

Infrastructure Fact Sheet

Yellowstone National Park



Annual Visitors¹

4.5 Million



Economic Output²

\$828 Million



State

ID, MT, WY



Infrastructure Inventory³

The figures below show the park's real property inventory by asset category as of the end of Fiscal Year (FY) 2024.



1,455 Buildings



1,114 Miles of Trails



62 Miles of Unpaved Roads⁵



23 Water Systems



21 Campgrounds



555 Housing Units



23 Waste Water Systems



395 Miles of Paved Roads⁶



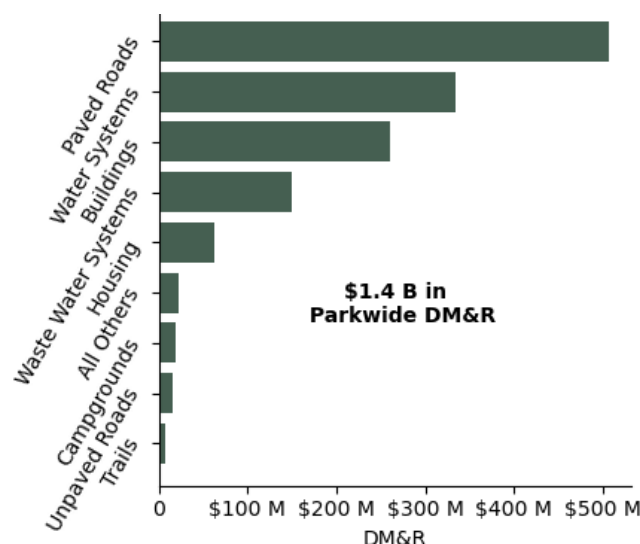
Other Asset Types

The park also has **196** other assets. These include trail bridges, maintained landscapes, heating and cooling plants, electrical systems, communication systems, fuel systems, a solid waste and recycling system, marinas, a monument, and amphitheaters.

Infrastructure Investment Needs

There is an estimated **\$1.4 B** in Deferred Maintenance and Repairs (DM&R)⁷ associated with the inventory above. The park also has an estimated **\$47 M** in Annual Routine Maintenance⁸ requirements. Asset condition will further deteriorate if the Annual Routine Maintenance is not addressed. Infrastructure investment needs may also include modernization and renewal to address safety, code compliance, visitor capacity, and other park requirements.

Park Infrastructure Condition



Yellowstone National Park has a total portfolio DM&R of \$1.4 B. The Paved Roads asset category currently accounts for the largest portion of DM&R at \$507 M. Water Systems asset category has \$335 M in DM&R. Buildings has \$261 M. Waste Water Systems has \$150 M. Housing has \$62 M. All Others has \$22 M. Campgrounds has \$18 M. Unpaved Roads has \$16 M. Trails has \$7.4 M.

Proposed Investments⁹

The table below shows formulated facility project investments from the following fund sources: *Great American Outdoors Act Legacy Restoration Fund, Federal Lands Transportation Program, Repair/Rehabilitation, Line Item Construction and Recreation Fee Revenue* as published in the Department of the Interior Budget Justifications and Performance Information. **Projects and estimates are subject to change based on final scope and design efforts, emerging priorities, and available resources.**

Projects in Current Funding Stream	Est. Proj. Cost ¹⁰
Paint Gardner River High Bridge	\$17,000,000
Reconstruct Norris to Golden Gate Road - Phase III	\$14,675,000
Perform Bridge Preservation on Multiple Park Bridges	\$6,000,000
Replace the Madison Water Tank	\$2,000,000
Rehabilitate Tower Junction Water System	\$1,991,000
Rehabilitate Lamar Buffalo Ranch Renewable Energy Systems	\$1,500,000
Improve Lake Village Water Quality	\$1,085,000
Repair Sewer System at Lake and Canyon to Reduce Groundwater Infiltration	\$1,073,000
Rehabilitate Grant Wastewater Components	\$919,000
Rehabilitate Laurel Dorm Laundry Building at Old Faithful	\$745,000
Rehabilitate Exterior Components of the Historic Fish Hatchery Office Building	\$729,000
Rehabilitate and Upgrade Old Faithful Upper Comfort Station to Meet Visitor Needs and Accessibility	\$611,000
Replace Waterlines in the Lake Hospital Area	\$577,000
Improve Sludge Drying Capacity at the Canyon Wastewater Treatment Plant	\$574,000
Rehabilitate the Mammoth Lawn Sprinkler System - Officers Row Area of Fort Yellowstone	\$502,000
Rehabilitate the Historic Buffalo Keeper's House at Lamar	\$474,000
Rehabilitate the Exterior Components of the Historic Fort Yellowstone Blacksmith Shop	\$424,000
Total Estimated Project Cost	\$50,879,000

Notes

¹ [National Park Service Visitor Statistics, Annual Visitation by Park - 2023](#)

² [Economic Contributions of National Park Visitor Spending - 2023](#)

³ The inventory matches the Federal Real Property Profile (FRPP) reporting parameters. The Park may manage assets that are owned by other agencies or local partners which are not reported in the NPS FRPP totals; however, these assets may show in the Proposed Investments section. Additionally, any commercial leases are included in the inventory but do not contribute to Deferred Maintenance and Repairs (DM&R).

⁴ Housing includes residential units and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected. The data is from the Internet Quarters Management Information System (IQMIS) as of September 30, 2024.

⁵ Unpaved Roads includes the total length of unpaved roadways.

⁶ Paved Roads includes the total length of bridges, tunnels, and paved roadways.

⁷ DM&R includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The data is from FRPP FY 2024.

⁸ Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

⁹ Project lists are based on the most recent publicly available data, published in FY 2024. Updated project lists will be made publicly available upon release of the FY 2026 President's Budget later in 2025. Projects from the following fund sources and FYs were included: Great American Outdoors Act Legacy Restoration Fund (FY25), Recreation Fee Revenue (2025 Congressional Justification), Repair/Rehabilitation (FY25 - FY29), Line Item Construction (FY25 - FY29) and Federal Lands Transportation Program (FY24 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for Legacy Restoration Fund FY25 projects are based on estimates as of March 2024, which are subject to change.

¹⁰ Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.