National Park Service
U.S. Department of the Interior

# Fiscal Year 2025 | Federal Lands Transportation Program Accomplishments

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Cover: Lewis River Bridge in Yellowstone National Park

## Introduction

This report summarizes the achievements of the National Park Service's (NPS) Federal Lands Transportation Program (FLTP) for fiscal year (FY) 2025. Established under the Ronald Reagan administration, the FLTP is jointly administered with the United States (US) Department of Transportation Federal Highway Administration using Highway Trust Fund dollars to address a federal responsibility. The FLTP supports the program administration, transportation planning, and improvement needs specifically for NPS transportation assets. This role is statutorily mandated in Title 23 of USC (United States Code) 201 and 203 and requires the NPS to implement transportation construction projects nationwide, including projects that improve public safety, maintain infrastructure, address bridge safety deficiencies, and improve recreation access to high-use federal recreation sites.

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 NPS: the Organic Act of 1916 (54 USC 1). This act established the following mission for the NPS:

> [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 NPS Federal Lands Transportation Program System

The NPS system includes more than 85 million acres across 433 national park units in every state. These units include national parks, national parkways, national monuments, national historic sites, national military parks, national battlefields, national memorials, national recreation areas, national scenic waterways, and national seashores. To reach these sites, visitors depend on accessible and safe transportation facilities such as trails, roads, bridges, ferries, transit, and more. All NPS-managed roads are or provide access to a High-Use Federal Recreational Sites or Federal Economic Generators for the states and communities in which they reside.

The data in this report are limited to the FLTP transportation network (infrastructure and systems that are eligible for FLTP funding). Other transportation infrastructure (non-public roads and bridges and backcountry trails) is important to the operations of the NPS but is not eligible for FLTP funding. This funding eligibility difference means that the transportation system data in this report may not exactly match the data in other similar documents (such as the NPS National Transit Inventory and Performance Report) because the purpose and reporting requirements of each document vary.

NPS FY25 Federal Lands Transportation Program System

**5,600**
miles of paved roads

**1,350**
bridges

**61**
tunnels

**Approximately 100**
transit and ferry systems operated
with 32.6 million passenger boardings

**Approximately 200**
trail bridges

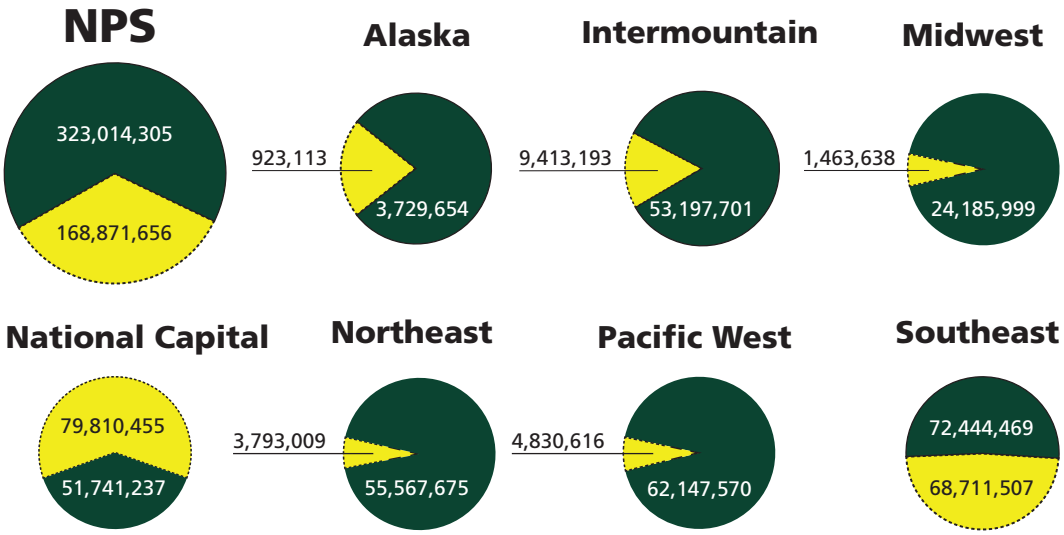
**Approximately 1,000**
miles of transportation trails

*Sources:* Federal Highway Administration – Office of Federal Lands Highway, NPS Facility Management Software System (FMSS) and FY24 National Transit Inventory

## NPS Annual Visitation

As of FY24, the total economic output contributed by all national parks to the national economy was $56.3 billion. All NPS-managed parks are High-Use Federal Recreational Sites or Federal Economic Generators for their states and local communities. High-Use Federal Recreational Sites or Federal Economic Generators vary based on the planning and programming priority identified in the various funding programs.

The following is the calendar year visitation for 2025. Additional information on NPS visitation and economic contributions to local economies is available from the resources in appendix C.




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

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

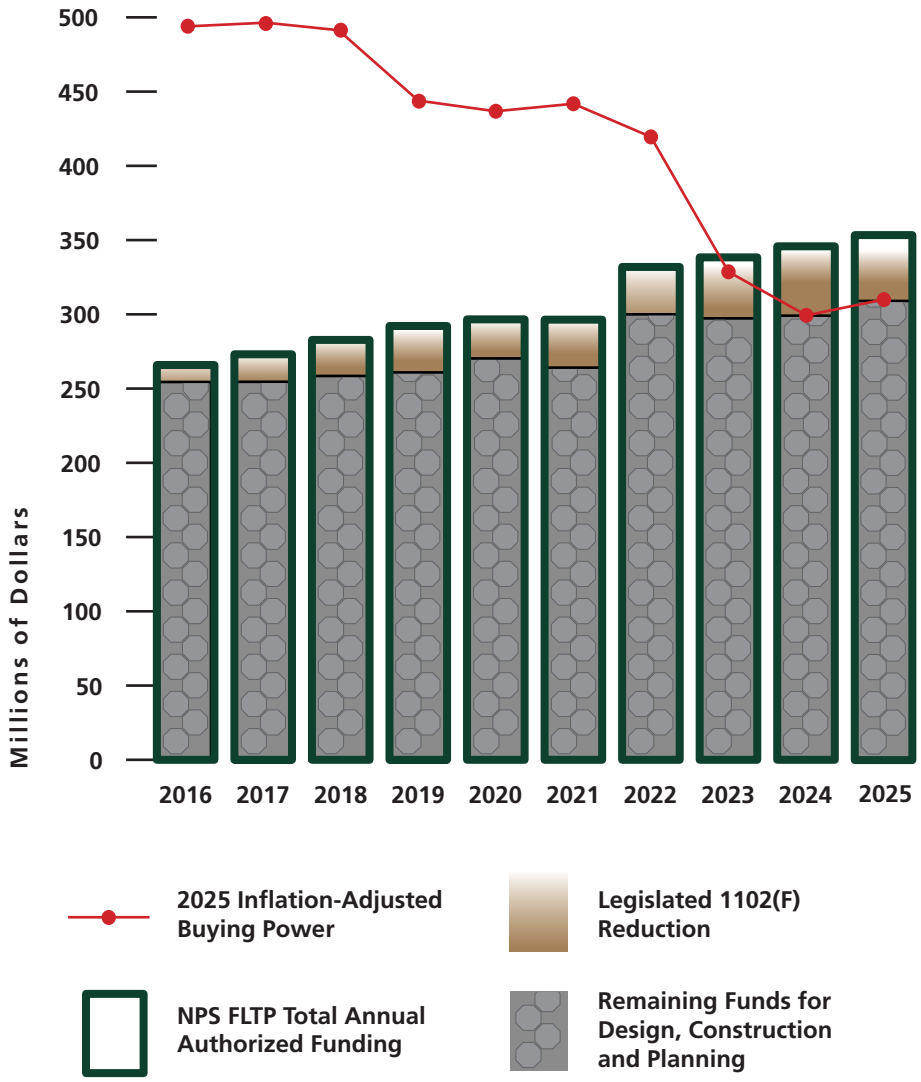
- » persons going to and from inholdings using NPS buildings for civic business or public hearings
- » commuters, non-NPS government personnel, and those with business in the park
- » tours and related activities
- » non-NPS research

*Note:* The Department of the Interior (DOI) reorganized to 12 Unified Interior Regions in 2018. Because most of the data management systems used by the NPS and Federal Highway Administration (FHWA) for FLTP performance monitoring and reporting reference 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 names.

## Program Administration

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

**Figure 1. NPS FLTP Annual Authorized Funding, Reductions, and Inflation-Adjusted Buying Power**




*Source:* US Department of Transportation Volpe National Transportation Systems Center
*Note:* See tabular data in appendix D.

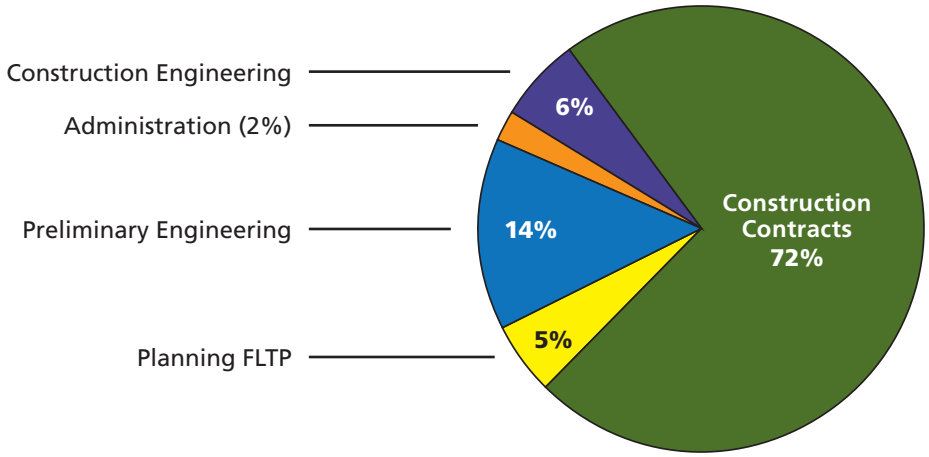
## FY25 PROGRAM AMOUNTS AVAILABLE, OBLIGATIONS, AND DEOBLIGATIONS

In FY25, the total amount available for the NPS FLTP was approximately $341.6 million. This total consisted of $299.2 million in standard NPS FLTP program funds, along with two loans: $33.9 million from the FLAP program and $8.4 million from the Department of Agriculture, Forest Service FLTP.

The program funded over 425 projects in approximately 149 parks and 48 states. The total program obligation rate using FHWA methodology was approximately 97%, achieved even with an additional $42.4 million that needed to be obligated. The FLTP continues to report a high obligation supporting access improvements that benefit park visitors nationwide.

A breakdown of approved amounts by activity type is shown in figure 2 and table 1. Individual projects are listed in appendix A.

**Figure 2. FY25 NPS FLTP Activities by Percentage of Approved Amount**




*Note:* Percentages may not sum to 100 and are rounded to nearest whole percent.

**Table 1. FY25 FLTP and Federal Lands Planning Program (FLPP) Approved Amounts**

| Activity and Sub-Activity | Approved Amount | Percentage of Approved Amount | Number of Projects |
|---|---|---|---|
| Administration | | | |
| Program Administration | $8,459,829 | | |
| Deobligations | (-$944,184) | | |
| **AD(YO) Total** | **$7,515,645** | **2%** | **none** |
| Preliminary Engineering | | | |
| Compliance | $1,132,135 | | |
| Design | $51,310,282 | | |
| Revegetation | $943,388 | | |
| Deobligations | (-$4,626,328) | | |
| **PE(YD) Total** | **$48,759,477** | **14%** | **265** |
| Construction Engineering | | | |
| Compliance Monitoring | $475,021 | | |
| Construction Management | $23,621,182 | | |
| Deobligations | (-$2,935,095) | | |
| **CE(YS) Total** | **$21,161,108** | **6%** | **156** |
| Construction Contracts | | | |
| Awards | $288,231,574 | | |
| Modifications | $21,111,710 | | |
| Other (activities not related to awards or modifications) | $14,233,720 | | |
| Revegetation | $166,930 | | |
| Deobligations | (-$81,063,957) | | |
| **CN(CN) Total** | **$242,679,977** | **72%** | **218** |
| Planning | | | |
| Transportation Planning (FLPP) | $16,809,555 | | |

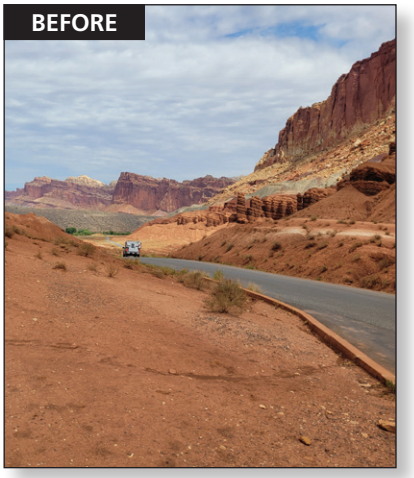
*Source:* PTATS as of April 2026

*Notes:* Percentages may not sum to 100 and are rounded to nearest whole percent. Information in table 1 is budgetary. Many projects include multiple activities. Deobligations are prior-year funds obligated for a project that required less money than anticipated (causes may include contractor bids being lower than the government estimate, cost savings within the project, etc.). Deobligated project funds are returned to the NPS FLTP for distribution to current year projects.

# FLTP Project Highlights

## CAPITOL REEF NATIONAL PARK— SCENIC DRIVE AND VISITOR CENTER PARKING AREA IMPROVEMENTS

**PMIS:** 265922
**Total Project Cost:** $13 M
**Project Manager:** Jim Kerrigan and Owen Snell




Completed in 2025, this project enhanced visitor access and roadway reliability along Scenic Drive Road in Capitol Reef National Park. The 6.4-mile corridor—one of the park's primary visitor routes—underwent extensive reconstruction and rehabilitation, including roadway reconditioning, drainage upgrades, concrete curb installation, grading, new aggregate base, and hot-asphalt concrete pavement surfacing. In addition to the main roadway, the project fully reconstructed the Visitor Center, Capitol Gorge, and Chimney Rock parking areas. These sites received similar improvements to drainage, curbing, grading, base materials, and asphalt surfacing, creating safer and more durable parking facilities that better supported high visitor use. To further extend the life of park infrastructure, a pavement preservation treatment was also applied to 1.59 miles of roadway and parking areas within NPS boundaries. These upgrades improved safety, enhanced the visitor experience, and ensured long-term resilience for one of Capitol Reef's most iconic and heavily traveled destinations.

## HAWAII VOLCANOES NATIONAL PARK—REALIGNMENT OF CRATER RIM DRIVE, CONSTRUCTION OF NEW VC PARKING, AND EXPANSION OF THE ENTRANCE STATION TO IMPROVE VISITOR SAFETY

**PMIS:** 315026
**Total Project Cost:** $3.4 M
**Project Manager:** Justin DeSantis


Largely completed in 2025, this project improved visitor safety and traffic flow at the primary entrance to the park, which serves over 2 million visitors annually. Work included realigning Crater Rim Drive to eliminate hazardous left turns, constructing additional visitor center parking, and increasing lane capacity at the entrance station to reduce congestion. An additional administrative lane has been constructed, allowing the existing inbound lanes to be dedicated exclusively to visitor services. Additionally, the visitor service area has been expanded to facilitate the potential installation of more kiosks in the future. The new roundabout now provides a single, intuitive intersection for all major routes, including a north leg accessing the new visitor center parking area. Utilities, administrative parking, and traffic counters were relocated and additional counters installed. These enhancements improve wayfinding, reduce collision risks, and support future automated fee collection upgrades. The project was completed in conjunction with the park's disaster recovery efforts following the 2018 volcanic event.

## DEATH VALLEY NATIONAL PARK—SALT CREEK BOARDWALK

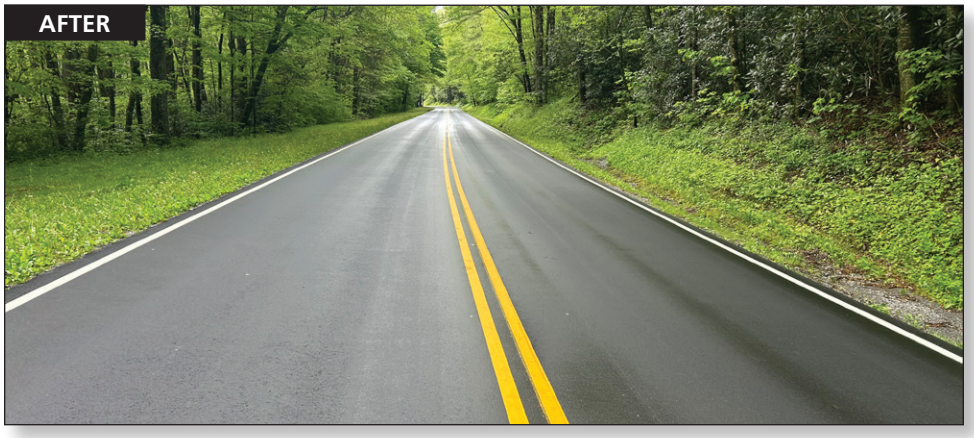
**PMIS:** 331907
**Total Project Cost:** $10.4 M
**Project Manager:** Alex Schwartz


Completed in early 2026 after a 40-month rebuild, the Salt Creek Boardwalk and Interpretive Trail was reconstructed following the complete destruction of the site by a 2022 flood. This project involved rebuilding 2,871 linear feet of pier-and-beam boardwalk on a new route that better suits the changed landscape and revised creek flows. The team redesigned the trail system, retrieved debris from remote wilderness areas, and installed robust infrastructure designed to safeguard local water dynamics and help pupfish thrive. Careful material choices ensured no toxicity issues, and a collaborative, multidisciplinary approach resulted in an accessible and tactile interpretive experience. The outcome serves as an exemplary case of engineering focused on resource conservation. This undertaking included hydrologic assessments, lidar mapping, comprehensive design and compliance efforts, and the construction of a boardwalk built for long-term durability. The project was delivered through a combination of ERFO, FLTP, Disaster Supplemental 2023, Death Valley Natural History Association (DVNHA) funding, and The Fund for People in Parks. As part of the August 2022 storm recovery effort (CA-2022-1-NPS), ERFO supported reconstruction of the designated trail corridor. Complementary but non-ERFO-funded improvements included replacement of the flood-destroyed single vault toilet with a new double vault toilet and restoration of damaged interpretive wayside panels, the latter funded through donations from the DVNHA. FLTP funding was leveraged to rehabilitate the road and parking area, enhancing its functionality for school groups and implementing additional accessibility upgrades to better accommodate all visitors. Construction took place during FY25 and concluded in early CY26, resulting in a fully rebuilt boardwalk that restores visitor access, enhances resource protection, and provides a durable, sustainable structure adapted to current hydrologic conditions.

## GREAT SMOKY MOUNTAINS NATIONAL PARK—PAVEMENT PRESERVATION OF NEWFOUND GAP ROAD, NORTH CAROLINA SIDE (SECTION FOR L3R – PHASE 1)

**PMIS:** 328913
**Total Project Cost:** $4.8 M
**Project Manager:** Mike Tomkosky


Constructed from June through November 2025, this preventive maintenance project preserved 8 of the 17 miles of pavement along Newfound Gap Road in North Carolina, extending from the Newfound Gap parking area at the state line to the park boundary in Cherokee. The two-lane corridor, typically 22 to 24 feet wide, received a thin overlay treatment designed to extend pavement life and improve overall safety. Phase 2 of the project is programmed for construction funds in FY28 and will apply a preventive maintenance asphalt overlay on the remaining 9 miles. Although draft condition data had rated the roadway in fair to excellent condition, field inspections revealed widespread delamination and unraveling that had begun creating unsafe travel conditions for staff and visitors. The completed overlay addressed these failures and restored a smooth, durable driving surface. The project also applied new pavement surfacing to all associated roadside pullouts and parking areas. Additional improvements included permanent striping, replacement of regulatory and NPS signs to meet current UniGuide standards, erosion control measures, and temporary traffic management during construction. Collectively, these enhancements improved safety, extended pavement performance, and ensured a more reliable travel experience along one of the park's most heavily used routes.



## MOUNT RAINIER NATIONAL PARK—HIGHWAY 123 REHABILITATION FROM LAUGHINGWATER BRIDGE (MP 2.5) TO PANTHER CREEK BRIDGE (MP 5.2)

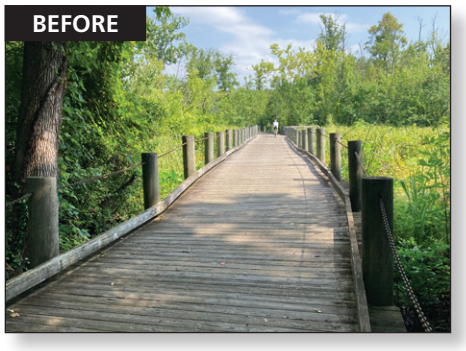
**PMIS:** 184913
**Total Project Cost:** $12 M
**Project Manager:** Lindsay Higa



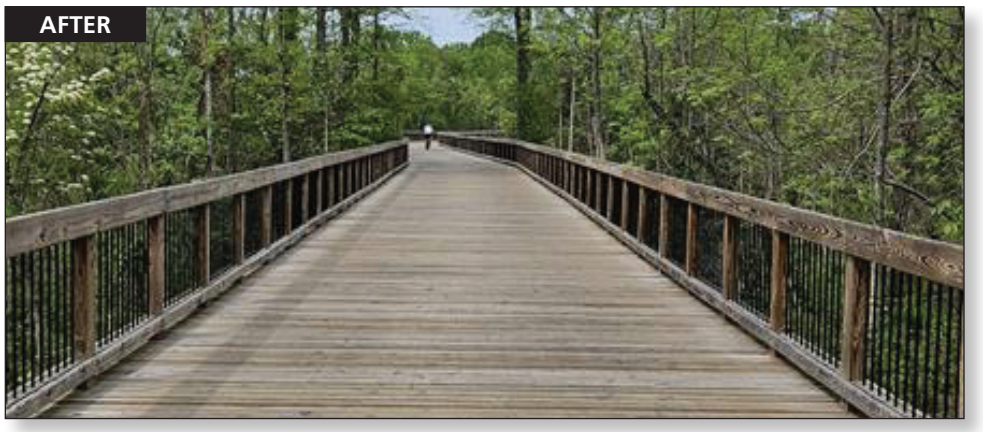
The rehabilitation of a 3-mile stretch of Washington State Route 123 (SR-123) in Mount Rainier National Park marked a significant improvement for this vital corridor, which links the park's north, east, and south regions and connects the Puget Sound and Yakima areas. Recognized as a contributing structure within a National Historic Landmark District, SR-123 had endured pavement distress, outdated storm and creek drainage systems, and deteriorating historic masonry, all of which highlighted the urgent need for a comprehensive renewal between Laughingwater Creek Bridge and Panther Creek Bridge. To address these challenges, extensive reconstruction was undertaken. Large portions of the roadway were overexcavated and structurally reinforced before being resurfaced with new asphalt, ensuring a durable foundation. A thin epoxy overlay was applied to the Laughingwater Creek Bridge, further enhancing its longevity. Upgrades to drainage systems were particularly substantial, featuring the installation and upsizing of culverts, new concrete box culverts, and regraded inlets that now efficiently manage water flow. The restoration team also gave careful attention to historic stone headwalls and waterways, utilizing preservation-appropriate techniques to maintain the integrity of those features. Beyond structural improvements, the project incorporated a variety of safety and operational enhancements. These included resurfaced pullouts for safer stops, removal of hazardous trees to protect travelers, reinstatement of traffic counters for monitoring usage, and the installation of updated signage and striping to aid navigation. Collectively, these efforts have not only extended the service life of SR-123 but have also elevated visitor safety and accessibility. The project stands as a testament to ongoing stewardship, ensuring the long-term preservation of this historic roadway within Mount Rainier National Park.

## GEORGE WASHINGTON MEMORIAL PARKWAY—MOUNT VERNON TRAIL BRIDGE 23 AND 24

**PMIS:** 196403
**Total Project Cost:** $1.6 M
**Project Manager:** Karen Arey




This project enhanced safety for users of the Mount Vernon Trail (MVT), extended the life cycle of the trail network, and supported the protection of natural and cultural resources along the George Washington Memorial Parkway. As a heavily used, regionally significant, 18.5-mile multiuse trail connecting multiple jurisdictions and NPS sites, the MVT serves millions of visitors each year. The project replaced timber Bridges 23 and 24 in Dyke Marsh, located between Tulane Drive and Belle View Boulevard, with Bridge 24 included to consolidate mobilization and administrative efforts. Work included demolishing and removing temporary detours, signage, fencing, and approximately 2,000 feet of mulched reroutes; replacing about 200 feet of asphalt trail at bridge approaches; and removing and reconstructing 1,018 linear feet of decking, stringers, headers, chain railings, and roughly 220 piles. Construction also involved installing pressure-treated piles—some over water—using vibratory hammers, along with new pressure-treated structural components that meet current AWAP standards. Additional improvements included installing standard MVT pedestrian-safe rails, milling and overlaying about 100 feet of damaged concrete pavement at approaches, and ensuring materials and loads met all code and ADA/ABAAS requirements. Bridge 23 was replaced in kind using helical piles and a top-down construction approach, matching existing pile locations and providing a 12-foot-wide deck with a 10-foot-clear zone and a rebuilt overlook matching the original. Bridge 24 was similarly replaced. Together, these upgrades improved trail safety, accessibility, and reliability while maintaining the character and continuity of this important recreational corridor.



# FLTP Awards

The annual NPS-FHWA FLTP Awards Program highlights significant team and individual accomplishments achieved within the unique partnership between these two agencies. Award winners include:

## OUTSTANDING PERFORMER (TOP) AWARD

Mark Mitts consistently demonstrated exceptional leadership and innovation in tackling the Midwest Region's most significant transportation challenges, leaving a lasting legacy upon his retirement in March 2025. He spearheaded the development of a financially and ecologically sustainable solution for the long-standing and costly Cedar Pass Road issue at Badlands National Park, a problem that had persisted since the early 2000s and required rigorous technical studies and option evaluation. Mark was also instrumental in the seemingly insurmountable task of replacing the *Ranger III* at Isle Royale National Park, a ship built in 1958 that had escalating maintenance costs and safety concerns. Through his persistent negotiation and deep dive into complex maritime design, he reduced the initial $60M cost estimate to $42M, secured full funding in FY2025, and kept the project on schedule for the *Ranger IV's* commissioning in 2028. Beyond these monumental projects, Mark was a constant resource, providing timely and affordable strategic guidance for the FLTP, fostering a program universally recognized as "easy to work with," and proactively ensuring resource protection through initiatives like the MWR Compliance Sync. His strategic thinking, exemplified by transferring MWR pavement preservation projects to WFL to lower costs, and his commitment to mentoring staff, ensured the program's continued success well beyond his tenure.

## PARTNERS IN EXCELLENCE (PIE) AWARD

A collaborative team, encompassing various individuals from the NPS and Federal Lands Highway (FLH), successfully navigated the complex and urgent challenge of restoring access to Denali Park Road. When a rapidly accelerating landslide at Polychrome Pass forced an immediate closure of the critical 92-mile road in late 2021, the team swiftly adopted an alternative Construction Manager/General Contract (CMGC) method to expedite permanent repairs. This innovative approach allowed for a quicker contract award, vital contractor input, and accelerated material procurement, all aimed at the primary goal of reopening the road as soon as possible.


The strong partnership and close coordination between NPS and FLH were central to this achievement, fostering a dynamic and adaptable environment amid simultaneous efforts and tight deadlines. The team also adeptly managed the intricate funding landscape, utilizing frequent communication and shared tracking tools to reconcile multiple funding sources and address evolving cost estimates. This proactive and coordinated approach to risk and change management, coupled with transparent communication with stakeholders regarding project costs, scope, and complexities, was instrumental in keeping the project on track and adaptable to challenging economic conditions. The collective efforts of this multidisciplinary, multiagency team ensured a path forward was forged for Denali Park Road, benefiting park visitors, concessionaires, and the local community.

## IDEA AWARD

Kevin Gray[CR2.1] has been instrumental in the planning and management of high-profile transportation projects at Grand Teton National Park (GRTE), most notably the multiphase $40M+ Moose Wilson Road project. This critical project, a key part of GRTE's transportation network, is being delivered through Kevin's close collaboration with design teams, park and regional staff, and other stakeholders. His efforts ensure the project not only meets essential transportation needs but also minimizes impacts on the park's unique and sensitive cultural and natural landscape. The Moose Wilson Road improvements, funded in part by the Great American Outdoors Act, aim to enhance visitors' driving, parking, and hiking experience while preserving the corridor's rustic character and offering high-quality opportunities for wildlife and scenery viewing. This project involves paving previously unpaved sections, improving the Granite Canyon entrance with additional lanes, upgrading the Granite Canyon Trailhead with new facilities and improved traffic flow, and realigning parts of the northern section of the road. Kevin's leadership and the team's commitment to strategic vision and strong partnerships are ensuring the successful delivery of this significant undertaking, benefiting GRTE for current and future generations.

## NPS FLTP System Assets and Performance

The NPS has asset management systems to guide multimodal program investments and performance for public access facilities, as required by Title 23.

**Table 2. FY25 FLTP System Assets and Performance Summary**

| Asset | Inventory | Condition | | | 2027 Performance Target | Data Source |
|---|---|---|---|---|---|---|
| | | Good | Fair | Poor | | |
| Paved roads | » 5,600 road centerline miles | 56% | 30% | 14% | Pavement Condition Rating 85 | FHWA Road Inventory Program |
| Unpaved roads* | » 7,300 road centerline miles | NA | NA | NA | none | NPS National Transportation Strategy report 2025 |
| Paved parking | » 6,500 parking lots<br>» 1,000 equivalent centerline miles | 11% | 61% | 28% | Pavement Condition Rating 85 | FHWA Road Inventory Program |
| Unpaved parking* | » 1,800 parking lots | NA | NA | NA | none | NPS National Transportation Strategy report 2025 |
| Bridges (National Bridge Inventory) | » 1350 motor vehicle bridges<br>» 7,203,447 square feet deck area<br>» 61 bridges in poor condition | 30% | 66% | 4% | Bridge Health Index 93 | FHWA Bridge Inspection Program |
| Tunnels (National Tunnel Inventory) | » 61 motor vehicle tunnels<br>» 1,164,421 square feet of tunnel | none | none | none | FHWA does not calculate good, fair, or poor performance metrics for tunnels. | |
| Paved transportation trails** | » Approximately 200 miles | 53% | 9% | 38% | none | NPS FMSS |
| Unpaved transportation trails** | » Approximately 800 miles | 63% | 8% | 28% | none | NPS FMSS |
| Trail bridges** | » Approximately 200 trail bridges | 46% | 5% | 48% | none | NPS FMSS |
| Transit: Approximately 100 transit and ferry systems are in operation; see the National Transit Inventory (link in appendix C). | | | | | | |
| For motor vehicle bridges not in the National Bridge Inventory and motor vehicle tunnels not in the National Tunnel Inventory, no data were collected nor performance targets assigned. | | | | | | |

*A coordinated effort with the NPS Asset Management Program is underway to develop a standardized methodology for evaluating and reporting the condition of assets. Future reports will incorporate condition metrics as they become available.

**Significant shifts in condition assessment numbers between 2024 and 2025 reflect extensive data validation and verification led by the PPFL-PFMD AMP team. As a result of these data-quality improvements and ongoing review of Parametric Condition Assessment (PCA) updates, project closeouts, and anomaly monitoring, the NPS portfolio now reflects a more accurate and consistent performance summary for transportation trails and trail bridges.

*Note:* Data in this report are limited to the FLTP transportation network (infrastructure and systems that are eligible for FLTP funding). Other transportation infrastructure (non-public roads and bridges and backcountry trails) is important to the operations of the NPS but is not eligible for FLTP funding. This funding eligibility difference means that the transportation system data in this report may not exactly match the data in other similar documents because the purpose and reporting requirements of each document vary.

## Pavement Management System

The FLTP 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 and uses data from the Road Inventory Program to model pavement deterioration.

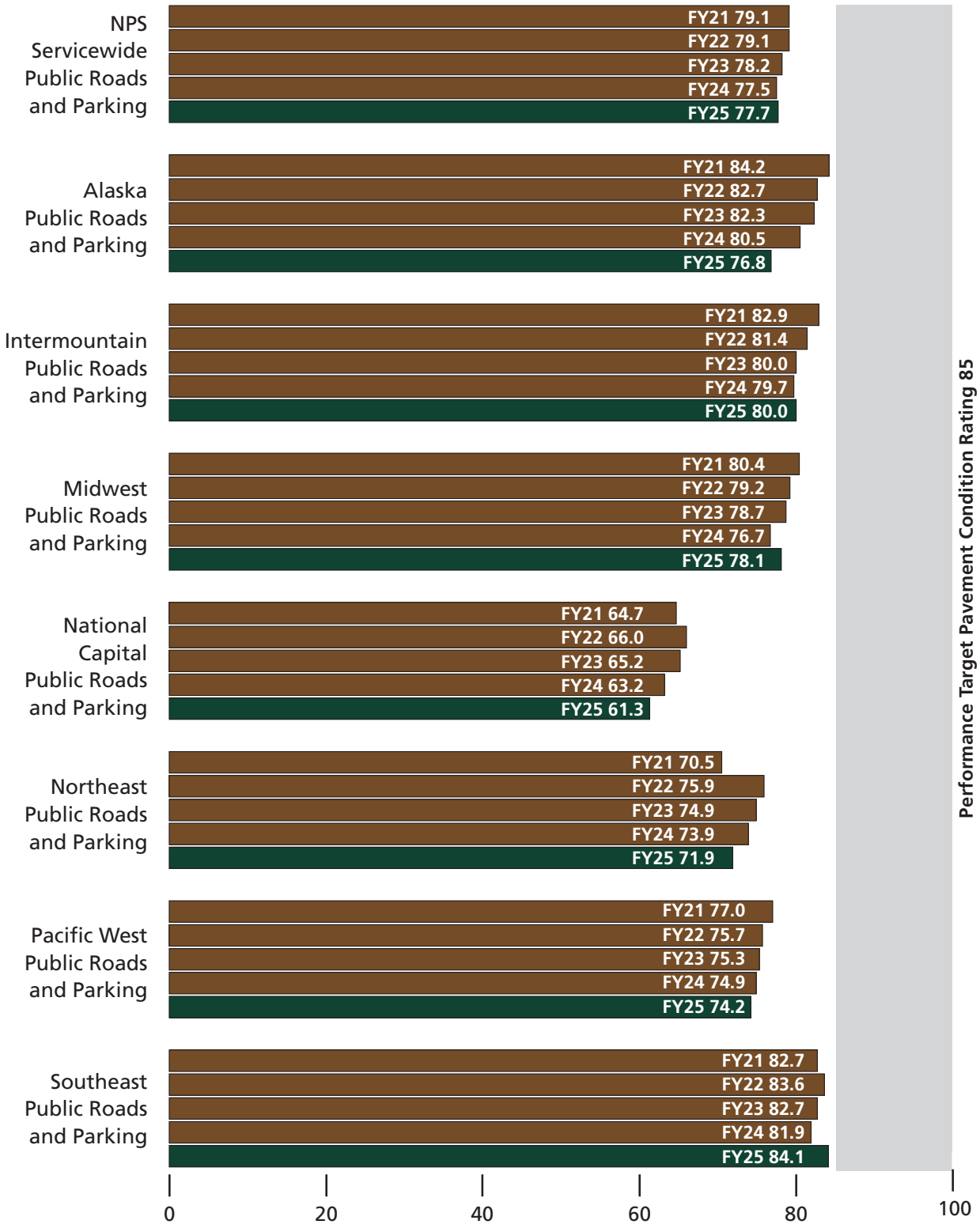
Data on unpaved roads are not collected or managed in the FLTP pavement management system. In FY25, FLTP funds improved the condition of about 327 miles of NPS roads and 31 parking route miles, at a cost of approximately $210 million.

**Table 3. FY25 NPS FLTP Paved Road and Parking Route Miles Construction**

| Construction Category | Road Miles | Parking Route Miles | Number of Projects |
|---|---|---|---|
| Preventative Maintenance | 214 | 26 | 12 |
| Rehabilitate / Repair | 113 | 5 | 13 |
| Reconstruct | 0 | 0 | 0 |
| **Total** | **327** | **31** | **25** |

*Source:* Federal Highway Administration – Office of Federal Lands Highway
*Note:* Data may not sum fully due to rounding.

**Figure 3. NPS Pavement Condition Ratings for Public Roads and Parking**




*Source:* Federal Highway Administration – Office of Federal Lands Highway

*Note:* The NPS now allows all public administrative roads to be eligible for FLTP funding. This adds about 130 miles to the total paved road network (a 2% increase). Network pavement condition ratings in this table have been recalculated for FY 2021–2023 to include those miles.

## Bridge Management System

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

In FY25, FLTP funds improved the condition of 99 NPS bridges at a cost of $79,332,143 and improved the condition of 3 NPS tunnels at a cost of $756,000.

**Table 4. FY25 NPS FLTP Bridge and Tunnel Construction**

| Construction Category | Number of Bridges | Number of Bridge Projects | Number of Tunnels | Number of Tunnel Projects |
|---|---|---|---|---|
| Preventative Maintenance | 85 | 7 | 3 | 1 |
| Rehabilitate / Repair | 9 | 3 | 0 | 0 |
| Replace and New | 5* | 5* | 0 | 0 |
| **Total** | **99*** | **15*** | **3** | **1** |

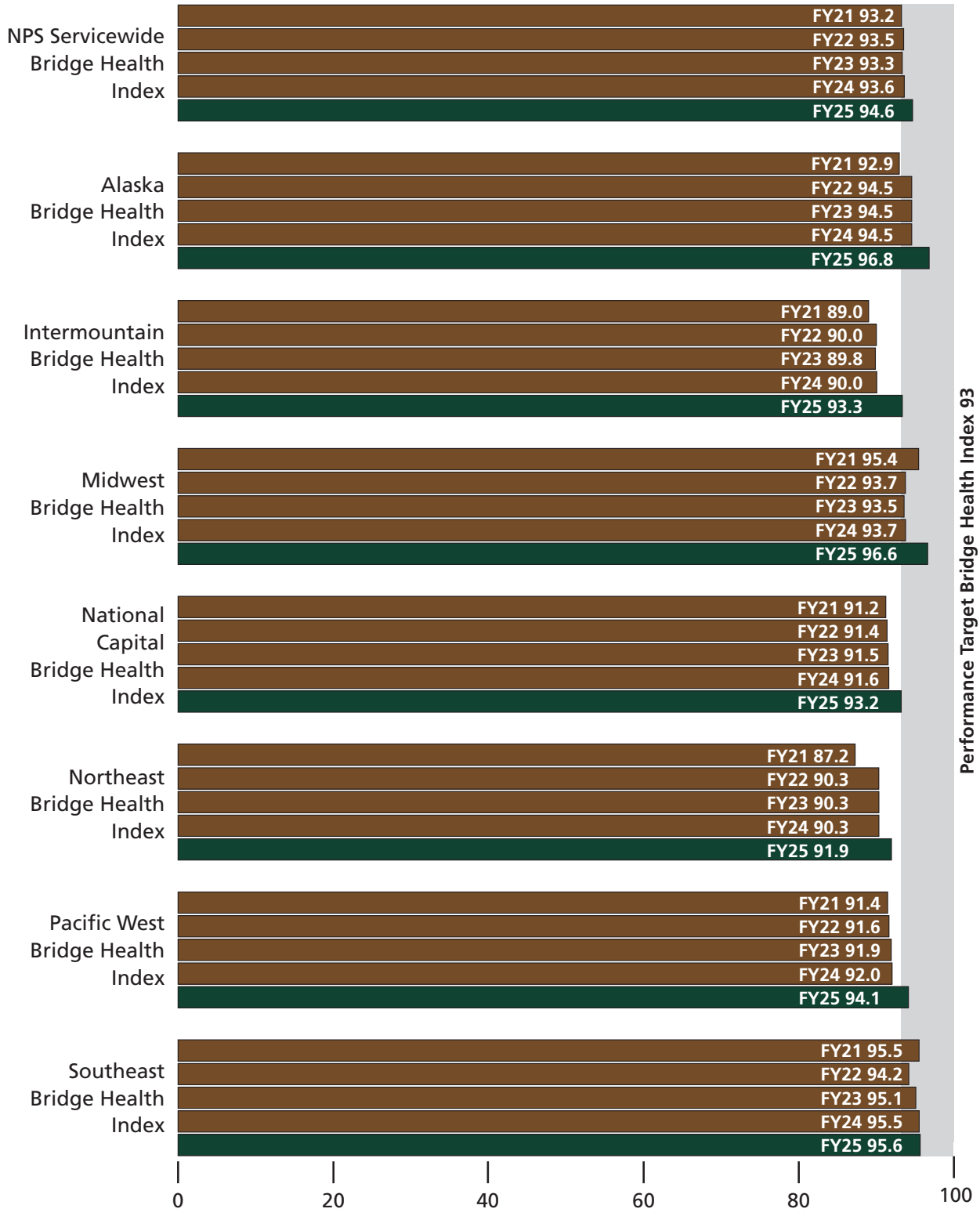
* Includes transportation trail bridge projects
*Source:* Federal Highway Administration – Office of Federal Lands Highway

**Table 5. FY25 Bridge Health Index**

| Bridge Conditions | Bridges (Bridge Health Index Target 93) |
|---|---|
| Servicewide condition rating | 94.63 |
| Number of structures in poor condition | 61 |
| % of NPS structures in poor condition by square feet of deck area | 4% |

*Source:* Federal Highway Administration – Office of Federal Lands Highway
*Note:* FHWA does not calculate good, fair, or poor performance metrics for tunnels.

**Figure 4. NPS Bridge Health Index Ratings**




*Source:* Federal Highway Administration – Office of Federal Lands Highway

## Safety Management System

The NPS Transportation Safety Management System places a strategic emphasis on improving safety data, fostering collaboration, and supporting effective safety decision-making. The NPS Transportation Safety Management System supports the objective to eliminate fatalities and minimize serious injuries on the NPS transportation system as outlined in the NPS Transportation Strategy, which identifies number of motor vehicle fatalities as a performance measure. The program accomplished the following:

- Funded road safety audits and plans at the following parks:
  - » Acadia National Park
  - » Black Canyon of the Gunnison National Park
  - » Arches National Park
  - » Canyonlands National Park
  - » Bandelier National Monument
  - » Transportation Safety Action Plan for the National Capital Region
- Performed safety evaluations in transition zones for 10 pilot parks, an effort delivered by the Denver Service Center
- Updated the Crash Data Query Tool and Web Map with new data
- Updated the Crash Data System to improve data quality and analytics; prepared for operability with new Mark43 crash reporting system
- Collaborated with federal land management agencies (FLMAs) on mapping of state reported fatal crash data
- Assessed needs of parks, law enforcement officers, and transportation managers to properly implement education, emergency response, and law enforcement transportation safety measures
- Began developing the NPS Standard Sign Manual in conformance with the Manual of Uniform Traffic Control Devices (MUTCD) requirements
- Finalized the National Capital Region Transportation Safety Action Plan
- Initiated a nationwide study of trail-crossing safety using trail, roadway, and crash data
- Developed revisions to the Safety Manager Toolkit to help transportation managers select the optimal safety study option for their park
- Conducted timber guardrail crash analysis to determine the MASH (manual for accessing safety hardware) rating
- Developed a database of safety studies and countermeasures from the past 10 years
- Conducted servicewide regional transportation safety briefings and programmed future safety projects for each region

## Congestion Management Program

Traffic congestion and visitor use patterns are evolving at national parks. Once traffic congestion is persistent, a park enters a new management era that requires a new, holistic approach. Balancing operational changes, adjusting capacity (or using existing capacity more effectively), and adding capital investments and/or new services can help park managers navigate the new management era effectively.

The NPS collects four primary types of congestion-related data (parking, trailhead, roadway, and entrance stations) on a park-by-park basis after identifying a congestion-related need. These data are often collected as part of a unit-level transportation plan and/or visitor use management plan.

Congestion is managed on a park-by-park basis. There are no national congestion management performance targets since desired conditions at parks vary so widely. In recent years, the NPS's Congestion Management Program has focused on managing traffic congestion alongside the social science–driven Interagency Visitor Use Management Framework (used by all federal land management agencies).

In FY25, the Congestion Management Program accomplished the following:

- Obligated $150,000 to assist parks with congestion evaluations, building out a congestion management data dashboard or obtaining traffic data
- Finalized a report that assesses and recommends future program investments in line with Title 23 stewardship and oversight requirements for FLH. The report identifies compliance with Title 23, recommends pilot projects for future phases, and outlines congestion action plans for 25 parks
- Held 2 task force meetings with FLH and NPS to integrate visitor use and operations, focusing on a collaborative planning approach to address congestion holistically
- Connected ongoing FLPP projects with congestion management strategies and congestion metrics
- Built a PowerBI congestion management dashboard to provide a high-level overview of readily available data relevant to congestion at all park units

## Other FLTP / FLPP Asset Management Systems

The NPS tracks transit, transportation trails, and associated assets in its systems of record. This systematic approach incorporates multimodal fleet and facility asset inventory and condition information to inform recapitalization and investment priorities to achieve and maintain a state of good repair for multimodal assets.

### TRAILS

The NPS defines a transportation trail as a facility that accommodates "pedestrians and/or bicycles and connects to a larger transportation system including land and water-based transit and/or regional trail systems or direct connections to a community. A transportation trail provides functional access to a destination via non-motorized modes, and provides an alternative to motorized transportation, enabling people to switch from motorized to non-motorized modes."

Table 2 summarizes approximate transportation trail asset conditions.

### TRANSIT

The most recent NPS National Transit Inventory and Performance Report, 2024 (link in appendix C) includes data on annual transit ridership and fleet information.

## Planning

The NPS used FLPP funding to support national, regional, and unit-level transportation planning, data collection, and analysis. Transportation planning supports the program in identifying and prioritizing its transportation facility investments toward the highest priority needs across all modes and facilities. Decisions made in transportation plans are driven partly by visitation and tourism statistics, park operational and financial capacity, facility asset conditions, management systems modeling, and related planning efforts such as climate vulnerability assessments.

### LONG-RANGE TRANSPORTATION PLANS

The NPS's current long-range plan is the National Transportation Strategy 2025.

### UNIT-LEVEL TRANSPORTATION PLANS

Nine transportation plans/studies were completed at Cumberland Island National Seashore, Denali National Park & Preserve, Eisenhower National Historic Site, Fort Pulaski National Monument, Gettysburg National Military Park, Hawaii Volcanoes National Park, Lake Clark National Park & Preserve, Ozark National Scenic Riverways, and Whiskeytown National Recreation Area.

Thirteen transportation plans/studies are ongoing at Cuyahoga Valley National Park, Glacier National Park, Great Smoky Mountains National Park, Hawaii Volcanoes National Park, Mount Rainier National Park, Natchez Trace Parkway, Theodore Roosevelt National Park, Pearl Harbor National Memorial, Saint Croix National Scenic Riverway, Sequoia and Kings Canyon National Parks, Shenandoah National Park, Voyageurs National Park, White Sands National Park.

Eleven transportation plans/studies were initiated at Acadia National Park, Bryce Canyon National Park, Capitol Reef National Park, Curecanti National Recreation Area, Denali National Park & Preserve, George Washington Memorial Parkway, Grand Teton National Park, National Capital Parks-East, Mount Rainier National Park, Wind Cave National Park, Wrangell-St. Elias National Park & Preserve.

### STATE AND LOCAL COORDINATION

The NPS continues to engage with external stakeholders, partners, and the public to identify, align, and coordinate transportation planning across boundaries and agencies. Coordination efforts include the following locations:

- Boston area parks
- Parks located in Michigan

These projects allow the NPS to identify shared multimodal needs and eligible funding opportunities that will support improved access to and from NPS units and local communities.

# Appendix A: FY25 FLTP Projects

*Note:* This table is a snapshot of project data for FY25 as of May 2026. 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 project information below is for Preliminary Engineering, Construction Engineering, and Construction activities and is budgetary; only projects of $10,000 or more are represented.

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **AKR Total** | | **$4,997,954** | **$2,667,611** |
| AKR | **Denali National Park and Preserve** | **$3,230,332** | **$2,667,611** |
| AKR | Re-surface Denali Bus Depot Roads and Parking Lots | $- | $1,787,725 |
| AKR | Construct Polychrome Area Road Improvements, Mile 43-48 of the Denali Park Road | $58,123 | $- |
| AKR | Repave Surface and Address Drainage - Riley Creek CG | $164,709 | $- |
| AKR | Construct Nenana River Pedestrian Bridge | $- | $525,834 |
| AKR | Construct the Nenana River Multiuse Trail | $- | $354,053 |
| AKR | Harvest and Process Toklat River Aggregate for Use on Denali Park Road - FHWA | $3,007,500 | $- |
| AKR | **Klondike Gold Rush National Historical Park** | **$1,767,622** | **$-** |
| AKR | Improve Drainage on Road to Old Dyea Town Site & Lost Lake Road - KLGO | $1,767,622 | $- |
| **IMR Total** | | **$91,217,172** | **$4,332,136** |
| **IMR** | **Alibates Flint Quarries National Monument** | **$288,001** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) ALFL Roads and Parking Areas | $288,001 | $- |
| **IMR** | **Amistad National Recreation Area** | **$2,542,535** | **$-** |
| IMR | FY24 Pavement Preservation Project AMIS RIP Cycle 6 | $2,542,535 | $- |
| **IMR** | **Arches National Park** | **$1,024,900** | **$-** |
| IMR | Construct Bridges Over Three Wash Crossings Along the Delicate Arch Road (FLTP 4R) | $636,442 | $- |
| IMR | ARCH Main Park road scenic drive repairs | $388,458 | $- |
| **IMR** | **Aztec Ruins National Monument** | **$80,116** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) AZRU Roads and Parking Areas | $80,116 | $- |
| **IMR** | **Bandelier National Monument** | **$195,327** | **$-** |
| IMR | Rehabilitation at Entrance Road and Tsankawi and Frey Parking Lots | $195,327 | $- |
| **IMR** | **Big Thicket National Preserve** | **$43,883** | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) BITH Roads and Parking Areas | $43,883 | $- |
| **IMR** | **Bryce Canyon National Park** | **$-** | **$2,308,893** |
| IMR | Improve Visitor Center Shuttle Stops and Pedestrian Crosswalk | $- | $111,010 |
| IMR | Operate BRCA Transportation System - FY2025 | $- | $499,999 |
| IMR | Extend Shared Use Path to Bryce Point | $- | $1,697,884 |
| **IMR** | **Capitol Reef National Park** | **$1,371,658** | **$-** |
| IMR | Rehabilitate 6.4 Miles of Route 10 and Pavement Preservation of Various Routes | $1,371,658 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **IMR** | **Carlsbad Caverns National Park** | **$604,980** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) CAVE Roads and Parking Areas | $604,980 | $- |
| **IMR** | **Capulin Volcano National Park** | **$221,595** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) CAVO Roads & Parking Areas | $221,595 | $- |
| **IMR** | **Cedar Breaks National Monument** | **$81,702** | **$-** |
| IMR | Expand and Reconfigure Point Supreme Parking Area | $81,702 | $- |
| **IMR** | **Chamizal National Memorial** | $329,785 | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) CHAM Roads and Parking Areas | $329,785 | $- |
| **IMR** | **Chaco Culture National Historical Park** | $557,674 | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) CHCU Roads and Parking Areas | $557,674 | $- |
| **IMR** | **Colorado National Monument** | $75,111 | **$-** |
| IMR | Implement Safety Recommendations on Rim Rock Drive (17.8mm) | $75,111 | $- |
| **IMR** | **El Malpais National Monument** | $230,755 | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) ELMA Roads and Parking Areas | $230,755 | $- |
| **IMR** | **El Morro National Monument** | $121,689 | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) ELMO Roads and Parking Areas | $121,689 | $- |
| **IMR** | **Fort Davis National Historic Site** | $329,785 | **$-** |
| IMR | FY25 Pavement Preservation Project FODA Roads and Parking Areas | $329,785 | $- |
| **IMR** | **Fort Union National Monument** | $102,621 | **$-** |
| IMR | FY 24 Pavement Preservation Project (PPP) FOUN Roads and Parking Areas | $102,621 | $- |
| **IMR** | **Gila Cliff Dwellings National Monument** | $79,734 | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) GICL Roads and Parking Areas | $79,734 | $- |
| **IMR** | **Glacier National Park** | **$1,995,918** | **$1,371,291** |
| IMR | Replace Three Sprinter Buses in the Park's Visitor Transportation System, FY24 to 26 | $- | $780,432 |
| IMR | Install Remaining Horizontal Drains on the Many Glacier Road | $473,205 | $- |
| IMR | Rehabilitate the Many Glacier Road from the Hotel Intersection to Swiftcurrent Motor Inn, Route 0014 | $961,101 | $- |
| IMR | Rehabilitate the Two Medicine Road | $561,612 | $- |
| IMR | Update Shuttle System Radios | $- | $90,859 |
| IMR | Provide the Going-to-the Sun Road Visitor Transportation System, FY2025 | $- | $500,000 |
| **IMR** | **Golden Spike National Historical Park** | **$81,860** | **$-** |
| IMR | Rehabilitate Asphalt Pavement Parking Areas | $81,860 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **IMR** | **Grand Canyon National Park** | $- | **$266,083** |
| IMR | NSFLTP - Acquire 30 buses | $- | $266,083 |
| **IMR** | **Great Sand Dunes National Park & Preserve** | $1,536,759 | $- |
| IMR | Produce a Transportation and Transit Plan to Address Congestion and Visitor Safety | $1,536,759 | $- |
| **IMR** | **Grand Teton National Park** | **$6,931,770** | **$-** |
| IMR | Repair and Upgrade Teton Park Road between Moose and Taggart Creek | $5,957,566 | $- |
| IMR | Repair the Failing North Park Road at Mile 15.8 | $302,508 | $- |
| IMR | Realign US Hwy 26/89/191 at Buffalo Fork and Snake Rivers | $671,697 | $- |
| **IMR** | **Guadalupe Mountains National Park** | **$1,973,390** | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) GUMO Roads and Parking Areas | $1,973,390 | $- |
| **IMR** | **Intermountain Regional Office** | **$4,151,277** | **$-** |
| IMR | IMR Bridge Preservation OH costs | $1,212,761 | $- |
| IMR | IMR Pavement Preservation OH costs | $2,938,516 | $- |
| **IMR** | **Little Bighorn Battlefield National Monument** | **$21,192** | **$-** |
| IMR | Reconstruct Park Roadway and Parking Areas | $21,192 | $- |
| **IMR** | **Mesa Verde National Park** | **$6,442,380** | **$-** |
| IMR | Resurface 4.23 Miles of Cliff Palace Road MEVE-100 MP 0 to 4.26 | $492,608 | $- |
| IMR | Rehabilitate Cedar Tree Tower Road with other routes | $5,949,771 | $- |
| **IMR** | **Old Santa Fe Trail Building** | **$113,827** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) OSTB Roads and Parking Areas | $113,827 | $- |
| **IMR** | **Palo Alto Battlefield National Historical Park** | **$436,166** | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) PAAL Roads and Parking Areas | $436,166 | $- |
| **IMR** | **Padre Island National Seashore** | **$2,110,418** | **$-** |
| IMR | FY25 Pavement Preservation Program (PPP) PAIS Roads and Parking Areas | $2,110,418 | $- |
| **IMR** | **Pecos National Historical Park** | **$164,244** | **$-** |
| IMR | FY24 Pavement Preservation Project (PECO) Roads and Parking Areas | $164,244 | $- |
| **IMR** | **Petroglyph National Monument** | **$151,325** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) PETR Roads and Parking Areas | $151,325 | $- |
| **IMR** | **Rocky Mountain National Park** | **$964,938** | **$101,797** |
| IMR | Reconstruct Holzwarth Culvert 1520-029S | $436,519 | $- |
| IMR | FY25 Bridge Preservation Program (BPP) ROMO | $528,419 | $- |
| IMR | Rehabilitate Glacier Gorge Trail near Trailhead | $- | $101,797 |
| **IMR** | **San Antonio Missions National Historical Park** | **$734,037** | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) (SAAN) Roads and Parking Areas | $734,037 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **IMR** | **Saguaro National Park** | **$2,249,060** | **$-** |
| IMR | Relocate and Construct Visitor Access Entrance, Roads, Parking, and Sidewalks | $2,249,060 | $- |
| **IMR** | **Salinas Pueblo Missions National Monument** | **$69,887** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) SAPU Roads and Parking Areas | $69,887 | $- |
| **IMR** | **Washita Battlefield National Historic Site** | **$118,013** | **$-** |
| IMR | FY25 Pavement Preservation Project (PPP) WABA Roads and Parking Areas | $118,013 | $- |
| **IMR** | **White Sands National Park** | **$304,450** | **$-** |
| IMR | FY24 Pavement Preservation Project (PPP) WHSA Roads and Parking Areas | $304,450 | $- |
| **IMR** | **Yellowstone National Park** | **$52,180,802** | **$-** |
| IMR | Reconstruct Canyon to Fishing Bridge Road to a 30 foot width | $176,520 | $- |
| IMR | Reconstruct Canyon to Fishing Bridge Road to a 30 foot width | $480,038 | $- |
| IMR | Repair/Repaint/Rehabilitate Gardner River High Bridge Components | $2,329,224 | $- |
| IMR | Reconstruct the Norris to Golden Gate Road Phase 3 Segment of the Grand Loop Road | $30,776,664 | $- |
| IMR | Replace Madison River Bridge | $673,888 | $- |
| IMR | FY25 Bridge Preservation Program (BPP) YELL | $8,334,905 | $- |
| IMR | Reconstruct the Norris to Golden Gate Road, Phase 2 | $9,409,564 | $- |
| **IMR** | **Zion National Park** | **$203,610** | **$284,072** |
| IMR | Realign South Entrance and Visitor Center Access Road | $203,610 | $- |
| IMR | Install Electric Charging Stations for Park Shuttle Buses | $- | $284,072 |
| **MWR Total** | | **$7,436,206** | **$44,117,102** |
| **MWR** | **Badlands National Park** | **$567,160** | **$-** |
| MWR | Rehabilitate-Reroute Loop Road Cedar Pass Hill | $567,160 | $- |
| **MWR** | **Cuyahoga Valley National Park** | **$-** | **$543,863** |
| MWR | Replace Bridge Decking Timbers and Repoint Mortar Joints on Bridge #437, #445, and #447. | $- | $543,863 |
| **MWR** | **Effigy Mounds National Monument** | **$73,092** | **$-** |
| MWR | Redesign Parking & Replace Curbs, Walks and Pavement, RT 0900, 0901 | $73,092 | $- |
| **MWR** | **Grand Portage National Monument** | **$-** | **$25,718** |
| MWR | Install Wooden Bridge for County Road 17 Realignment | $- | $25,718 |
| **MWR** | **Indiana Dunes National Park** | **$5,983,811** | **$1,058,147** |
| MWR | Construct Marquette Greenway Trail - Broadway to Lake Street | $- | $349,021 |
| MWR | Replace Douglas Center Pedestrian Bridge | $96,098 | $- |
| MWR | Construct Marquette Greenway Trail Lake Street to County Line Road | $- | $709,126 |
| MWR | Preserve Road and Parking Lot Pavement Park-Wide | $5,887,713 | $- |
| **MWR** | **Isle Royale National Park** | **$-** | **$41,821,374** |
| MWR | Construct New Passenger /Cargo Vessel Ranger IV | $- | $41,821,374 |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **MWR** | **Mississippi National River and Recreation Area** | **$-** | **$668,000** |
| MWR | Implement Trail Safety and Improvement Features on Mississippi River Greenway | $- | $668,000 |
| **MWR** | **Ozark National Scenic Riverways** | **$292,210** | **$-** |
| MWR | ERFO MO20-Reconstruct 2-109 Round Spring Group Campsite Rd RT 0180 Damaged During the May 2020 Flood | $292,210 | $- |
| **MWR** | **Pea Ridge National Military Park** | **$83,183** | **$-** |
| MWR | Realign Parks Main Tour Road | $83,183 | $- |
| **MWR** | **Pictured Rocks National Lakeshore** | **$374,067** | **$-** |
| MWR | Replace Steel Bridge and Lamprey Barrier - Miners River | $374,067 | $- |
| **MWR** | **River Raisin National Battlefield** | **$13,357** | **$-** |
| MWR | Reconstruct (4R)-rated Battlefield Parking Lot/Driveway | $13,357 | $- |
| **MWR** | **Theodore Roosevelt National Park** | **$49,325** | **$-** |
| MWR | Hydro-Excavate Three Impounded Culverts | $49,325 | $- |
| **NCR Total** | | **$34,501,931** | **$10,156,845** |
| **NCR** | **Chesapeake and Ohio Canal National Historical Park** | **$972,243** | **$2,318,589** |
| NCR | Rehabilitation of Capital Crescent Trail | $- | $103,501 |
| NCR | Stabilize Culvert and Replace Vehicle Bridge at Culvert 82 | $- | $185,676 |
| NCR | Repair Access Road Tunnels at C&O Canal | $530,148 | $- |
| NCR | Repair Evitts Creek Aqueduct Bridge | $- | $12,701 |
| NCR | Resurface Towpath Miles 140.77 to 155.78 | $- | $389,733 |
| NCR | Repair or Replace 10 Bridges | $- | $1,488,381 |
| NCR | Bridge and Pavement Preservation CHOH | $231,370 | $- |
| NCR | Repair Polly Pond Bridge | $- | $138,597 |
| NCR | Rehabilitate Great Falls Entrance Road and Parking Area | $72,329 | $- |
| NCR | CHOH ERFO Loan | $138,395 | $- |
| **NCR** | **George Washington Memorial Parkway** | **$9,696,366** | **$75,895** |
| NCR | FHLP - North GWMP Rehabilitation EA | $6,202,920 | $- |
| NCR | Rehabilitate Mount Vernon Trail - Zone 1 | $- | $57,804 |
| NCR | Replace Clara Barton Parkway Cantilever Bridge | $173,168 | $- |
| NCR | Preserve Pavement and Bridges at GWMP | $2,940,334 | $- |
| NCR | Rehabilitate Fort Hunt Park Roads and Parking Areas | $143,864 | $- |
| NCR | Repair MVT Slope Failure | $- | $18,092 |
| NCR | Repair Slope Failures on Spout Run and POHE Trail | $236,081 | $- |
| **NCR** | **Harpers Ferry National Historical Park** | **$28,743** | **$2,515,209** |
| NCR | Repair 4 HAFE FHWA Bridges | $28,743 | $- |
| NCR | Rehabilitate Bus Maintenance Facility | $- | $2,515,209 |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **NCR** | **National Capital Parks-East** | **$5,135,900** | **$418,211** |
| NCR | Transportation Alternatives Resurface Bike Trail at Oxon Cove | $- | $139,427 |
| NCR | National Capital Area Bridge and Pavement Preservation NACE | $739,942 | $- |
| NCR | Improve Safety at Suitland Parkway and Naylor Road Part 2 | $- | $278,784 |
| NCR | Rehabilitate Fort Washington Roads and Parking | $136,622 | $- |
| NCR | Repair BAWA Bridge Rail and Capstone | $3,982,580 | $- |
| NCR | Rehabilitate Suitland Parkway with Safety Improvements | $178,193 | $- |
| NCR | Replace Median Guardrail at BAWA | $98,564 | $- |
| **NCR** | **National Mall and Memorial Parks** | **$8,625,604** | **$3,601,946** |
| NCR | Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab | $12,667 | $- |
| NCR | Resurface Rock Creek and Potomac Parkway FHWA | $- | $3,500,000 |
| NCR | Resurface Rock Creek and Potomac Parkway FHWA | $- | $101,946 |
| NCR | Resurface 15th Street | $6,297,100 | $- |
| NCR | Resurface Ohio Drive and West Basin Drive Roads | $36,171 | $- |
| NCR | Resurface Ohio Drive and West Basin Drive Roads | $749,612 | $- |
| NCR | Rehabilitate Multiple Routes at NAMA | $1,253,136 | $- |
| NCR | NAMA MSI Implementation | $10,002 | $- |
| NCR | Rehabilitate Pavement at Hains Point | $223,438 | $- |
| NCR | Rehabilitate Inlet Bridge | $43,478 | $- |
| **NCR** | **Rock Creek Park** | **$10,279,155** | **$1,226,995** |
| NCR | Replace Joyce Road Bridge at Military Road (3450-003P) | $51,515 | $- |
| NCR | Replace Joyce Road Bridge at Military Road (3450-003P) | $430,479 | $- |
| NCR | Rehabilitate Shoreham Hill Bridge | $14,176 | $- |
| NCR | Rehabilitate Waterside Drive | $17,853 | $- |
| NCR | Rehabilitate Rock Creek and Potomac Parkway and Rock Creek Trail | $196,344 | $- |
| NCR | Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2) | $6,836,374 | $- |
| NCR | Repair Broad Branch, Kalmia Rd, Ross Dr, and P St Bridges | $1,906,305 | $- |
| NCR | Rehabilitate Six Roadways in Rock Creek Park | $26,091 | $- |
| NCR | Rehabilitate Six Roadways in Rock Creek Park | $84,688 | $- |
| NCR | Repair L Street Bridge Over Rock Creek (3450-001P) | $604,348 | $- |
| NCR | Rehabilitate Joyce Road | $25,370 | $- |
| NCR | Construct Joyce Road Trail and Improve Beach Drive Trail | $- | $1,226,995 |
| NCR | Repair Thompson Boat Center Access Road Bridge | $85,610 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **NER Total** | | **$16,257,219** | **$4,298,602** |
| **NER** | **Acadia National Park** | **$2,408,293** | **$700,000** |
| NER | Rehabilitate Otter Cove Creek Causeway Bridge (ACAD/1700-019P) | $13,876 | $- |
| NER | Provide New Public Transportation Hub for Visitors | $- | $700,000 |
| NER | PAVEMENT MANAGEMENT - Rehabilitate Pavement, Ditches and Culverts - Park Loop Road Miles 0.00-5.00 | $1,700,240 | $- |
| NER | ERFO Repair High Use Storm Damaged Roads, Trail and Picnic Area | $16,966 | $- |
| NER | Rehabilitate Three (3) Historic Motor Road Bridge Structures in Acadia National Park | $159,087 | $- |
| NER | PAVEMENT MANAGEMENT-Rehabilitate Five Miles, Pavement, Coping Stones, Retaining Walls, Culverts | $518,123 | $- |
| **NER** | **Assateague Island National Seashore** | **$801,882** | **$2,507,355** |
| NER | Rehabiitate Assategue Channel Bridge(ASIS/4190-001P) | $306,072 | $- |
| NER | Rehabilitate Bayberry Drive (Rt10 MP 0-3.6) | $42,230 | $- |
| NER | Construct Multi-Use Path to Connect Gateway Community and Recreation Beach | $- | $2,507,355 |
| NER | ASIS-P1 Road and Parking Pavement Preservation | $376,379 | $- |
| NER | Replace Sheepshead Creek Bridge | $77,201 | $- |
| **NER** | **Cape Cod National Seashore** | **$-** | **$444,431** |
| NER | Replace Two Beach Vehicles to Serve Coast Guard Beach | $- | $28,444 |
| NER | Construct Pole Barn for Tram Storage | $- | $415,987 |
| **NER** | **Colonial National Historical Park** | **$6,605,599** | **$-** |
| NER | Rehabilitate Indian Field Creek Bridge (COLO/4290-010P) | $213,920 | $- |
| NER | Rehabilitate Isthmus Bridge (COLO/4290-026P) | $56,935 | $- |
| NER | Rehabilitate North Pier Naval Access Road Bridge (COLO/4290-008) | $5,892,142 | $- |
| NER | Rehabilitate Pitch and Tar Bridge (COLO/4290-028) | $56,935 | $- |
| NER | Rehabilitate Mill Creek Bridge (COLO/4290-024P) | $56,935 | $- |
| NER | Rehabilitate College Creek Bridge (COLO/4290-023P) | $70,746 | $- |
| NER | Rehabilitate Long Bridge (COLO/4290-031P) | $56,936 | $- |
| NER | Rehabilitate Blacks Point Bridge (COLO/4290-029P) | $56,936 | $- |
| NER | Rehabilitate Powhatan Creek Bridge, COLO 4290-025P | $56,936 | $- |
| NER | Replace Halfway Creek Bridge | $32,726 | $- |
| NER | Replace King Creek Bridge (4290-012P) on Colonial Parkway | $54,453 | $- |
| **NER** | **Delaware Water Gap National Recreation Area** | **$1,598,779** | **$-** |
| NER | Rehabilitate Vancampens Glen Bridge (DEWA/4320-041P) | $1,177,797 | $- |
| NER | Replace Bushkill Creek Bridge (Str. # 4320-009P) & Retaining Walls | $301,953 | $- |
| NER | Pavement Management Dingmans Falls Rd & Johnny Bee Rd | $119,029 | $- |
| **NER** | **Fire Island National Seashore** | **$103,572** | **$-** |
| NER | Reconstruct West Entrance Road Checkpoint Gate Access area | $103,572 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **NER** | **Fort McHenry National Monument and Historic Shrine** | **$101,530** | **$-** |
| NER | FOMC-P1 Pavement Preservation Wallace Road | $101,530 | $- |
| **NER** | **Fredericksburg and Spotsylvania National Military Park** | **$232,746** | **$-** |
| NER | Perform Pavement Preservation on Fredericksburg and Spotsylvania Park Roads | $232,746 | $- |
| **NER** | **Gauley River National Recreation Area** | **$249,949** | **$32,830** |
| NER | Pavement & Culvert Management: Masons Branch Road GARI-0102 | $249,949 | $- |
| NER | Rehabilitate the Rail Trail | $- | $32,830 |
| **NER** | **Gateway National Recreation Area** | **$21,389** | **$-** |
| NER | Sandy Hook Roadway and Parking Lot Repairs | $21,389 | $- |
| **NER** | **Marsh - Billings - Rockefeller National Historical Park** | **$-** | **$160,342** |
| NER | Rehabilitate Park Entrance to Provide a Staging Area for Park Shuttle | $- | $160,342 |
| **NER** | **New River Gorge National Park and Preserve** | **$3,216,170** | **$-** |
| NER | Repair Cunard Road with MSE Wall Installations Sites 1-4 and 7-11 - FHWA | $612,144 | $- |
| NER | Repair Two Slides and Stabilize Glade Creek Road - FHWA & NPS | $2,335,903 | $- |
| NER | Repair Cunard Road Slip Sites 5 & 6 with Soldier Pile Wall Installation - FHWA | $268,124 | $- |
| **NER** | **Paterson Great Falls National Historical Park** | **$-** | **$203,644** |
| NER | Rehabilitation of Upper Raceway Trail and Bridges | $- | $203,644 |
| **NER** | **Petersburg National Battlefield** | **$845,492** | **$-** |
| NER | Mill and Overlay Visitor Center Access Road RT. 10, 11, 12, 13, 301, 500, 300 | $845,492 | $- |
| **NER** | **Shenandoah National Park** | **$71,817** | **$-** |
| NER | Repair 2 Bridges Along Skyline Drive | $71,817 | $- |
| **NER** | **Valley Forge National Historical Park** | **$-** | **$250,000** |
| NER | Construct North Gulph Trail Link to Neighboring Community | $- | $250,000 |
| **PWR Total** | | **$80,337,996** | **$6,032,783** |
| **PWR** | **Channel Islands National Park** | **$-** | **$22,839** |
| PWR | Design and Construct Resilience Improvements to Santa Barbara Island Wharf | $- | $22,839 |
| **PWR** | **Crater Lake National Park** | **$-** | **$102,980** |
| PWR | Evaluate and Implement Intelligent Transportation System Applications to Reduce Visitor Accidents | $- | $102,980 |
| **PWR** | **Death Valley National Park** | **$-** | **$42,260** |
| PWR | Construct Extension of Furnace Creek Accessible Trail | $- | $42,260 |
| **PWR** | **Fort Point National Historic Site** | **$28,508** | **$2,509,377** |
| PWR | Widen and Reconstruct Long Ave for Safer Multi-Modal Access | $- | $2,509,377 |
| PWR | Widen and Reconstruct Long Ave for Safer Multi-Modal Access | $28,508 | $- |
| **PWR** | **Fort Vancouver National Historic Site** | **$143,000** | **$-** |
| PWR | Pavement Preservation Roads | $143,000 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **PWR** | **Golden Gate National Recreation Area** | **$-** | **$3,213,219** |
| PWR | Construct Multi-use Trail Connection from Golden Gate Bridge Vista Point to Fort Baker | $- | $149,206 |
| PWR | Construct Non-motorized Circulation and Safety Improvements at MacArthur Avenue, Upper Fort Mason | $- | $147,962 |
| PWR | Construct and Install Improvements to West Bluff Trail/Arrival Area | $- | $2,560,945 |
| PWR | Design and Implement Fort Mason Safety and Recreation Access Improvements | $- | $355,106 |
| **PWR** | **Hawai'i Volcanoes National Park** | **$532,449** | **$-** |
| PWR | Realign Crater Rim Dr., Construct New VC Parking and Expand Ent. Sta. to Improve Visitor Safety | $532,449 | $- |
| **PWR** | **Lake Mead National Recreation Area** | **$13,900** | **$-** |
| PWR | Rehabilitate Cottonwood Cove Access Road | $13,900 | $- |
| **PWR** | **Lake Roosevelt National Recreation Area** | **$1,076,204** | **$-** |
| PWR | Realign and Stabilize Hawk Creek Road at Eroding Embankment Site | $1,076,204 | $- |
| **PWR** | **Lewis and Clark National Historical Park** | **$75,000** | **$-** |
| PWR | Pavement Preservation Roads And Parking Areas | $75,000 | $- |
| **PWR** | **Mojave National Preserve** | **$60,952,885** | **$-** |
| PWR | Rehabilitate Kelso Cima, Kelbaker & Morning Star Mine Roads from Ivanpah to I-40 for Visitor Safety | $60,952,885 | $- |
| **PWR** | **Mount Rainier National Park** | **$1,992,168** | **$-** |
| PWR | Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2) | $111,746 | $- |
| PWR | Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2) | $1,152,993 | $- |
| PWR | Replace Fryingpan Creek Bridge | $67,972 | $- |
| PWR | Replace Fryingpan Creek Bridge | $566,513 | $- |
| PWR | Replace Backbone Ridge Viaduct #1 | $30,981 | $- |
| PWR | Rehabilitation of the Nisqually (Longmire) Suspension Bridge | $30,981 | $- |
| PWR | Rehabilitate Stevens Creek Bridge | $30,981 | $- |
| **PWR** | **Muir Woods National Monument** | **$-** | **$37,615** |
| PWR | Design and Construct Access Improvements at MUWO - Phase I | $- | $37,615 |
| **PWR** | **Olympic National Park** | **$6,369,414** | **$-** |
| PWR | Rehabilitate Sol Duc Valley Road | $39,533 | $- |
| PWR | Rehabilitate Sol Duc Valley Road | $681,652 | $- |
| PWR | Repair Storm Damage at Mora Road MP 1.25 | $33,318 | $- |
| PWR | Repair Storm Damage at Mora Road MP 1.25 | $5,129,779 | $- |
| PWR | Replace Culvert at Milepost 14 on Route 104, Quinault North Shore Paved Road | $18,920 | $- |
| PWR | Mitigate Rockfall Hazards on Hurricane Ridge Road at MP9.4 | $196,242 | $- |
| PWR | WA2022-1-NPS ERFO OLYM Storms and Flooding | $25,938 | $- |
| PWR | Rehabilitate Finley Creek Bridge | $244,032 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **PWR** | **Oregon Caves National Monument and Preserve** | **$82,000** | **$-** |
| PWR | Pavement Preservation Program | $82,000 | $- |
| **PWR** | **Pinnacles National Park** | **$-** | **$104,493** |
| PWR | Rehabilitate Old Pinnacles Trailhead Parking Area Shuttle Stop for Visitor Satisfaction | $- | $104,493 |
| **PWR** | **Point Reyes National Seashore** | **$36,547** | **$-** |
| PWR | Pierce Point Road FLAP DSC Support | $12,728 | $- |
| PWR | Limantour Road Culvert R&R at Stations 88+07, 113+75, 141+92, and 162+06 | $23,819 | $- |
| **PWR** | **Pacific West Regional Office** | **$556,576** | **$-** |
| PWR | Preserve Pavement within Pacific West Region | $287,912 | $- |
| PWR | Preserve Road Bridges Across the Pacific West Region | $268,664 | $- |
| **PWR** | **Sequoia and Kings Canyon National Parks** | **$2,922,452** | **$-** |
| PWR | Rehabilitate 15.29 Miles of the Mineral King Road | $34,757 | $- |
| PWR | Rehabilitate 15.29 Miles of the Mineral King Road | $2,887,694 | $- |
| **PWR** | **Whiskeytown National Recreation Area** | **$13,477** | **$-** |
| PWR | Replace Asphalt on High Visitor Use Parking Lots (Brandy Creek Beach/Marina) | $13,477 | $- |
| **PWR** | **Yosemite National Park** | **$5,543,416** | **$-** |
| PWR | Apply Pavement Preservation to Park Roads | $773,780 | $- |
| PWR | Rehabilitate Big Oak Flat Road and Replace Obsolete Powerlines To Tunnel Safety Lighting | $224,814 | $- |
| PWR | Stabalize Wawona Road Embankments Damaged By Fire and Water Infiltration | $3,776,335 | $- |
| PWR | Rehabilitate Chowchilla Mountain Road Bridge | $215,811 | $- |
| PWR | Emergency Stabilization of the El Capitan Bridge | $552,676 | $- |
| **SER Total** | | **$52,233,606** | **$2,136,034** |
| **SER** | **Abraham Lincoln Birthplace National Historical Park** | **$211,726** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY27 - ABLI | $211,726 | $- |
| **SER** | **Biscayne National Park** | **$41,104** | **$-** |
| SER | Resurface Entrance Road and Parking Lot at Convoy Point | $41,104 | $- |
| **SER** | **Blue Ridge Parkway** | **$17,453,952** | **$-** |
| SER | Paint Infrastructure and Correct Safety and Erosion Problems, I-77 Bridge | $169,821 | $- |
| SER | Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A | $356,325 | $- |
| SER | Rehabilitate US Route 19 Bridge 129P | $378,216 | $- |
| SER | Rehabilitate Big Pine Creek Bridge #5 RT 079P | $329,769 | $- |
| SER | Perform Critical Repairs to Deep Gap Bridge 091P | $30,968 | $- |
| SER | Repair/Repave Mainline Road Section 1K (MP 86 - 89) | $6,201,750 | $- |
| SER | Repair/Repave Mainline Road Section 2L (MP 327.14 - 336.39) | $73,142 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| SER | Preventive Maintenance Repairs to Ridge District Bridges | $279,472 | $- |
| SER | Perform Bridge Preventative Maintenance Projects for BLRI in FY24 - Plateau and Ridge | $445,401 | $- |
| SER | Perform Bridge Preventative Maintenance Projects for BLRI in FY26 | $149,792 | $- |
| SER | Perform Pavement Preservation Project for BLRI in FY24 - Vinton | $105,107 | $- |
| SER | Perform Pavement Preservation Project for BLRI in FY25 | $4,034,450 | $- |
| SER | Rehabilitate US 421 Bridge at Deep Gap, 5140-091P | $4,430,839 | $- |
| SER | Perform Pavement Preservation of PUBLIC Routes in FY26 - BLRI | $468,900 | $- |
| **SER** | **Cape Hatteras National Seashore** | **$518,114** | **$44,750** |
| SER | Construct Multi Use Path on CAHA Lighthouse Road for Visitor Safety | $- | $44,750 |
| SER | Schedule A FHWA Road Repairs | $102,008 | $- |
| SER | Road & Parking Lot Improvements at Fort Raleigh National Historic Site | $102,008 | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - CAHA | $122,853 | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - WRBR | $95,800 | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - FORA | $95,444 | $- |
| **SER** | **Cape Lookout National Seashore** | **$95,799** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - CALO | $95,799 | $- |
| **SER** | **Carl Sandburg Home National Historic Site** | **$95,799** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - CARL | $95,799 | $- |
| **SER** | **Castillo de San Marcos National Monument** | **$181,534** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY24 - CASA | $181,534 | $- |
| **SER** | **Chattahoochee River National Recreation Area** | **$130,005** | $- |
| SER | Pulverize and Overlay Park Roads and Parking Lots in the Akers Mill | $130,005 | $- |
| **SER** | **Cumberland Gap National Historical Park** | **$1,442,705** | $- |
| SER | Repair Little Yellow Creek Bridge #1 - Structure No. 5230-002P | $1,277,705 | $- |
| SER | Repair Little Yellow Creek Culvert #1 - Structure No. 5230-003P | $165,000 | $- |
| **SER** | **De Soto National Memorial** | **$68,705** | $- |
| SER | Rehabilitate DESO Rt. 0900 | $68,705 | $- |
| **SER** | **Everglades National Park** | **$95,878** | $- |
| SER | Tamiami Trail Next Steps DSC Project Management and In-House Technical Support | $95,878 | $- |
| **SER** | **Fort Donelson National Battlefield** | **$211,727** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY27 - FODO | $211,727 | $- |
| **SER** | **Fort Frederica National Monument** | **$106,530** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY24 - FOFR | $106,530 | $- |
| **SER** | **Fort Pulaski National Monument** | **$32,308** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY24 - FOPU | $32,308 | $- |
| **SER** | **Fort Sumter National Monument** | **$134,314** | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY24 - FOSU | $134,314 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **SER** | **Great Smoky Mountains National Park** | **$12,549,842** | **$363,561** |
| SER | Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads | $800,387 | $- |
| SER | Rehabilitate Old Cataloochee Entrance Rd. (Turnpike) Bridge #2, 5460-107P | $119,508 | $- |
| SER | Pavement Preservation of Newfound Gap Road, TN Side (MP 1.8 to MP 6.5) | $501,565 | $- |
| SER | Pavement Preservation on Gatlinburg Bypass Road, ND RT 0012 | $510,543 | $- |
| SER | Replace Huskey Grove Road Crossover Bridge, ND ST 5460-086P | $167,857 | $- |
| SER | Implement Safety Improvements on Gatlinburg Spur Road | $3,008,204 | $- |
| SER | Bridge Maintenance & Preservation Work on Twenty Bridges | $42,850 | $- |
| SER | Enhance Safety, Resiliency, and Alternative Transportation Connectivity on Gatlinburg Trail | $- | $112,500 |
| SER | Realignment and Improvements to the Oconaluftee River Trail | $- | $251,061 |
| SER | Perform Pavement Preservation of Newfound Gap Road, NC Side (Section for L3R - Phase 1) | $3,631,348 | $- |
| SER | Replace Parson Branch Bridge #2 structure (5460-039P) | $158,900 | $- |
| SER | Perform Bridge Preventative Maintenance Projects (FY25) | $815,245 | $- |
| SER | Rehabilitate Oconaluftee Entrance Bridge, ST 5460-104P | $239,800 | $- |
| SER | Repair Newfound Gap Road Damaged by Rainstorm on 08.01.2025 | $2,553,636 | $- |
| **SER** | **Guilford Courthouse National Military Park** | **$95,799** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - GUCO | $95,799 | $- |
| **SER** | **Gulf Islands National Seashore** | **$165,989** | **$676,932** |
| SER | Replace Traffic Barrier Guard Rails on Davis Bayou Park Road and Construct Pedestrian & Bicycle path | $- | $676,932 |
| SER | Hwy 399 and Ft. Pickens Road Feasibility Study | $26,643 | $- |
| SER | Pavement Preservation GUIS-23-28 PVT | $139,346 | $- |
| **SER** | **Jean Lafitte National Historical Park and Preserve** | **$152,509** | **$-** |
| SER | Repair Deficiencies in Bayou Des Familles Road Bridge To Protect Structure | $107,684 | $- |
| SER | FY26 Perform Bridge Preventative Maintenance on JELA Structures | $44,825 | $- |
| **SER** | **Kennesaw Mountain National Battlefield Park** | **$-** | **$193,089** |
| SER | Visitor Vehicle for Shuttle Service to Mountain Top | $- | $193,089 |
| **SER** | **Little River Canyon National Preserve** | **$802,926** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - LIRI | $802,926 | $- |
| **SER** | **Mammoth Cave National Park** | **$212,728** | **$130,000** |
| SER | Sandblast and Repaint Green River Ferry | $- | $130,000 |
| SER | Perform Pavement Preservation Projects for Parks in FY27 - MACA | $212,728 | $- |
| **SER** | **Moores Creek National Battlefield** | **$95,800** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY26 - MOCR | $95,800 | $- |

| Region | Park / Project Title | Roads and Bridges | Multimodal |
|---|---|---|---|
| **SER** | **Natchez Trace Parkway** | **$13,791,638** | **$727,701** |
| SER | Overlay Park Road - PM Project from MP 226.55 to MP 233.04 | $24,014 | $- |
| SER | Overlay Park Road - PM Project from MP 354.55 to MP 363.73 | $4,410,975 | $- |
| SER | Overlay Park Road - PM Project from MP 363.73 to MP 371.02 | $39,738 | $- |
| SER | Construct Multi Use Trail Sections 3P19 and 3P20 | $- | $72,652 |
| SER | Contract Modification for NATR 3E16, 3F25 | $153,751 | $- |
| SER | Reconstruct Parkway in Ridgeland MP 86.8-88.7 | $59,463 | $- |
| SER | Reconstruct Parkway in Ridgeland MP 88.7-90.8 | $59,463 | $- |
| SER | Heavy 3R Road Work from Parkway Milepost 291-331 | $58,664 | $- |
| SER | Install Suicide Deterrent Barrier for TN Route 96 Bridge | $6,896,047 | $- |
| SER | Repair Bridges - NATR BMS IDIQ (2023) | $109,134 | $- |
| SER | Repair Bridges - NATR BMS FY25 IDIQ | $593,138 | $- |
| SER | Rehabilitation of Multi-Use Trail Phase 1 | $- | $237,793 |
| SER | Rehabilitation of Multi-Use Trail Phase 2 | $- | $208,628 |
| SER | Rehabilitation of Multi-Use Trail Phase 3 | $- | $208,628 |
| SER | Reconstruct Parkway in Ridgeland MP 90.8-92.7 | $59,463 | $- |
| SER | Replace John Coffee Memorial Bridge | $798,717 | $- |
| SER | Repair Bridge - NATR BMS FY26 IDIQ | $529,070 | $- |
| **SER** | **Ocmulgee Mounds National Historical Park** | **$1,026,834** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - OCMU | $1,026,834 | $- |
| **SER** | **Russell Cave National Monument** | **$321,600** | **$-** |
| SER | FY26 Perform Bridge Preventative Maintenance on Structures | $110,250 | $- |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - RUCA | $211,350 | $- |
| **SER** | **Selma to Montgomery National Historic Trail** | **$480,703** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - SEMO | $480,703 | $- |
| **SER** | **Stones River National Battlefield** | **$305,514** | **$-** |
| SER | Construct Parking Lot at Tour Stop 5 (Hazen Brigade Monument) | $305,514 | $- |
| **SER** | **Timucuan Ecological and Historic Preserve** | **$32,508** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY24 - FOCA | $32,508 | $- |
| **SER** | **Tuskegee Airmen National Historic Site** | **$650,055** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - TUAI | $650,055 | $- |
| **SER** | **Tuskegee Institute National Historic Site** | **$227,100** | **$-** |
| SER | Perform Pavement Preservation Projects for Parks in FY25 - TUIN | $227,100 | $- |
| **SER** | **Vicksburg National Military Park** | **$501,862** | **$-** |
| SER | VICK Pavement Preservation FY23 Schedule A - FLTP | $151,220 | $- |
| SER | FY26 Perform Bridge Preventative Maintenance on VICK Structures | $350,642 | $- |

# Appendix B: 12 Unified Interior Regions and Corresponding "Legacy" Regional Names

A reorganization of the US Department of the Interior to 12 Unified Interior Regions was completed on August 22, 2018. The NPS is part of the Department of the Interior, and its regions fully align with the new Unified Interior Region boundaries. The following table shows how the 7 "legacy" NPS regions (used by the NPS and FHWA for budget and project reporting) align with the 12 Unified Interior Regions.

**12 Interior Region Names Based on Watersheds**


| "Legacy" NPS Regions | DOI Unified Regions |
|---|---|
| Alaska (AKR) | Alaska (Region 11) |
| Intermountain (IMR) | Upper Colorado Basin, Lower Colorado Basin, Arkansas-Rio Grande-Texas-Gulf (Regions 6, 7, and 8) |
| Midwest (MWR) | Mississippi (Regions 3, 4, and 5) |
| National Capital (NCR) | North Atlantic-Appalachian (Region 1), National Capital Area only |
| Northeast (NER) | North Atlantic-Appalachian (Region 1), excluding the National Capital Area |
| Pacific West (PWR) | Columbia-Pacific Northwest, California-Great Basin, and Pacific Islands (Regions 9, 10 and 12) |
| Southeast (SER) | South Atlantic-Gulf (Region 2) |

## Appendix C: NPS FLTP Program Key Information Resources

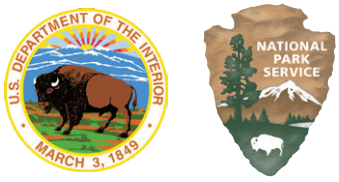
The following are links to key NPS transportation program and related information sources:

- NPS Transportation website
- National Park Service 2025 National Transportation Strategy
- NPS FLTP website
- NPS Budget Justification – Green Book
- NPS Visitor Spending Effects – Economic Contributions of National Park Visitor Spending
- NPS Stats – Visitor Use Statistics
- NPS National Transit Inventory and Performance Report, 2024
- NPS Managing Congestion: A Toolkit for Parks
- Interagency Visitor Use Management Framework

## Appendix D: NPS FLTP Annual Authorized Funding Table, Reductions, and Inflation-Adjusted Buying Power

| Fiscal Year | Total NPS Authorizations (millions) | 1102 (F) Reductions Rate | Reductions (millions) | Estimated Actual Funds Available | Inflation Adjusted (Q1 2025 dollars; millions) |
|---|---|---|---|---|---|
| FY16 | $268 | 5.10% | $(13.67) | $254.33 | $492.05 |
| FY17 | $276 | 7.20% | $(19.87) | $256.13 | $494.33 |
| FY18 | $284 | 8.30% | $(23.57) | $260.43 | $491.65 |
| FY19 | $292 | 9.90% | $(28.91) | $263.09 | $443.06 |
| FY20 | $300 | 9.40% | $(28.20) | $271.80 | $434.61 |
| FY21 | $300 | 11.10% | $(33.30) | $266.70 | $441.01 |
| FY22 | $332 | 8.70% | $(28.92) | $303.51 | $418.01 |
| FY23 | $339 | 12.20% | $(41.34) | $297.53 | $326.41 |
| FY24 | $345 | 13.20% | $(45.58) | $299.72 | $299.41 |
| FY25 | $354 | 12.00% | $(42.43) | $311.18 | $311.18 |

*Source:* US Department of Transportation Volpe National Transportation Systems Center
*Note:* Inflation adjusted based on National Highway Construction Cost Index.




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

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National Park Service
U.S. Department of the Interior