



Fiscal Year
2023

Federal Lands Transportation Program Accomplishments



PUBLISHED APRIL 2024

Cover: A bison leads the way over a bridge under construction at 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) 2023.

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. [United States Code] 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

THE NPS FEDERAL LANDS TRANSPORTATION PROGRAM SYSTEM

The NPS system includes more than 85 million acres across 428 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 have a High-Use Federal Recreational Sites or Federal Economic Generators to 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 National Long Range Transportation Plan and pending updates and the 2022 NPS Strategy Investment and Asset Inventory Report) because the purpose and reporting requirements of each document varies.

NPS FY23 Federal Lands Transportation Program System



5,600
miles of paved roads



1,338
bridges



61
tunnels



Approximately 100
transit and ferry systems operated
with 26 million passenger boardings



Approximately 200
trail bridges



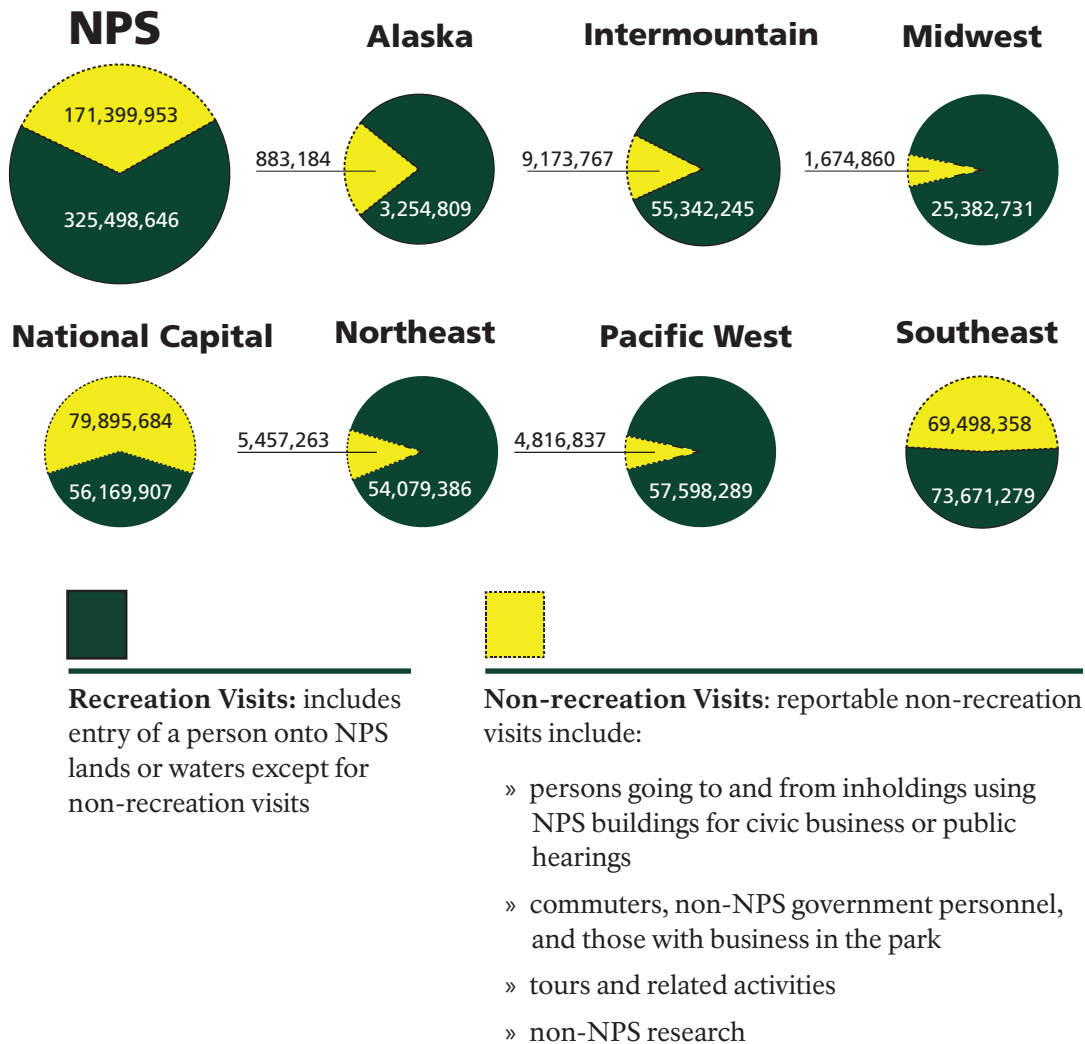
Approximately 1,000
miles of transportation trails

Sources: Federal Highway Administration – Office of Federal Lands Highway, NPS Facility Management Software System (FMSS) and FY22 National Transit Inventory

NPS ANNUAL VISITATION

As of FY22, the total economic output contributed by all national parks to the national economy was \$50.3 billion. All NPS-managed parks have a 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.

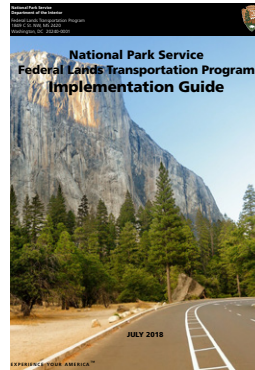
The following is the calendar year visitation for 2023. Additional information on NPS visitation and economic contributions to local economies is available from the resources in appendix C.



Note: The 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.

FLTP PROGRAM MANAGEMENT

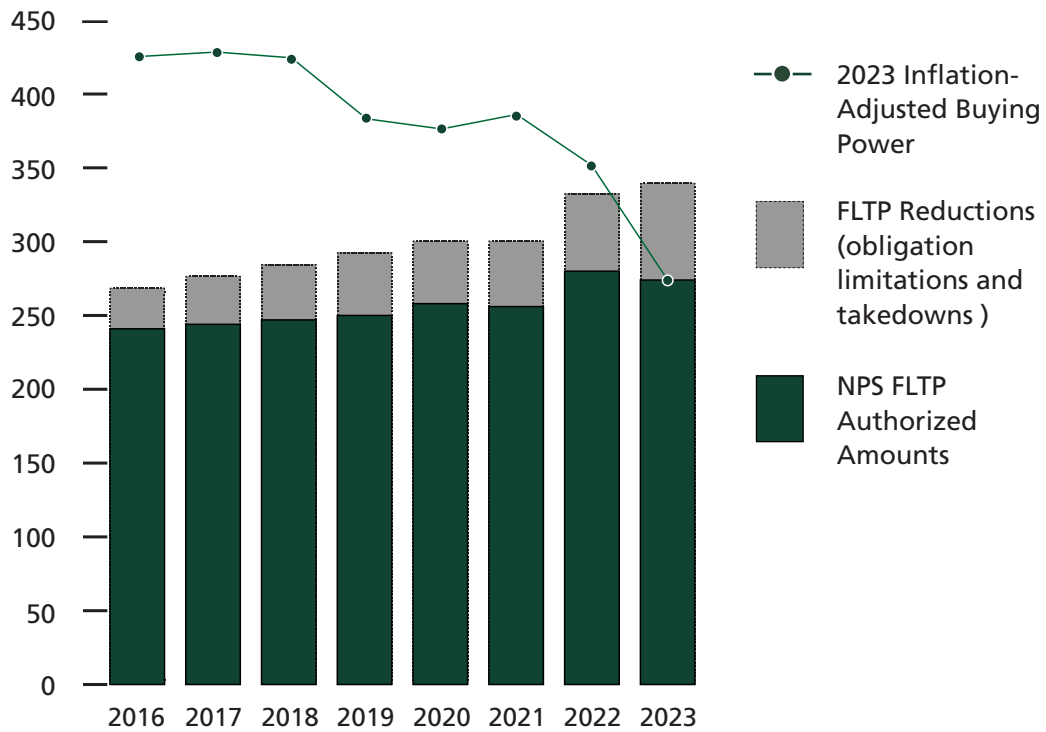
The NPS FLTP program management and execution procedures are documented in the 2018 Federal Lands Transportation Program Implementation Guide (see appendix C).



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. Annual Authorized Funding: NPS FLTP FY16–23



Source: US Department of Transportation Volpe National Transportation Systems Center

Note: See tabular data in appendix D.

FY23 PROGRAM HIGHLIGHTS AND CHALLENGES

The FLTP highlights and challenges for FY23 include the following:

Highlights	Challenges
<ul style="list-style-type: none"> » Implemented the updated NPS FLTP policy to focus more on multimodal solutions and investments » Signed financial data-sharing charter with FHWA » Included all poor condition bridges (from the National Bridge Inventory) in the FLTP multiyear program of projects for the first time » Conducted NPS-wide transportation safety outreach and awareness to identify needs and a strategic approach to reduce crashes and accidents » Continued to have more than a 90% obligation rate 	<ul style="list-style-type: none"> » Addressing continued program and financial system data integration challenges between the NPS and FHWA » Adapting the program and performance reporting to address the FHWA’s new investment strategy requirements for 2022–2026 » Practicing sound asset management—maintaining progress made on roads and bridges while pivoting the NPS to address other assets such as trails and transit » Meeting the Administration’s focus on equity and climate change

FY23 PROGRAM AMOUNTS AVAILABLE, OBLIGATIONS AND DEOBLIGATIONS

In FY23, the total amount available for the NPS FLTP was approximately \$313 million. The program funded over 400 projects in approximately 150 parks and 45 states. The total program obligation rate using FHWA methodology was approximately 91%. 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. FY23 NPS FLTP Activities by Percentage of Approved Amount

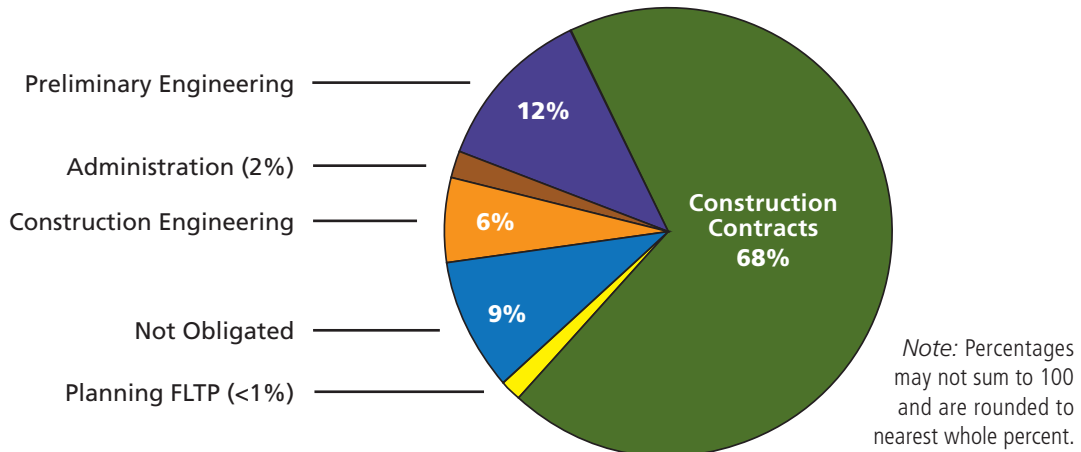


Table 1. FY23 FLTP and Federal Lands Planning Program (FLPP) Approved Amounts

Activity and Sub-Activity	Approved Amount	Percentage of Approved Amount	Number of Projects
Administration			
Program Administration	\$6,959,589		
Deobligations	<i>(-\$737,002)</i>		
AD(YO) Total	\$6,222,587	2%	None
Preliminary Engineering			
Compliance	\$3,543,876		
Design	\$42,162,891		
Revegetation	\$646,386		
Deobligations	<i>(-\$8,486,032)</i>		
PE(YD) Total	\$37,867,121	12%	267
Construction Engineering			
Compliance Monitoring	\$390,503		
Construction Management	\$20,103,994		
Deobligations	<i>(-\$1,504,748)</i>		
CE(YS) Total	\$18,989,749	6%	130
Construction Contracts			
Awards	\$228,307,703		
Modifications	\$14,840,875		
Other (activities not related to awards or modifications)	\$1,952,952		
Revegetation	\$106,987		
Deobligations	<i>(-\$32,006,418)</i>		
CN(CN) Total	\$213,202,099	68%	215
Planning			
Project Planning (FLTP)	\$1,392,715		
Deobligations (FLTP)	<i>(-\$74,516)</i>		
Transportation Planning (FLPP)	\$13,054,474		
Deobligations (FLPP)	<i>(-\$163,302)</i>		

Source: Park Transportation Allocation and Tracking System (PTATS) as of February 2024

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.

The NPS has more multimodal transportation needs than available dollars. Sound fiscal management includes leveraged funding from multiple fund sources in Title 23 and Title 54.

Table 2. FY23 NPS Leveraged Transportation Funding

Fund Source	NPS Recipients	Programmed Amount
Great American Outdoors Act (Title 54)	Chickamauga and Chattanooga National Military Park, Delaware Water Gap National Recreation Area, George Washington Carver National Monument, Natchez Trace Parkway, Ozark National Scenic Riverways, Pictured Rocks National Lakeshore, Sleeping Bear Dunes National Lakeshore, Wilson's Creek National Battlefield	\$90,528,000 <i>Costs do not include planning and design.</i>
Transportation Grants	Nationally Significant Federal Lands and Tribal Projects: Grand Canyon National Park	\$27,570,000
	Ferry Boat Discretionary Grant Program: Channel Islands National Park, Cumberland Island National Seashore, Fort Matanzas National Monument, Fort Sumpter National Monument, Glen Canyon National Recreation Area, Golden Gate National Recreation Area, Gulf Islands National Seashore, Isle Royale National Park, Mammoth Cave National Park, Ozark National Scenic Riverways, Pearl Harbor National Memorial, Sleeping Bear Dunes National Lakeshore, Statue of Liberty National Monument	\$12,067,000
Emergency Relief for Federally Owned Roads (ERFO)	Channel Islands, Delaware Water Gap National Recreation Area, Death Valley National Park, Golden Gate National Recreation Area, Mojave National Preserve, Mount Rainier National Park, Olympic National Park, Point Reyes National Seashore, Redwood National Park, Sequoia-King's Canyon National Park, and Yosemite National Park	\$59,700,000
TOTAL		\$189,865,000

Sources: Great American Outdoors Act Legacy Restoration Fund and Transportation Grants, NPS; ERFO, Federal Highway Administration – Office of Federal Lands Highway (FLH)

Note: Data is budgetary as of February 2024

In addition to direct leveraged funding, the NPS also benefits from the Federal Lands Access Program grants. These grants improve transportation facilities that provide access to, are adjacent to, or are located within federal lands and supplement state and local transportation resources (with an emphasis on High-Use Federal Recreational Sites and Federal Economic Generators). Parks that benefitted from approximately \$21 million from this fund source in FY23 (source: FHWA – Office of FLH) include:

Canyonlands National Park, Cuyahoga Valley National Park, Denali National Park, Flight 93 National Memorial, Grand Teton National Park, Hot Springs National Park, Johnstown Flood National Memorial, Little Rock Central High School National Historic Site, Mammoth Cave National Park, Minuteman Missile National Historic Site, Olympic National Park, Pictured Rocks National Lakeshore, Timucuan Ecological and Historic Preserve, Wrangell-St. Elias National Park and Preserve, Yellowstone National Park, Zion National Park

FLTP PROJECT HIGHLIGHTS

ALASKA REGION

Sitka National Historical Park: Construct Connection to the City and Borough of Sitka's Multimodal Sea Walk

PMIS: 212916

Cost: \$2,507,000

Project Manager: Mike Pisano

Sitka, Alaska, has a Sea Walk trail that provides safe, multimodal circulation between Sitka's downtown waterfront facilities and the tour bus drop-off area on the western boundary of Sitka National Historical Park. Many cruise ship passengers and local residents walk from downtown to the park and use the Sea Walk, which terminates 400 feet from the park boundary. The 400-foot-long Sea Walk extension will connect the current terminus with the park visitor center. The extension will include a concrete walkway, elevated boardwalk, improved pedestrian safety, access to scenic waterfront vistas, and a direct multimodal connection between Sitka's central business district and local recreation destinations. Construction was nearing completion in FY23.



SOUTHEAST REGION

Great Smoky Mountains National Park: Rehabilitate Gatlinburg Tunnel at Big Ridge Mountain

PMIS: 258140

Cost: \$10,284,000 (construction only)

Project Managers: Mike Tomkosky, NPS, and Katerina Roman, FLH

The Gatlinburg Tunnel, located on the northbound lanes of the Gatlinburg Spur, carries roughly 49,000 Average Daily Trips. The repair and rehabilitation of the tunnel included repairing spalled areas in the tunnel lining, replacing the drainage system/drainage chases, repointing stone masonry portals, and adding a new lining system that increases illuminance and decreases maintenance. The new lighting system is resilient infrastructure, with state-of-the-art LED technology that includes long-lasting diodes, remote monitoring and control capabilities, energy efficiency, and a propane back-up generator to improve visitor and staff safety and reduce operational and maintenance costs.

Funds were obligated in 2022, and the project was substantially completed in 2023.



NATIONAL CAPITAL REGION

Baltimore Washington Parkway: Rehabilitate the Parkway

PMIS: 250082

Cost: \$2,363,000 (construction only)

Project Manager: Karen Arey

The Baltimore Washington Parkway is the scenic entrance that has connected Baltimore, Maryland, and Washington, DC, since 1954. Due to emergency conditions, this heavily used commuter route was repaved in an earlier project, completed in 2020. This project completes the parkway's rehabilitation by installing new signage, mile markers, striping, and guardrail replacement and repair. Construction funding was obligated in prior years and the project was substantially completed in 2023.



NORTHEAST REGION

New River Gorge National River: Repair Rend Trail and Bridges

PMIS: 227183

Cost: \$1,067,000 (design only)

Project Manager: Mike Pisano

This popular historic route includes five historic railroad trestle bridges. Significant deficiencies were found during FHWA inspection, which led to the closure of one bridge in danger of eminent collapse. An updated condition assessment and design alternatives, including cost benefit analysis, was provided for the entire trail system. The NPS then led the engineering and design of the preferred alternative, construction documentation, compliance, and contracting to return the trail to safe and long-term use. This project also included design for the rehabilitation of critical retaining walls to support the trail bed, trail resurfacing, routing alternatives, slope stabilization/rockslide mitigation, the rehabilitation of structural and surface elements of the bridges, and repairs to damaged areas of the trail. Design was completed in 2023.



Other projects related to the Administration’s national investment priorities include:

Address Infrastructure Resiliency: Mojave National Preserve’s Kelso Cima Road Rehabilitation Project addressed a 17.6-mile stretch of roadway that had varying lane widths, numerous soft, low-water crossings, deteriorating pavement conditions, high speeds, and increasing traffic volumes. Improvements to ensure resiliency included integrating low-water crossings to provide the easy flow of runoff; safeguarding the federally listed endangered Desert Tortoise with special fencing; expanding the roadway width to a consistent 26 feet to accommodate the design speed; and enhancing safety through longitudinal and transverse rumble strips, improved signage, pavement markings, and paved pullouts.



All travelers in the Mojave National Preserve are encouraged to *Drive Like a Tortoise*: Take your time, find your path and get to your destination safely.

Advance the Complete Streets Concept: The Rock Creek and Potomac Parkway conducted a rehabilitation project for multiple trails, including the multiuse Kennedy Center Trail, the Theodore Roosevelt Bridge Pedestrian Tunnel, Ohio Drive pedestrian paths, and the Old Constitution Avenue Turnaround, as well as the Rock Creek and Potomac Parkways. These improvements will enhance connectivity, user safety, and universal access from Rock Creek Park to the Kennedy Center and, ultimately, to the National Mall. The project aligns with Complete Street principles and includes accessibility upgrades, stormwater improvements/porous paving, pavement preservation, trail widening, pedestrian signals, crosswalks (striping or raised), speed calming, multiuse signage, lighting, seating, and landscaping.

Improve the Condition and Safety of Existing Transportation

Infrastructure: The Safety Planning Investment Toolkit (SPIn Tool) developed by the NPS brings together different metrics to provide a more holistic view of transportation risk and safety needs to help transportation program managers make data-driven decisions on where and what type of safety studies should take place. This new approach for prioritizing safety investments combines crash data, visitation information, design speeds, wildlife corridors, equitable access scores, emergency services, climate risk, and grant data. The tool then provides filters to identify parks with combinations of specific characteristics. With this information, managers can rank need and make decisions on the most appropriate types of studies and locations, with the goal of reducing and eventually eliminating crashes in national parks.

Build Connectivity to Underserved Communities (Equity): The Equitable Access for Underserved Populations pilot program advances priorities for equity under Executive Order 13985, “Advancing Racial Equity and Support for Underserved Communities through the Federal Government” and Executive Order 14091, “Further Advancing Racial Equity and Support for Underserved Communities Through the Federal Government.” The pilot was initiated in FY23, and staff will develop a process that will be shared servicewide to improve transportation access to parks for local underserved communities. Nine parks are participating. With assistance from the NPS’ Washington Support Office and the FHWA, each park works with stakeholders and representatives of the underserved communities to understand transportation barriers, community needs and interests, and multimodal solutions to and from each park.

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 in FY23 include:

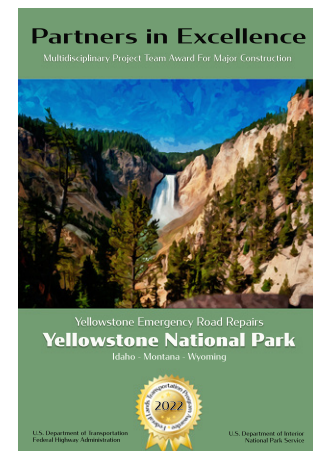
OUTSTANDING PERFORMER

Nate Allen of the FHWA Central FLH Division provided outstanding contributions to the FLTP, consistently delivering multimillion-dollar projects with a high degree of customer satisfaction.

PARTNERS IN EXCELLENCE

The Yellowstone Emergency Road Repairs Team included 16 multidisciplinary team members from Yellowstone National Park, the Intermountain Region, and Western Federal Lands Highway Division. The team collaborated quickly to complete emergency post-flood repairs of multiple Yellowstone roads in four months with \$70 million to restore park access and operations. Team members included the following:

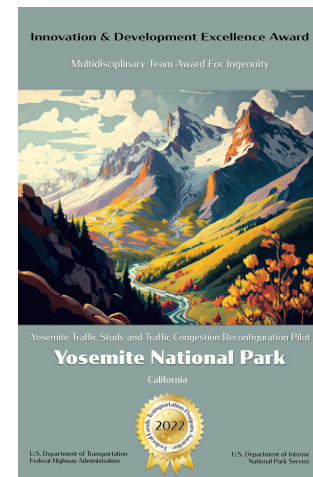
- » Yellowstone National Park – Duane Bubac, Bob Kammel, Nancy Ward, Jennifer Carpenter, Marty Powell, Doug Madsen, Dan Rhodes, Robin Park
- » Intermountain Region – Sena Wiley
- » Western FLH Division – Connie Kratovil, Nate Jones, Chuck Dissen, Rafael Castanon, Ben Vincent, Scott Smithline, Steve Hinz, Susan Law



INNOVATION AND DEVELOPMENT EXCELLENCE

The Yosemite Traffic Study and Traffic Reconfiguration Pilot Team used ingenuity and data to model scenarios solving chronic congestion problems for Yosemite National Park. Team members included the following:

- » Yosemite National Park – Kathleen Morse, Jim Donovan, Karen Hockett
- » Pacific West Region – Jon Christensen, Dianne Croal
- » Central FLH Division – Elijah Henley, Hagen Hammons, Jason Doolittle
- » Partners
 - Volpe National Transportation Systems Center – Heather Richardson
 - Yosemite Conservancy – Ryan Kelly
 - Contractors – Ostrom Solutions (Brenda Ostrom), Atkins (Jamie Archambeau, Rinal Chheda)



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. Information about how and when data are collected for the asset management systems can be found in the NPS 2018 FLTP Implementation Guide (see appendix C).

Table 3. FY23 FLTP System Assets and Performance Summary

Asset	Inventory	Condition			2026 Performance Target	Data Source
		Good	Fair	Poor		
Paved Roads	» 5,600 road centerline miles	57%	30%	13%	Pavement Condition Rating 85	FHWA Road Inventory Program
Unpaved Roads	» 7,500 road centerline miles	None	None	None	None	NPS FMSS
Paved Parking	» 6,600 parking lots » 1,000 equivalent centerline miles	12%	65%	23%	Pavement Condition Rating 85	FHWA Road Inventory Program
Unpaved Parking	» 1,800 parking Lots	None	None	None	None	NPS FMSS
Bridges (National Bridge Inventory)	» 1,338 motor vehicle bridges » 6,885,230 square feet deck area » 38 bridges in poor condition	31%	66%	3%	Bridge Health Index 93	FHWA Bridge Inspection Program
Tunnels (National Tunnel Inventory)	» 61 motor vehicle tunnels » 1,170,126 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	44%	14%	42%	None	NPS FMSS
Unpaved Transportation Trails	» Approximately 800 miles	43%	14%	43%	None	NPS FMSS
Trail Bridges	» Approximately 200 trail bridges	None	None	None	None	NPS FMSS
Transit: Approximately 100 transit and ferry systems in operation; see the National Transit Inventory (link in appendix C)						

Motor vehicle bridges not in the National Bridge Inventory; motor vehicle tunnels not in the National Tunnel Inventory: no data collected, no performance targets

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 FY23, FLTP funds improved the condition of about 518 miles of NPS roads and 88 parking route miles at a cost of approximately \$211 million.

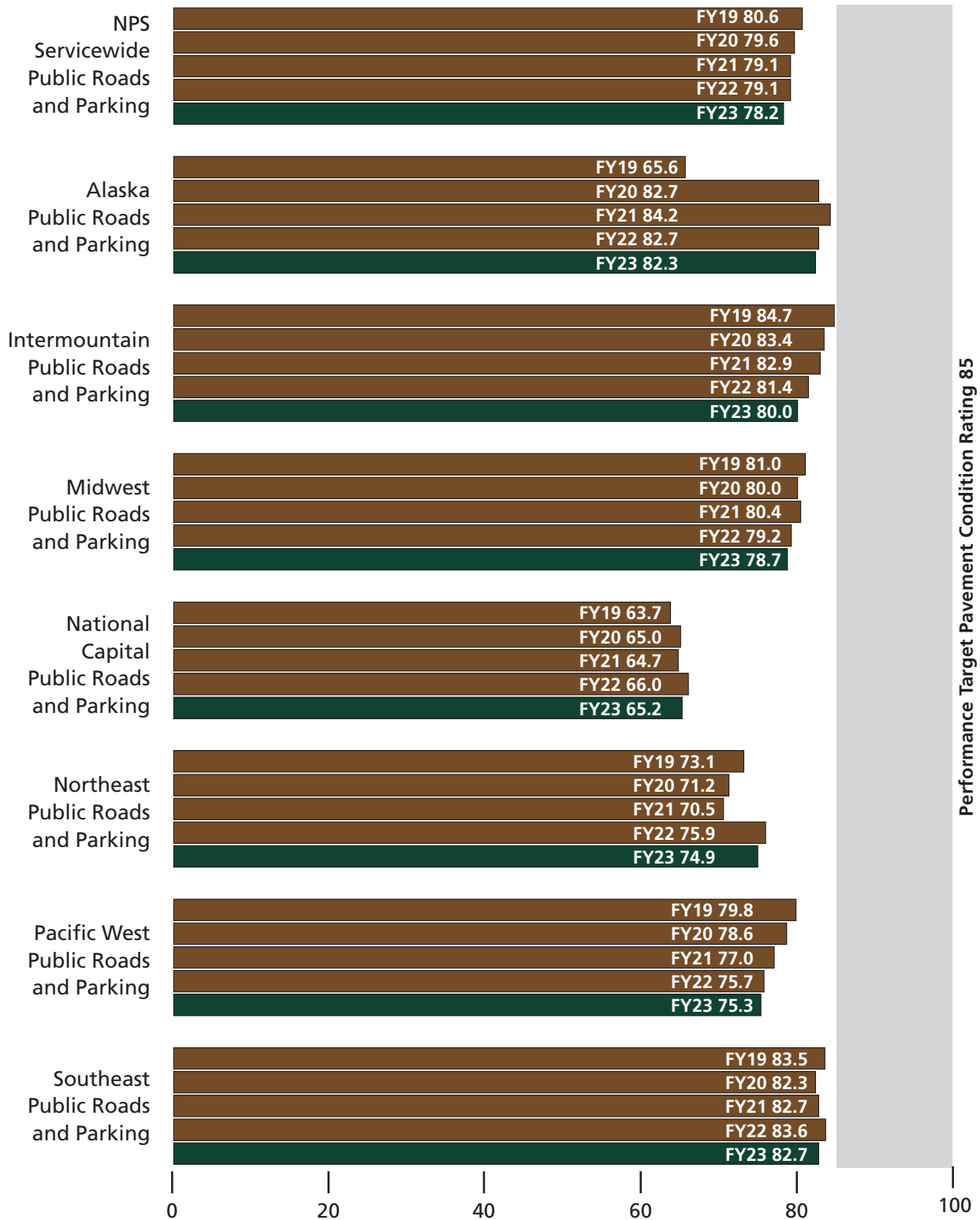
Table 4. FY23 NPS FLTP Paved Road and Parking Route Miles Construction

Construction Category	Road Miles	Parking Route Miles	Number of Projects
Preventative Maintenance	286	70	9
Rehabilitate / Repair	223	18	24
Reconstruct	8	1	4
Total	518	89	37

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 2019–2022 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 U.S.C. 144.

In FY23, FLTP funds improved the condition of 42 NPS bridges at a cost of \$247 million and improved the condition of 1 NPS tunnel at a cost of \$11 million.

Table 5. FY23 NPS FLTP Bridge and Tunnel Construction

Construction Category	Number of Bridges	Number of Bridge Projects	Number of Tunnels	Number of Tunnel Projects
Preventative Maintenance	19	1	0	0
Rehabilitate / Repair	19	8	1	1
Replace and New	4	3	0	0
Total	42	12	1	1

Source: Federal Highway Administration – Office of Federal Lands Highway

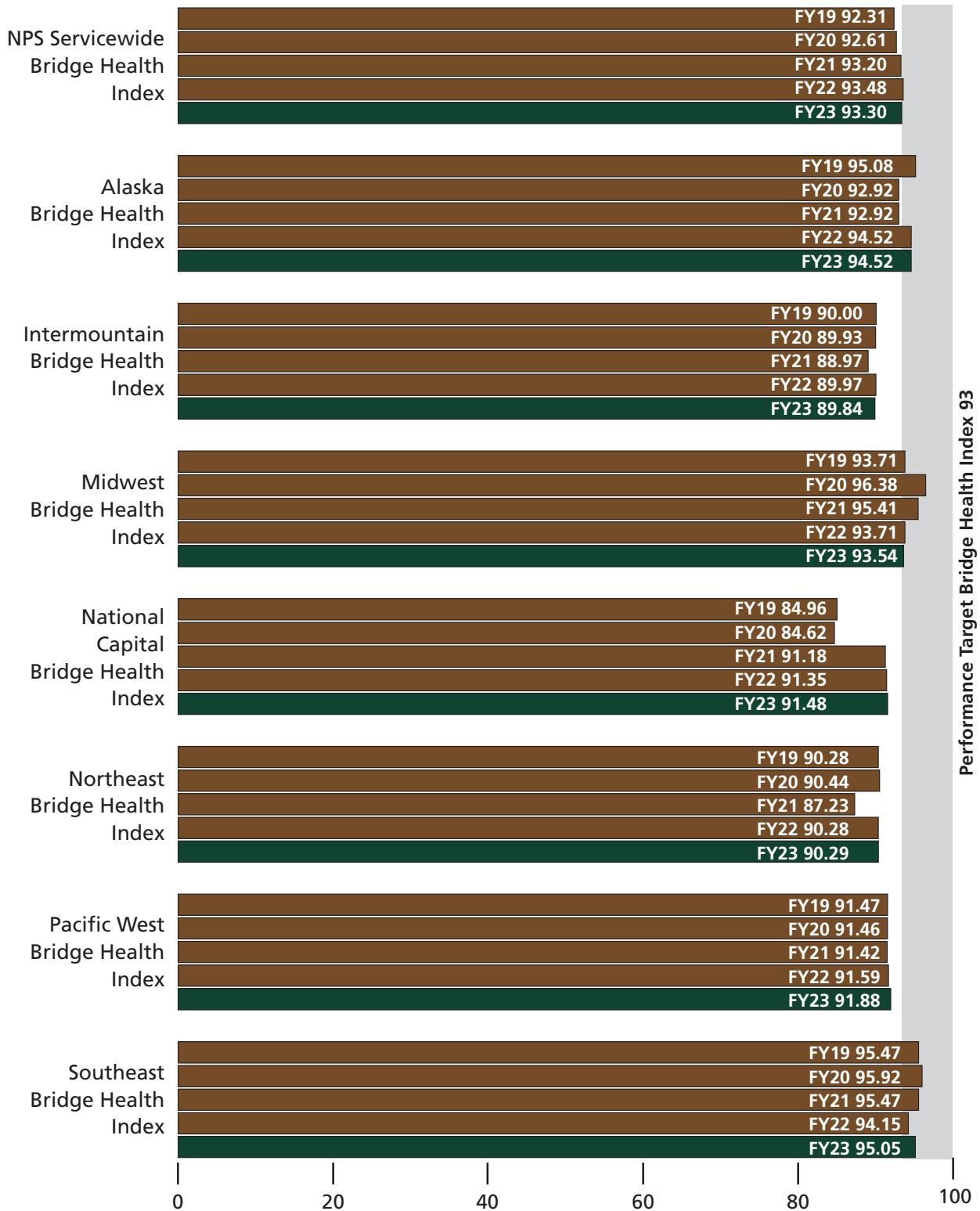
Table 6. FY23 Bridge Health Index

Bridge Conditions	Bridges (Bridge Health Index Target 93)
Service-wide Condition Rating	93
Number of Structures in Poor Condition	38
% of NPS Structures in Poor Condition by Square Feet of Deck Area	3%

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

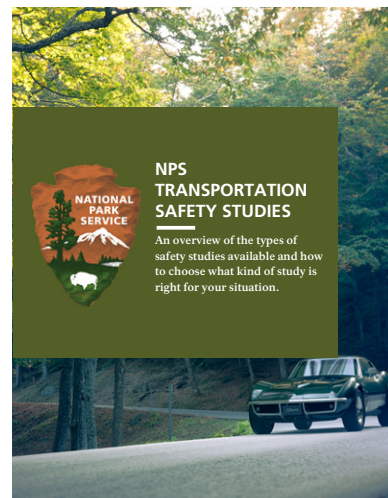
Note: Servicewide Bridge Health Index values for FY19 were reported erroneously in the FY21 accomplishments report. Previously reported erroneous values are within 2% of their actual values.

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 first performance measures for the safety program are under development.

Program highlights included an agreement on a new behavioral safety manager position and an agreement to identify FLTP safety-specific projects and funding. The program also accomplished the following:

- » Funded one Road Safety Audit at Fort McHenry National Monument and Historic Shrine and others, including:
 - Colorado National Monument Roadway Departure Systemic Analysis and Implementation Plan
 - Rocky Mountain National Park Safety Study Report
 - Kennesaw Mountain National Battlefield Park Traffic and Safety Assessment Report
 - Suitland Parkway Safety Assessment and Implementation Plan
 - Zion National Park Roadway/Bicycle Safety Study
- » Piloted the Crash Data Query Tool and Web Map, offering spatial data visualization and facilitating safety data queries
- » Introduced the Safety Planning Investment (SPIn) Tool for regional safety project prioritization decisions
- » Updated the Safety Study Catalog to streamline safety-related processes
- » Conducted a servicewide transportation safety briefing and a transportation safety briefing for each region
- » Developed and presented a work zone safety webinar (350 attendees)
- » Addressed vulnerable road user safety through the Active Transportation Guidebook update
- » Led four multidisciplinary and multi-directorate transportation safety meetings



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. A balance of 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 FY23, the Congestion Management Program:

- » Obligated \$1 million to assist parks with congestion evaluations or obtaining traffic data
- » Partially funded or supplied temporary traffic data counters at six parks needing congestion data
- » Completed pilots at Acadia National Park and Blue Ridge Parkway that evaluated congestion and crowdsourced data and traffic data needs for visitor use patterns and congestion hotspots
- » Signed an agreement with the US Department of Transportation Volpe National Transportation Systems Center to assess and recommend future program investments to meet Title 23 stewardship and oversight requirements



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 3 summarizes approximate transportation trail asset conditions.

TRANSIT

The most recent NPS National Transit Inventory and Performance Report (link in appendix C) includes data on annual transit ridership and fleet information. Pending performance metric: Vehicle Lifecycle Index, under development.

The program awarded a contract to conduct site assessments at almost 40 sites. These assessments will focus on infrastructure availability and evaluate charging needs holistically for public-facing charging and NPS transit and administrative fleet needs.

In addition, the program is reinvesting over \$28 million in two park transit systems (Grand Canyon National Park and Harpers Ferry National Historical Park) that see nearly five million passenger boardings a year. *The NPS is one of the largest purchasers of battery electric buses in North America.*

ELECTRIC VEHICLE CHARGING

The NPS released an Electric Vehicle (EV) Transition report (link in appendix C) in February 2023, which considers all transportation functions, including administrative fleet, transit, public use, and other modes. The NPS also recently released internal guidance that provides resources to help parks implement EV charging, including guidance on prioritizing public-facing EV charging and business model options. The NPS currently has approximately 200 public EV chargers across over 50 units servicewide, with many more in gateway communities (a link to the most recent EV charging map is in appendix C).

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 towards 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 completed its first National Long Range Transportation Plan in 2017 (link in appendix C). The National Transportation Strategy will update the 2017 National Long Range Transportation Plan, which was developed in FY23.

UNIT-LEVEL TRANSPORTATION PLANS

- » Transportation plans completed: 10 parks, including Great Smoky Mountains National Park, North Cascades National Park, National Mall Memorial Parks, and Shenandoah National Park
- » Transportation plans ongoing: 4 parks, Apostle Island National Lakeshore Glacier National Park, and Mount Rainier National Park
- » Transportation plans initiated: 13 parks, including Capital Reef National Park, Freedom Riders National Monument, Joshua Tree National Park, and Sitka National Historic Park

INTEGRATED PLANNING PROGRAM

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

- » Boston Area Parks (multiple parks)
- » Cuyahoga Valley National Park
- » Wrangell-St. Elias National Park
- » Pictured Rocks National Lakeshore

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: FY23 FLTP PROJECTS

Note: This table is a snapshot of project data for FY23, as of February 2024. 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 PE, CE, and CN activities and is budgetary; only projects of \$10,000 or more are represented.

Project Title	CAT I 3R/4R	CAT III
AKR Total	\$11,699,098	\$2,655,487
Denali National Park and Preserve	\$7,838,085	\$247,779
Construct McKinley Village Trailhead Parking Area		\$247,779
Construct Polychrome Area Road Improvements, Mile 43-48 of the Denali Park Road	\$7,801,039	
Identifying the effects permafrost thaw on landslides on the Denali Park Road - grad student support	\$37,046	
Katmai National Park and Preserve	\$3,861,013	
Resurface Last Five Miles of the Valley of 10,000 Smokes Road	\$3,861,013	
Sitka National Historic Site		\$2,407,708
Construct Connection to City and Borough of Sitka Multi-modal Seawalk		\$2,407,708
IMR Total	\$77,751,608	\$7,999,748
Alibates Flint Quarries National Monument	\$1,138,416	
Rehabilitation and Preservation (3R) Work on Alibates Road	\$1,138,416	
Arches National Park	\$3,752,114	
Construct Bridges Over Three Wash Crossings Along the Delicate Arch Road (FLTP 4R)	\$297,159	
FY23 Pavement Preservation Program (PPP) ARCH Roads and Parking Areas	\$3,140,000	
Repair Courthouse Wash Bridge at Arches	\$314,955	
Bandelier National Monument	\$690,749	\$347,827
Build Shuttle Service Expansion Parking Lot at Frey Trailhead		\$347,827
Replace Parking Lot at Tsankawi Unit	\$690,749	
Big Bend National Park	\$1,595,507	
FY23 Bridge Preservation Program (BPP) BIBE	\$1,595,507	
Bighorn Canyon National Recreation Area	\$9,926,596	
Yellowtail Dam Area Road Improvements Project - Pavement Preservation BICA	\$9,926,596	
Big Thicket National Preserve	\$173,947	
Hurricane Harvey Damage To Turkey Creek Pedestrian Trail Bridges 1 and 2	\$173,947	
Black Canyon of the Gunnison National Park	\$4,393,088	
Repair Road Surface at BLCA Entrance and Replace Culvert	\$2,793,088	
Pavement Preservation Program BLCA Roads and Parking Areas	\$1,600,000	
Canyonlands National Park	\$130,000	
Crack Seal ISKY and NEED Paved Roads	\$130,000	

Project Title	CAT I 3R/4R	CAT III
Capitol Reef National Park	\$11,567,741	
Rehabilitate Visitor Center Parking Area	\$1,205,000	
Rehabilitate 6.4 Miles of Route 10 and Pavement Preservation of Various Routes	\$10,362,741	
Capulin Volcano National Monument	\$268,780	
Emergency Repairs of Volcano Road	\$268,780	
Cedar Breaks National Monument	\$5,800,000	
FY23 Pavement Preservation Program (PPP) CEBR Roads and Parking Areas	\$5,800,000	
Chickasaw National Recreation Area	\$1,319,032	
Repair Road Surfaces at Chickasaw National Recreation Area	\$323,704	
CHIC FY23 Bridge Preservation Program (BPP)	\$995,328	
Colorado National Monument	\$5,712,017	
Pavement Preservation Program (PPP) (COLM) Roads and Parking Areas	\$5,125,000	
FY23 Bridge Preservation Program (BPP) (COLM)	\$587,017	
Dinosaur National Monument	\$17,753,699	
Repair Pavement on Harpers Corner Road Milepost 1.22 to 3.94	\$2,189,344	
Repair Quarry Access Road and Parking Lots to Improve Visitor and Employee Safety	\$15,564,355	
Florissant Fossil Beds National Monument	\$400,000	
Pavement Preservation Program (PPP) FLFO Roads and Park Areas	\$400,000	
Fort Laramie National Historic Sight	\$375,000	
Pavement Preservation Program (PPP) (FOLA) Roads and Parking Areas	\$375,000	
Glacier National Park	\$1,830,241	\$530,230
Install Horizontal Drains and Rehabilitate the Balance of the Many Glacier Road	\$558,143	
Replace Nine Sprinter Buses in the Park's Visitor Transportation System, FY21 to 23		\$530,230
Rehabilitate the Two Medicine Road	\$373,870	
FY21 GLAC Bridge Preservation Program	\$898,229	
Golden Spike National Historical Park	\$259,996	
Rehabilitate Asphalt Pavement Parking Areas	\$259,996	
Grand Canyon National Park	\$16,933	\$5,918,270
Implement an Intelligent Traffic Management System		\$32,846
Rehabilitate Asphalt Surface of NoRouteh Entrance Road Route 014	\$16,933	
Replace Existing Shuttle Bus Maintenance Facility with New Facility		\$5,885,424
Grand Teton National Park	\$778,045	\$320,000
Repair, Pulverize, and Overlay 3 Miles of Teton Park Road - Moose to TaggaRoute Lake Trailhead	\$431,832	
Construct 1 Mile long Fifth Phase of Park Pathway System		\$320,000
Improve Visitor Experience and Address Deferred Maintenance on Moose Wilson Corridor	\$278,159	
Construct Causeway on US Hwy 26/89/191 at Buffalo Fork and Snake Rivers	\$68,054	

Project Title	CAT I 3R/4R	CAT III
Lake Meredith National Recreation Area	\$2,953,435	
Rehabilitation and Preservation (3R) Work on Park Roads	\$2,953,435	
Little Bighorn Battlefield National Monument	\$96,526	
Reconstruct Park Roadway and Parking Areas	\$96,526	
Mesa Verde National Park	\$1,367,607	
Resurface 4.23 Miles of Cliff Palace Road MEVE-100 Milepost 0 to 4.26	\$1,098,345	
Rehabilitate Cedar Tree Tower Road with other routes	\$269,262	
Natural Bridges National Monument	\$206,650	
Rehabilitate Entrance Road at Natural Bridges National Monument	\$206,650	
Petrified Forest National Park	\$10,466	
Rehabilitate 13.45 miles of Main Park Road	\$10,466	
Rocky Mountain National Park	\$204,278	\$170,763
Resurface Beaver Meadows Road Routee 0011	\$36,908	
Conduct Traffic Congestion Management Analysis for ROMO		\$170,763
Widen Road at Fall River Entrance Station	\$114,041	
FY23 Bridge Preservation Program (BPP) ROMO	\$53,330	
Saguaro National Park East	\$200,989	
Relocate and Construct Visitor Access Entrance, Roads, Parking, and Sidewalks	\$200,989	
Timpanogos Cave National Monument	\$280,000	
FY23 Pavement Preservation Program (PPP) TICA Roads and Parking Areas	\$280,000	
Wupatki National Monument	\$16,260	
Replace Guardrails on the Wupatki-Sunset Crater Volcano Loop Road	\$16,260	
Yellowstone National Park	\$2,880,367	
North Entrance Road-Gardiner Gateway Project	\$13,401	
Reconstruct Fishing Bridge to Indian Pond Portion East Entrance Road 4R	\$14,486	
Reconstruct Norris to Golden Gate Road Phase 3	\$89,426	
Reconstruct Canyon to Fishing Bridge Road to a 30 foot width	\$1,377,404	
Repair/Repaint/Rehabilitate Gardner River High Bridge Components	\$438,543	
Reconstruct the Norris to Golden Gate Road Phase 3 Segment of the Grand Loop Road	\$429,285	
Emergency Deck Repair Madison River Bridge	\$500,000	
Reconstruct the Norris to Golden Gate Road, Phase 2	\$17,821	
Zion National Park	\$1,749,654	\$712,658
Extend Pa'rus Trail to Temple of Sinawava		\$315,437
Realign South Entrance and Visitor Center Access Road	\$223,299	
Install Electric Charging Stations for Park Shuttle Buses		\$397,221
FLOOD RESPONSE Replace Undersized Box CulveRoute at South Entrance	\$103,682	
FY23 Pavement Preservation Program (PPP) ZION Roads and Parking Areas	\$160,000	
Emergency Repairs on Kolob Canyon Scenic Drive	\$1,262,673	

Project Title	CAT I 3R/4R	CAT III
MWR Total	\$3,922,599	\$4,040,281
Badlands National Park	\$421,255	
Develop EA, Remove/Replace Culverts & Construct Buttress, and Reveg Hwy 240 Milepost 24.9 - Milepost 25	\$17,402	
Rehabilitate Loop Road at Bigfoot Pass and Picnic Area Parking Lot To Improve the Visitor Experience	\$12,558	
Rehabilitate-Reroute Loop Road Cedar Pass Hill	\$195,949	
Cedar Pass Slide Repair	\$145,559	
Revegetation along Dillon Pass Roadside	\$49,787	
Cuyahoga Valley National Park		\$2,717,959
Stabilize Riverbanks at Milepost 55.3 along the Cuyahoga Valley Scenic Railroad		\$2,328,972
Purchase Railroad Maintenance Vehicle with Hi-Rail gear up fit		\$388,987
Effigy Mounds National Monument	\$18,039	
Redesign Parking & Replace Curbs, Walks and Pavement, Route 0900, 0901	\$18,039	
Indiana Dunes National Park	\$629,966	\$183,994
Construct Marquette Greenway Trail - Broadway to Lake Street		\$47,612
Replace Douglas Center Pedestrian Bridge	\$629,966	
Construct Marquette Greenway Trail Lake Street to County Line Road		\$66,576
Construct Marquette Greenway Trail from West Beach to Portage Lakefront		\$69,807
Isle Royale National Park		\$870,328
Mandatory Drydocking of the Motor Vessel Ranger III		\$870,328
Mississippi National River and Recreation Area		\$250,000
ConveRoute Busy At-Grade Trail Road Crossing to Grade-Separated Underpass Trail in Brooklyn Park		\$250,000
Missouri National Recreational River	\$33,651	
Myron Grove River Access Highway SD FLAP 454(1) Matching Contribution	\$33,651	
Ozark National Scenic Riverways	\$44,113	
OZFLO17-Re-establish Utilities, Demolish and Rebuild the Alley Spring Pedestrian Walk Bridge 6640-00	\$44,113	
Pea Ridge National Millitary Park	\$407,950	
Realign Parks Main Tour Road	\$407,950	
Pictured Rocks National Lakeshore	\$392,738	
Replace Steel Bridge and Lamprey Barrier - Miners River	\$392,738	
Sleeping Bear Dunes National Lakeshore	\$422,244	
Improve Visitor Safety by Installing Turn Lanes at Dune Climb	\$278,296	
Replace Pierce Stocking Scenic Drive Covered Bridge Guardrails and Repair Scenic Drive Shoulders	\$143,948	
Tallgrass Prairie National Preserve		\$18,000
Replace Two Aging Alternative Fuel Buses		\$18,000
Theodore Roosevelt National Park	\$26,288	
Rehabilitate Buck Hill Area Access Road and Parking Area	\$26,288	

Project Title	CAT I 3R/4R	CAT III
NCR Total	\$30,510,906	\$11,259,978
Catoctin Mountain Park	\$6,839,442	
Repair One Mile of Park Central Road (Route 0010)	\$6,839,442	
Chesapeake & Ohio Canal National Historical Park	\$1,588,986	\$4,125,117
Rehabilitation of Capital Crescent Trail		\$1,413,377
Repair Canal Inlet Lock 1 and Lift Locks 1,2 and 5		\$1,263,000
Repair Edwards Ferry Vehicle Bridge	\$25,492	
Repair Access Road Tunnels at C&O Canal	\$127,065	
Repair Evitts Creek Aqueduct Bridge		\$195,290
Resurface Towpath Miles 155.78 to 173.37		\$733,087
Repair or Replace 9 Bridges	\$96,174	
Replace Existing Stairway at Byron Bridge		\$78,205
Upgrade Transportation and Traffic Elements within Fletcher's Area	\$55,675	
Preserve and Improve Paw Paw Bends Trail Systems		\$442,158
Storm Damage Repairs	\$1,284,581	
George Washington Memorial Parkway	\$2,005,760	\$669,932
FHLP - North GWMP Rehabilitation EA	\$270,000	
Replace Mount Vernon Trail Bridge 12		\$77,248
Arlington Memorial Bridge Rehabilitation Mitigation Projects	\$74,919	
Rehabilitate Mount Vernon Trail - Zone 2 and Zone 3		\$592,684
Repair Clara Barton Cantilever Bridge and Bridge to No-Where	\$1,105,097	
Repair of Damaged Sections of Railing Arlington Memorial Bridge	\$215,743	
Perform Bridge/Pavement Preservation	\$340,000	
Harper's Ferry National Historical Park	\$27,584	\$5,969,500
Repair 4 HAFE FHWA Bridges	\$27,584	
Rehabilitate and Electrify Transit Facility		\$399,929
Replace Diesel Fleet with New Electric Buses		\$5,569,571
National Capital Parks – East	\$7,361,226	\$325,072
Repave Greenbelt Park Roadways and Construct New Bridge	\$46,807	
Rehabilitate Culverts, Roads, Parking and Drainage Ditches at Marshall Hall Within Piscataway Park	\$1,101,866	
Repave Baltimore Washington Parkway 1(9), 2(9)	\$395,099	
National Capital Area Bridge and Pavement Preservation NACE	\$5,778,419	
Construct Suitland Parkway Trail		\$325,072
Repair BAWA Bridge Rail and Capstone	\$39,035	
National Mall	\$9,833,639	
Rehabilitate Structure No 3400-031P Outlet Bridge Maint/Rehab	\$172,750	
Resurface Rock Creek and Potomac Parkway FHWA	\$920,176	
Resurface 15th Street	\$194,173	
Resurface Independence Ave and Tidal Basin Roads FHWA	\$2,326,392	

Project Title	CAT I 3R/4R	CAT III
Resurface Ohio Drive and West Basin Drive Roads	\$86,588	
Multimodal Improvements to Lincoln Circle, Jefferson and Madison Drives, and Maine Avenue	\$6,133,560	
Rock Creek Park	\$2,801,695	\$170,358
Replace Joyce Road Bridge at Military Road (3450-003P)	\$87,572	
Rehabilitate Shoreham Hill Bridge	\$14,148	
Rehabilitate Waterside Drive	\$31,488	
Preserve Pavement on Rock Creek Parkway, Ramps, and Trail	\$2,076,560	
Reconstruct Waterside Drive and Piney Branch Road ROCR 503(1), 24(2)	\$58,339	
Repair Broad Branch, Kalmia Road, Ross Dr, and P St Bridges	\$94,533	
Rehabilitate Six Roadways in Rock Creek Park	\$348,065	
Repair L Street Bridge Over Rock Creek (3450-001P)	\$37,343	
Park Traffic Calming and Safety	\$583,816	
Construct Joyce Road Trail and Improve Beach Drive Trail		\$170,358
NER Total	\$14,105,226	\$4,223,807
Acadia National Park	\$4,449,349	
Mill and Overlay 2" Otter Cliff Road Route ACAD-0105	\$38,907	
Rehabilitate Otter Cove Creek Causeway Bridge (ACAD/1700-019P)	\$2,667,482	
Repave Sieur de Monts Road Route 0208	\$13,027	
Mill and Overlay 2" Cadillac Mountain Road Route ACAD-0013	\$106,667	
Rehabilitate of Eight (8) Historic Motor Road Bridge Structures in Acadia National Park	\$1,623,265	
Cape Cod National Seashore		\$967,736
Replace Two Beach Vehicles to Serve Coast Guard Beach		\$644,600
Rehabilitate Province Lands Bike Trail Beech Forest spur leading to Provincetown		\$170,551
Establish Route 6 Bike Trail Connector to Herring Cove Beach Parking Lot		\$152,585
Delaware Water Gap National Recreation Area	\$310,492	\$70,192
Rehabilitate Toms Creek Bridge (DEWA/4320-049)	\$64,909	
DEWA Alternative Transportation Partnership and ITS Planning and Deployment		\$70,192
TS Ida ERFO Emergency Repair of Route 615 Washout	\$196,371	
TS Ida ERFO Slope Repair/Reconstruct US 209 mm 14, 15, 16.68, 17.2 & McDade Trail	\$33,311	
Replace Bushkill Creek Bridge (Str. # 4320-009P) & Retaining Walls	\$15,901	
Fire Island National Seashore	\$253,264	
Reconstruct West Entrance Road Checkpoint Gate Access area	\$253,264	
Friendship Hill National Historic Site	\$411,921	
Surface Treatment Entrance Road and Parking (0010, 0900)	\$411,921	
Gateway National Recreation Area	\$48,431	
Apply preventative maintenance treatment to Hartshorne Ave NB	\$16,998	
GATE FY22 Pavement Preservation at Various Routes at Ft. Wadsworth, STIS	\$31,433	

Project Title	CAT I 3R/4R	CAT III
Gettysburg National Military Park	\$1,904,259	
Mill and Overlay 2" Wainwright Avenue Route GETT-0041	\$180,969	
Mill and Overlay 2" Stone-Meredith Avenue Route GETT-0024	\$165,660	
Mill and Overlay 2" Reynolds Avenue Route GETT-0023	\$253,579	
Treat Surface Howard Avenue Route GETT-0028	\$230,439	
Treat Surface NoRouteh Confederate Avenue Route GETT-0026	\$78,555	
Treat Surface Wadsworouteh Avenue Route GETT-0027	\$43,782	
Pavement Management- East Cavalry Ave GETT-0200 - Mill/Overlay Treatment	\$472,630	
Pavement Management- Jones Battalion Road GETT-0100 - Surface Treatment	\$46,991	
Repave Doubleday Ave	\$105,458	
Repave Oak Ridge Tower Parking	\$40,069	
Repave Eternal Peace Light Memorial Parking Lot	\$237,806	
Repave West End Guide Station Parking Area	\$48,322	
George Washington Birthplace National Monument	\$41,651	
Rehabilitate Park Roads 11-12, 900-906	\$41,651	
Home of Franklin D. Roosevelt National Historic Site		\$121,962
Purchase replacement Shuttle Vans for Transit System at ROVA		\$121,962
Lowell National Historical Park		\$1,597,105
ATS-Rehabilitate Trolley System-Repair Track Suffolk to Wye		\$786,840
Transit System - Rehabilitate Trolley System - Fabricate and Install Poles		\$810,265
Marsh-Billings-Rockefeller National Historical Park		\$81,911
Rehabilitate Park Entrance to Provide a Staging Area for Park Shuttle		\$81,911
Minute Man National Historical Park		\$992,207
Reroute Battle Road Trail to Improve Safety and Visitor Experience		\$78,467
MIMA Boardwalk Repairs		\$913,740
New River Gorge National Park and Preserve	\$6,384,373	\$32,351
Repair Rend Trail and Bridges		\$32,351
Repair Cunard Road Slips and Correct Erosion and Drainage Issues to Prevent Road Failure - FHWA	\$6,384,373	
Petersburg National Battlefield	\$13,266	
Mill and Overlay Visitor Center Access Road Route. 10, 11, 12, 13, 301, 500, 300	\$13,266	
Richmond National Battlefield Park	\$272,128	
Surface Treat Battlefield Park Road (RICH-0304)	\$272,128	
Valley Forge National Historical Park		\$189,984
Construct North Gulph Trail Link to Neighboring Community		\$189,984
Vanderbilt Mansion National Historic Site	\$16,093	
Condition Assessment - Dock St Bridge	\$16,093	

Project Title	CAT I 3R/4R	CAT III
PWR Total	\$53,502,312	\$4,432,291
Big Hole National Battlefield	\$450,000	
Apply Pavement Preservation	\$450,000	
Channel Islands National Park		\$25,281
Replace Dilapidated Pier at Scorpion Anchorage		\$13,508
SBI Repair Storm Damaged Wharf		\$11,773
Crater Lake National Park		\$213,662
Evaluate and Implement Intelligent Transportation System Applications to Reduce Visitor Accidents		\$195,671
Realign Parking and Roadways at Rim Village to Reduce Traffic Congestion		\$17,991
Craters of the Moon National Monument	\$700,000	
Apply Pavement Preservation to Park Roads	\$700,000	
Death Valley National Park	\$6,021,120	
Replace Salt Creek Boardwalk ERFO CA-2022-1-NPS	\$437,556	
ERFO Repair Roadways Damaged by Hurricane Hilary CA-2023-3-NPS	\$5,583,564	
Fort Point National Historic Site	\$199,139	
Widen and Reconstruct Long Ave for Safer Multi-Modal Access	\$199,139	
Golden Gate National Recreation Area	\$372,821	\$4,193,347
Complete Design and Compliance for Vista Point Multi-use Connections to Fort Baker		\$33,038
Rehabilitate Entry Road. & North & Central Parking Areas, Stinson Beach	\$372,821	
Construct Multi-use Trail Connection from Golden Gate Bridge Vista Point to Fort Baker		\$3,891,706
Construct and Install Improvements to West Bluff Trail/Arrival Area		\$268,603
Great Basin National Park	\$500,000	
Apply Pavement Preservation	\$500,000	
Hawai'i Volcanoes National Park	\$4,822,954	
Realign Crater Rim Drive, Construct New Visitor Center Parking and Expand Ent. Sta. to Improve Visitor Safety	\$4,822,954	
Lava Beds National Monument	\$586,501	
Rehabilitate and Resurface Main Road, Spur Roads and Parking Areas (Phase 1)	\$586,501	
Lake Mead National Recreation Area	\$112,560	
Realign, Reconstruct, Resurface, and Restore Willow Beach Road	\$30,114	
Rehabilitate Cottonwood Cove Access Road	\$82,446	
Lassen Volcanic National Park	\$1,054,570	
Stabilize Slope Failure Along Lassen Park Highway	\$1,054,570	
Manzanar National Historic Site	\$61,834	
ERFO Repair Roadways Damaged by Hurricane Hilary CA-2023-3-NPS	\$61,834	

Project Title	CAT I 3R/4R	CAT III
Mojave National Preserve	\$4,310,423	
Rehabilitate Kelso Cima & S Kelbaker Roads from Cima to I-40 for Visitor Safety	\$2,186,060	
Scope Comprehensive Rehabilitation on 68 Road Miles	\$28,812	
Construct Road Safety Improvements at Mojave National Preserve	\$2,095,551	
Mount Rainer National Park	\$1,065,213	
Rehabilitate Highway 123, Laughingwater Bridge (MP 2.5) to Panther Creek Bridge (MP 5.2)	\$317,404	
Replace Fryingpan Creek Bridge	\$657,385	
ERFO - Emergency Repairs Nov 2021 Storms and Flooding WA2022-1-NPS	\$90,424	
Muir Woods National Monument	\$191,697	
Design and Construct Access Improvements at MUWO - Phase I	\$191,697	
Nez Perce National Historical Park	\$150,000	
Apply Pavement Preservation to All Park Roads	\$150,000	
North Cascades National Park	\$282,998	
Stehekin Riverbank Stabilization	\$116,999	
ERFO - Repair Roadway Damage on Company Creek Road, November 2021	\$165,999	
Olympic National Park	\$1,948,294	
Rehabilitate Route 103, Sol Duc Valley Road	\$512,291	
Rehabilitate Olympic Hot Springs Road	\$42,876	
Repair Storm Damage at Mora Road Milepost 1.25	\$982,425	
Repair Slumps on Hurricane Ridge and Obstruction Point Roads	\$161,556	
Perform Bridge Preservation on Parkwide Bridges	\$11,526	
ERFO Emergency Repairs Nov 2021 Storms and Flooding	\$75,631	
Replace CulveRoute at Milepost 14 on Route 104, Quinault NoRouteh Shore Paved Road	\$146,361	
ERFO 2022 WA NPS Storms and Flooding	\$15,628	
Oregon Caves National Monument	\$109,944	
Provide 50% of Local Match Requirement for FLAP Proposal to Repair and Repave Oregon Highway 46	\$109,944	
Pinnacles National Park	\$721,248	
Apply Pavement Preservation to Park Roads	\$721,248	
Redwood National Park	\$158,693	
ERFO Restore Access to Park Roads from Jan-Mar 2023 Atmospheric Rivers	\$158,693	
Sequoia & Kings Canyon National Park	\$15,175,534	
Rehabilitate 15.29 Miles of the Mineral King Road	\$238,726	
Replace Lower Kings River Bridge	\$396,238	
Pavement Preservation of Park Roads	\$109,875	
Replace Lewis Creek Bridge	\$248,282	
ERFO Repair Generals Highway 2021 KNP Complex Fire	\$115,660	

Project Title	CAT I 3R/4R	CAT III
ERFO Repair Generals Highway and Mineral King January 2023 Atmospheric River Repairs CA 2023-1 NPS	\$104,795	
ERFO Repair Park Roadways: March 2023 Atmospheric River CA2023-2-NPS	\$10,231,597	
ERFO Repair Park Roadways: Ash Mountain 8a March 2023 Atmospheric River	\$3,730,361	
Whitman Mission National Historic Site	\$200,000	
Apply Pavement Preservation to All Park Roads	\$200,000	
Yosemite National Park	\$14,274,585	
Construct & Rehabilitate Facilities at Bridalveil Fall Viewing Area	\$10,146	
Rehabilitate Big Oak Flat Road and Replace Obsolete Powerlines To Tunnel Safety Lighting	\$260,207	
Rehabilitate Tioga Road: Phase 2 of 3 – From Milepost 27 to MP42 (Olmsted Pt. to Blue Slide)	\$1,695,141	
Stabalize Wawona Road Embankments Damaged By Fire and Water Infiltration	\$30,230	
Relieve Congestion Through Circulation Changes on Valley Loop Roads	\$6,953,859	
ERFO Cleanup and Repair of Park Roadways: March 2023 Atmospheric River Events	\$5,279,677	
Cleanup and Repairs to Big Oak Flat Road and the El Portal Road Due to Nov-Dec 2022 Storm	\$45,325	
SER Total	\$64,647,708	\$3,776,956
Biscayne National Park	\$15,325	
Resurface Entrance Road and Parking Lot at Convoy Point	\$15,325	
Blue Ridge Parkway	\$19,368,345	\$94,519
Paint Infrastructure and Correct Safety and Erosion Problems, I-77 Bridge	\$91,805	
Replace Bearing Devices on Bridges VA 130 & Otter Creek 014P and US Route 220 037P	\$171,212	
Repair and Stabilize Sharp Top Mtn Road and Bus Parking Area		\$94,519
Remove and Replace Bridges 077P, 080P, 081P of Road Section 2A	\$8,776,199	
Rehabilitate James River Bridge 016P	\$227,003	
Geotechnical Assessment of the Mainline Roadway	\$180,447	
Repair Critical Mainline Roadway Failures at Milepost 119.7 and Milepost 127.9	\$14,559	
Pavement Preservation for Virginia Parking Areas and Access Roads	\$22,888	
Pavement Preservation for North Carolina Parking Areas and Access Roads	\$209,024	
Perform Critical Repairs to Deep Gap Bridge 091P	\$1,356,821	
Complete Repairs to Price Lake Dam Bridge 5140-097P	\$130,523	
Repair/Repave Mainline Road Section 1K (MP 86 - 89)	\$143,843	
Pavement Preservation for Pisgah District Parking Areas and Access Roads	\$169,889	
Pavement Preservation on 89.5 miles of the Blue Ridge Parkway in Virginia	\$7,109,753	
Preventive Maintenance Repairs to Ridge District Bridges	\$652,451	
Preventive Maintenance Repairs to Plateau & Ridge District Bridges	\$64,389	
FY24 Pavement Preservation of the Blue Ridge Parkway, Vinton Sub-District in Virginia	\$47,538	

Project Title	CAT I 3R/4R	CAT III
Cape Hatteras National Seashore		\$1,851,313
Construct Multi Use Path on CAHA Lighthouse Road for Visitor Safety		\$1,851,313
Cape Lookout National Seashore		\$29,941
Replace Cape Point Lighthouse Dock		\$29,941
Castillo de San Marcos National Monument		\$220,572
Replace Fort Matanzas Ferry Boats		\$220,572
Chattahoochee River National Recreation Area	\$1,069,012	
Pulverize and Overlay Park Roads and Parking Lots in the Akers Mill	\$1,069,012	
Cumberland Gap National Historical Park	\$65,927	
Repair Little Yellow Creek Bridge #1 - Structure No. 5230-002P	\$65,927	
De Soto National Memorial	\$84,500	
Rehabilitate DESO Route. 0900	\$84,500	
Everglades National Park	\$512,924	
Pavement Preservation FY21/22 Schedule A - FLTP	\$512,924	
Fort Sumter and Fort Moultrie National Historical Park		\$53,807
Replace Fort Sumter Dock (FY2028 Placeholder)		\$53,807
Great Smoky Mountains National Park	\$32,666,739	\$142,907
Rehabilitate Cosby Campground Entrance Road and Picnic Area Roads	\$94,213	
Pavement Preservation of Fighting Creek Gap, Little River Gorge, and Elkmont Roads	\$34,737	
Pavement Preservation of Clingmans Dome Road	\$13,326	
Rehabilitation of Greenbrier Entrance Road, Route 102	\$141,294	
Replace Wiley Oakley Crossover Bridge ST 5460-087	\$30,573,336	
NEPA Compliance for Safety Improvements to Gatlinburg Spur Road & Pre NEPA for FOOT Section D	\$40,983	
Rehabilitate Gatlinburg Tunnel at Big Ridge Mt ST 5460-085P	\$1,244,913	
Implement Safety Improvements on Gatlinburg Spur Road	\$21,801	
Bridge Maintenance & Preservation Work on Twenty Bridges	\$502,135	
Prepare a Cades Cove Entrance and Exit Intersection Congestion Audit		\$142,907
Gulf Islands National Seashore	\$4,382,228	
Replace Traffic Barrier Guard Rails on Davis Bayou Park Road and Construct Pedestrian & Bicycle path	\$48,760	
Repair Hwy399 post-Hurricane Sally	\$55,768	
Pavement Preservation GUI5-23-28 PVT	\$4,277,700	
Kennesaw Mountain National Battlefield Park		\$49,294
Redesign Kennesaw Mountain Road to improve visitor experience		\$49,294
Mammoth Cave National Park	\$188,397	\$1,000,000
Reconstruct Mammoth Cave Hotel Parking Area To Resolve Traffic Conflicts and Deteriorized Surfaces		\$1,000,000
Resolve Safety Issues At The Frozen Niagara Intersection	\$188,397	

Project Title	CAT I 3R/4R	CAT III
Natchez Trace National Scenic Trail	\$5,086,900	\$334,604
Overlay Park Road - Pavement Management Project from Milepost 238.84 to Milepost 245.219	\$13,388	
Overlay Park Road - Pavement Management Project from Milepost 245.219 to Milepost 253.44	\$47,714	
Construct Multi Use Trail Sections 3P19 and 3P20		\$99,687
Reconstruct Parkway in Ridgeland Milepost 101-102.35	\$39,179	
Reconstruct Parkway in Ridgeland Milepost 112.4-114.6	\$116,224	
Heavy 3R Road Work from Parkway Milepost 291-331	\$1,699,642	
Install Suicide Deterrent Barrier for TN Route 96 Bridge	\$1,036,997	
Repair Bridges - NATR BMS FY24 IDIQ	\$56,837	
Repair Slide on Roadway at Milepost 109.7	\$985,000	
Rehabilitation of Multi-Use Trail Phase 1		\$234,917
Rehabilitate or Replace John Coffee Memorial (TN River) Bridge 028P	\$408,767	
Repair Bridges - NATR BMS IDIQ (2023)	\$683,153	
Stones River National Battlefield	\$20,191	
Construct Parking Lot at Tour Stop 5 (Hazen Brigade Monument)	\$20,191	
Vicksburg National Military Park	\$1,194,882	
VICK Pavement Preservation FY23 Schedule A - FLTP	\$1,194,882	

APPENDIX B: 12 UNIFIED INTERIOR REGIONS AND CORRESPONDING “LEGACY” REGIONAL NAMES

A reorganization of the Department of the Interior to 12 Unified Interior Regions was completed 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 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

In response to the FHWA's letter on May 19, 2022 (*Federal Lands Transportation Program, Instructions for FY 2022–2026, [Investment Strategy and National Federal Lands Transportation Facility Inventory Update](#)*), the NPS submitted the NPS Strategy Investment and Asset Inventory Report to the FHWA in December 2022. This response continues the collaborative dialogue on the stepped activities the NPS will take in coordination with the FHWA over the life of the Bipartisan Infrastructure Law.

The NPS FLTP Investment Strategy addresses:

- » Investment strategy composition, approach and methods
- » High-Use Federal Recreational Sites or Federal Economic Generators
- » US Secretary of the Interior's performance goals
- » US Secretary of Transportation's performance goal areas
- » Administration priorities

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

- » [NPS Transportation website](#)
- » [NPS FLTP website](#) (includes FY14–present [annual accomplishment reports](#))
- » [NPS Budget Justification – Green Book](#)
- » [NPS FLTP Policy Update 2022](#)
- » [NPS 2018 FLTP Implementation Guide](#)
- » [NPS Visitor Spending Effects – Economic Contributions of National Park Visitor Spending](#)
- » [NPS Visitation and Visitor Use Statistics](#)
- » [NPS National Transit Inventory](#)
- » [NPS National Long Range Transportation Plan](#)
- » [NPS Congestion Management Toolkit](#)
- » [NPS Electric Vehicle Transition report](#)
- » [NPS Electric Vehicle Charging Map](#)

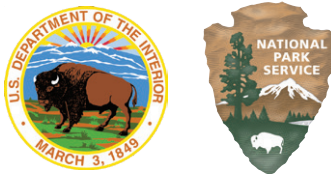
Non-NPS resources:

- » [Interagency Visitor Use Management Framework](#)

APPENDIX D: ANNUAL AUTHORIZED FLTP FUNDING TABLE

Fiscal Year	NPS Authorizations (millions)	Reductions Rate	Reductions (millions)	Estimated Actual Funds Available	Inflation Adjusted (Q1 2023 dollars; millions)
FY16	\$268	9.75%	\$(26.12)	\$241.88	\$427.13
FY17	\$276	11.53%	\$(31.83)	\$244.17	\$430.13
FY18	\$284	12.79%	\$(36.33)	\$247.67	\$426.77
FY19	\$292	14.32%	\$(41.80)	\$250.20	\$384.79
FY20	\$300	13.93%	\$(41.79)	\$258.21	\$377.05
FY21	\$300	14.53%	\$(43.58)	\$256.42	\$387.22
FY22	\$332	15.77%	\$(52.42)	\$280.01	\$352.15
FY23	\$339	19.05%	\$(64.55)	\$274.32	\$274.32

Source: US Department of Transportation Volpe National Transportation Systems Center



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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