitate Road Surface on Historic Millerstown Road (FHWA Rt. 0053)	\$-	\$(1,330)	\$-	\$-	\$-
Pavement Management- Birney Ave GETT-0202 - Surface Treatment	\$-	\$37,000	\$-	\$-	\$-
Pavement Management- Cross/ Brooks/ DeTrobriand Ave GETT-0043 - Surface Treatment	\$-	\$131,000	\$-	\$-	\$-
Repave Big Round Top Parking Area	\$-	\$24,000	\$-	\$-	\$-
Repave Devils Den Parking Area	\$-	\$35,000	\$-	\$-	\$-
Repave Virginia Memorial Loop Parking Area	\$-	\$34,000	\$-	\$-	\$-
Repave Longstreet Tower Parking Area	\$-	\$29,000	\$-	\$-	\$-
<b>George Washington Birthplace National Monument</b>	\$-	\$232,193	\$-	\$-	\$-
Rehab Park Roads 11-12, 900-906	\$-	\$232,193	\$-	\$-	\$-
<b>Johnstown Flood National Memorial</b>	\$-	\$135,963	\$-	\$-	\$-
Rehab Park Roads 10, 11, 900, 901, 902, 903	\$-	\$135,963	\$-	\$-	\$-
<b>Lowell National Historical Park</b>	\$-	\$-	\$-	\$-	\$265,995
Create Upper Pawtucket Canal Walkway	\$-	\$-	\$-	\$-	\$265,995
<b>Minute Man National Historical Park</b>	\$-	\$-	\$-	\$-	\$59,737
Reroute Battle Road Trail to Improve Safety and Visitor Experience	\$-	\$-	\$-	\$-	\$8,487
Repair and Resurface Battle Road Trail Damaged by Erosion and Use	\$-	\$-	\$-	\$-	\$(240)
Develop Materials/Specs for All Boardwalk Repairs & Repair Olive Stow Boardwalk	\$-	\$-	\$-	\$-	\$51,491
<b>Morristown National Historical Park</b>	\$-	\$3,629,093	\$-	\$-	\$140,561
Mill and Overlay 2" Fort Nonsense Access Road Rt MORR-0015	\$-	\$562,865	\$-	\$-	\$-
Cat. III: Implement Traffic Calming Measures in the Jockey Hollow Area to Improve Regional Trail Use	\$-	\$-	\$-	\$-	\$140,561
Mill and Overlay Rts 11, 12, 13, 405, 911 at MORR	\$-	\$3,066,228	\$-	\$-	\$-
<b>New River Gorge National River</b>	\$-	\$1,582,510	\$-	\$-	\$982,771

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Conduct Critical Repairs and Improvements to Rend Trail and Bridges	\$-	\$-	\$-	\$-	\$858,551
Repair Mouth of Glade Creek Trail Bridge FHWA 4780-006T	\$-	\$-	\$-	\$-	\$124,220
Repair Cunard Road Slips and Correct Erosion and Drainage Issues to Prevent Road Failure - FHWA	\$-	\$45,249	\$-	\$-	\$-
FHWA Pulverize and 3 Inch Overlay on Turkey Spur Road NERI-0126	\$-	\$1,119,261	\$-	\$-	\$-
Pavement Management- Rehabilitate Grandview RT10	\$-	\$418,000	\$-	\$-	\$-
<b>Northeast Region Support Office</b>	\$-	<b>\$(153,192)</b>	\$-	\$-	<b>\$387,226</b>
NER FLT Program Design Support	\$-	<b>\$(155,168)</b>	\$-	\$-	\$-
NER Program Admin, (Trav) Design & Implementation Support	\$-	\$1,976	\$-	\$-	\$-
Program Management - Volpe IAA (5 Year Agreement beginning in FY 2018)	\$-	\$-	\$-	\$-	\$237,000
FLTP CAT III Administration NER	\$-	\$-	\$-	\$-	\$150,226
<b>Petersburg National Battlefield</b>	\$-	<b>\$51,493</b>	\$-	\$-	\$-
Mill and Overlay Visitor Center Access Road RT. 10, 11, 12, 13, 301, 500, 300	\$-	\$51,493	\$-	\$-	\$-
<b>Richmond National Battlefield Park</b>	\$-	<b>\$3,247,608</b>	\$-	\$-	\$-
Surface Treat Cold Harbor Road (RICH-0500), Confederate Turnout (RICH-0904)	\$-	\$149,000	\$-	\$-	\$-
Surface Treat Cold Harbor VC Parking (RICH-0903)	\$-	\$81,000	\$-	\$-	\$-
Surface Treat Garthright House Road (RICH-0303)	\$-	\$54,000	\$-	\$-	\$-
Surface Treat Battlefield Park Road (RICH-0304)	\$-	\$710,608	\$-	\$-	\$-
Surface Treat Hoke Brady Road (RICH-0308)	\$-	\$805,000	\$-	\$-	\$-
Surface Treat Picnic Road (RICH-0306), Picnic Parking (RICH 0911), Picnic Bus Parking (RICH 0912)	\$-	\$284,000	\$-	\$-	\$-
Surface Treat Fort Harrison Parking (RICH-0909)	\$-	\$216,000	\$-	\$-	\$-
Surface Treat Malvern Hill Parking (RICH-0920)	\$-	\$105,000	\$-	\$-	\$-
Surface Treat Fort Brady Parking (RICH-0917)	\$-	\$46,000	\$-	\$-	\$-
Surface Treat Fort Gilmer Parking (RICH-0907)	\$-	\$55,000	\$-	\$-	\$-
Surface Treat Fort Johnson Parking (RICH-0908)	\$-	\$39,000	\$-	\$-	\$-
Surface Treat Fort Hoke Parking (RICH-0910)	\$-	\$34,000	\$-	\$-	\$-
Surface Treat Chickahominy Bluffs Parking (RICH-0900)	\$-	\$150,000	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Surface Treat Beaver Dam Creek Parking (RICH-0901)	\$-	\$190,000	\$-	\$-	\$-
Surface Treat Watt House Parking (RICH-0902)	\$-	\$135,000	\$-	\$-	\$-
Surface Treat Drewrys Bluff Parking (RICH-0918)	\$-	\$108,000	\$-	\$-	\$-
Surface Treat Union Turnout (RICH-0905)	\$-	\$34,000	\$-	\$-	\$-
Surface treat Parkers Battery Parking Area 0919	\$-	\$52,000	\$-	\$-	\$-
<b>Saratoga National Historical Park</b>	\$-	<b>\$(19,681)</b>	\$-	\$-	\$-
PAVEMENT MANAGEMENT LIGHT PRESERVATION Crack Seal on Tour Road	\$-	\$52	\$-	\$-	\$-
Perform Slope Stabilization on Tour Road Rt 0100 Near Stop 8	\$-	<b>\$(55,855)</b>	\$-	\$-	\$-
Mill and Overlay 2" Entrance Road Rt SARA-0010	\$-	\$36,122	\$-	\$-	\$-
<b>Shenandoah National Park</b>	\$-	<b>\$(3,298,948)</b>	\$-	\$-	\$-
Pavement Management - Skyline Drive Route Rt 10C MM 97.1 to 102.1	\$-	<b>\$(14,218)</b>	\$-	\$-	\$-
Pavement Management - Skyline Drive South Rout 10C MM 50-65.3	\$-	<b>\$(2,447,783)</b>	\$-	\$-	\$-
Pavement Management - Mathews Arm and The Point Overlook Rt 012 and 1039	\$-	\$5	\$-	\$-	\$-
Pavement Management - Parkwide Roads and Parking Areas	\$-	<b>\$(485,267)</b>	\$-	\$-	\$-
Skyline Drive MM 0 to 5.63, North Entrance Residence Rt 100, and Dickey Ridge Trail Parking Rt 1071	\$-	\$2	\$-	\$-	\$-
Pavement Management - Skyline Drive MM 33.38 to 50 and Associated Overlook Parking Areas	\$-	\$18,439	\$-	\$-	\$-
Pavement Management - Skyline Drive (North) MM 15.63 to 20.63	\$-	\$12,651	\$-	\$-	\$-
Pavement Management - Skyline Drive (South) MM 102.1 to 105.66 and Brown Gap Parking	\$-	<b>\$(38,748)</b>	\$-	\$-	\$-
Pavement Management - Parkwide entrance/exit ramps and select parking areas	\$-	\$122	\$-	\$-	\$-
Double Chip Seal on Skyline Drive RT 10A and RT 10C	\$-	<b>\$(62,070)</b>	\$-	\$-	\$-
Mill and Overlay Rt. 10B 65.2-69 SHEN	\$-	<b>\$(58,545)</b>	\$-	\$-	\$-
Mill and Overlay Skyline Drive RT 10C from mile 69 to mile 74	\$-	<b>\$(74,512)</b>	\$-	\$-	\$-
Mill and Overlay Skyline Drive RT 10C from mile 74 to mile 79	\$-	<b>\$(74,512)</b>	\$-	\$-	\$-
Mill and Overlay Skyline Drive RT 10C from mile 79 to mile 84	\$-	<b>\$(74,512)</b>	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>PWR</b>	\$-	\$38,845,147	\$2,207,298	\$-	\$4,683,582
<b>Channel Islands National Park</b>	\$-	\$-	\$-	\$-	\$2,746,543
Replace Dilapidated Pier at Scorpion Anchorage	\$-	\$-	\$-	\$-	\$2,746,543
<b>Crater Lake National Park</b>	\$-	\$631,752	\$-	\$-	\$288,202
Restore Safe Width of West Rim Drive (Route 14)	\$-	\$(232,742)	\$-	\$-	\$-
Rehabilitate Sections of the East Rim Drive	\$-	\$724,078	\$-	\$-	\$-
Evaluate and Implement Intelligent Transportation System Applications to Reduce Visitor Accidents	\$-	\$-	\$-	\$-	\$129,381
Realign Parking and Roadways at Rim Village to Reduce Traffic Congestion	\$-	\$-	\$-	\$-	\$158,820
Develop Design and Environmental Planning to Address Serious Safety Deficiencies at Cleetwood Cove	\$-	\$76,696	\$-	\$-	\$-
Rehabilitate Cleetwood Trail and Marina	\$-	\$63,719	\$-	\$-	\$-
<b>Death Valley National Park</b>	\$-	\$(325,000)	\$-	\$-	\$-
Chipseal North Highway, Furnace Creek, Texas Spring, and Mesquite Campgrounds	\$-	\$(325,000)	\$-	\$-	\$-
<b>Fort Point National Historic Site</b>	\$-	\$255,434	\$-	\$-	\$-
Widen and Reconstruct Long Ave for Safer Multi-Modal Access	\$-	\$145,434	\$-	\$-	\$-
Pavement Preservation Parkwide, Fort Point	\$-	\$110,000	\$-	\$-	\$-
<b>Golden Gate National Recreation Area</b>	\$-	\$3,513,421	\$-	\$-	\$25,237
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker	\$-	\$-	\$-	\$-	\$29,839
Rehabilitate Entry Road. & North & Central Parking Areas, Stinson Beach	\$-	\$262,360	\$-	\$-	\$-
Construct Non-motorized Circulation and Safety Improvements at MacArthur Avenue, Upper Fort Mason	\$-	\$-	\$-	\$-	\$(4,602)
Pave and Formalize Tennessee Valley Trailhead Parking Lot	\$-	\$954,842	\$-	\$-	\$-
Pavement Preservation All Park Routes	\$-	\$2,280,000	\$-	\$-	\$-
Pavement Preservation of the Marin Headlands	\$-	\$(119,999)	\$-	\$-	\$-
Improve Alexander Ave./US 101 Interchange	\$-	\$136,218	\$-	\$-	\$-
<b>Haleakala National Park</b>	\$-	\$(1,060,847)	\$-	\$-	\$-
Apply Pavement Preservation Materials and Sealing of Cracks on Haleakala Park Road	\$-	\$(1,060,847)	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Hawaii Volcanoes National Park</b>	\$-	\$(3,731,509)	\$849,300	\$-	\$-
Emergency Repairs to Chain of Craters Road to Ensure Visitor Safety	\$-	\$37,554	\$-	\$-	\$-
HAVO park-wide Pavement Preservation	\$-	\$(3,770,219)	\$-	\$-	\$-
Realign Crater Rim Dr., Construct New VC Parking and Expand Ent. Sta. to Improve Visitor Safety	\$-	\$-	\$849,300	\$-	\$-
HAVO Park-wide Road Safety Audit	\$-	\$1,155	\$-	\$-	\$-
<b>John Muir National Historic Site</b>	\$-	\$196,791	\$-	\$-	\$-
Conduct Transportation Planning and Analysis for Mount Wanda CSMP	\$-	\$196,791	\$-	\$-	\$-
<b>Joshua Tree National Park</b>	\$-	\$(507,776)	\$-	\$-	\$-
Preserve Pavement for Roads & Parking Areas in Joshua Tree NP	\$-	\$(507,776)	\$-	\$-	\$-
<b>Kaloko-Honokohau National Historical Park</b>	\$-	\$(170,583)	\$-	\$-	\$-
KAHO Pavement Preservation	\$-	\$(170,583)	\$-	\$-	\$-
<b>Lava Beds National Monument</b>	\$-	\$17,981,490	\$-	\$-	\$-
Rehabilitate and Resurface Main Road, Spur Roads and Parking Areas (Phase 1)	\$-	\$17,981,490	\$-	\$-	\$-
<b>Lake Mead National Recreation Area</b>	\$-	\$(271,524)	\$544,970	\$-	\$-
Realign, Reconstruct, Resurface, and Restore Willow Beach Road	\$-	\$-	\$544,970	\$-	\$-
Reconstruct Cottonwood Cove Access Road	\$-	\$151,716	\$-	\$-	\$-
Apply Pavement Preservation Treatment to Northshore Road	\$-	\$(423,240)	\$-	\$-	\$-
<b>Lake Roosevelt National Recreation Area</b>	\$-	\$(337,455)	\$-	\$-	\$-
Realign and Stabilize Hawk Creek Road at Eroding Embankment Site	\$-	\$1,273	\$-	\$-	\$-
Apply Pavement Preservation Treatment to Lake Roosevelt NRA	\$-	\$(338,729)	\$-	\$-	\$-
<b>Lassen Volcanic National Park</b>	\$-	\$(3,146,038)	\$-	\$-	\$-
Perform Parkwide Rockfall Study	\$-	\$15,308	\$-	\$-	\$-
Apply Pavement Preservation to Park Roads	\$-	\$(3,161,346)	\$-	\$-	\$-
<b>Manzanar National Historic Site</b>	\$-	\$(335,503)	\$-	\$-	\$-
Apply Pavement Preservation Crack Seal Treatments to Park Roads and VC Parking Lot	\$-	\$(335,503)	\$-	\$-	\$-



Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Mojave National Preserve</b>	\$-	\$628,659	\$-	\$-	\$-
Rehabilitate Cima Road as Primary North Access Road	\$-	\$628,659	\$-	\$-	\$-
<b>Mount Rainier National Park</b>	\$-	\$(381,611)	\$381,267	\$-	\$239,077
Develop Travel Demand Management (TDM) Strategies to Address Parking and Traffic Congestion Parkwide	\$-	\$-	\$-	\$-	\$239,077
Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2)	\$-	\$289,588	\$-	\$-	\$-
Rehabilitate Nisqually-Paradise Road, MP 6.5 to 17.6	\$-	\$434	\$-	\$-	\$-
Rehabilitate Stevens Canyon Rd MP 5-14	\$-	\$254,399	\$-	\$-	\$-
Replace Frying Pan Creek Bridge	\$-	\$-	\$381,267	\$-	\$-
Apply Pavement Preservation to East Park Roads	\$-	\$4,749	\$-	\$-	\$-
Nisqually Paradise Bridge Preservation	\$-	\$(953,603)	\$-	\$-	\$-
ERFO Storm Repairs to Carbon River Entrance Road Caused by Disaster WA2020-1-NPS	\$-	\$898	\$-	\$-	\$-
ERFO Storm Repairs to Stevens Canyon Road Caused by Disaster WA2020-01 NPS	\$-	\$21,925	\$-	\$-	\$-
<b>Muir Woods National Monument</b>	\$-	\$-	\$-	\$-	\$851,661
Design and Construct Access Improvements at MUWO - Phase I	\$-	\$-	\$-	\$-	\$851,661
<b>North Cascades National Park</b>	\$-	\$1,500,000	\$370,900	\$-	\$-
Pavement Preservation of NOCA Park Roads	\$-	\$1,500,000	\$-	\$-	\$-
Reroute Stehekin Valley Road at Mile 5.5	\$-	\$-	\$370,900	\$-	\$-
<b>Olympic National Park</b>	\$-	\$2,700,682	\$54,904	\$-	\$-
Rehabilitate Staircase Road	\$-	\$4,823	\$-	\$-	\$-
Rehabilitate Route 103, Sol Duc Valley Road	\$-	\$453,022	\$-	\$-	\$-
Rehabilitate Olympic Hot Springs Road	\$-	\$252,097	\$-	\$-	\$-
Rehabilitate Route 11, Lake Crescent Road (US Hwy 101)	\$-	\$62,277	\$-	\$-	\$-
Realign 1 Mile of Elwha Valley Road at Olympic National Park	\$-	\$-	\$54,904	\$-	\$-
Reduce Congestion and Improve Safety at Heart of the Hills Entrance	\$-	\$1,462,356	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Repair Mora Road at Two Winter Damage Sites	\$-	\$126,870	\$-	\$-	\$-
Pave Bike Trail to Reduce Congestion and Improve Safety on Lake Crescent Highway	\$-	\$485,187	\$-	\$-	\$-
Repair Slumps on Hurricane Ridge and Obstruction Point Roads	\$-	\$77,089	\$-	\$-	\$-
Rehabilitate Heart-of-the-Hills Parkway	\$-	\$(223,040)	\$-	\$-	\$-
<b>Point Reyes National Seashore</b>	\$-	\$1,275,306	\$-	\$-	\$-
Chip Seal and Repair Park Roads	\$-	\$14,493	\$-	\$-	\$-
Provide Matching Funds to Rehabilitate Sir Francis Drake Boulevard, M.P 30.79 to 42.93.	\$-	\$379,415	\$-	\$-	\$-
Emergency Repairs McClures Beach Acces Road	\$-	\$443	\$-	\$-	\$-
Chip Seal and Repave Park Roads	\$-	\$880,954	\$-	\$-	\$-
<b>Puukohola Heiau National Historic Site</b>	\$-	\$(93,288)	\$-	\$-	\$-
PUHE Pavement Preservation	\$-	\$(93,288)	\$-	\$-	\$-
<b>Pu'uhonua O Honaunau National Historical Park</b>	\$-	\$(173,248)	\$-	\$-	\$-
PUHO Pavement Preservation	\$-	\$(173,248)	\$-	\$-	\$-
<b>Pacific West Region Support Office</b>	\$-	\$3,124,043	\$-	\$-	\$7,349
Provide FHWA Technical Assistance to PWR CA, HI and NV Parks	\$-	\$19,422	\$-	\$-	\$-
Provide FHWA Technical Assistance to PWR WA, OR, ID & MT Parks	\$-	\$24,424	\$-	\$-	\$-
Provide Match for Emergency Relief Funds for Lincoln County's Porcupine Bay Road Slide Repair	\$-	\$70,000	\$-	\$-	\$-
PWR ATPPL/CAT III Planning Project	\$-	\$-	\$-	\$-	\$7,349
FLTP Administration, PWRO	\$-	\$406,169	\$-	\$-	\$-
PWR-WFLHD Pavement Preservation Program, Preliminary and Construction Engineering	\$-	\$2,604,028	\$-	\$-	\$-
<b>Redwood, California</b>	\$-	\$64,980	\$-	\$-	\$95,220
Replace Cushing Creek Concrete Box Culvert	\$-	\$64,980	\$-	\$-	\$-
Assess Traffic and Visitor Use to Develop TDM Strategies and Accurate Visitation Reporting	\$-	\$-	\$-	\$-	\$95,220
<b>San Francisco Maritime National Historical Park</b>	\$-	\$30,000	\$-	\$-	\$-
Pavement Preservation for Jefferson and Van Ness	\$-	\$30,000	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>San Juan Island National Historical Park</b>	\$-	\$(4,550)	\$-	\$-	\$-
Realign Access Road and Parking at American Camp Visitor Center to Improve Safety	\$-	\$(4,550)	\$-	\$-	\$-
<b>Sequoia National Park</b>	\$-	\$13,232,053	\$5,958	\$-	\$292,721
Rehabilitate and Resurface 8.7 miles of the Generals Hwy Little Baldy North to Pythian Camp Road	\$-	\$100,727	\$-	\$-	\$-
Rehabilitate 1 Mile of Generals Highway (Deer Ridge to Eleven Range)	\$-	\$-	\$5,958	\$-	\$-
LRF Rehabilitate 15.29 Miles of the Mineral King Road	\$-	\$495,616	\$-	\$-	\$-
Evaluate Congestion, Circulation and TDM Strategies and Implement Pilot Strategies	\$-	\$-	\$-	\$-	\$292,721
Replace Lower Kings River Bridge	\$-	\$575,410	\$-	\$-	\$-
Pavement Preservation of SEKI Park Roads	\$-	\$12,060,300	\$-	\$-	\$-
<b>World War II Valor in the Pacific</b>	\$-	\$(511,749)	\$-	\$-	\$-
VALR Pavement Preservation	\$-	\$(511,749)	\$-	\$-	\$-
<b>Yosemite National Park</b>	\$-	\$4,761,217	\$-	\$-	\$137,573
Rehabilitate Four Miles of Yosemite Valley Loop Road and One Mile of El Portal Road	\$-	\$6	\$-	\$-	\$-
Install ITS and Transit Information Systems in the Southern and Northern Parts of Yosemite	\$-	\$-	\$-	\$-	\$38,935
Construct & Rehabilitate Facilities at Bridalveil Fall Viewing Area	\$-	\$1,188,920	\$-	\$-	\$-
Glacier Point Road Rehabilitation	\$-	\$155,625	\$-	\$-	\$-
Rehabilitate Big Oak Flat Road, MP 0 to MP 9.8	\$-	\$436,786	\$-	\$-	\$-
Rehabilitate Tioga Road: Phase 2 of 3 – From MP 27 to MP42 (Olmsted Pt. to Blue Slide)	\$-	\$1,872,144	\$-	\$-	\$-
Perform Bridge Preservation Work on Tioga Rd., El Portal Rd., Glacier Pt. Rd. and on the Valley Roads	\$-	\$382,372	\$-	\$-	\$-
Improve Shuttle and Transit Bus Stops on Village Loop Drive	\$-	\$-	\$-	\$-	\$153,487
Assess Traffic and Road Network Capacity for Yosemite Valley	\$-	\$529,754	\$-	\$-	\$-
Emergency Stabilization of the Wawona Road (Grapevine Area)	\$-	\$195,609	\$-	\$-	\$-
Implement Vehicle Traffic Management System Parkwide	\$-	\$-	\$-	\$-	\$(54,849)

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>SER</b>	\$-	\$58,510,118	\$808,097	\$1,675	\$3,102,805
<b>Andersonville National Historic Site</b>	\$-	\$(33,731)	\$-	\$-	\$-
Pavement Preservation at Andersonville National Historic Site	\$-	\$(33,731)	\$-	\$-	\$-
<b>Andrew Johnson National Historic Site</b>	\$-	\$219,773	\$-	\$-	\$-
Repair and Seal Lots and Roads at Andrew Johnson NHS	\$-	\$219,773	\$-	\$-	\$-
<b>Big Cypress National Preserve</b>	\$-	\$2,440,079	\$-	\$-	\$-
Perform Pavement Preservation 2021	\$-	\$2,440,079	\$-	\$-	\$-
<b>Biscayne National Park</b>	\$-	\$101,638	\$-	\$-	\$-
Resurface Entrance Road and Parking Lot at Convoy Point	\$-	\$101,638	\$-	\$-	\$-
<b>Big South Fork National River &amp; Recreation Area</b>	\$-	\$840,366	\$-	\$-	\$-
Resurface Leatherwood Ford Road	\$-	\$1,335,385	\$-	\$-	\$-
Resurface Heavily Traveled East Bandy Creek Road to Mitigate Deferred Maintenance	\$-	\$(74,096)	\$-	\$-	\$-
Improve Infrastructure-Overlay Decaying High Use Parking Area at Leatherwood Ford	\$-	\$(68,812)	\$-	\$-	\$-
Overlay Critical Access Route Servicing Park Visitor Center, Horse Stables and Popular Trailheads	\$-	\$(68,615)	\$-	\$-	\$-
Overlay Heavily Traversed East Rim Overlook Road and Parking Areas - PM	\$-	\$(68,615)	\$-	\$-	\$-
Overlay Parking Area at Popular Honey Creek Overlook to Mitigate Deferred Maintenance	\$-	\$(99,851)	\$-	\$-	\$-
Overlay Number One KY Tourist Attraction Route - Blue Heron Road and Parking Areas	\$-	\$(76,298)	\$-	\$-	\$-
Overlay Essential Access Route - Blue Heron Overlook Road and Parking Areas	\$-	\$(69,012)	\$-	\$-	\$-
Pavement Preservation - Conduct Preventive Maintenance to Big South Fork Routes and Parking Areas	\$-	\$(76,720)	\$-	\$-	\$-
Rehabilitate Zenith Day Use Road Damaged by Flooding	\$-	\$107,000	\$-	\$-	\$-
<b>Blue Ridge Parkway</b>	\$-	\$12,794,271	\$-	\$-	\$-
Rehabilitate Linville River Bridge M.P. 316.57, Section 2J	\$-	\$175,109	\$-	\$-	\$-
Pavement Preservation from MP 174.0 to MP 216.9	\$-	\$(156,709)	\$-	\$-	\$-
Repave/Repair Mainline Road Section 2M - (MP 336.39 to 346.86)	\$-	\$139,775	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Replace Waterproofing Membrane and Wearing Surface on Roanoke River Bridge P028	\$-	\$(1,425,385)	\$-	\$-	\$-
Replace Laurel Fork Bridge	\$-	\$909,628	\$-	\$-	\$-
Replace Bearing Devices on Bridges VA 130 & Otter Creek 014P and US RT 220 037P	\$-	\$76,622	\$-	\$-	\$-
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A	\$-	\$50,066	\$-	\$-	\$-
Pavement Preservation from MP 423.96 thru MP 470.20, Pisgah District, North Carolina	\$-	\$1,107	\$-	\$-	\$-
Pavement Preservation from MP 359.05 thru MP 412.82, Pisgah District, North Carolina	\$-	\$(406,612)	\$-	\$-	\$-
Pavement Preservation from MP 248.32 thru MP 276.61, Highlands District, North Carolina	\$-	\$(207,034)	\$-	\$-	\$-
Pavement Preservation at MP 328 - 337; 292-298; 304-318, Pisgah and Highlands District	\$-	\$(156,925)	\$-	\$-	\$-
Repair Multiple Fill and Cut Slope Failures Along the Mainline Roadway Between MP 277 and 342.7	\$-	\$6,167,330	\$-	\$-	\$-
Rehabilitate James River Bridge 016P	\$-	\$7,220	\$-	\$-	\$-
Preventative Maintenance Repairs to North Carolina Bridges	\$-	\$3,471	\$-	\$-	\$-
Rehabilitate Sections of Blue Ridge Parkway in Virginia	\$-	\$631,141	\$-	\$-	\$-
Blue Ridge Parkway Reconstruction (NC)	\$-	\$2,363,607	\$-	\$-	\$-
Preventative Maintenance Repairs to Virginia Bridges	\$-	\$86,280	\$-	\$-	\$-
Geotechnical Assessment of the Mainline Roadway	\$-	\$42,094	\$-	\$-	\$-
Pavement Preservation of MP 0 - 27.2 and MP 37.5 -64.5, Ridge District, Virginia	\$-	\$(299,971)	\$-	\$-	\$-
Replace Bearing Devices on Four North Carolina Bridges - 102P, 103P, 120P and 122P	\$-	\$54,830	\$-	\$-	\$-
Repair Critical Mainline Roadway Failures at MP 119.7 and MP 127.9	\$-	\$336,910	\$-	\$-	\$-
Pavement Preservation for Virginia Parking Areas and Access Roads	\$-	\$837,645	\$-	\$-	\$-
Pavement Preservation for North Carolina Parking Areas and Access Roads	\$-	\$3,557,500	\$-	\$-	\$-
Perform Critical Repairs to Deep Gap Bridge 091P	\$-	\$6,572	\$-	\$-	\$-
<b>Cape Lookout National Seashore</b>	\$-	\$-	\$-	\$-	\$8,298
Replace Cape Point Lighthouse Dock	\$-	\$-	\$-	\$-	\$8,298

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Chattahoochee River National Recreation Area</b>	\$-	\$17,978	\$-	\$-	\$-
Pulverize and Overlay Park Roads and Parking Lots in the Akers Mill	\$-	\$70,420	\$-	\$-	\$-
Pavement Preservation Project	\$-	\$(52,442)	\$-	\$-	\$-
<b>Chickamauga &amp; Chattanooga National Military Park</b>	\$-	\$4,074,115	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.91 Miles of Rt. 0010 McFarland Gap Road	\$-	\$550	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 1.98 Miles of Rt. 0014 Reeds Bridge Road	\$-	\$557	\$-	\$-	\$-
Pavement Preservation Rt.0100 Jays Mill Road And Associated Parking	\$-	\$(42,769)	\$-	\$-	\$-
Pavement Preservation Roads Chickamauga Chattanooga NMP	\$-	\$(42,769)	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.76 Miles of Rt. 0101 Dyer Road	\$-	\$5,864	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 1.96 Miles of Rt. 0102 Brotherton Road	\$-	\$171,153	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 2.01 Miles of Rt. 0500 Glenn Kelly Road	\$-	\$2,478,011	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.34 Miles of Rt. 0502 Poe Road	\$-	\$503,639	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.78 Miles of Rt. 0503 Glenn Viniard Road	\$-	\$138,891	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of 0.82 Miles of Rt. 0501 Battleline Road	\$-	\$826,870	\$-	\$-	\$-
Repair, Rehabilitation, Reconstruction of Roads and Parking	\$-	\$34,119	\$-	\$-	\$-
<b>Cumberland Gap National Historical Park</b>	\$-	\$(1,137,547)	\$-	\$-	\$-
Pavement Preservation Cycle Five	\$-	\$(1,137,547)	\$-	\$-	\$-
<b>Everglades National Park</b>	\$-	\$8,729,405	\$-	\$-	\$-
Mill and Resurface Asphalt Pavement, Stations 840+00 to 00+00 Park Boundary, Route 10 Main Park Road	\$-	\$1,772,419	\$-	\$-	\$-
Tamiami Trail Next Steps DSC Project Management and In-House Technical Support	\$-	\$91,435	\$-	\$-	\$-
Pavement Preservation FY21/22 Schedule A - FLTP	\$-	\$6,865,551	\$-	\$-	\$-
<b>Fort Pulaski National Monument</b>	\$-	\$-	\$1,452	\$-	\$-
Replace Fort Pulaski Entrance Bridge	\$-	\$-	\$1,452	\$-	\$-
<b>Fort Sumter National Monument</b>	\$-	\$-	\$-	\$-	\$510,679
Rehabilitate Fort Sumter Waterfront Dock	\$-	\$-	\$-	\$-	\$510,679

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Great Smoky Mountains National Park</b>	\$-	\$17,699,870	\$806,646	\$1,675	\$-
Overlay of Deep Creek Area Roads	\$-	\$8,753	\$-	\$-	\$-
Repair Bote Mountain Tunnel	\$-	\$(138,472)	\$-	\$-	\$-
Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	\$-	\$66,103	\$-	\$-	\$-
Final Construction and Surfacing of Sections 8E and 8F of the Foothills Parkway Missing Link	\$-	\$-	\$-	\$1,675	\$-
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads	\$-	\$8,556	\$-	\$-	\$-
Rehabilitate Eight Bridges On the Tennessee Side of the Park	\$-	\$545,374	\$-	\$-	\$-
Pavement Preservation for Laurel Creek, Tremont, and Townsend Entrance Roads	\$-	\$2,513	\$-	\$-	\$-
Pavement Preservation of Look Rock Developed Area	\$-	\$681,689	\$-	\$-	\$-
Replace Five Bridges on Forge Creek Road	\$-	\$-	\$806,646	\$-	\$-
Pavement Preservation of Foothills Parkway-East	\$-	\$4,969,157	\$-	\$-	\$-
Pavement Preservation of Cades Cove Loop Road and Campground Entrance Road	\$-	\$2,483,641	\$-	\$-	\$-
Pavement Preservation of Clingmans Dome Road	\$-	\$2,487,143	\$-	\$-	\$-
Pavement Preservation of Newfound Gap Road, TN Side (MP 6.1 to 12.3)	\$-	\$523,676	\$-	\$-	\$-
Complete NEPA Compliance for Section 8D of Foothills Parkway	\$-	\$754,998	\$-	\$-	\$-
NEPA Compliance for Safety Improvements to Gatlinburg Spur Road & Pre NEPA for FOOT Section D	\$-	\$123,581	\$-	\$-	\$-
Rehabilitate Newfound Gap Road, ND (TN Side, MP 12.4 to 14.4)	\$-	\$(456,144)	\$-	\$-	\$-
Rehabilitate Gatlinburg Tunnel at Big Ridge Mt ST 5460-085P	\$-	\$3,950,569	\$-	\$-	\$-
Repair Greenbrier Rd (Unpaved Section) Damaged by Storms of 2/4-8, 2020 ERFO Disaster #TN 2020-1-NPS	\$-	\$63,656	\$-	\$-	\$-
Repair Townsend Entrance Road Damaged by Storms of 2- 4-8, 2020, ERFO Disaster #TN 2020-1-NPS	\$-	\$961,083	\$-	\$-	\$-
Foothills Parkway Rehabilitation	\$-	\$610,154	\$-	\$-	\$-
Bridge Maintenance & Preservation Work on Twenty Bridges	\$-	\$53,841	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Guilford Courthouse National Military Park</b>	\$-	\$(109,066)	\$-	\$-	\$-
Pavement Preservation for Administration and Visitor Contact Parking Lots	\$-	\$(109,066)	\$-	\$-	\$-
<b>Gulf Islands National Seashore</b>	\$-	\$3,926,844	\$-	\$-	\$2,583,034
Replace Traffic Barrier Guard Rails on Davis Bayou Park Road	\$-	\$899,013	\$-	\$-	\$-
Road Repairs, to SR J Earle Bowden Road/State Highway 399 RT. 0011	\$-	\$(79,500)	\$-	\$-	\$-
Hwy 399 and Ft. Pickens Road Feasibility Study	\$-	\$72,874	\$-	\$-	\$-
Repair Hwy399 post-Hurricane Sally	\$-	\$2,231,343	\$-	\$-	\$-
Repair Fort Pickens Road Post Hurricane Sally	\$-	\$803,114	\$-	\$-	\$-
Repair Fort Pickens Ferry Pier Post Hurricane Sally	\$-	\$-	\$-	\$-	\$1,351,782
Repairs to Ship Island Dock - Sally	\$-	\$-	\$-	\$-	\$1,231,252
<b>Horseshoe Bend National Military Park</b>	\$-	\$(34,532)	\$-	\$-	\$-
Pavement Preservation Cyclic Seal Coating for Horseshoe Bend Public Roads and Parking Lots	\$-	\$(34,532)	\$-	\$-	\$-
<b>Jimmy Carter National Historic Site</b>	\$-	\$(12,482)	\$-	\$-	\$-
Pavement Preservation at Jimmy Carter National Historic Site	\$-	\$(12,482)	\$-	\$-	\$-
<b>Kennesaw Mountain National Battlefield Park</b>	\$-	\$(47,684)	\$-	\$-	\$-
Pavement Preservation for Paved Roads and Parking at Kennesaw Mountain	\$-	\$(47,684)	\$-	\$-	\$-
<b>Mammoth Cave National Park</b>	\$-	\$655,709	\$-	\$-	\$-
Reconstruct Brownsville Rd. RT 015 from Sloan's Crossing to the parks Western Boundary	\$-	\$655,709	\$-	\$-	\$-
<b>Martin Luther King Jr National Historic Site</b>	\$-	\$(15,972)	\$-	\$-	\$-
Cyclic Preservation of Paving Visitor Parking Lot	\$-	\$(15,972)	\$-	\$-	\$-
<b>Natchez Trace Parkway</b>	\$-	\$6,157,160	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 102.98 to MP 110.32	\$-	\$(33,066)	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 152.02 to 160.74	\$-	\$265,000	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 160.74 to MP 171.75	\$-	\$110,362	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 171.75 to MP 182.82	\$-	\$99,354	\$-	\$-	\$-



Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
Overlay Park Road - PM Project from MP 238.84 to MP 245.219	\$-	\$154,807	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 253.44 to MP 259.56	\$-	\$379,691	\$-	\$-	\$-
Overlay Park Road - PM Project from MP 259.56 to MP 268.629	\$-	\$101,126	\$-	\$-	\$-
Reconstruct Parkway in Ridgeland MP 86.8-88.7	\$-	\$50,064	\$-	\$-	\$-
Reconstruct Parkway in Ridgeland MP 102.3-103.7	\$-	\$192,141	\$-	\$-	\$-
Reconstruct Parkway in Ridgeland MP 112.4-114.6	\$-	\$26,236	\$-	\$-	\$-
Reconstruct Parkway in Ridgeland MP 88.7-90.8	\$-	\$945	\$-	\$-	\$-
Reconstruct Parkway in Ridgeland MP 92.7-95	\$-	\$1,008	\$-	\$-	\$-
Repair Bridges - NATR BMS IDIQ #8 (2018)	\$-	\$501	\$-	\$-	\$-
Repair Bridges - NATR BMS IDIQ #8 (2019)	\$-	\$(11,659)	\$-	\$-	\$-
Heavy 3R Road Work from Parkway Milepost 291-331	\$-	\$3,842,046	\$-	\$-	\$-
NATR BMS FY20 - Bridge Preventive Maintenance at NATR	\$-	\$82,955	\$-	\$-	\$-
Install Suicide Deterrent Barrier for TN Route 96 Bridge	\$-	\$168,791	\$-	\$-	\$-
Repair Bridges - NATR BMS IDIQ (2021)	\$-	\$575,089	\$-	\$-	\$-
Repair Bridges - NATR BMS IDIQ (2022)	\$-	\$39,422	\$-	\$-	\$-
Reconstruct RI Parkway from MP 90.8 - 92.7	\$-	\$1,008	\$-	\$-	\$-
Reconstruct RI Parkway from MP 97 - 99	\$-	\$1,008	\$-	\$-	\$-
Reconstruct RI Parkway from MP 99 - 101	\$-	\$1,134	\$-	\$-	\$-
Replace John Coffee Memorial (TN River) Bridge Q28P	\$-	\$109,195	\$-	\$-	\$-
<b>Obed Wild &amp; Scenic River</b>	\$-	\$(76,678)	\$-	\$-	\$-
Pavement Preservation - Conduct Crucial Preventive Maintenance to Obed WSR Routes and Parking Areas	\$-	\$(76,678)	\$-	\$-	\$-
<b>Russell Cave National Monument</b>	\$-	\$(7,094)	\$-	\$-	\$-
Pavement Preservation at Russell Cave National Monument	\$-	\$(7,094)	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>Southeast Region Support Office</b>	\$-	\$962,332	\$-	\$-	\$795
SER - Program and Project Support from VOLPE	\$-	\$-	\$-	\$-	\$795
SERO Transportation Program Management	\$-	\$516,096	\$-	\$-	\$-
Southeast Region Bridge Management (Bridge Preventative Maintenance Program)	\$-	\$445,937	\$-	\$-	\$-
SER Bridge Deck Studies	\$-	\$298	\$-	\$-	\$-
<b>Shiloh National Military Park</b>	\$-	\$(460,067)	\$-	\$-	\$-
Resurface Road and Parking Areas at Picnic Area	\$-	\$(116,195)	\$-	\$-	\$-
Resurface Remaining Tour Route Roads and Parking Area	\$-	\$(109,767)	\$-	\$-	\$-
Resurface Four Tour Route Roads and Two Parking Areas	\$-	\$(117,053)	\$-	\$-	\$-
Pavement Preservation for Park Roads	\$-	\$(117,052)	\$-	\$-	\$-
<b>Stones River National Battlefield</b>	\$-	\$(121,134)	\$-	\$-	\$-
Pavement Preservation throughout Stones River National Battlefield	\$-	\$(121,134)	\$-	\$-	\$-
<b>Tuskegee Airmen National Historic Site</b>	\$-	\$(19,461)	\$-	\$-	\$-
Pavement Preservation at TUAL overlook and skyway club parking FY17	\$-	\$(19,461)	\$-	\$-	\$-
<b>Tuskegee Institute National Historic Site</b>	\$-	\$(7,409)	\$-	\$-	\$-
Pavement Presevation TUIN Oaks/ HQ parking areas FY17	\$-	\$(7,409)	\$-	\$-	\$-
<b>Vicksburg National Military Park</b>	\$-	\$1,973,433	\$-	\$-	\$-
Repair Deficiencies on Park Bridges	\$-	\$2,374	\$-	\$-	\$-
Urgent Repair Serious Erosion Threatening Battery DE Golyer Bridge (5600-002P) (DSR Site #2)	\$-	\$242,018	\$-	\$-	\$-
Erosion Repairs at Union Ave Rt 0020 At Ransom's Gun Path (DSR Site #4)	\$-	\$16,156	\$-	\$-	\$-
Parkwide Road System Study	\$-	\$189,903	\$-	\$-	\$-
Urgent Erosion Repairs on Union Ave, Confederate Ave and South Loop (Sites 1 & 12-17 per DSR's)	\$-	\$1,522,981	\$-	\$-	\$-

Projects	FLPP	Cat I/3R	Cat 1/4R	Cat II	Cat III
<b>WAS</b>	<b>\$2,952,342</b>	<b>\$2,089,772</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>
<b>Washington Support Office</b>	<b>\$2,952,342</b>	<b>\$2,089,772</b>	<b>\$-</b>	<b>\$-</b>	<b>\$-</b>
MS Roads Workgroup	\$23,753	\$-	\$-	\$-	\$-
Congestion Management Program	\$6,759	\$2,356	\$-	\$-	\$-
Geographic Information System/GIS Team	\$200,615	\$-	\$-	\$-	\$-
DSC-Technical Assistance to WASO-T	\$-	\$462,860	\$-	\$-	\$-
FLHP Revegetation Support Section at DSC	\$-	\$150,398	\$-	\$-	\$-
FLTP WASO PFMD	\$-	\$1,039,796	\$-	\$-	\$-
LRTP Program; DSC Planning Branch Support	\$65,707	\$-	\$-	\$-	\$-
Alternative Transportation Systems Initiatives	\$247,873	\$-	\$-	\$-	\$-
System Development Support	\$-	\$434,362	\$-	\$-	\$-
5% CAP PPFL Administration	\$992,350	\$-	\$-	\$-	\$-
Volpe Support for PPSS	\$800,000	\$-	\$-	\$-	\$-
FPB Transportation Planning, Communications, and Program Support	\$199,343	\$-	\$-	\$-	\$-
NCA Trail Traffic Count	\$399,942	\$-	\$-	\$-	\$-
Alternative Energy Sources and the National Renewable Energy Laboratory (NREL)	\$16,000	\$-	\$-	\$-	\$-

## APPENDIX B: 12 UNIFIED INTERIOR REGIONS AND CORRESPONDING LEGACY REGION NAMES

A reorganization of the Department of the Interior to 12 Unified Interior Regions became final on August 22, 2018. The NPS is part of the Department of Interior, and its regions fully align with the new Unified Interior Region boundaries. The following table shows how the seven “legacy” NPS regions align with the 12 Unified Interior Regions.

### 12 Interior Region Names Based on Watersheds



“Legacy” NPS Regions	Interior Unified Regions
Alaska	Alaska (Region 11)
Intermountain	Upper Colorado Basin, Lower Colorado Basin, Arkansas-Rio Grand-Texas-Gulf (Regions 6, 7, and 8)
Midwest	Mississippi (Regions 3, 4, and 5)
National Capital	North Atlantic-Appalachian (Region 1), National Capital Area only
Northeast	North Atlantic-Appalachian (Region 1), excluding the National Capital Area
Pacific West	Columbia-Pacific Northwest, California-Great Basin and Pacific Islands (Regions 9, 10 and 12)
Southeast	South Atlantic-Gulf (Region 2)



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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