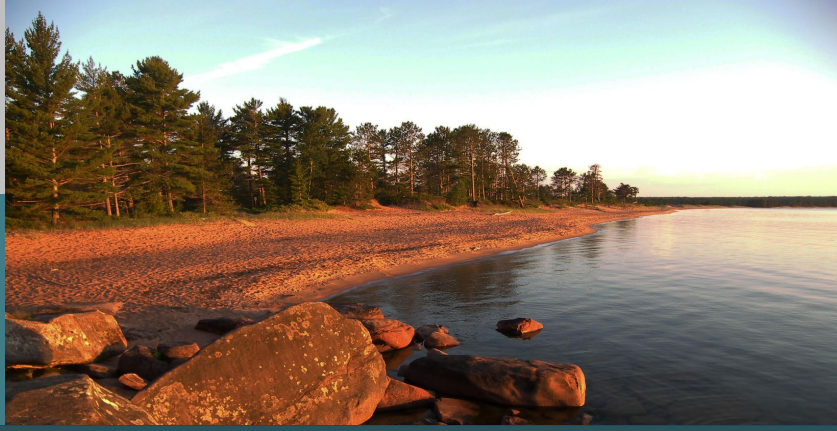




Apostle Islands National Lakeshore Infrastructure Fact Sheet



255 Thousand
Annual Visitors¹



\$64 Million in
Economic Output²



State: Wisconsin

Infrastructure Inventory

The figures below show the park's real property inventory by asset category as of the end of Fiscal Year (FY) 2022.



131 Buildings



58 Miles of Trails



16 Housing Units³



18 Campgrounds



0 Miles of Unpaved Roads⁴



11 Water Systems



7 Waste Water Systems



1 Mile of Paved Roads⁵



Other Asset Types

The park also has **80** other assets. These include a trail bridge, maintained landscapes, electrical systems, communication systems, fuel systems, marinas, a monument, maintained archeological sites, interpretive media, and an amphitheater.

Infrastructure Investment Needs

There is an estimated **\$66 M** in Deferred Maintenance and Repairs (DM&R)⁶ associated with the inventory above. The park also has an estimated **\$1.1 M** in Annual Routine Maintenance⁷ requirements. Asset condition will further deteriorate if the Annual Routine Maintenance is not addressed. Infrastructure investment needs may also include modernization and renewal to address safety, code compliance, visitor capacity, and other park requirements.

Proposed Investments⁸

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

Projects in Current Funding Stream	Est. Proj. Cost ⁹
Rehabilitate Waterfront at Little Sand Bay and Devils Island, Reconstruct Boathouse	\$17,200,000
Repair/Rehabilitate Outer Island Dock Phase 2	\$1,400,000
FY 2024 Replace Manitou Island Dock	\$428,000
Lengthen and Rehabilitate the Long Island Dock	\$252,000
Paint Exterior of Chequamegon Point Light Tower (Long Island)	\$218,000
Rehabilitate Rocky Island Dock	\$71,000
FY 2023 Replace Manitou Island Dock	\$43,000
Total Estimated Project Cost	\$19,612,000

Notes

¹ National Park Service Visitor Statistics, Annual Visitation by Park - 2022 - <https://irma.nps.gov/STATS/Reports/National>.

² Economic Contributions of National Park Visitor Spending - 2021 - <https://www.nps.gov/subjects/socialscience/vse.htm>.

³ Housing includes residential units and trailer pads that are associated with the NPS Employee Housing Program whereby rent is collected. The data is from the Internet Quarters Management Information System (iQMIS) as of September 30, 2022.

⁴ Unpaved Roads includes unpaved parking areas and unpaved roadways.

⁵ Paved Roads includes bridges, tunnels, paved parking areas, and paved roadways.

⁶ Deferred maintenance and repairs (DM&R) includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The data is from the Facility Management Software System (FMSS) as of September 30, 2022.

⁷ Routine Maintenance represents modeled costs for recurring maintenance derived from NPS Operations and Maintenance cost models.

⁸ Projects from the following fund sources and fiscal years were included: Great American Outdoors Act Legacy Restoration Fund (FY24), Recreation Fee Revenue (2023 and 2024 Congressional Justification), Repair/Rehabilitation (FY23 - FY27), Line Item Construction (FY24 - FY28) and Federal Lands Transportation Program (FY23 - FY26), per authorization levels provided in Public Law 117-58, the Bipartisan Infrastructure Law. Costs for LRF FY24 Projects are based on estimates as of March 2023, which are subject to change. The NPS is in the process of evaluating LRF FY25.

⁹ Cost estimates for projects are dependent on the current phase and size of each project's scoping and costing process. Planning for larger, more complex projects requires a longer lead time and preconstruction activities may be funded separately. These estimates continue to be refined as scoping and design is completed and the project moves toward execution. Costs are rounded to the nearest thousand.