NATIONAL PARK SERVICE Project Data Sheet	Total Project Score/Ranking:	N/A
	Planned Funding FY: 2021	$14,116,000
	Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Maintenance Action Team		
Project Number: DOI #N001	Unit/Facility Name: Multiple	
Region/Area/District: Multiple	Congressional District: Multiple	State: Multiple

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
N/A	N/A	N/A	N/A

Project Description: Utilizing the Legacy Restoration Fund, the NPS's Historic Preservation Training Center (HPTC) and Historic Architecture, & Engineering Center (HACE) will stand up a pilot program during FY21 consisting of Preservation Maintenance Action Teams (MATs) to complete rehabilitation and preservation projects on historic assets. These assets make up 25 percent of the NPS facility portfolio.

The MAT will perform the following types of projects: preservation and stabilization of fortification masonry scarp walls; rehabilitation of masonry comfort station exteriors; battlefield monument care and maintenance; specialized repair and painting of windows in several structures at various parks; replacing roofs in-kind (ranging from wood shingle to slate); and rehabilitating culverts, trails and trail bridges, cultural landscapes and their historic features. The maintenance work will improve the condition of the asset by extending the life of the critical systems which may include components of the exterior envelope, superstructure, or interior features—ultimately preserving the cultural resource and its contents.

Staff training and hands-on education will provide NPS personnel with skillsets that will last decades. Training and capacity in the traditional trades, appropriate materials selection, and treatment approaches will help parks reduce life cycle costs—especially since many assets with deteriorated conditions are the result of prior use of incompatible materials, lack of trained staff, attrition of skilled craftspeople, budget shortfalls, or a failure to prioritize preservation of the resource.

Upon project completion, the facilities and critical systems should remain within their life cycle and should not require major rehabilitation or replacement for the next 15-20 years.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 2.3 Reduce Annual Operating Costs

Investment Strategy (IS):

- Using the specialized cohort of preservation professionals within the agency will further leverage resources, both human and cultural.
- These assets include locations that may be listed on the National Register (or be National Register Eligible) or on the List of Classified Structures and identified in the enabling legislation of the park unit. The locations identified have one or more critical systems that are beyond their typical life cycle and require repairs, rehabilitation, stabilization, or reconstruction to return them to a manageable condition that can be maintained through preventive and regular cyclic maintenance.

- MAT projects will create operational savings and reduce the total cost of ownership. Once projects are complete, the historic asset's exterior envelope will be intact and protected and will, in turn, protect and extend the life of the interior finishes, features, and furnishings.
- The execution of the treatments will protect the structure, retain its historic fabric, character defining features, improve the visitor experience while complying with the Secretary of Interior's Standards for the Treatment of Historic Properties; the Architectural Barriers Act; and any other applicable laws, standards, policies and guidelines.

Consequences of Failure to Act (CFA): Failure to act may endanger sensitive critical resources which could cause deterioration beyond the point of repairability. Many of these resources are irreplaceable.

Ranking Categories:

FCI/API	(40%)	FCI N/A	API N/A	Score = 0.00
SB	(20%)			Score = 0.00
IS	(20%)			Score = 0.00
CFA	(20%)			Score = 0.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No	**Total Project Score:** N/A

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 11,293,000	80
Capital Improvement Work:	$ 2,823,000	20
Total:	$ 14,116,000	100

Project Funding History (entire project):	
Appropriated to Date:	$ 0
Formulated in FY 21 Budget:	$14,116,000
Future Funding to Complete Project:	$ TBD
Total:	$14,116,000

Class of Estimate: N/A
Estimate Escalated to FY: N/A

Planning and Design Funds: $s
Planning Funds Received: **N/A**
Design Funds Received: **N/A**

Dates:	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start: N/A Project Complete: FY21/Q4	Prepared/Last Updated: 01/15/21	Yes

Annual Operations & Maintenance Costs $

Current: N/A	Projected: N/A	Net Change: N/A

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	68.70
Planned Funding FY: 2021	$3,392,071
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Demolish Vacant Excess Structures		
Project Number: DOI #N003, PMIS #237096A	Unit/Facility Name: Cuyahoga Valley National Park	
Region/Area/District: Great Lakes	Congressional District: OH13, OH14	State: OH

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35291700	25558	0	0.90
35300200	241630	23	0.77
35300200	242701	0	0.76
35300200	25688	0	0.90
35300200	94984	0	0.92
35300200	25826	0	0.95
35300700	94979	0	0.95
35800400	248867	0	1.00
35800400	249152	0	0.97
35800400	248586	0	0.59
35800500	86397	0	0.81

Project Description: This project will address public hazards, reduce excess assets of the park and operations and maintenance (O&M) liability by removing 39 non-historic deteriorated structures on 11 properties and restoring the sites to natural conditions.

None of the properties to be demolished are eligible for the National Register of Historic Places (NRHP) under any criteria. No significant archaeological resources are present in the areas of disturbance.

Scope of Benefits (SB):

- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.3 Reduce Annual Operating Costs
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues

Investment Strategy (IS):

- Removal of the structures will result in significant reduction in operational costs of responding to incidents of criminal activity and the subsequent need to address unsecured structures. NPS Law Enforcement Rangers will no longer need to spend time monitoring these structures. Maintenance staff members will no longer be required to mow around the buildings or to maintain physical barriers.
- One-time demolition and restoration costs will improve fiscal efficiency by allowing focused investment on other, higher priority assets.
- Demolition of these structures eliminates roughly $8.8 million of deferred maintenance.

Consequences of Failure to Act (CFA):

Deteriorated unsafe structures at Cuyahoga Valley National Park present a hazard. NPS Law Enforcement Rangers have made arrests for vandalism, theft of government property, drug possession, and other offenses. Recently, two structures were destroyed by fire in a series of suspected arson cases that are under investigation. These deteriorated properties continue to present a safety risk to people entering the buildings.

Ranking Categories:

FCI/API	(40%)	FCI 0.89	API 2.09	Score = 40.00
SB	(20%)			Score = 0.25
IS	(20%)			Score = 19.68
CFA	(20%)			Score = 8.77

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled 11/20 Completed: 11/20

Total Project Score: 68.70

Project Costs and Status

Project Cost Estimate(this PDS):

		$	%
Deferred Maintenance Work :	$	0	0
Capital Improvement Work:	$	3,392,071	100
Total:	$	3,392,071	100

Project Funding History (entire project):

Appropriated to Date:	$	389,730
Formulated in FY21 Budget:	$	3,392,071
Future Funding to Complete Project:	$	0
Total:	$	3,781,801

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Other Fund Sources (prior years)
Planning Funds Received **FY18**: $ 211,162
Design Funds Received **FY19**: $ 178,568

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q3	__/__
Project Complete:	FY22/Q2	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $75,000	Projected: $0	Net Change: -$75,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	53.22
Planned Funding FY: 2021	$18,616,663
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Historic Main Parade Ground Barracks Building, Parking Areas, and Pathways for Visitor and Tenant Use		
Project Number: DOI #N004, PMIS #241806 & #309903	Unit/Facility Name: Fort Vancouver National Historic Site	
Region/Area/District: Columbia – Pacific Northwest	Congressional District: WA03	State: WA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	116701	62	1.00
40750300	234918	79	1.00
40710800	236301	70	0.15
40660100	236408	72	0.52

Project Description:

This project will completely rehabilitate the three-story, 33,000 square foot large barracks in the east portion of the historic Vancouver Barracks. When complete, the NPS will lease the facility to an external party, generating rental income. Significant upgrades and rehabilitation work is required to meet current codes. Work includes repairs and rehabilitation of the exterior envelope, heating, cooling, lighting, fire protection alarms and sprinklers. An elevator will be added and interior finishes will be addressed. The rehabilitation will incorporate sustainability and energy efficiency principles while preserving the historic fabric and character defining features. This Barracks Building is one of four iconic large barracks buildings built in 1907 that face Fort Vancouver's Main Parade Ground. These are large and commanding structures with colonnaded fenestrations that present the grandeur of early 20th century US Army posts.

Site work will include rehabilitating associated campus parking lots to provide tenant and visitor parking, constructing pedestrian circulation routes to meet accessibility codes, improving pedestrian circulation and restoring the cultural landscape. The rehabilitation will include the parking areas north of McClellan Road, east of Fort Vancouver Way. Work includes regrading, base preparation, asphalt, striping, signage, storm drainage, site lighting and concrete sidewalks. Landscaping and lighting will be compatible with the historic cultural landscape. Rehabilitation provides the parking needs for tenants and visitors for the overall campus adaptive reuse of historic structures and specifically accommodate accessible parking and routes.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- Historic leasing provides adaptive reuse of the buildings and generates rental revenue to maintain the structure and site. This approach has been successfully used to lease three other buildings at the park: one large barracks building (#987) to the US Forest Service (USFS) for the Headquarters office of the Gifford Pinchot National Forest, building (#404) to the USFS for dispatch, and building (#728) to the Bureau of Indian Affairs (BIA).
- The anticipated $500,000 per year rental revenue will contribute to the NPS requirements to perform component renewal activities and NPS requirements in the lease. The lease agreement transfers all other operations and maintenance responsibilities to the tenant to maintain the structure in good condition.

Consequences of Failure to Act (CFA):

Without this project, the strategy for improved visitor access and adaptive reuse of historic buildings will be compromised, including the potential to earn revenue by leasing to an external party. Deferred maintenance costs will continue to

grow.Improving the parking and circulation will meet accessibility requirements (ABA) and current design standards, and eliminate poor circulation, parking safety and pedestrian hazards.

Ranking Categories:

FCI/API	(40%)	FCI 0.86	API 70.75	Score = 30.5
SB	(20%)			Score = 8.5
IS	(20%)			Score = 14.0
CFA	(20%)			Score = 0.2

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled FY21/Q2 Completed: FY21/Q2

Total Project Score: 53.22

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work :	$17,127,330	92
Capital Improvement Work:	$ 1,489,333	8
Total:	$18,616,663	100

Project Funding History (entire project):

Appropriated to Date:	$	1,160,664
Formulated in FY 21 Budget:	$	18,616,663
Future Funding to Complete Project:	$	0
Total:	$	19,777,327

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in FY21:*	$	115,000
Design Funds Received in FY21:*	$	0

Other Fund Sources (prior years)

Planning Funds Received FY17:	$	331,775
Design Funds Received FY18,19:	$	828,889

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q3	__/__
Project Complete:	FY22/Q4	

Project Data Sheet
Prepared/Last Updated: 1/15/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $210,000	Projected: $156,000	Net Change: $54,000

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	
Planned Funding FY: 2021	$2,127,868
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Two Former Military Parking Areas for Visitor Use and Tenant Parking (Consolidated with N004		
Project Number: DOI #N005, PMIS #309903	Unit/Facility Name: Fort Vancouver National Historic Site	
Region/Area/District: Columbia – Pacific Northwest	Congressional District: WA03	State: WA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40750300	234918	79	1.00
40710800	236301	70	0.15
40660100	236408	72	0.52

This project was removed and the work was added to project N004-Rehabilitate Historic Main Parade Ground Barracks Building to reduce redundancy and consolidate similar work.

Project Description:
This project will rehabilitate two parking areas and restore the cultural landscape in the Vancouver Barracks at Fort Vancouver National Historic Site. The rehabilitation will include the parking area north of McClellan Road (McClellan lot) and south of Building 748 (Crossroads lot) to provide tenant and visitor parking, including accessible parking stalls and integral accessible routes. Work includes regrading, base preparation, asphalt, striping, signage, storm drainage, site lighting and concrete sidewalks/edge treatment in order to accommodate parking and associated pedestrian paths. Landscaping and lighting will be compatible with the historic cultural landscape. Rehabilitation would provide the parking needs for tenants and visitors for the overall campus adaptive reuse of historic structures and specifically accommodate accessible parking and routes to the large Barracks buildings and Buildings 748, 746, 722, 721, 704.

Scope of Benefits (SB): N/A

Investment Strategy (IS): N/A

Consequences of Failure to Act (CFA): N/A

Ranking Categories: N/A

Capital Asset Planning N/A	**Total Project Score:** N/A

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**	**Project Funding History** (entire project):	
Deferred Maintenance Work :	$		Appropriated to Date:	$
Capital Improvement Work:	$		Formulated in FY 21 Budget:	$
Total:	$		Future Funding to Complete Project:	$
			Total:	$
Class of Estimate:			**Planning and Design Funds: $s**	
Estimate Escalated to FY:				

	Legacy Restoration Fund Planning Funds Received in FY21:* $ 0 Design Funds Received in FY21:* $ 0 *Other Fund Sources (prior years)* Planning Funds Received FY17: $ 0 Design Funds Received FY18,19: $ 0 * These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction	/	__/__	Prepared/Last Updated:	12/17/2020
Award/Start:			1/13/21	
Project Complete:	/			

Annual Operations & Maintenance Costs $

Current: $	Projected: $	Net Change: $

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	66.90
Planned Funding FY: 2021	$15,901,149
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Correct Roof and Building Failures at HQ/Maintenance/Dispatch Complex		
Project Number: DOI #N007, PMIS #271071	Unit/Facility Name: Grand Teton National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	30144	60	0.71

Project Description: The purpose of the project is to eliminate ongoing and worsening leaks and water infiltration of the roof for the Park Headquarters Complex, including Teton Interagency Dispatch Center. At more than 70,000 square feet, the Park Headquarters provides the administrative facility for more than 50 percent of the park's employees. The building includes facilities critical to the health and safety of park visitors and employees, including the park's maintenance shops and fire and emergency response station. The building also houses the Teton Interagency Dispatch Center, which provides centralized dispatch command & control for the park, the surrounding national forests, the National Wildlife Refuge, and Teton County Emergency Services. The continued degradation of the building must be addressed to ensure that park staff can safely continue to perform these park functions.

The roof leaks for approximately four weeks during the winter due to ice damming and meltwater. The leaks can occur at any point when heavy snow is on the roof and temperatures rise above freezing. When the roof is leaking, the park must relocate personnel and functions, as the water damages computers, equipment, books, papers, and furniture.

Scope of Benefits (SB):

- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS):

- This project will correct and preserve the Park Headquarters (i.e., fix a serious deficiency in the headquarters roof and protect the facility from the elements for next 30 years). This project will improve the condition from fair to good and will reduce the deferred maintenance backlog. Completing this project will prevent more extensive and costly deterioration and subsequent repairs in the future.
- The project protects a prior investment, including consolidation of other park facilities during the American Recovery and Reinvestment Act period.
- Regular scheduled maintenance will remain unchanged, however corrective and emergency maintenance due to leak mitigation and snow clearing will be reduced or eliminated.

Consequences of Failure to Act (CFA): Failure to complete this project will allow the leaks and infiltration issues to continue growing, which will damage and deteriorate interior surfaces, finishes, equipment, electronics, and workspaces. Risks to employee health and safety (mold and structural degradation) will continue to increase over time. Threats to employee health and safety will remain present and will increase in the future creating an unhealthy and unsafe work environment.

Ranking Categories:

FCI/API	(40%)	FCI 0.71	API 60.00	Score = 40.00
SB	(20%)			Score = 1.08
IS	(20%)			Score = 17.65
CFA	(20%)			Score = 8.17

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No VE Study: Scheduled 1/2020 Completed 1/2020	**Total Project Score:** 66.90

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$15,617,614	98
Capital Improvement Work:	$ 283,535	2
Total:	$15,901,149	100

Project Funding History (entire project):		
Appropriated to Date:	$	985,083
Formulated in FY 21 Budget:	$	15,901,149
Future Funding to Complete Project:	$	0
Total:	$	16,886,232

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0

Other Fund Sources (prior years)

Planning Funds Received **FY19**:	$	431,939
Design Funds Received **FY19**:	$	553,144

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q3	__/__
Project Complete:	FY23/Q1	__/__

Project Data Sheet
Prepared/Last Updated: 01/20

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $262,000	Projected: $262,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	88.90
Planned Funding FY: 2021	$8,211,934
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Stabilize Cliff at San Fernando Bastion		
Project Number: DOI #N008, PMIS #287011	Unit/Facility Name: San Juan National Historic Site	
Region/Area/District: Columbia – Pacific Northwest	Congressional District: PRAL	State: PR

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40800000	242500	87	0.03

Project Description: This project will stabilize the cliff at San Fernando Bastion, which forms part of the foundation and support for the Castillo's esplanade. It corrects safety issues with falling rocks above a popular urban recreational trail. Sections of the cliff face were stabilized in the 1990s, but untreated sections continue to deteriorate requiring park personnel to temporarily close the trail. This project will address untreated sections building on the work that was completed in prior years.

The west shore of Castillo San Felipe Del Morro is badly exposed to gravitational erosion caused by wind, constant rain, water salinity, and wave action. In 2012, repeated episodes of torrential rain caused a rockslide at San Fernando Bastion, which forms part of the foundation and support for the Castillo's esplanade. Loose debris, including large boulders, catapulted down the slope to land beside the Paseo del Morro National Recreational Trail directly below. Fortunately, no injuries or fatalities occurred, as the slide happened at night.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS):

- The project protects the $500,000 concrete and stainless-steel fence at the top of the cliff. The fence is used to protect the approximately 1.5 million annual visitors to the park.
- The project also protects the Historic San Fernando Bastian from erosion. The San Fernando Bastian has a current replacement value of $306 million.
- The project will preserve a principle recreational activity and protection of a primary park resource.
- Regular scheduled maintenance will remain unchanged, however corrective maintenance, such as debris removal due to landslides, is expected to be reduced.

Consequences of Failure to Act (CFA): The completion of this project is urgent for restoring and protecting historic, cultural, and natural resources and addressing critical issues of public safety. If rockslides continue, the trail will have to be permanently closed to protect the public from falling boulders. Unfortunately, the trail cannot be completely secured. Even with the entrance gate closed, access is still possible through the rocks along the trailside, creating an ongoing serious public safety hazard. Closure will have a dramatic negative affect on annual park visitation. The Paseo del Morro, below the cliff, receives around 140,000 recreational visits per year. Tumbling rocks and material represent a safety hazard. The probability of another major damage event is high and the severity could include death and serious injuries.

Failure to complete this project would also have major direct impacts to cultural resources. Dating from the 1650s, the San Fernando Bastion is a primary park cultural resource, included in the enabling legislation and integral to the World Heritage Site. The vulnerability of this resource is high due to frequent tropical conditions such as rain, wind, and sea-surf impacts. Some areas of the wall have already collapsed, represent an irreparable loss of historical resources. The bastion also serves as part of the foundation of Castillo San Felipe del Morro, an iconic cultural resource of Puerto Rico.

Ranking Categories:

FCI/API	(40%)	FCI 0.03	API 87.00	Score = 32.00
SB	(20%)			Score = 20.00

IS	(20%)	Score = 20.00
CFA	(20%)	Score = 16.90

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning
Exhibit 300 Analysis Required: No
VE Study: Scheduled 5/16 Completed: 5/16

Total Project Score: 88.90

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work :	$ 8,211,934	100
Capital Improvement Work:	$ 0	0
Total:	**$ 8,211,934**	**100**

Project Funding History (entire project):

Appropriated to Date:	$	157,147
Formulated in FY21 Budget:	$	8,211,934
Future Funding to Complete Project:	$	0
Total:	**$**	**8,369,081**

Class of Estimate: A
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0

Other Fund Sources (prior years)

Planning Funds Received **FY15**:	$	0
Design Funds Received **FY15**:	$	157,147

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q3	__/__
Project Complete:	FY23Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $35,000	Projected: $35,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	62.60
Planned FY Funding: 2021	$3,516,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Remove Obsolete Structures and Restore Areas to Native Condition		
Project Number: DOI #N009, PMIS #207152	Unit/Facility Name: Shenandoah National Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: VA05,VA07	State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	29342	0	0.85
35240100	00002182	0	0.48
35300400	3657	0	0.93
35500500	57697	0	0.94
40660100	104468	0	0.01
40660100	104470	0	0.00
40660100	104469	0	0.03
40660100	104467	0	0.02
40660100	104311	48	0.00
40660100	104465	0	0.02
40750100	00002194	17	1.00
40750200	32485	0	0.90
40760100	32486	0	0.00
40760100	00002052	0	0.00

Project Description: This project will dispose of unneeded assets and associated features. The project will reduce operations and maintenance liability. All areas will be restored to natural conditions.

Assets include: Big Meadows Employee Apartments (2,540 square feet); Big Meadows Offices (2,313 square feet); Loft Mountain Picnic Area including comfort station (372 square feet), parking areas, access road, and picnic sites; and H-loop (road & campsites) in Loft Mountain Campground.

Scope of Benefits (SB):

- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.3 Reduce Annual Operating Costs
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues

Investment Strategy (IS): The removal of these structures and facilities will reduce the number assets the park needs to maintain and removes over 5,000 square feet of unneeded or deteriorating building space. Demolition of these structures eliminates roughly $3.0 million of deferred maintenance.

Consequences of Failure to Act (CFA): Until demolished, these vacant and unused facilities represent a safety and security risk, requiring maintenance staffs to ensure the facilities are closed and locked, and requiring law enforcement to deter trespassers.

Ranking Categories:

FCI/API	(40%)	FCI 0.73	API 4.64	Score = 38.21
SB	(20%)			Score = 0.22
IS	(20%)			Score = 18.57
CFA	(20%)			Score = 5.60

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes VE Study: Scheduled: 11/20 Completed: 11/20	**Total Project Score:** 62.60

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 663,698	19
Capital Improvement Work:	$2,852,302	81
Total:	**$3,516,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 364,492
Appropriated to Date (Demo FY20):	$ 669,522
Formulated in FY21 Budget:	$3,516,000
Future Funding to Complete Project:	$ 0
Total:	**$4,550,014**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 0
Design Funds Received in **FY21**:*	$ 0

Other Fund Sources (prior years)

Planning Funds Received **FY13, 15, 18**:	$ 358,100
Design Funds Received **FY15**:	$ 6,392

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q1	__/__
Project Complete:	FY21Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $87,000	Projected: $0	Net Change: -$87,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	83.40
Planned Funding FY: 2021	$11,823,600
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Critical Repair and Replacement of 70KV Transmission Line From Parkline to Hwy 140 Powerhouse		
Project Number: DOI #N010, PMIS #271651	Unit/Facility Name: Yosemite National Park	
Region/Area/District: Pacific West	Congressional District: CA04	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40711200	10661	100	0.28

Project Description:

This project will address critical failing electrical infrastructure including high voltage transmission lines that serve multiple areas. It will replace or repair a transmission line and the supporting metal structures, which were originally constructed in the mid-1930s. Condition assessments of towers, insulators, and conductors has been completed. This project will construct repairs and replace components of the system to address deficiencies.

Currently, the commercial power company could turn power off at any time due to the known hazardous conditions of this dilapidated 90-year old transmission line.

Scope of Benefits (SB):

- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

To complete this project, the NPS will issue a sole-source award to Pacific Gas & Electric (PG&E). PG&E is already completing similar repairs outside the park boundary.

This project will substantially increase commercial power reliability. Bringing the line to updated Federal Energy Regulatory Commission (FERC) and California Public Utilities Commission (CPUC) standards will allow the NPS to reinitiate discussions with the commercial power company to take ownership of the transmission line, therefore being responsible for its maintenance and reliability.

Additionally, this project will decrease the spending of NPS contracting funds associated with repairs. The system components have a typical life-span of 50-years. With limited maintenance, the existing original components have functioned for over 80 years.

Consequences of Failure to Act (CFA):

The failure of the electrical line would result in loss of power to all of Yosemite Valley, the Wawona Tunnel, and the Turtleback communications hub for an undetermined amount of time. Among causing other issues, the power failure would render the primary communications hub inoperable for the park's emergency communications system. The cost to mobilize and set up generators would exceed $1 million.

Ranking Categories:

FCI/API	(40%)	FCI 0.28	API 100.00	Score = 40.00
SB	(20%)			Score = 17.83
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 5.57

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No VE Study: Scheduled 4/2019 Completed 4/2019	**Total Project Score:** 83.40

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work :	$	11,823,600	100
Capital Improvement Work:	$	0	0
Total:	$	11,823,600	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	533,790
Formulated in FY21 Budget:	**$**	11,823,600
Future Funding to Complete Project:	**$**	
Total:	**$**	12,357,390

Class of Estimate: B
Estimate Escalated to FY: 10/20

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0

Other Fund Sources (prior years)

Planning Funds Received:	$	311,365
Design Funds Received:	$	222,425

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q1	__/__
Project Complete:	FY22/Q1	

Project Data Sheet
Prepared/Last Updated: 01/20

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $2,565,000	Projected: $2,565,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	69.80
Planned Funding FY: 2021	$35,314,000 *(change of +$5,047,000 from FY 2021 list)*
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Replace Laurel Fork Bridge		
Project Number: DOI #N011, PMIS #186570	Unit/Facility Name: Blue Ridge Parkway	
Region/Area/District: South Atlantic - Gulf	Congressional District: NC05	State: NC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	250766	100	N/A
40760500	4563	100	1.0

Project Description: This project will replace the existing Laurel Fork Bridge on the Blue Ridge Parkway . The existing Laurel Fork Bridge is a 5-span, two-girder steel bridge with a cast-in-place concrete deck. It is 546 feet long, 28 feet wide, and was built in 1939. As of 2020, Eastern Federal Lands Highway Division (EFLHD) estimates that the existing bridge has approximately four years of service life remaining. Per EFLHD recommendations, the park has been monitoring the wind speeds and closing the bridge during major wind events since wind is the critical loading factor on the bridge.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- This project replaces critical visitor infrastructure that is failing and corrects public safety issues.
- Project execution will be Design-Bid-Build and managed by the FHWA
- Bridge replacement will be completed in coordination with Blue Ridge Parkway Reconstruction (NC) project N012.
- The replacement of the existing steel bridge with new concrete box girder bridge will reduce the need for regular bridge painting.

Consequences of Failure to Act (CFA):

Failure to act will result in an inoperable mainline road with an estimated Average Daily Traffic count of 2,300 vehicles. If the bridge failed while in operation, the incident could result in severe injury and fatalities.

Ranking Categories:

FCI/API	(40%)	FCI 1.0	API 100.00	Score = 34.83
SB	(20%)			Score = 15.10
IS	(20%)			Score = 18.64
CFA	(20%)			Score = 1.23

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 9/21 Completed:_____

Total Project Score: 69.80

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 30,723,180	87
Capital Improvement Work:	$ 4,590,820	13
Total:	**$ 35,314,000**	**100**

Project Funding History (entire project):		
Appropriated to Date:	$	65,910
Formulated in FY 21 Budget:	$	35,314,000
Future Funding to Complete Project:	$	0
Total:	$	**35,379,910**

Class of Estimate: C Estimate Escalated to FY:10/21	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 0 Design Funds Received in **FY21**:* $ 1,298,000 *Other Fund Sources (prior years)* Planning Funds Received **FY19**: $ 21,970 Design Funds Received **FY19**: $ 43,940 * These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY22/Q1	__/__	Prepared/Last Updated: 01/21	Yes
Project Complete:	FY24/Q4			

Annual Operations & Maintenance Costs $

Current: $58,000	Projected: $58,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	82.40
Planned Funding FY: 2021	$123,500,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Blue Ridge Parkway Reconstruction (NC)		
Project Number: DOI #N012, PMIS #258063A	Unit/Facility Name: Blue Ridge Parkway	
Region/Area/District: South Atlantic - Gulf	Congressional District: NC05, NC10, NC11	State: NC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	48226	93	0.55
40660100	48269	93	0.84
40660100	48266	93	1.00
40660100	48265	93	0.67
40660100	48263	93	1.00
40660100	48261	93	0.68
40660100	48260	77	1.00
40660100	48282	93	0.79
40660100	48272	93	0.87
40660100	48248	93	0.85
40660100	48247	100	0.55
40660100	48240	93	0.54
40660100	48203	93	0.56
40660100	48275	93	0.83
40660100	48267	93	0.79
40660100	48259	93	0.68
40660100	48245	93	0.55
40660100	48235	93	0.68
40660100	48212	93	0.85
40660100	48742	100	0.82
40660100	48276	93	1.00
40660100	48252	93	0.33
40660100	48233	34	0.20
40660100	48232	93	0.20
40660100	48278	93	0.82
40660100	48258	93	0.25
40660100	48228	93	0.55
40660100	48208	93	0.56
40660100	48200	93	0.84
40660100	48262	93	1.00
40660100	48249	93	0.55
40660100	48225	93	0.56
40660100	48207	93	0.86
40660100	48204	93	0.55
40660100	48271	93	0.79
40660100	48253	93	0.33
40660100	48251	93	0.50
40660100	48250	93	0.33
40660100	48210	93	0.56

40660100	48264	93	0.68
40660100	48256	93	0.25
40660100	48243	93	0.39
40660100	48237	93	0.55
40760100	47930	77	0.70
40760100	226393	100	0.40
40760100	47937	75	1.00
40760100	47900	100	0.99
40760100	226394	100	0.51
40760200	87159	75	0.63

Project Description:

This project will reconstruct and rehabilitate a portion of mainline Parkway within North Carolina, primarily sections 2B-2H as well as the associated overlooks and parking areas within the project area. The mainline motor-road and the associated driving experience are critical to maintaining park purpose, significance, and fundamental resources and values. Road safety audits (RSA) performed in 2012, 2017, and 2018 indicate that roadway edge rutting presents safety challenges along many sections of the Parkway. Reconstruction work will include:

1. Heavy 3R (resurfacing, restoration, and rehabilitation).
2. Light 3R (edge erosion rehabilitation, pavement marking, crack sealing, light pavement patching).
3. Signage and pavement markings improvements for sight and distance aimed at enhancing safety based on Manual on Uniform Traffic Control Devices standard .
4. Installation of newly developed technique utilizing geogrid pavers to mitigate rutting and edge erosion.
5. Shoulder stabilization with aggregate topsoil and turf establishment.
6. Stone curb removal and resetting.
7. Asphalt sidewalk reconstruction at overlook parking areas.
8. Guardrail and stone guard wall repair and reconstruction.
9. Drainage work including inspecting and evaluating culverts, headwalls, inlets, ditches, and outfalls for needed cleaning, reconditioning and replacement.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS): The section of roadway currently requires constant localized maintenance and repairs to address common failures (pot-holes, uneven surfaces, crack seal repairs, edge rutting). The completion of this project will reduce this need for corrective maintenance and repairs.

Consequences of Failure to Act (CFA): Continuing to defer this critical maintenance will have an adverse effect on visitor experience. Continued deterioration due to deferred maintenance will increase the severity of potholes and uneven surfaces, driving up repair expenses that increase over time. Edge rutting will continue to pose risks to natural and cultural resources.

Failure to complete this project will see further deterioration of the pavement condition and associated roadway features, loss of services, and continued risks to public or employee health and safety.

Ranking Categories:

FCI/API	(40%)	FCI 0.46	API 91.12	Score = 38.79
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 3.61

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 9/21 Completed _____

Total Project Score: 82.40

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work :	$	123,500,000	100
Capital Improvement Work:	$	0	0
Total:	$	123,500,000	100

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	123,500,000
Future Funding to Complete Project:	$	0
Total:	$	123,500,000

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 0
Design Funds Received in **FY21**:* $ 9,500,000

* These amounts for planning and design are included in the total formulated in FY 21 Budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q1	__/__
Project Complete:	FY24/Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $1,229,000	Projected: $1,229,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	91.30
Planned Funding FY: 2021	$25,384,993
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Restore Dorchester Heights Monument and Hardscapes		
Project Number: DOI #N013; PMIS #254798A	Unit/Facility Name: Boston National Historical Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: MA08	State: MA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35800800	60517	80	0.13
40750300	60520	87	0.99

Project Description: This project will repair and restore the commemorative tower and the surrounding deteriorated hardscapes at historic Dorchester Heights. Work on the tower will include foundation, superstructure, exterior enclosure, roofing, interior construction, stairs, heating/cooling systems, electrical, plumbing and site improvements. Hardscape repairs will provide access to and around the Park including all sidewalks, stairs, ramps, footers, retaining walls, drainage and handrails. New ramps will be installed to meet NPS accessibility guidelines and to accommodate NPS vehicles and equipment. Retaining walls will be anchored into the subgrade using micropiles. Appropriate subgrade drainage will be installed to manage stormwater. The existing lights will be refurbished and retrofitted with new energy efficient fixtures.

Dorchester Heights is the site of fortifications erected in March 1776 which resulted in British troops evacuating Boston. Project work will preserve the iconic presence of the Dorchester Heights Monument, one of the key sites in Boston associated with the American Revolution. This project will ensure that the site is in good condition to support commemorative activities associated with the upcoming 250th anniversary of the American Revolution in 2026.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues

Investment Strategy (IS):

- Reroofing, structural upgrades, masonry restoration and a new passive ventilation system will decrease the frequency of leaks, bird intrusion, masonry deterioration and ongoing stabilization measures due to danger from falling elements from the upper levels of the tower.
- Replacement of concrete walls, walkways and stairs, new micropile structural support and new stormwater drainage system will eliminate need for repairs and emergency closure of walks and stairways. A widened vehicle ramp will provide better access to site for maintenance vehicles and equipment. Low mow grass on steepest slope on the site will reduce frequency of mowing.

Consequences of Failure to Act (CFA):

The project is necessary to prevent serious and potentially irreversible damage. The surrounding hardscapes are deteriorating and presenting unsafe conditions for park visitors. Failure to act will result in accelerated steel and masonry deterioration, increased maintenance costs and mounting safety risks. It will also prevent public use of the park as originally intended and compromise current programs.

Existing conditions at the memorial tower and surrounding park are urgent. These include heaved projecting stones; active water infiltration in multiple locations through open caulk and mortar joints; broken solder seams, and insufficient flashing details; high humidity levels inside the tower; active and continuing deterioration of steel structural elements inside the tower. For the hardscape areas, the movement or the soils, poor drainage and subsequent failure of the walls, stairs and sidewalks have resulted in closure of numerous areas for visitor safety. Conditions will continue to worsen over time and ultimately lead to critical failure and loss of this primary park resource.

Ranking Categories:

FCI/API	(40%)	FCI 0.25	API 83.50	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 11.30

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled Multiple
Completed: Hardscape: 9/19 || Monument: 8/20

Total Project Score: 91.30

Project Costs and Status

Project Cost Estimate(this PDS):

		$	%
Deferred Maintenance Work :	$	25,128,127	99
Capital Improvement Work:	$	256,866	1
Total:	$	25,384,993	100

Project Funding History (entire project):

Appropriated to Date:	$	1,012,173
Formulated in FY 21 Budget:	$	25,384,993
Future Funding to Complete Project:	$	0
Total:	$	26,397,166

Class of Estimate: A (hardscape); B (monument)
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 0
Design Funds Received in **FY21**:* $ 700,000

Other Fund Sources (prior years)
Planning Funds Received **FY18,19**: $ 689,333
Design Funds Received **FY19**: $ 322,839

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY23/Q3	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $295,000	Projected: $295,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	90.40
Planned Funding FY: 2021	$15,686,461
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Repair Failing Dam #5 Left Abutment		
Project Number: DOI #N014;PMIS #287511A	Unit/Facility Name: Chesapeake and Ohio Canal National Historical Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: MD06	State: MD

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40181800	9002	92	0.20

Project Description: Repair the failing left abutment of Potomac River Dam #5 to prevent possible loss of life, a sudden release of water, the loss of a historic structure and loss of recreation use of the impounded reservoir. The goal of this project is to provide a sustainable and stable structure that will be resilient to flooding well into the future.

Dam #5 is located on the Potomac River about 65 miles northwest of Washington, D.C. and approximately 5 miles west of Williamsport, MD. The dam is a run-of-the-river gravity structure constructed of mortared masonry. The dam provides more than six miles of recreation boating waters and provides water for hydroelectric power generation facility operated by a private utility company licensed under the Federal Energy Regulation Commission.

The abutment is showing signs of water seepage through the face which is causing sinkholes and water flowing out the downstream face. Large cracks on the river face of the abutment extend from the top of the wall to below the water line. Mortar is missing from the rocks in the wall at water level and many stones could be removed by hand. In addition, the entire wall of the abutment is leaning 9 inches toward the river. During major flooding events, the river flows over the abutment causing severe erosion and loss of historic masonry capstones.

Currently, the wall does not meet modern engineering safety factor requirements for global stability. The proposed repairs will rehabilitate the masonry structure, stabilize the wall, minimize the probability of failure and reduce the risk of loss for possible loss of life, cultural, natural, and recreational resources that are influenced by this substantial engineered feature. The structure's stability will be improved to meet current engineering standards in accordance with Director's Order Number 40, Dam Safety and Security Program while being preserved for the current and future generations.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The NPS does not receive revenue from the hydroelectric utility. The hydroelectric utility provides funding for annual maintenance/repairs. This project will not increase revenue for the utility.
- Should the abutment fail during a flood or other severe natural event, the estimated cleanup and reconstruction costs will significantly exceed the repair costs.

Consequences of Failure to Act (CFA): Dam #5 is classified by the NPS as a Significant Hazard Dam, meaning that dam failure would result in major losses to natural/cultural resources and/or impacts to park visitation. There is also a potential threat to public safety. Each of the specific chain of events that could lead to the failure (failure modes) of the abutment are estimated to have a high and increasing probability. Combining this with the high cost of repairs and possible damages down stream poses a high risk to NPS. Engineering analysis of the left abutment have included measures to address the highest risk (i.e. probability times the adverse impact) potential failure modes. The assessments recommended expedited action to minimize risk of failure.

The left abutment to Dam 5 is in a poor state and it is likely that it will fail or be severely damaged when the next significant flood occurs. Historical flooding high enough to overtop the abutments occurs on a 18 year average for the Potomac River. The last major flood was 23 years ago. Potential impacts in the event of failure of the left abutment of the dam would

include loss of the dam and the 4,900 acre- feet (1.6 billion gallons) of water held in the reservoir behind it. The reservoir provides substantial recreational opportunities for hundreds of thousands visitors each year to one of the two deep water sections along the Upper Potomac River. Additionally, in the event of failure, the cultural resource implications for the loss of the 146-year old masonry dam structure itself and other downstream resources is also anticipated. Loss of the structure would also have an adverse impact on visitation and towpath continuity.

Ranking Categories:

FCI/API	(40%)	FCI 0.20	API 92.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 10.40

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 3/2021 Completed _____

Total Project Score: 90.40

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work :	$	15,042,317	96
Capital Improvement Work:	$	644,144	4
Total:	$	15,686,461	100

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY21 Budget:	$	15,686,461
Future Funding to Complete Project:	$	0
Total:	$	15,686,461

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 250,000
Design Funds Received in **FY21**:* $ 1,140,000

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY24/Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $159,000	Projected: $159,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	75.70
Planned Funding FY: 2021	$21,518,248
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Delaware Water Gap Loop Road		
Project Number: DOI #N015, PMIS #310424	Unit/Facility Name: Delaware Water Gap National Recreation Area	
Region/Area/District: North Atlantic - Appalachian	Congressional District: PA10	State: PA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	31280	77	0.72

Project Description: This project will address deterioration on approximately 14 miles of park-owned roadway of US Route 209. US Route 209 is the primary north-south arterial route on the Pennsylvania side of the park, providing recreational and administrative access to major visitor facilities and attractions. It is also the only emergency route for adjacent communities.

Work includes milling existing pavement; conducting full depth patch repair and spot base repair; and applying Geotextile reinforcement. Work will also include minimal culvert replacement, placement of new aggregate base and hot mix asphalt pavement binder and surface course, milling at transitions, reconstruction of shoulders, and line striping. This portion of US Route 209 has an average width of 22 feet.

This project will meet the objectives of the Federal Highway Administration pavement model results to restore the pavement and extend the life of this roadway.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The mill and overlay project is anticipated to extend the life of the 14 miles of roadway by another 10-12 years.
- The 14 miles of pavement will be brought to good condition. Park corrective repair costs will be reduced by eliminating the frequent patching and other repairs that are currently required due to the condition of the existing roadway.
- This project will improve protection of critical historic resources, enhancing visitor satisfaction.

Consequences of Failure to Act (CFA): The road base is failing, the upper pavement surface is spalling, and the rumble strips in the centerline are failing. Without pavement management and improvement, the road will become increasingly unsafe to motorists and bicyclists. The improvements are necessary to provide safe driving conditions for park visitors, to protect the original investment in road and parking assets, to maintain emergency access, and to provide recreational access to park visitors to meet the NPS mission.

Ranking Categories:

FCI/API	(40%)	FCI 0.72	API 77.00	Score = 40.00
SB	(20%)			Score = 15.70
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes | **Total Project Score:** 75.70

VE Study: Scheduled 11/20 Completed: 11/20

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 21,518,248	100
Capital Improvement Work:	$ 0	0
Total:	$ 21,518,248	100

Project Funding History (entire project):	
Appropriated to Date:	$ 355,752
Formulated in FY 21 Budget:	$ 21,518,248
Future Funding to Complete Project:	$ 0
Total:	$ 21,874,000

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 170,000
Design Funds Received in **FY21**:* $ 1,894,000

Other Fund Sources (prior years)
Planning Funds Received **FY20**: $ 118,584
Design Funds Received **FY20**: $ 237,168

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY23/Q4	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $426,000	Projected: $426,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	70.10
Planned Funding FY: 2021	$19,835,019
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Marina Bulkheads at Flamingo		
Project Number: DOI #N016, PMIS #242522	Unit/Facility Name: Everglades National Park	
Region/Area/District: South Atlantic - Gulf	Congressional District: FL26	State: FL

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40130400	73182	100	0.54
40130400	75401	100	0.76
40130400	80131	75	0.78
40130400	99652	100	0.46

Project Description: This project will abandon existing tie rod and deadman/anchor systems on four bulkheads in Flamingo and provide new bituminous-coated tie rods and concrete anchors above the tidal zone. Existing concrete seawall caps will be replaced, and approximately 10 percent of existing concrete piles will be repaired or replaced as needed upon further inspection. The entire historic Flamingo Visitor Center bulkhead is so deteriorated that it requires abandonment, and a new seawall constructed water-side.

Bulkheads to be repaired include: Whitewater Bay Marina, Florida Bay Marina , the Flamingo Visitor Center Bulkhead, and the Flamingo Maintenance Basin Marina.

The existing bulkheads and boat launch ramps were constructed in 1954. Visible sections of existing seawall caps and pilings are cracking and spalling due to rusting and expanding reinforcing steel. Existing steel tie rods are installed within the tidal zone, causing them to be wetted and exposed to air during each tidal cycle, increasing corrosion. Pavement cracking along the perimeter of some bulkheads also indicates possible failure of the tie rod systems, which keep the bulkheads vertical. Another bulkhead elsewhere in the park (Everglades City), constructed in the same era, suffered a tie-rod failure in July 2005, requiring emergency installation of new tie rods, anchors, and seawall cap to preclude total loss of the seawall.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- Should these bulkheads fail during a hurricane or other severe natural event, the estimated cleanup and reconstruction costs will significantly exceed the repair costs. This project will reduce life-safety risk to visitors and staff.
- Work will restore the bulkhead integrity and strengthen other hydraulic structures, providing protection for nearby historic structures, docks, boat ramps, underground utilities and other facilities for 30 years.
- Repaired bulkheads will provide continued safe access to an average of more than 600,000 visitors per year. Safe access will also continue for governmental and institutional researchers, concession operations, backcountry maintenance and law enforcement operations, including search and rescue operations.

Consequences of Failure to Act (CFA): Without this project, the existing bulkheads may be subject to catastrophic failure, causing them to fall into the water. Such a failure would also cause damage to adjoined boat docks. Buildings and other facilities near the bulkheads, including the historically significant Flamingo Visitor Center and Ranger Station, the Flamingo Marina Store, and the Flamingo Gas Station fuel tank system would become subject to severe structural damage without the integrity of the adjacent bulkheads. Hurricanes and the proximity of the bulkheads to the open waters of Florida Bay cause them to be especially vulnerable to storm damage.

Ranking Categories:

FCI/API	(40%)	FCI 0.64	API 93.75	Score = 26.65
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 3.45

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled 3/2021 Completed _____

Total Project Score: 70.10

Project Costs and Status

Project Cost Estimate(this PDS):

		$	%
Deferred Maintenance Work :	$	18,365,767	93
Capital Improvement Work:	$	1,469,251	7
Total:	$	19,835,019	100

Project Funding History (entire project):

Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	19,835,019
Future Funding to Complete Project:	$	0
Total:	$	19,835,019

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 414,000
Design Funds Received in **FY21**:* $ 2,346,000

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY24/Q3	

Project Data Sheet
Prepared/Last Updated:1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $108,000	Projected: $108,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	82.20
Planned Funding FY: 2021	$28,287,497
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace Shoreline Stabilization Structures at Sandy Hook and Jacob Riis		
Project Number: DOI #N017, PMIS #312440	Unit/Facility Name: Gateway National Recreation Area	
Region/Area/District: North Atlantic - Appalachian	Congressional District: NJ06, NY05	State: NJ, NY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40130400	246722	88	0.98
40130400	245351	80	0.31

Project Description: This project will replace or repair two seawalls protecting multiple historic buildings, two major roads, two multi-purpose paths, two parking lots, a ferry dock, and a lift station.

The work will enhance resiliency to storms and protect assets. In New Jersey's Sandy Hook Unit, the project will replace the Chapel Bulkhead, including deteriorated storm inlets and sidewalk. These critical features protect vital assets in the park adaptive use leasing program, and supporting infrastructure. In New York's Jamaica Bay Unit, the project will repair the Beach Channel Drive Seawall, drainage, and adjacent trail. The replacement of the tongue and groove sheathing on the backside of the seawall and replacement of foundation will prevent washouts. The seawalls at Sandy Hook are primary park assets and protect critical Sandy Hook infrastructure and historic structures within a National Landmark District. Replacement of these seawalls will provide protection for 40 years.

The Riis Park Seawall at Jamaica Bay is a primary park asset and protects critical infrastructure including a major city thoroughfare and a 9,000 car parking lot adjacent to a heavily used park beach site. Rehabilitation of this seawall will extend the life of the seawall by a minimum of 25 years.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding/Pursue Partnering Opportunities
- 3.1 Address Safety Issues

Investment Strategy (IS):

- The project addresses deferred maintenance on major infrastructure that protects assets from storm and high tidal damage. The infrastructure does not typically require regular maintenance. Therefore, the repair of these structures will not increase or decrease maintenance operations cost.

Consequences of Failure to Act (CFA):

Failure of any of the seawalls would subject all assets in the vicinity to storm surge and tidal water damage.

Ranking Categories:

FCI/API	(40%)	FCI 0.48	API 84.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 2.20

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes VE Study: Scheduled 9/21 Completed _____	**Total Project Score:** 82.20

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work :	$28,287,497	100
Capital Improvement Work:	$ 0	0
Total:	$28,287,497	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	0
Formulated in FY21 Budget:	**$**	28,287,497
Future Funding to Complete Project:	**$**	0
Total:	**$**	28,287,497

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 6,219,237
Design Funds Received in **FY21**:* $ 2,006,205
*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q2	__/__
Project Complete:	FY22/Q2	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $22,000	Projected: $22,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	72.21
Planned Funding FY: 2021	$8,781,055
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Presidio Building 643 (PE-643) for NPS Maintenance Operations		
Project Number: DOI #N018, PMIS #215452	Unit/Facility Name: Golden Gate National Recreation Area	
Region/Area/District: California – Great Basin	Congressional District: CA12	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35600100	110750	55	1.00

Project Description: This project will rehabilitate the historic Presidio Building 643 to provide space for facility maintenance operations and address safety issues such as structural upgrades and hazardous material abatement.

The rehabilitation will selectively demolish portions of the building; abate hazardous materials; install seismic and structural upgrades; repair/replace the roof, windows, and doors; and provide upgraded mechanical, electrical, plumbing and fire protection systems. The project will result in a code-compliant, accessible and sustainable facility. This will provide space for offices; sign, carpenter and mechanics shops; secured storage of NPS equipment and vehicles; and general storage for materials used in the park's maintenance programs.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

4.1 Modernize Infrastructure

Investment Strategy (IS):

- This project leverages other funding streams, including a $2.1 million reimbursement from the Presidio Trust for previous NPS investments in Presidio Building 102, and $2.3 million in park leasing revenue
- The park's Southern District facility staff are currently located in six Presidio buildings. This project will resolve operational inefficiencies, and reduce the NPS' footprint. Of the six buildings, buildings PE-1227 and PE-1233 are under the jurisdiction of the Presidio Trust and will be transferred back to the Presidio Trust upon project completion. PE-1907 will be transferred to the Gulf of the Farallones National Marine Sanctuary, and the remaining structures will support other park divisions (PE-985, PE-986 and PE-988).

Consequences of Failure to Act (CFA):

Failure to complete this project means that Presidio Building 643 will have to be vacated. The building is actively deteriorating, and the structure is no longer sufficiently sound for light storage (current use).

The park Facility Management-South District operations will continue to be located in multiple small structures which are not rehabilitated, resulting in increased maintenance costs and inefficient operations from scattered personnel and equipment. Maintenance staff will not have a permanent location with adequate, code-compliant, accessible and sustainable space for the most efficient operations.

Failure to act would preclude the transfer of Buildings PE-1227, PE-1233, and PE-1907, deferring the plans of the Presidio Trust and the Gulf of Farallones National Marine Sanctuary for these structures.

Ranking Categories:

FCI/API	(40%)	FCI 1.00	API 55.00	Score = 38.40
SB	(20%)			Score = 9.80
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 4.01

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No VE Study: Scheduled 5/2017 Completed 12/2017	**Total Project Score:** 72.21

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 8,227,875	94
Capital Improvement Work:	$ 503,179	6
Total:	$ 8,781,055	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	980,647
Appropriated to Date (ONPS FY19):		3,719,066
Formulated in FY 21 Budget:	**$**	8,781,055
Future Funding to Complete Project:	**$**	
Total:	**$**	13,480,768

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0

Other Fund Sources (prior years)

Planning Funds Received **FY15**:	$	624,894
Design Funds Received **FY20**:	$	355,753

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY23/Q4	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $96,000	Projected: $96,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

DEPARTMENT OF THE INTERIOR DEFERRED MAINTENANCE AND CAPITAL IMPROVEMENT PLAN

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	23.20
Planned Funding FY: 2021	$20,223,010
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate and Preserve Historic Powerhouse Building For Future Use		
Project Number: DOI #N019, PMIS #293891A	Unit/Facility Name: Grand Canyon National Park	
Region/Area/District: Lower Colorado Basin	Congressional District: AZ01	State: AZ

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500300	34578	75	1.0
40710300	99678	77	0.28

Project Description:
This project will rehabilitate the Powerhouse Building to address deferred maintenance and code compliance.
A market study will be conducted to inform the scope and scale of the rehabilitation ahead of anticipated public-private partnership opportunities.

Scope of Benefits (SB):
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance

Investment Strategy (IS):
The Powerhouse Building is listed on the National Register of Historic Places as a national historic landmark and is a contributing building to the Grand Canyon Village National Historic Landmark District. The market study will inform the level and type of investment

Consequences of Failure to Act (CFA):
Failure to address the deficiencies associated with the Grand Canyon Powerhouse Building will result in the continued and accelerated deterioration of the structure, requiring more frequent and costly repairs.

Ranking Categories:

FCI/API	(40%)	FCI 0.32	API 76.00	Score = 12.91
SB	(20%)			Score = 2.93
IS	(20%)			Score = 7.00
CFA	(20%)			Score = 0.36

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE
Study: Scheduled _FY22/Q2_____ Completed ____

Total Project Score: 23.20

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work:	$17,594,018	87
Capital Improvement Work:	$ 2,628,991	13
	$20,223,010	100

Project Funding History (entire project):

Appropriated to Date:	$
Formulated in FY 21 Budget:	$ 20,223,010

Total:	Future Funding to Complete Project: **$** Total: **$** 20,223,010
Class of Estimate: C Estimate Escalated to FY: 10/21	*Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 1,733,401 Design Funds Received in **FY21**:* $ 1,444,501 *Other Fund Sources (prior years)* Planning Funds Received: $ 0 Design Funds Received: $ 0 *These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY22/Q4	__/__	Prepared/Last Updated: 03/21	YES
Project Complete:	FY24/Q3			

Annual Operations & Maintenance Costs $

Current: $ 2,256,310	Projected: $ 2,256,310	Net Change: $ 0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	85.30
Planned Funding FY: 2021	$33,660,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Foothills Parkway Rehabilitation		
Project Number: DOI #N020, PMIS #312430	Unit/Facility Name: Great Smoky Mountains National Park	
Region/Area/District: South Atlantic - Gulf	Congressional District: TN02	State: TN

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	231708	88	0.39
40760100	57694	88	0.21

Project Description: This project will rehabilitate the Foothills Parkway, primarily between milepost 55 to 72. This road offers visitors a panoramic perspective of Great Smoky Mountains National Park. This project would accomplish full depth reclamation or a complete mill and overlay (H3R) on this section of parkway. The pavement width is 22 to 24 feet wide. The road rehabilitation will include pullouts and parking areas, replacing steel backed timber guardrail, and repair, reconstruction and repointing of stone masonry bridge parapet walls and the walls along Look Rock Overlook.Other work will include removing and resetting stone curb, replacing/repairing of the drainage structures, stabilizing roadside ditches, overlaying or reconstructing paved waterways, stabilizing and reseeding the shoulder, installing pavement markings, replacing regulatory and NPS signs, and constructing ramps with curb cuts to provide access to interpretive panels and to meet federal accessibility guidelines.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues

Investment Strategy (IS):

- A full depth rehabilitation of the roadway will extend the life of the road 20-30 years and builds upon prior investments, including $15 million from the State of Tennessee and $10 million Transportation Investment Generating Economic Recovery (TIGER) grant from the U.S. Department of Transportation.

Consequences of Failure to Act (CFA):
The paved surface is experiencing wear along the edges and roadway surface, with areas of moderate to severe rutting, and potholes. Deteriorating roadway conditions, in addition to extreme weather conditions, such as snow, ice, and fog, contribute to unsafe driving conditions for Park visitors and employees. The work proposed in this project would reduce the hazards and improve safety for park visitors and employees.

Ranking Categories:

FCI/API	(40%)	FCI 0.29	API 88.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 5.30

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 4/21 Completed _____

Total Project Score: 85.30

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work :	$ 33,660,000	100
Capital Improvement Work:	$ 0	0
Total:	$ 33,660,000	100

Project Funding History (entire project):

Appropriated to Date:	$ 0
Formulated in FY 21 Budget:	$ 33,660,000
Future Funding to Complete Project:	$ 0
Total:	$ 33,660,000

Class of Estimate: C Estimate Escalated to FY: 10/21	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 510,000 Design Funds Received in **FY21**:* $ 2,550,000 * These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21/Q4	__/__	Prepared/Last Updated: 1/21	Yes
Project Complete:	FY23/Q3			

Annual Operations & Maintenance Costs $

Current: $255,000	Projected: $255,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	54.20
Planned Funding FY: 2021	$28,485,400
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Repair and Improve the Moose - Wilson Road		
Project Number: DO #N021, PMIS #312456	Unit/Facility Name: Grand Teton National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	115399	32	0.90
40660100	36067	46	1.00
40710300	16036	30	1.00
40710900	93630	42	0.87
40751000	95001	29	0.08
40751100	00001639	56	0.20
40760200	35920	60	0.84
40760200	4330	80	0.75

Project Description: This project involves two phases to improve the safety and visitor experience along the Moose-Wilson Road. The Moose-Wilson Corridor serves as the primary access route to several key recreational destinations. The narrow, winding road provides access to the south end of Grand Teton National Park and a rustic, slow-driving experience for visitors looking for exceptional scenery and wildlife viewing opportunities. This project will address deferred maintenance issues and add capacity to provide high-quality visitor opportunities while protecting park resources. The project will include character defining elements to preserve the slow speed and numerous opportunities for wildlife and scenery viewing.

Phase I incudes rehabilitation and expansion of Granite Entrance Station, construction of a new, safer pathway connection at the south end, paving of the gravel roadway section, repair of the existing paved segments between Granite Entrance and the Laurance Rockefeller Preserve, repair and improvement of two trailheads and associated parking and improved visitor information signs/systems.

Phase II includes repair of the Death Canyon access road, repair/reconfiguration/improvement of the Death Canyon trailhead parking, repair of the Death Canyon Junction trailhead parking area, re-alignment of the north section of the roadway, improvements to the new intersection and bicycle transition at the north end, and final landscape/reclamation efforts.

The road's narrow and winding character coupled with its alignment between a steep hillside, wetlands, and thick cover creates inherent risks for motor vehicles and pedestrians utilizing the roadway. These segments of roadway were never constructed to any design standard, suffering significant frost heaving and drainage issues—all of which contribute to the poor condition of the roadway. The drainage issues continually degrade the roadway and require constant maintenance to minimize the heaves and potholes. Maintenance is becoming inefficient because the subgrade material impacts the upper surface of the roadway. Repair will include improving drainage structures and removal of poor subgrade.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS): The project will improve the safety and visitor experience by bringing the road back into good condition. The project's realignment of the road's north end will improve fee collection of Moose Wilson Corridor.

The project will extend the life of the road by another 20 to 30 years and will reduce the park's corrective repair costs.

Consequences of Failure to Act (CFA): The heavy traffic on the unpaved section causes extensive potholes and 'washboard' driving surfaces. As a result, driving visitors often swerve or cross into the opposite lane in order to avoid potholes and potential damage to their vehicle. This can be a substantial safety risk, as drivers must balance their attention between other drivers, road conditions, wildlife, pedestrians and bicyclists. The current road conditions present even more challenges for safe navigation by cyclists. Additionally, there are no established pullouts or room for vehicles to get off the roadway. Cars frequently park in the travel lane while pedestrians move about in the roadway to view wildlife.

Ranking Categories:

FCI/API	(40%)	FCI 0.547	API 46.88	Score = 29.65
SB	(20%)			Score = 5.82
IS	(20%)			Score = 15.69
CFA	(20%)			Score = 3.04

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 5/19 Completed 5/19

Total Project Score: 54.20

Project Costs and Status

Project Cost Estimate (this PDS):	$	%
Deferred Maintenance Work :	$16,475,129	58
Capital Improvement Work:	$12,010,272	42
Total:	$28,485,400	100

Project Funding History (entire project):		
Appropriated to Date:	$	381,399
Formulated in FY 21 Budget:	$	28,485,400
Future Funding to Complete Project:	$	0
Total:	$	28,866,799

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	633,000
Design Funds Received in **FY21**:*	$	3,585,000

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q1	__/__
Project Complete:	FY24/Q4	__/__

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $798,000	Projected: $798,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	82.30
Planned Funding FY: 2021	$6,978,974
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace the Colter Bay Main Wastewater Lift Station		
Project Number: DOI #N022, PMIS #248595	Unit/Facility Name: Grand Teton National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500200	236743	88	0.00
35500200	60563	88	0.96
40710900	4184	88	0.46

Project Description: This project will replace the Colter Bay wastewater main lift station which includes pumps, pipes, tanks, controls, and backup power generation. The project includes the construction of a new sewage surge tank, with capacity for approximately 25,000 gallons. The project will also replace the pipe from the lift station to the sewage lagoon. The existing 6-inch cast iron pipe was installed in the 1960s and has reached the end of its serviceable life.

The system serves over 2.1 million visitors annually. The project also protects water resources by reducing the risk of raw sewage entering Jackson Lake at Colter Bay Marina. Avoiding leaks, spills, and clean-up efforts ensures park facilities and locations remain open and that visitors using the lake for recreation are safe from contaminants.

Scope of Benefits (SB):

- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 4.1 Modernize Infrastructure

Investment Strategy (IS): The new lift station will significantly reduce the risks of overflow events or spills, which require resources to clean up. Each overflow event can cost up to $50,000 in direct clean-up costs. Upon project completion, the facilities and critical systems should remain within their life cycle and should not require major rehabilitation or replacement for the next 15 to 20 years.

Consequences of Failure to Act (CFA): The system is aging and, based on the condition of the materials, is likely to experience failures soon. The original cast iron pipe will continue corroding and has a risk of breaking. This risk is worsened by two high points in the line where corrosive hydrogen sulfide gas accumulates. Overflows at the pump station will continue to drain park maintenance resources. They may also have significant indirect costs. Should a spill contaminate Jackson Lake, the park's most-used boat ramp would be closed throughout the cleanup effort. Closures will negatively impact the visitor experience, and contamination of the lake puts visitors at risk and harms the environment.

Ranking Categories:

FCI/API	(40%)	FCI 0.46	API 88.00	Score = 39.41
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 2.89

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled 4/2021 Completed

Total Project Score: 82.30

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 6,236,056	89
Capital Improvement Work:	$ 742,918	11
Total:	$ 6,978,974	100

Project Funding History (entire project):		
Appropriated to Date:	$	236,813
Formulated in FY 21 Budget:	$	6,978,974
Future Funding to Complete Project:	$	0
Total:	$	7,215,787

Class of Estimate: C Estimate Escalated to FY: 10/21	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 100,000 Design Funds Received in **FY21**:* $ 810,000 *Other Fund Sources (prior years)* Planning Funds Received **FY20**: $ 236,813 Design Funds Received **FY20**: $ 0 * These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21/Q4	__/__	Prepared/Last Updated: 01/21	Yes
Project Complete:	FY23/Q1	__/__		

Annual Operations & Maintenance Costs $

Current: $67,000	Projected: $67,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	91.40
Planned Funding FY: 2021	$207,800,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: George Washington Memorial Parkway North Section Rehabilitation		
Project Number: DOI #N023, PMIS #312424	Unit/Facility Name: George Washington Memorial Parkway	
Region/Area/District: North Atlantic - Appalachian	Congressional District: VA08	State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	26831	90	0.44
40760100	104215	90	0.52
40760500	27027	90	0.21
40760500	27021	90	0.24
40760500	27020	90	0.19
40760500	27018	90	0.40
40760500	27017	90	1.00
40760500	27025	67	0.77
40760500	27022	90	0.17
40760500	27024	90	1.00
40760500	27023	90	0.25
40760500	27026	90	0.15
40760500	27019	90	0.39

Project Description: This project will comprehensively rehabilitate and repair a 7.6-mile section of the George Washington Memorial Parkway (GWMP) from Spout Run to Interstate 495 (I-495)/Capital Beltway. Completion of the GWMP North Section Rehabilitation Project will address serious deterioration of the roadway and drainage system, complete structural bridge repairs, implement safety countermeasures, and improve travel time reliability. Rehabilitating the north section of the Parkway is needed to help preserve the historic Parkway for future generations, prevent emergency sinkhole events, enhance maintenance/enforcement operations, address erosion and safety concerns at drainage outfalls, and facilitate safe driving conditions.

Annual average daily traffic on this section of the Parkway is 71,000 daily, which translates to approximately 26 million users annually. The GWMP is part of the National Highway System and is a designated evacuation route for the nation's capital. The Parkway is located in a rapidly growing area of northern Virginia.

The work will correct roadway issues, enhancing safety and comfort. Improved road surfaces will also reduce vehicle wear and tear.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- Regular scheduled maintenance will remain unchanged, however corrective and emergency maintenance is expected to decrease. As an example . the cost to repair a large sinkhole in 2019 was $1.6 million and resulted in a single lane closure for five months.
- Corrective actions to improve drainage issues will significantly reduce the risk of future sinkholes and other impacts.

Consequences of Failure to Act (CFA):

The rehabilitation of the north section of the Parkway is necessary to preserve the historic road for future generations,

improve the visitor experience, enhance maintenance/enforcement operations, address erosion and safety concerns at drainage outfalls, and facilitate safe driving conditions.

The GWMP North Section Rehabilitation Project will also implement safety countermeasures that will significantly reduce fatalities and serious injuries. United States Park Police data indicates that between 2008 and 2012, there were 686 crashes reported along this section of the Parkway, including 3 fatalities and 126 crashes involving injuries. This translates to 0.6 fatalities, 34.6 injuries, and 111.4 property damage crashes annually.

Ranking Categories:

FCI/API	(40%)	FCI 0.42	API 88.23	Score = 37.92
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 13.48

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 1/21 Completed: _____

Total Project Score: 91.40

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 185,627,456	89
Capital Improvement Work:	$ 22,172,544	11
Total:	**$ 207,800,000**	**100**

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	207,800,000
Future Funding to Complete Project:	$	0
Total:	$	**207,800,000**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	5,435,000
Design Funds Received in **FY21**:*	$	15,000,000

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q2	__/__
Project Complete:	FY26/Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $998,000	Projected: $998,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	63.4
Planned Funding FY: 2021	$22,019,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Mission Dependent HVAC Systems and Implement Energy Conservation Measures		
Project Number: DOI #N024, PMIS #s 253054, 308821, 308822	Unit/Facility Name: Independence National Historical Park, Edgar Allan Poe National Historic Site, Thaddeus Kosciuszko National Memorial	
Region/Area/District: North Atlantic - Appalachian	Congressional District: PA01	State: PA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	83001	50	0.18
35100000	83002	50	0.40
35100000	26014	83	0.22
35240100	26139	55	0.08
35290100	26045	71	0.50
35290100	25964	100	0.11
35290100	25975	92	0.18
35290100	25965	93	0.25
35290100	25962	100	0.23
35290100	25960	100	0.16
35290100	83063	48	0.28
35290100	83062	46	0.17
35290100	51131	90	0.04
35290100	25996	72	0.23
35290100	25963	100	0.33
35290100	25993	72	0.35
35290100	26153	76	0.51
35290300	86320	61	1.00
35290300	26212	61	1.00
35291000	26015	69	1.00
35600100	26065	61	0.88
40711000	82561	90	0.38
40711200	26020	92	0.48
35290100	26221	93	0.08
35290100	26237	100	0.18

Project Description: This project will replace failed and inefficient heating, ventilation, and air conditioning (HVAC) systems at multiple assets across three parks, converting steam to natural gas heating at seven locations and providing HVAC upgrades at six locations. This will cut down on long term O&M costs as the park will convert from heating by hot water to natural gas.

This project improves several assets important to the commemoration of the 250th anniversary of our nation's founding, including Independence Hall, Congress Hall, Thaddeus Kosciuszko House, and Edgar Allan Poe House.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance

- 2.3 Reduce Annual Operating Costs
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The project is estimated to reduce energy consumption by 23 percent and energy cost by 51 percent.
- This project will provide approximate yearly utility cost savings in the amount of $750,000.
- Additionally, HVAC equipment dating to the 1960s and 1970s will be replaced, reducing the park's deferred maintenance backlog.

Consequences of Failure to Act (CFA):

If these repairs and upgrades are not completed, critical park facilities will continue to be served by failed and inefficient heating, cooling and ventilation systems. This includes temporary rental HVAC units at the Free Quaker Meeting House and the Park's Maintenance Shop. The park will also not realize the operational savings from reduced utility bills.

Ranking Categories:

FCI/API	(40%)	FCI 0.31	API 77.0	Score = 35.5
SB	(20%)			Score = 6.6
IS	(20%)			Score = 15.2
CFA	(20%)			Score = 6.2

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 1/2022 Completed _____

Total Project Score: 63.4

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work:	$	12,618,000	57
Capital Improvement Work:	$	9,401,000	43
Total:	$	22,019,000	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	
Formulated in FY 21 Budget:	**$**	22,019,000
Future Funding to Complete Project:	**$**	
Total:	**$**	22,019,000

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Planning Funds Received in **FY21**:* $ 358,000
Design Funds Received in **FY21**:* $ 1,790,000
*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY23/Q1	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $1,969,000	Projected: $1,219,000	Net Change: -$750,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	66.40
Planned Funding FY: 2021	$5,179,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Relocate Callville Bay Water Intake Barge to Ensure Safe Drinking Water for Visitors & Concessioners		
Project Number: DOI #N025, PMIS #254108	Unit/Facility Name: Lake Mead National Recreation Area	
Region/Area/District: Lower Colorado Basin	Congressional District: NV03,NV04	State: NV

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	17990	77	0.17

Project Description: Due to declining reservoir levels on Lake Mead, this project will relocate the Callville Bay water intake barge in order to improve access to drinking water for visitors. This will involve extending existing raw water transmittal lines; constructing a moored breakwater; relocating an electrical transformer; replacing an existing standby generator; extending and up-sizing existing electrical lines; and improving the existing service road to access the new transformer site.

Relocation of the Callville Bay water intake barge would negate further intermediate and costly barge movements. It will also reduce electric power consumption by virtue of updated and more efficient components and equipment, as well as sustaining the park's fire suppression capabilities for the Callville Bay developed area. Project enhancements will help the park efforts to modernize infrastructure to effectively provide visitor services.

The current location of the water intake barge at Callville Bay reliably can provide drinking water to a Lake Mead elevation of 1,075 feet. The August 2018 Bureau of Reclamation Operation Plan for Colorado River System Reservoirs forecasts that the Lake Mead surface elevation will reduce below 1,075 feet in the near future. Completion of this project by then would ensure the intake barge would not become landlocked, which would make relocation difficult and much more expensive. Relocation of the water intake barge is critical to the park's long-term ability to continue providing healthy drinking water compliant with Federal and State regulations.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS): Relocating the Callville Bay water treatment plant intake barge will save the park on the cost of moving the intake barge. Each time the lake level drops approximately 10-20 feet the park needs to move the intake barge at a cost ranging from $200,000 to $400,000. Completion of this project is a "one time" move that aligns with the Bureau of Reclamations ability to generate power at Hoover Dam at low water levels and will align with Southern Nevada Water District's ability to treat water. Moving the intake to deeper water will improve water quality making it easier to treat, reducing the cost of treating the water. Corrective and emergency maintenance repairs will be reduced following completion of this project. If water levels drop below 1,075 feet, the barge will become landlocked in its current location, and relocation will become more expensive.

Consequences of Failure to Act (CFA): Failure to complete this project will make the barge unable to serve as a reliable and sustainable supply of drinking water for visitors, the concessioner, and park employees at Callville Bay once the lake level drops below an elevation of 1,075 feet above sea level. The park would also be unable to sustain fire suppression capabilities for the surrounding visitor use areas. As the lake level falls, water quality will degrade. Failure to adequately maintain public water systems may result in significant fines (up to $25,000 per day per violation) or closure of the water system. If the lake elevation continues to drop, the Callville Bay intake barge would become landlocked, resulting in increased relocation cost.

Ranking Categories:

FCI/API	(40%)	FCI 0.17	API 77.00	Score = 40.00
SB	(20%)			Score = 11.45

IS	(20%)	Score = 14.95
CFA	(20%)	Score = 0.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 12/20 Completed: 12/20

Total Project Score: 66.40

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work :	$ 3,448,557	67
Capital Improvement Work:	$ 1,730,443	33
Total:	**$ 5,179,000**	**100**

Project Funding History (entire project):

Appropriated to Date:	$	150,782
Formulated in FY21 Budget:	$	5,179,000
Future Funding to Complete Project:	$	125,000
Total:	**$**	**5,454,782**

Class of Estimate: A
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0

Other Fund Sources (prior years)

Planning Funds Received:	$	0
Design Funds Received **FY20, 21**:	$	275,782

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY23Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $223,000	Projected: $223,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	55.00
Planned Funding FY: 2021	$4,326,361
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Demolish Lake Mead Lodge Resort Complex and Restore Area to Native Condition		
Project Number: DOI #N026, PMIS #252139A	Unit/Facility Name: Lake Mead National Recreation Area	
Region/Area/District: Lower Colorado Basin	Congressional District: NV03	State: NV

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	254446	55	0.00
0	254445	55	0.00
35291700	84458	30	0.93
35291700	84460	30	0.94
35291700	225698	30	0.94
35291700	84459	30	0.94
40660100	111478	35	0.91
40710300	17910	77	0.18
40710900	17912	88	0.39
40750300	225697	35	0.92
40760100	42187	55	0.23

Project Description: This project will demolish four buildings and all associated site features, including sidewalks, park areas, roads, and non-native plantings. The structures are an abandoned concession asset. The project includes demolition of the lodge and other surrounding resort structures, as well as removal of demolition debris. The project will restore the natural scenic features of the park and remove potentially hazardous abandoned structures.

In addition to eliminating deferred maintenance, demolition and removal of these facilities and associated landscape features will mitigate hazards and improve safety compliance. The historical development plan of usage indicated the structures were past their useful life and called for demolition.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.3 Reduce Annual Operating Costs
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues

Investment Strategy (IS):

- Completion of this project removes unstable non-mission-critical assets and eliminates an attractive nuisance. The project will reduce ongoing operational and maintenance costs associated with law enforcement having to periodically clear the buildings and facility maintenance staff having to re-secure the buildings to prevent unauthorized entry. Restoration of the landscape using native desert vegetation will not increase operational and maintenance costs as the landscape will not have any long-term irrigation or vegetation management needs.
- Demolition of these structures eliminates roughly $7.9 million of deferred maintenance.

Consequences of Failure to Act (CFA):

A failure to act will result in the buildings remaining a burden and safety concern for maintenance and law enforcement staff. Hazardous materials will remain onsite.

Ranking Categories:

FCI/API	(40%)	FCI 0.45	API 47.27	Score = 38.30
SB	(20%)			Score = 1.27
IS	(20%)			Score = 10.20
CFA	(20%)			Score = 5.23

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No VE Study: Scheduled: 11/2020 Completed: 11/2020	**Total Project Score:** 55.00

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 302,845	7
Capital Improvement Work:	$ 4,023,516	93
Total:	**$ 4,326,361**	**100**

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	4,326,361
Future Funding to Complete Project:	$	0
Total:	$	**4,326,361**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	158,923
Design Funds Received in **FY21**:*	$	317,847

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY22Q2	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $676,000	Projected: $0	Net Change: -$676,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	78.90
Planned Funding FY: 2021	$8,653,026
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace Mammoth Cave Hotel Roof		
Project Number: DOI #N027, PMIS #217837	Unit/Facility Name: Mammoth Cave National Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: KY02	State: KY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35291800	49238	88	0.74

Project Description: This project will replace the Mammoth Cave Hotel roof, protecting the ongoing operation of the concession contract and improving the visitor experience. The flat roof will be replaced with a pitched roof and the interior hallways will be reconfigured. This project includes the repairs, replacements and upgrades needed to protect the shell of the building and ensure that it is environmentally and structurally sustainable for the next 40 years.

The Mammoth Cave Hotel, located at Mammoth Cave National Park, was constructed in 1965 and provides year-round accommodations and access to the Mammoth Cave National Park Visitor Center. Over the past few years, leaks in the flat roof have become frequent, resulting in damage to the hotel's interior. The flashing and roofing materials are over 25 years old and general weathering has made roofing materials brittle and prone to cracks that cause the leaks into the building.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 4.1 Modernize Infrastructure

Investment Strategy (IS): This project protects the ongoing operation of the concession contract. Replacing the current Mammoth Cave Hotel roof with a new, sloped roof will protect the building as a whole, correct existing drainage and debris issues, eliminate potentially damaging leaks and lessen the likelihood of moisture-related, costly building issues, such as mold growth and damage to electrical wiring. The leaks reduce the quality of facility operations, negatively affect the hotel's appearance, and inconvenience park visitors. Approximately 200,000 park visitors (40 percent of all park visitors) make use of the hotel, particularly cave visitors before or after their cave tour.

Regular scheduled maintenance will remain unchanged, however corrective and emergency maintenance is expected to be reduced following rehabilitation of the roof.

Consequences of Failure to Act (CFA): Without replacing the roof, the condition of the Mammoth Cave Hotel will continue to deteriorate. Failure of the Mammoth Cave Hotel roof would result in significant loss of investment and revenue, for both the park and the park concessionaire.

Ranking Categories:

FCI/API	(40%)	FCI 0.74	API 88.00	Score = 40.00
SB	(20%)			Score = 18.84
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.06

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled 10/20/20 Completed 10/20/20

Total Project Score: 78.90

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 6,827,642	79
Capital Improvement Work:	$ 1,825,384	21
Total:	$ 8,653,026	100

Project Funding History (entire project):		
Appropriated to Date:	$	604,260
Formulated in FY21 Budget:	$	8,653,026
Future Funding to Complete Project:	$	0
Total:	$	9,257,286

Class of Estimate: C Estimate Escalated to FY: 10/18	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 0 Design Funds Received in **FY21**:* $ 50,000 *Other Fund Sources (prior years)* Planning Funds Received **FY18**: $ 52,093 Design Funds Received **FY18**: $ 552,167 *These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21/Q3	__/__	Prepared/Last Updated: 01/21	Yes
Project Complete:	FY22/Q4			

Annual Operations & Maintenance Costs $

Current: $74,000	Projected: $74,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	75.60
Planned Funding FY: 2021	$2,886,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Ohanapecosh Campground and Replace Sewer Collection System		
Project Number: DOI #N028, PMIS #312439	Unit/Facility Name: Mount Rainier National Park	
Region/Area/District: Columbia – Pacific Northwest	Congressional District: WA08	State: WA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35240100	19779	55	0.88
35240100	19770	77	0.47
35290700	19685	63	0.57
40710900	21076	80	0.77
40750100	21119	71	0.45
40750700	100792	88	0.69
40760100	103486	63	0.13

Project Description: This project will rehabilitate the Ohanapecosh campground and sewer collection lines, and rehabilitate and modernize the visitor service facility, where campground guests check in, to better serve nearly 100,000 annual visitors. The project will involve extensive work at the campsites, campgrounds, and to the sewer collection system.

Work on the campgrounds includes improving site drainage, re-grading and delineating campsites, realigning parking pads, repairing or replacing damaged fire grates and picnic tables, installation of bear-proof cabinets, and correction of safety hazards. The project will also convert five existing sites to meet Architectural Barriers Act Accessibility Standards (ABAAS) requirements, converting two water stations with ABAAS fixtures, and remodeling one comfort station to meet ABAAS guidelines. Walkways and stairways will be repaired, and replacement campsites will be constructed to replace those lost due to floods and other resource impacts.

Work on the sewer lines includes treating the campground portion of the collection system with a cure-in-place lining, replacing manholes or coating manholes with a polyurea lining, as necessary, and disconnecting the old non-compliant A Loop septic from the collection system.

Work in the campground visitor service facility includes upgrading exhibits and building components, including ABAAS compliance and energy efficiency.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- Regular scheduled maintenance will remain unchanged, however corrective and emergency maintenance due to defects in wastewater collection system is expected to be reduced.
- Maintenance is critical in preventing the campsites from deteriorating to the point where they would pose a significant hazard to the visiting public. Additionally, natural features around the campsites (such as trees, and streams) need to be protected to preserve the health of these natural areas. The work will protect the significant investment the National Park Service has in this campground.
- This investment protects an important visitor access point for the park. There are approximately 40,000-45,000 visitors per year who spend the night in this 199-campsite campground. The campground's visitor service facility, located adjacent to the campground, services nearly 100,000 visitors with recreation and safety information, exhibits, restrooms and a partner-run sales area.

Consequences of Failure to Act (CFA):

- The collection system is long past its life cycle and has severely degraded. The issues associated with the condition of the system as it is already has created problems that if not dealt with will become more frequent and more severe. Failure to replace the collection system pipe in a timely fashion could result in significant disruption in visitor services and park operations.
- The Campground will continue to suffer natural resource damage with the lack of vegetation and campsite delineation. Needed ABAAS requirements will not be met. Deferred maintenance of the campground and road will remain creating an unsatisfactory experience for visitors. Campsites lost to flooding will not be replaced.
- Exhibits will continue to be non-ABAAS compliant and culturally inaccurate information will not be replaced.

Ranking Categories:

FCI/API	(40%)	FCI 0.31	API 71.00	Score = 36.85
SB	(20%)			Score = 18.25
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.50

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled __3/2021__ Completed _____

Total Project Score: 75.60

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work:	$ 2,665,754	92
Capital Improvement Work:	$ 220,246	8
Total:	$ 2,886,000	100

Project Funding History (entire project):

Appropriated to Date:	$ 0
Formulated in FY21 Budget:	$2,886,000
Future Funding to Complete Project:	$ 0
Total:	$2,886,000

Class of Estimate: C
Estimate Escalated to FY: 10/21

Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 190,000
Design Funds Received in **FY21**:* $ 211,000

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q1	__/__
Project Complete:	FY24/Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $311,000	Projected: $311,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	72.60
Planned Funding FY: 2021	$27,740,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Rehabilitate Stevens Canyon Rd MP 5-14		
Project Number: DOI #N029, PMIS #238992	Unit/Facility Name: Mount Rainier National Park	
Region/Area/District: Columbia – Pacific Northwest	Congressional District: WA08	State: WA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	20224	90	0.22

Project Description: This project will repair and rehabilitate a portion of the Stevens Canyon Road, which serves as the sole east-west access across the park. This will be the final phase of rehabilitation with two five-mile segments previously completed. The roadway provides access to multiple high use visitation areas and attractions during the peak visitor season of June through October, with annual visitation to destinations such as Paradise exceeding 750,000. Structural and design deficiencies in the roadway are accelerating deterioration. The deficiencies include drainage problems, surface slumps, soft spots, pavement warping and cracking, narrow shoulders, deteriorating and ineffective historic stone masonry retaining and guard walls, and overly-steep, unprotected side slopes adjacent to the roadway.

Project work will include removal and/or stabilization of roadway base, sub-base, shoulder and pavement surface, repair/replacement/repoint a portion of the historic stone masonry retaining/guard walls and stone veneering of existing exposed concrete guard walls, placement of reinforced rockery retaining walls to stabilize failing roadway fill sections, drainage improvements, general slope stabilization/erosion repair, signage/striping, and revegetation.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- This project will complete rehabilitation of the road, building on two prior efforts.
- Extending the longevity of the existing structure is paramount to avoiding costly delays and access problems associated with a major reconstruction project. Mount Rainier is a major destination park for the general population of nearby metropolitan areas, and rehabilitation will ensure continued visitor access.
- Rehabilitation of the roadway lengthens the life span of the road for an estimated 20-30 years.

Consequences of Failure to Act (CFA): Failure to correct structural and design deficiencies will result in increased accidents as roadway deterioration escalates. Possible future catastrophic failure of this roadway (catastrophic failures concurred in 1991 and in 1997 near Bench Lake which caused extended one-lane closures) would incur significant expense, and increased threats to health and safety as traffic increased on other park roads. Closure would also have serious economic impacts to the park concessioner and gateway community businesses, as well as greatly inconveniencing the public and governing agencies.

Ranking Categories:

FCI/API	(40%)	FCI 0.22	API 90.00	Score = 40.00
SB	(20%)			Score = 17.37
IS	(20%)			Score = 15.23
CFA	(20%)			Score = 0.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 9/18 Completed 9/18

Total Project Score: 72.60

Project Costs and Status

Project Cost Estimate (this PDS):		**$**	**%**
Deferred Maintenance Work:	$	27,740,000	100
Capital Improvement Work:	$	0	0
Total:	$	27,740,000	100

Project Funding History (entire project)		
Appropriated to Date:	$	208,336
Formulated in FY21 Budget:	$	27,740,000
Future Funding to Complete Project:	$	0
Total:	$	27,948,336

Class of Estimate: A
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:	$	0
Design Funds Received in **FY21**:	$	0

Other Fund Sources (prior years)

Planning Funds Received **FY18**:	$	83,021
Design Funds Received **FY18**	$	125,315

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY24/Q1	__/__

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $344,000	Projected: $344,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	77.80
Planned Funding FY: 2021	$2,090,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Pedestrian/Bicycle Path from Inlet Bridge to Virginia Ave NW (Kennedy Center Trail Reconstruction)		
Project Number: DOI #N030, PMIS #215438	Unit/Facility Name: National Mall and Memorial Parks	
Region/Area/District: North Atlantic - Appalachian	Congressional District: DCAL	State: DC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40750300	14182	80	0.28

Project Description: This project will overlay asphalt for the bike and pedestrian path from Inlet Bridge to Memorial Bridge along Ohio Drive, with sites in West Potomac Park. The work will improve the visitor experience for park visitors—particularly the hundreds of thousands of visitors who attend the Spring Cherry Blossom festival. This project will improve access to the West Potomac Park for bicyclists, persons with disabilities, and people with strollers.

As part of the project, the maintained landscape around the Belvedere will be modified and the existing paved Rock Creek Park Multi-Use Trail re-aligned across an area that was formerly a roadway. This portion of the project will resurface and widen the trail which will involve select removal and replacement of trees. In addition, existing asphalt pavers and concrete banding will be replaced with a continuous asphalt surface. Repairs will be completed on cracking and transverse cracks.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- This project is one component of a larger project that leverages Title 23 (transportation) funding to repave Potomac Parkway, construct a new pedestrian tunnel along the trail, and make accessibility and safety improvements to at-grade trail crossings.

Consequences of Failure to Act (CFA): Current walkway conditions include large segments of uplifted and eroded surface making it difficult for safe visitor travel. Changes in elevation along the path make it inaccessible to visitors with disabilities. Large cracks and vertical elevation changes at expansion joints cause tripping hazards and could lead to tort claims. A more comprehensive rehabilitation would ultimately be required in the future.

Ranking Categories:

FCI/API	(40%)	FCI 0.28	API 80.00	Score = 32.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 5.80

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes VE Study: Scheduled 1/21 Completed: 1/21	**Total Project Score:** 77.80

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 1,871,386	90
Capital Improvement Work:	$ 218,614	10
Total:	**$ 2,090,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 105,000
Formulated in FY21 Budget:	$ 2,090,000
Future Funding to Complete Project:	$ 0
Total:	**$2,195,000**

Class of Estimate: A
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 0
Design Funds Received in **FY21**:*	$ 0

Other Fund Sources (prior years)

Planning Funds Received:	$ 0
Design Funds Received:	$ 105,000

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q2	__/__
Project Complete:	FY22Q1	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $27,300	Projected: $27,300	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	98.00
Planned Funding FY: 2021	$3,772,866
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Complete Jefferson Memorial Exterior Marble Restoration		
Project Number: DOI #N031, PMIS #216036	Unit/Facility Name: National Mall and Memorial Parks	
Region/Area/District: North Atlantic - Appalachian	Congressional District: DCAL	State: DC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40780300	20959	100	0.02

Project Description: This project will complete restoration of the Jefferson Memorial exterior. Work will include cleansing of exterior surfaces to remove accumulated biofilm from the stylobate steps, front entry steps and the upper terrace wall. Work will also require that select masonry repairs be made to damaged and weathered stone, including crack repairs, spall repairs, patching, repointing of mortar joints, and replacement of sealant joints.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues

Investment Strategy (IS):

- Regular scheduled maintenance will remain unchanged, however staff time will be reduced as maintaining temporary barricades and cleaning up falling debris will no longer be necessary.
- The project leverages an ongoing construction project by utilizing the skilled labor, equipment, scaffolding, and demonstrated methods to efficiently and successfully complete this work.

Consequences of Failure to Act (CFA):

The Jefferson Memorial, constructed between 1939 and 1943, is one of the most famous cultural resources in the National Park system. The memorial was individually listed on the National Register of Historic Places in 1981 and is also listed as a contributing structure on the East and West Potomac Parks National Historic District since 1999. This project is required to prevent further deterioration of an iconic historical resource.

Ranking Categories:

FCI/API	(40%)	FCI 0.02	API 100.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 18.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 11/20 Completed: 11/20

Total Project Score: 98.00

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 3,772,866	100
Capital Improvement Work:	$ 0	0
Total:	**$ 3,772,866**	**100**

Project Funding History (Entire project):	
Appropriated to Date:	$ 0
Formulated in FY21 Budget:	$3,772,866
Future Funding to Complete Project:	$ 0
Total:	**$3,772,866**

Class of Estimate: A Estimate Escalated to FY: 10/21	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 0 Design Funds Received in **FY21**:* $ 0 *These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21Q1	__/__	Prepared/Last Updated: 01/21	Yes
Project Complete:	FY21Q4			

Annual Operations & Maintenance Costs $

Current: $5,032,000	Projected: $5,032,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	62.81
Planned Funding FY: 2021	$4,326,993 *(change of +$366,777 from FY 2021 list)*
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Historic Belmont Paul House		
Project Number: DOI #N032, PMIS #310286	Unit/Facility Name: National Mall and Memorial Parks	
Region/Area/District: North Atlantic - Appalachian	Congressional District: DCAL	State: DC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290100	246299	70	1.0

Project Funding Adjustment Justification: *Due to the high costs of materials and the volatility of the construction industry, contract bids exceeded the estimate. Additional funds were necessary to award the contract in FY 2021.*

Project Description: Work includes the following exterior improvements: remove and replace roof including minor structural repairs; painting and restoration of all windows, trim, jambs, sills, dormer windows, wooden doors, frames, sill boards, panels, and adjacent pilasters; installation of new storm drain; restoration of brick pavers; and replacement of chilled water lines. Interior improvements include: structural repairs to strengthen both the unstable wooden floors and the staircase to the third floor for building code compliance; painting of all interior walls, ceilings, and trim; installation of a new complete sprinkler system in the library; installation of new electrical connections, light fixtures, conduits and conductors, and new electrical panels; and, installation of a new chiller and heating and cooling system. The rehabilitation will be completed in a single construction phase.

The library within the historic house does not comply with fire and life safety codes and requires a new fire suppression system to meet current safety standards. The existing wooden floors on the first and second floors require structural repairs and strengthening in order to handle the live loads of increasing visitation. The house has experienced several leaks from the exterior due to rotting frames surrounding the historic windows and doors. Water damage is also evident on various walls and ceilings throughout the building and these areas must be addressed to protect and preserve the interior finishes and structural elements. The electrical and lighting systems are unable to meet modern demands. Outside the home, the existing brick pavers will be restored and replaced as necessary to provide an acceptable and safe walking surface for visitors. New storm drain piping will be installed to promote drainage on the historic grounds.

As the profile and visitation to Belmont-Paul continues to increase, these conditions must be corrected to keep visitors and employees safe and to provide an exceptional visitor experience.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS):

The National Monument has received philanthropic funding and Centennial match dollars; LRF funding will leverage this pervious partner funding to complete rehabilitation work.

Rehabilitation of the Belmont-Paul Women's Equality National Monument will reduce the existing deferred maintenance backlog. Chronic repairs, due to water damage caused by rotting wooden window frames, doors and wall panels, will also be reduced if not eliminated entirely. Once the building is made safer and more comfortable to visitors, increased visitation to the house can occur without the risk of jeopardizing their safety and welfare.

Consequences of Failure to Act (CFA):
Without a new fire suppression system, the library will be unsafe for visitors. The existing wooden floors cannot sustain the visitation loads and will pose a significant life safety issue if not addressed. The existing heating and cooling system and electrical systems will not be able to provide the optimal temperatures required for increased visitation. The museum's valuable cultural resources collection will also be jeopardized and left vulnerable to wide swings in humidity and temperature. The visible leaks and water damaged areas in walls and ceilings due to longstanding issues with the exterior envelope elements (windows, doors, and roof) will continue to cause visual structural damage if not addressed. Life safety issues will remain, limiting the use of the structure by staff and the general public. Clearly, this should not be the condition associated with such a significant structure in the history of our nation.

Ranking Categories:

FCI/API	(40%)	FCI 1.0	API 70.00	Score = 32.00
SB	(20%)			Score = 12.39
IS	(20%)			Score = 16.25
CFA	(20%)			Score = 2.17

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 1/21 Completed: _____

Total Project Score: 62.81

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 3,158,705	73
Capital Improvement Work:	$ 1,168,288	27
Total:	**$ 4,326,993**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 456,863
Phase 1 (Cent. Challenge FY17,18):	$1,088,303
Formulated in FY21 Budget:	$4,326,993
Future Funding to Complete Project:	$ 0
Total:	**$5,872,159**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund	
Planning Funds Received in **FY21**:*	$ 0
Design Funds Received in **FY21**:*	$ 0
Other Fund Sources (prior years)	
Planning Funds Received	$ 0
Design Funds Received	$ 456,863

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY23Q1	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $54,000	Projected: $54,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	75.20
Planned Funding FY: 2021	$31,976,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Headquarters East Water System and Moraine Park Campground Electrical Distribution		
Project Number: DOI #N033, PMIS #239689A	Unit/Facility Name: Rocky Mountain National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: CO02	State: CO

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	31360	55	0.29
35240100	31357	67	0.00
35240100	31356	67	0.91
35240100	31355	67	0.07
35240100	31354	67	0.53
35240100	31352	67	0.00
35240100	31358	67	0.22
35240200	37083	67	0.99
35240200	37085	67	0.99
35240200	235359	67	0.99
35240200	37082	67	0.99
35290800	37072	55	1.00
40660100	105264	77	0.07
40710300	38667	100	1.00
40710900	61135	77	0.95
40711200	49319	65	0.02
40720100	95901	40	0.21
40750100	31353	67	0.17
40760100	103617	77	0.51

Project Description: This project will rehabilitate the Headquarters (HQ) East water system which includes the Moraine Park Campground (MPCG) water distribution systems and wastewater system. The project will address sewer pipes, manholes, the well, water treatment system, and water tanks serving the campground, Beaver Meadows Visitor Center, Park HQ East, and High Drive.

This project will also replace the MPCG above-ground primary electrical distribution lines; address drainage issues at campsites; improve accessibility at campsites, comfort stations and vault toilets; rehabilitate a ranger station and entrance kiosk; add food lockers to campsites; add electric hookups to approximately 25 percent of campsites; add traffic calming improvements to roadways; add a third host site; add parking to the admin loop; and relocate campsites away from wetlands.

Much of the existing water distribution system and water storage tanks were installed in 1965 and are well past the typical service life of 30 years. The waterlines and components of the Moraine Park Water System are in very poor condition, primarily due to age and deferred maintenance. Several portions of the system are not buried to the appropriate depth and are subject to freezing, requiring monitoring to prevent problems. Currently, the water system is drained in the fall and recharged in the late spring. During seasonal start-up, leaks and breaks are common. It is not uncommon for a leak to take days to isolate and find, and additional time to repair.

The majority of the existing primary power supply was also installed in 1965 and is well past the components' typical service life. Relocating the primary power underground will ensure the system is not susceptible to damage due to wind, snow or falling branches or trees. Also, underground lines will result in increased safety due to prevention of electrical hazards and forest fire. Poor drainage along roadways and within campsites has resulted in stranded vehicles, damaged natural resources, and significant staff time to address issues after major storm events.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- This project will eliminate the need for enhanced monitoring of the water system due to previous notices of violations from the State of Colorado. The water system will be compliant with the National Fire Protection Association (NFPA) 1142 standard.
- Regular scheduled maintenance will remain unchanged, however the need for emergency repairs and clean-up related to broken water mains and electrical infrastructure is expected to be reduced
- A significant amount of disintegrated material can be found throughout the water system. This material buildup within the water system has resulted in significant challenges in meeting water quality standards. Repairs to the existing galvanized steel and cast-iron distribution at Moraine Park have become more frequent.
- By burying the lines at a deeper level, there will be less risk of freezing, which may extend the season of the campground. A longer season combined with amenity improvements would bring in higher revenue.

Consequences of Failure to Act (CFA):

Failure to address the deferred maintenance, health and life safety issues, and code violations will ultimately result in the inability for water to be treated and supplied in the developed area of Moraine Park and Park HQ. As a result, there would be a major impact on the public's experience, enjoyment, and safety due to significantly reduced services. Storage for fire flows would also be diminished or eliminated. Revenue from park campground fees would be lost.

In August of 2014, the park received a notice of exceedance from the State of Colorado's for exceeding the total Trihalomethanes (TTHM) threshold level in its water systems, and as a result is currently undergoing enhanced quarterly monitoring.

Ranking Categories:

FCI/API	(40%)	FCI 0.83	API 67.53	Score = 38.08
SB	(20%)			Score = 17.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.12

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 5/21 Completed _____

Total Project Score: 75.20

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$22,058,714	69
Capital Improvement Work:	$ 9,917,286	31
Total:	**$31,976,000**	**100**

Project Funding History (entire project):		
Appropriated to Date	$	0
Formulated in FY 21 Budget:	$	31,976,000
Future Funding to Complete Project	$	0
Total:	**$**	**31,976,000**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	1,142,000
Design Funds Received in **FY21**:*	$	3,883,000

*These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY24Q4	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $282,000	Projected: $282,000	Net Change: $0
The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.		

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	89.40
Planned Funding FY: 2021	$6,628,705
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Battlefield Interpretive Experience		
Project Number: DOI #N034, PMIS #257238	Unit/Facility Name: Saratoga National Historical Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: NY21	State: NY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40750300	80421	87	0.14
40750700	230647	87	0.28
40750300	80419	87	0.27
40750300	80409	87	0.34
40750300	80431	87	0.13
40750300	80426	87	0.21
40750300	80434	87	0.21
40750300	80432	87	0.17
40750300	80417	87	0.15
40750300	80425	87	0.29
40750300	80424	87	0.27
40750700	230647	87	0.28
40750700	230643	87	0.62
40750700	230652	87	0.43
40750700	230744	87	0.50
40750700	230627	87	0.22
40750700	230514	87	0.58
40750700	230614	87	0.30
40750700	230645	87	0.30
40750700	230693	87	0.65
40750700	230743	87	0.28

Project Description: This project would update and rehabilitate worn interpretive waysides and all routes, parking and walkways to provide universal accessibility at all ten Tour Stops along the Saratoga Battlefield Tour Road. The Tour Road and the self-guided tour is the park's primary visitor experience. This project will update the worn interpretive waysides along the tour road and complement them with new field exhibits utilizing Universal Design. The project will also result in improved physical accessibility, making all routes to the waysides and site amenities accessible as well.

The Tour Road experience is more than 50 years-old and the 60 interpretive waysides at the 10 stops along the self-guided route are obsolete and well beyond their intended design life. Some of the wayside exhibits have completely deteriorated and have been removed due to concerns for visitor safety. Parking and walkways were not constructed to meet current Architectural Barriers Act Accessibility Standards (ABAAS) and heaving and cracking concrete poses tripping hazards and unsafe walking conditions.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The existing waysides are painted metal signs that must be stripped and repainted meticulously by hand every five years. The waysides also have audio components that are aging and often fail, requiring corrective maintenance. The waysides are set on stone and mortar bases, which require expensive repointing and harbor stinging insects which must be mitigated on a regular basis. Modern waysides and bases will eliminate most of these corrective maintenance expenses.
- The project will also demonstrate the effectiveness of constructing limited infrastructure to provide cost-efficient, accessible visitor services.

Consequences of Failure to Act (CFA):

The three main consequences of not completing this work are a failure to meet ABAAS requirements, missed interpretive opportunities, and the continued safety risks associated with the walkways. The safety and ABAAS shortcomings open the park up to potential lawsuits from visitors and advocacy groups. The failure in interpretation is a failure of the park's core mission: to accurately tell the story of the battles of Saratoga. The waysides are often hard to read, inaccurate, and or are not engaging. The tripping hazard associated with the walkways have resulted in two visitor injuries in the last two years. Failure to correct these deficiencies will likely result in more injuries in the future. The update of the interpretive wayside system will bring the park safely into compliance ahead of the 250th anniversary of the American Revolution in 2026.

Ranking Categories:

FCI/API	(40%)	FCI 0.22	API 87.00	Score = 32.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 17.40

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 10/16 Completed: 10/16

Total Project Score: 89.40

Project Costs and Status

Project Cost Estimate (this PDS):

	$	%
Deferred Maintenance Work:	$ 5,302,964	80
Capital Improvement Work:	$ 1,325,741	20
Total:	**$ 6,628,705**	**100**

Project Funding History (entire project):

Appropriated to Date:	$ 935,806
Formulated in FY21 Budget:	$ 6,628,705
Future Funding to Complete Project:	$ 0
Total:	**$7,564,511**

Class of Estimate: A
Estimate Escalated to FY: 7/19

Planning and Design Funds: $s

Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 20,000
Design Funds Received in **FY21**:* $ 100,000

Other Fund Sources (prior years)
Planning Funs Received in **FY13,17**: $ 249,675
Design Funds Received in **FY13,16,17,18,19**:$ 686,131

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q3	__/__
Project Complete:	FY22Q3	

Project Data Sheet
Prepared/Last Updated: 01/15/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $25,000	Projected: $11,500	Net Change: -$13,500

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	59.60
Planned Funding FY: 2021	$997,300
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Lodgepole Campground Water System Rehabilitation		
Project Number: DOI #N035, PMIS #194297	Unit/Facility Name: Sequoia and Kings Canyon National Park	
Region/Area/District: California – Great Basin	Congressional District: CA21	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	67595	77	0.13
40710300	67596	77	0.06
40760100	73866	64	0.44
40760100	73881	63	0.11

Project Description: This project is located in the developed area of Lodgepole within Sequoia National Park serving 1,600,000 annual visitors. The project will replace an 8-inch potable water main between the Wolverton water distribution system and the Lodgepole Campground water distribution system—including installation of fire hydrants. The project will also repave the disturbed road surface in the Lodgepole Housing Area parking lot and roadway to mitigate driving and snow removal hazards after the water main is replaced. The project includes two major components, one for turn-key installation of water main and hydrants, including cost of material, and installation including excavation and bedding for specific planned pipe size. Road and parking lot work will include grinding and repaving applications for areas with pipe crossings and/or noted hazards.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets

Investment Strategy (IS): This project:

- Replace out of out-of-date components with new, efficient components and technology at the water treatment facility and surface water diversion intake
- Correct code violations limiting potential government liability for fines or complete shutdown of the water system.
- Improve water delivery for wildland and structural fire protection of federal and concessioner assets, including a visitor center, concessions market and food services facility, concession maintenance facility, 214 campground sites, 8 comfort stations, a nature center, and 40 park employee resident buildings—all in a high hazard fire zone

Consequences of Failure to Act (CFA):

- Ongoing code violations of the water system would continue, with potential for fines or future shutdown.
- In the event of a wildland fire, significant government and concessionaire infrastructure would have poor fire protection.
- Increasing deterioration and dangerous road surface for driving and snow removal operations.

Ranking Categories:

FCI/API	(40%)	FCI 0.12	API 70.25	Score = 29.00
SB	(20%)			Score = 10.42
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.18

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 2/19___ Completed: 2/19_____

Total Project Score: 59.60

Project Costs and Status

Project Cost Estimate (this PDS):		
Deferred Maintenance Work:	$997,300	100%
Capital Improvement Work:	$ 0	0%
Total:	**$997,300**	**100%**

Project Funding History (entire project):	
Appropriated to Date:	$ 67,752
Formulated in FY21 Budget:	$ 997,300
Future Funding to Complete Project:	$ 0
Total:	**$1,065,052**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 22,000
Design Funds Received in **FY21**:*	$123,000

Other Fund Sources (prior years)

Planning Funds Received **FY18-19**	$ 45,168
Design Funds Received **FY19**:	$ 22,584

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q3	__/__
Project Complete:	FY23Q1	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $424,000	Projected: $424,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	85.70
Planned Funding FY: 2021	$26,250,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Pavement Preservation Along 54 miles of Skyline Drive and 19 overlooks associated with Skyline Drive		
Project Number: DOI #N036, PMIS#312442	Unit/Facility Name: Shenandoah National Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: VA07, VA10, VA05	State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	49221	70	0.09
40660100	49290	70	0.02
40660100	49268	70	0.01
40660100	49253	70	0.08
40660100	49276	70	0.09
40660100	49259	70	0.03
40660100	49215	70	0.13
40660100	49269	70	0.02
40660100	49273	70	0.03
40660100	49245	70	0.07
40660100	49213	70	0.02
40660100	43841	70	0.05
40660100	49272	70	0.03
40660100	49267	70	0.03
40660100	49256	70	0.03
40660100	49248	70	0.03
40660100	49230	70	0.03
40660100	49250	70	0.03
40660100	49237	70	0.02
40760100	00002354	100	0.14
40760100	00002108	100	0.26
40760100	00001896	100	0.05

Project Description: This project will rehabilitate a large segment of Skyline Drive including 19 overlooks. The project will address deferred maintenance and include preservation treatments to Skyline Drive. Skyline Drive is a National Historic Landmark and a Nationally designated Scenic Byway. It is a destination to more than 1.4 million visitors a year to see some of the most scenic vistas in the eastern United States

Work will include surface treatments of crack sealing, chip sealing, or thin overlay of hot mix asphalt, and 2-inch mill and overlay treatment. Partial and full depth patches of existing pavement will address distressed pavement areas prior to surface treatments. All pavement will receive new pavement markings and road shoulder stabilization.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues

Investment Strategy (IS): Completion of this project would reduce the deferred maintenance of Skyline Drive by overlaying the existing pavement with new asphalt. Skyline Drive is the park's most important asset with an asset priority index (API) of 100. New pavement will provide safe travel along Skyline Drive for automobiles as well as bicycles. The life expectancy of the 54 miles of will be extended by 10 to 12 years by reducing future more expensive repair costs.

Consequences of Failure to Act (CFA): Without this project, this section of Skyline Drive will deteriorate more quickly and operations and maintenance costs will increase. Although the structural integrity of the road is generally in good condition, the pavement is in need of repair. Without the planned work, the structural integrity will start to be impacted and future repairs will be more expensive requiring more money to improve the condition of Skyline Drive in the future.

Ranking Categories:

FCI/API	(40%)	FCI 0.15	API 74.09	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 5.70

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 01/21 Completed: _____

Total Project Score: 85.70

Project Costs and Status

Project Cost Estimate (this PDS):

	$	%
Deferred Maintenance Work:	$ 26,250,00	100
Capital Improvement Work:	$ 0	0
Total:	**$26,250,000**	**100**

Project Funding History (entire project):

Appropriated to Date:	$ 884,057
Formulated in FY21 Budget:	$26,250,000
Future Funding to Complete Project:	$ 0
Total:	**$27,134,057**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 330,000
Design Funds Received in **FY21**:*	$ 990,000

Other Fund Sources (prior years)

Planning Funds Received **FY19, 20**:	$ 305,983
Design Funds Received **FY19, 20**:	$ 578,074

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q3	__/__
Project Complete:	FY23Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $1,666,000	Projected: $1,666,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	97.10
Planned Funding FY: 2021	$23,848,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Terreplein and Related Levels at Fort Wood		
Project Number: DOI #N037, PMIS#256938	Unit/Facility Name: Statue of Liberty National Monument	
Region/Area/District: North Atlantic - Appalachian	Congressional District: NY10	State: NY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290100	59910	100	0.36

Project Description: This project will address ongoing deterioration and provide long-term protection to the Terreplein and vertical surfaces of the historic Fort Wood, which serves as the base for the Statue of Liberty. Fort Wood is a massive stone fort constructed on the island in 1807. This project will protect the foundations of the Statue of Liberty and its pedestal, and will enhance visitor access, replacing the walking surface to improve both drainage and accessibility. Work includes removal and replacement of pavers and waterproofing on the exterior levels of Fort Wood. Repairs will be made to halt or prevent leaks and water infiltration, preserving the fort's structural elements.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues

Investment Strategy (IS):

- The work protects investment for an ongoing concession contract. A concessioner charges fee for ferry ride to island, but the park does not charge an entrance fee.
- Work protects prior investment in the Statue of Liberty, visited by more than four million visitors annually. The exterior areas addressed through this project are heavily used by visitors. Installing durable materials that last in the marine environment will address current safety and drainage issues and prevent future deterioration.
- After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 20 years.

Consequences of Failure to Act (CFA): Without this needed work, approximately 50,000 highly visible square feet of walking surface will remain in disrepair, unable to properly shed water and presenting accessibility challenges for visitors. Failure to act will also allow deterioration to continue accelerating, increasing the scope and cost of future repairs. With accelerated deterioration, the structure's durability and stability could become compromised.

Ranking Categories:

FCI/API	(40%)	FCI 0.36	API 100.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 17.10

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 12/20 Completed: 12/20

Total Project Score: 97.10

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$23,132,560	97
Capital Improvement Work:	$ 715,440	3
Total:	**$23,848,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 487,451
Formulated in FY21 Budget:	$23,848,000
Future Funding to Complete Project:	$ 0
Total:	**$24,335,451**

Class of Estimate: B Estimate Escalated to FY:10/21	**Planning and Design Funds: $s** *Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 250,000 Design Funds Received in **FY21**:* $ 1,844,000 *Other Fund Sources (prior years)* Planning Funds Received **FY19**: $ 8,187 Design Funds Received **FY19**: $ 479,264 *These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21Q4	__/__	Prepared/Last Updated: 1/21	Yes
Project Complete:	FY23Q4			

Annual Operations & Maintenance Costs $

Current: $343,000	Projected: $343,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	69.99
Planned Funding FY: 2021	$20,008,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Main Immigration Building Exterior Components		
Project Number: DOI #N038, PMIS #312431	Unit/Facility Name: Statue of Liberty National Monument	
Region/Area/District: North Atlantic - Appalachian	Congressional District: NJ08, NY10	State: NJ,NY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290100	60011	100	0.04

Project Description: This project will rehabilitate exterior components of the Main Immigration Building on Ellis Island, including exterior window finishes, exterior re-pointing, replace deteriorated clerestory windows, and replace failing skylights.

This project will completely replace all eight non-historic 1980s era clerestory windows that illuminate the Great Hall of the Main Immigration Building. The existing hardware will be removed and salvaged, if compatible with the new window systems.

This project eliminates health, safety, and liability risks by replacing the deteriorated window assemblies with new, safe window assemblies that are more wind and water resistant. This project helps maintain the visitor experience on Ellis Island. The successful completion of this project will significantly reduce ongoing maintenance of the windows, saving staff time.

This project will also replace the leaking skylight system and with a new, water-tight assembly. In addition to preventing water infiltration, the new system will include block ultraviolet light and provide appropriate thermal characteristics to ensure visitors comfort and protect museum resources.

This project will also repoint the Exterior of the Main Immigration Building, including upper parts of the towers and the Clerestory. The park will treat granite surfaces to restore the building's weather barrier and to ensure structural integrity of the stone veneer. Continued deterioration of the building exterior may lead to spalling of brick material and stone components due to freeze-thaw, causing potential hazards of falling debris.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets

Investment Strategy (IS):

- The Main Immigration Building is visited by approximately 2 million visitors annually. In addition to being the primary cultural resource and visitor attraction on Ellis Island, it also supports an existing concession operation.
- While regular scheduled maintenance will remain unchanged, unscheduled emergency maintenance costs will be reduced as the facility condition is being improved.

Consequences of Failure to Act (CFA): The consequences of failure include loss of historic fabric, catastrophic failure of monumental window systems (collapse), and continued damage due to water infiltration.

Ranking Categories:

FCI/API	(40%)	FCI 0.04	API 100.00	Score = 40.00
SB	(20%)			Score = 17.49
IS	(20%)			Score = 12.44
CFA	(20%)			Score = 0.06

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 1/21 Completed ____

Total Project Score: 69.99

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$19,446,032	97
Capital Improvement Work:	$ 561,968	3
Total:	**$20,008,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$0
Formulated in FY21 Budget:	$20,008,000
Future Funding to Complete Project:	$0
Total:	**$20,008,000**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	154,000
Design Funds Received in **FY21**:*	$	1,693,000

Other Fund Sources (prior years)

Planning Funds Received:	$	0
Design Funds Received:	$	0

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
	FY21Q4	__/__
	FY23Q1	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $1,845,000	Projected: $1,845,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	40.30
Planned Funding FY: 2021	$21,140,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate and Reconfigure the Historic Laurel Dormitory at Old Faithful		
Project Number: DOI #N040, PMIS #312116	Unit/Facility Name: Yellowstone National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35310000	11736	65	1.00

Project Description: This project includes the rehabilitation of the historic Laurel Dormitory. The Laurel Dormitory is one of only six remaining buildings that provide context and contribute to the Old Faithful Inn Historic District. Work includes rehabilitation of the building exterior and the reconfiguration of the interior to accommodate modern employee housing. Work will be accomplished in accordance with the Secretary of Interior's Standard for Rehabilitation of Historic Buildings. Most of the current building components are well beyond their design lives and are showing signs of advanced deterioration. These deficiencies include structural, mechanical, and health/life safety issues as well as a lack of meeting current accessibility standards. The mechanical, electrical, plumbing and fire suppression systems are in poor condition. The current layout does not meet the park's current housing needs.

In addition to the facility concerns, an analysis on the ground temperature and geothermal gases around the building revealed that the building was constructed in an active geothermal site, as evidenced by the significantly elevated ground temperatures, the presence of geothermal gases, hydrothermally altered ground, and hot spring deposits. Given the amount of deferred maintenance, code compliance, and environmental issues associated with the existing building, a complete rehabilitation is required. After the project is complete, the Historic Laurel Dormitory will provide 20 modern housing units.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS): The rehabilitation includes replacing and/or repairing all building critical systems including the foundation, roof, mechanical, electrical, plumbing, and fire suppression system to current codes and life safety standards. Refurbishing the systems for these housing units will move the condition rating from poor to good. Condition is a rent setting factor and will result in an increase in rental income. All rental income will be used to maintain the units in good condition.

Consequences of Failure to Act (CFA): Failure to act will continue to subject residents to deteriorating conditions and failing or unreliable systems.

Ranking Categories:

FCI/API	(40%)	FCI 1.0	API 65.00	Score = 12.00
SB	(20%)			Score = 8.81
IS	(20%)			Score = 13.38
CFA	(20%)			Score = 6.11

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 2/21 Completed _____

Total Project Score: 40.30

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**	**Project Funding History** (entire project):

Deferred Maintenance Work :	$	9,100,000	43	Appropriated to Date:	**$** 0
Capital Improvement Work:	$	12,040,000	57	Formulated in FY 21 Budget:	**$** 21,140,000
Total:	$	21,140,000	100	Future Funding to Complete Project:	**$** 0
				Total:	**$** 21,140,000

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 755,000
Design Funds Received in **FY21**:* $ 2,567,000
*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	FY21/Q4	__/__	Prepared/Last Updated: 01/21	Yes
Project Complete:	FY24/Q1			

Annual Operations & Maintenance Costs $

Current: $108,000	Projected: $108,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	58.90
Planned Funding FY: 2021	$22,331,400
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate Exteriors of Historic Fort Yellowstone Buildings		
Project Number: DOI #N041, PMIS #307127	Unit/Facility Name: Yellowstone National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35300200	6033	83	0.67
35300200	6062	75	0.47
35300200	3851	83	0.16
35300200	6058	75	0.57
35300200	6031	83	1.00
35300200	5958	83	1.00
35300200	6056	75	0.42
35300200	6064	75	0.47
35300300	5954	83	1.00
35300300	6022	83	0.66
35300300	00002815	82	0.19
35300300	6023	83	0.64
35300300	5956	83	0.45
35300300	5947	83	1.00
35300300	6024	83	0.81
35300300	5944	83	1.00
35300300	5961	83	0.81

Project Description: This project will address the deterioration of the Fort Yellowstone Upper Mammoth Historic Housing exteriors. Work includes replacing roof systems including underlayment, flashing, drip edges, roof finishes (metal, wood shingle, tile), cornices, fascia, trim gutters, and downspouts. The project will repair failed foundations; repair and refinish windows; install new storm windows; repair or replace front and rear porches to include steps and railing; repair or replace front and rear entry sidewalks; repair or rebuild chimneys including the replacement of chimney caps and the installation of guy supports; repair of damaged siding and trim; removal of lead paint; and repainting of exterior finishes. All work will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Scope of Benefits (SB):

- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS): Refurbishing the exteriors of the housing units will move the condition rating from poor to good. Condition is a rent setting factor and will result in an increase in rental income. All rental income will be used to maintain the units in good condition.

While regular scheduled maintenance will remain unchanged, repairing the deteriorating exterior components of these historical structures will reduce the need for emergency and corrective repairs. The park currently corrects issues with the buildings' shells as they arise.

Consequences of Failure to Act (CFA): Failure to address the serious deficiencies associated with these historic structures will result in the continued, and accelerated, deterioration of the housing units, requiring more frequent and costly repairs and increasing the permanent loss of historic fabric. Ultimately, there is the potential to have a failure to the

buildings' exterior components due to water intrusion, which could impact the structural integrity and pose a significant health and life safety concern to residents.

Ranking Categories:

FCI/API	(40%)	FCI 0.81	API 72.58	Score = 35.87
SB	(20%)			Score = 5.85
IS	(20%)			Score = 17.15
CFA	(20%)			Score = 0.03

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 2/2021 Completed _____

Total Project Score: 58.90

Project Costs and Status

Project Cost Estimate(this PDS):

		$	%
Deferred Maintenance Work :	$	18,535,062	83
Capital Improvement Work:	$	3,796,338	17
Total:	$	22,331,400	100

Project Funding History (entire project):

Appropriated to Date:	**$**	0
Formulated in FY 21 Budget:	**$**	22,331,400
Future Funding to Complete Project:	**$**	0
Total:	**$**	22,331,400

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	798,000
Design Funds Received in **FY21**:*	$	2,712,000

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY23/Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $134,000	Projected: $134,000	Net Change: $ 0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	83.00
Planned Funding FY: 2021	$50,170,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Rehabilitate (3R) the Grand Loop Road-22 miles Old Faithful to West Thumb Segment		
Project Number: DO #N042, PMIS #312447A	Unit/Facility Name: Yellowstone National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	4387	100	1.00

Project Description: This project will rehabilitate approximately 22 miles of the Old Faithful to West Thumb segment of the Grand Loop Road. This corridor is the most heavily traveled part of Yellowstone and connects visitors to Old Faithful geyser—one of Yellowstone's most visited destinations and iconic natural wonders—and other large geothermal basins in this area. The average daily traffic (ADT) of this segment during July is 8,000. Rehabilitation of this roadway will include removing encroaching turf from the roadway shoulder and paving the full 30-foot wide roadway segment. Sub-excavation will also occur to replace the entire road structure, including the base and sub-base in areas where frost heaving has caused considerable roadway damage. Guardrails, culverts, and other drainage structures that require rehabilitation will also be replaced and improved to bring these transportation infrastructure elements into states of good repair.

The Old Faithful to West Thumb segment (beginning near Biscuit Basin and extending approximately two miles south of West Thumb) of the Grand Loop Road was reconstructed to a 30-foot width in phases beginning in 1987. Since that time, the NPS has maintained the roadway with a cycle of chip seals. However, the pavement has continued to deteriorate due to high usage. Issues with drainage and frost heaves have also arisen, further contributing to the deterioration of pavement condition. Guardrails along this segment need repair and replacement in order to address safety concerns. The current pavement has exceeded its 20-year useful life by over 10 years.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The project will extend the life of this road segment 20-30 years.
- While regular scheduled maintenance will remain unchanged, a reduction in corrective maintenance for pothole patching and guardrail repairs is expected.

Consequences of Failure to Act (CFA): This project will result in safer and more comfortable driving conditions for the public and employees traveling to and from the most popular destination in Yellowstone National Park.

Ranking Categories:

FCI/API	(40%)	FCI 1.0	API 100.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 3.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 5/2017 Completed 5/2017

Total Project Score: 83.00

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work :	$	45,899,118	91
Capital Improvement Work:	$	4,270,882	9
Total:	$	50,170,000	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	162,125
Formulated in FY21 Budget:	**$**	50,170,000
Future Funding to Complete Project:	**$**	0
Total:	**$**	50,332,125

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	1,170,000
Design Funds Received in **FY21**:*	$	1,000,000

Other Fund Sources (prior years)

Planning Funds Received **FY17**:	$	88,432
Design Funds Received **FY17**:	$	73,693

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q2	__/__
Project Complete:	FY24/Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $287,000	Projected: $287,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	58.30
Planned Funding FY: 2021	$37,225,000 *(change of +$9,325,000 from FY 2021 list)*
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Replace the Lewis River Bridge		
Project Number: DOI #N043, PMIS #225353	Unit/Facility Name: Yellowstone National Park	
Region/Area/District: Upper Colorado Basin	Congressional District: WYAL	State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	4388	100	0.08
40760500	45309	88	1.0

Project Description: The Lewis River Bridge is a continuous steel multi-beam bridge located 10 miles north of the south entrance of Yellowstone National Park. The 604 linear foot (L.F.) Lewis River Bridge was constructed in 1960. There is widespread deterioration of the deck concrete that has progressed to a point where replacement of the deck is the optimal alternative. In addition, the abutments and wingwalls exhibit widespread cracking, delamination and spalling.

Other problems include debris packed in the expansion joints and an accumulation of gravel in the shoulders, minor collision damage to the railings, bearings at full tilt at the north abutment, moderate accumulation of drift in the channel, and missing object markers at the bridge corners.

The project scope also includes the roadway approach sections on both sides of the bridge and modernization to widen the bridge.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

Due to component deterioration and high scour potential, partial rehabilitation would be a temporary and costly solution. Total replacement is expected to extend the asset lifecycle an additional 40-50 years.

Consequences of Failure to Act (CFA):

This structure has been deemed to be "Scour Critical", meaning the bridge foundations were determined to be unstable for calculated scour conditions at this bridge site. Minor to moderate scour was noted along all the piers. If measures are not taken to reduce the scour potential of the structure, scour will likely continue to progress and may eventually lead to instability of the structure. This project will result in safer conditions for the public and employees traveling to and from the south entrance of the park.

Ranking Categories:

FCI/API	(40%)	FCI 0.28	API 94.00	Score = 31.40
SB	(20%)			Score = 14.54
IS	(20%)			Score = 11.69
CFA	(20%)			Score = 0.67

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 11/2018 Completed: 12/2018

Total Project Score: 58.30

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$24,382,375	65.5
Capital Improvement Work:	$12,842,625	34.5
Total:	$37,225,000	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	373,546
Formulated in FY21 Budget:	**$**	37,225,000
Future Funding to Complete Project:	**$**	
Total:	**$**	37,598,546

Class of Estimate: C
Estimate Escalated to FY: 10/2021

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:* $ 600,000
Design Funds Received in **FY21**:* $ 1,300,000

Other Fund Sources (prior years)

Planning Funds Received **FY16**: $ 203,752
Design Funds Received **FY16**: $ 169,794

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q2	__/__
Project Complete:	FY24/Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $375,000	Projected: $375,000	Net Change: $ 0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	48.80
Planned Funding FY: 2021	$3,708,408
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate the Bridalveil Creek Campground Water Distribution System for Park Visitors		
Project Number: DOI #N045, PMIS #228664	Unit/Facility Name: Yosemite National Park	
Region/Area/District: California – Great Basin	Congressional District: CA04	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	6325	46	0.91

Project Description: This project will replace the existing cast iron and galvanized steel water distribution system, the existing groundwater treatment vault and chlorination system, and the existing storage tank that has been in operation at the Bridalveil Creek Campground since 1959. This project will address deferred maintenance and maintain regulatory compliance, allowing the campground to continue to provide the necessary quantity of safe water for drinking and sanitation

This campground hosts nearly 40,000 campers annually, and consists of 108 campsites, two group camp sites, and one-horse camp.. It's the only established campground on the Glacier Point road and is typically open for 90 days per season. There is a major trailhead located at this campground which serves many popular backpacking and day-hikes.The Bridalveil Creek Water System averages 2,000 gallons of water per day and has a daily maximum production of 5,400 gallons to the campground and day use areas.

The existing 5,000 gallon underground water storage tank is currently not code compliant and will be replaced with a larger above ground water tank that is designed to meet code requirements and the regulatory requirements of the California State Water Quality Board, as well as to provide more water storage to meet the peak daily demands of the park visitors who use these facilities and services.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets
- 4.1 Modernize Infrastructure

Investment Strategy (IS): This project will be coordinated with Glacier Point Road closure (NPS Legacy Restoration Fund project #N048). The water lines run under the campground roads. The traffic control required for replacement of these lines, and loss of water to the comfort station during the project, would necessitates either closing the campground or costly construction work-arounds to keep it open. As Glacier Point road is the only access to the campground, the campground will be closed during the Glacier Point road construction. Coordinating the two projects within the same season will eliminate an additional closure of the campground.

New water meters will allow staff to monitor usage, quickly identify any water losses in the system, and determine when water conservation measures are required. Regularly scheduled maintenance is expected to remain unchanged, however costly unplanned or emergency work on the aging system will be reduced.

Consequences of Failure to Act (CFA): Failure to act will result in the continued deterioration of the campground water system such that the system could pose a public health risk and force the campground to shut down or prevent the campground from providing potable water. Without action, the amount of costly unplanned or emergency work on the aging system will increase.

Ranking Categories:

FCI/API	(40%)	FCI 0.91	API 46.00	Score = 12.00
SB	(20%)			Score = 3.02
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 13.78

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No	**Total Project Score:** 48.80

VE Study: Scheduled 3/20 Completed: 3/20

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 3,704,698	99+
Capital Improvement Work:	$ 3,710	>1
Total:	**$ 3,708,408**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 626,010
Formulated in FY21 Budget:	$3,708,408
Future Funding to Complete Project:	$ 0
Total:	**$4,334,418**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 0
Design Funds Received in **FY21**:*	$ 300,000

Other Fund Sources (prior years)

Planning Funds Received **FY19, 20:**	$ 341,460
Design Funds Received **FY20**:	$ 284,550

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY22Q4	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $13,000	Projected: $13,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	62.51
Planned Funding FY: 2021	$26,177,634
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience		
Project Number: DOI #N046, PMIS #229677	Unit/Facility Name: Yosemite National Park	
Region/Area/District: California – Great Basin	Congressional District: CA04	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	6314	85	0.44
40710900	6700	85	0.30
40750100	6598	46	0.32
40750800	7094	25	0.52
40760100	10907	57	0.36

Project Description: This project will rehabilitate the Tuolumne campground which includes 304 drive-in campsites, horse camp, backpacker's camp and a group camp. The campground is seasonally operated and serves over 141,000 visitors per year. The project will rehabilitate campground roads, make accessibility improvements, and enhance the amenities at each campsite including a hardened parking pad, new picnic tables, fire rings, and food storage containers for bear protection. The campground has eight restrooms serving approximately 1,200 visitors per day during periods of full occupancy. The existing historic restrooms will be upgraded to meet Architectural Barriers Act Accessibility Standards (ABAAS). The entire water system in the campground will be replaced, including new water service to the existing restrooms and the two new restrooms. The portions of the sanitary sewer system that were not replaced as part of the 1995 sewer improvement project will be replaced in this project.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 4.1 Modernize Infrastructure

Investment Strategy (IS): Drainage and alignment improvements will protect current investments from damage and reduce corrective maintenance costs in the campground by reducing rutting, scouring, and erosion. Regular scheduled maintenance is expected to remain unchanged, however project completion will decrease the volume of costly unplanned or emergency work on the aging systems and infrastructure. The improvements will limit the park's vulnerability to legal action as a result of non-compliance with area planning documents, accessibility requirements, and public health standards.

Consequences of Failure to Act (CFA): Further deterioration of the campground facilities will negatively impact the visitor experience. In particular, further degradation of the water and sewer system could result in a public health risk and force the campground to shut down or prevent the campground from providing potable water, which would negatively affect the visitor experience.

Ranking Categories:

FCI/API	(40%)	FCI 0.357 API 58.86	Score = 33.83
SB	(20%)		Score = 9.21
IS	(20%)		Score = 18.88
CFA	(20%)		Score = 0.59

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 6/20____ Completed: 6/20_____

Total Project Score: 62.51

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$22,633,663	86
Capital Improvement Work:	$ 3,543,971	14
Total:	$26,177,634	100

Project Funding History (entire project):	
Appropriated to Date:	$ 1,262,359
Formulated in FY21 Budget:	$26,177,634
Future Funding to Complete Project:	$ 0
Total:	**$27,439,993**

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 285,000
Design Funds Received in **FY21**:*	$ 1,985,000

Other Fund Sources (prior years)

Planning Funds Received **FY19, 20**	$ 1,146,006
Design Funds Received **FY20**:	$ 116,353

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY25Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $321,000	Projected: $321,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	50.79
Planned Funding FY: 2021	$9,800,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Rehabilitate the Crane Flat Campground to Enhance the Visitor Experience		
Project Number: DOI #N047, PMIS #312448	Unit/Facility Name: Yosemite National Park	
Region/Area/District: California – Great Basin	Congressional District: CA04	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40750100	6590	34	0.83
40760100	103287	34	0.63
40760100	103237	34	1.00
40760100	103294	34	1.00
40760100	103283	34	0.59
40760100	103292	34	0.58

Project Description: This project will rehabilitate the Crane Flat campground loops A, B, C, D, and E roads and 166 campsites to improve drainage, accommodate needed culverts, and reconstruct the roadway. Originally constructed in 1962, campsites, roads and pullout areas are past their service life and deteriorated. The project will improve vehicle turn-in alignment and prevent off-road access, construct raised tent pads and improve campsite definition, better accommodate larger recreational vehicles, and replace campsite signing. It will also improve site grading, improve walks, repair erosion damage, and revegetate bare areas to protect the down-gradient riparian areas. The rehabilitation will also improve eight campsites to meet all federal accessibility requirements and provide for accessible paths to the existing comfort stations.

These high-priority improvements will directly benefit the more than 100,000 annual visitors to the Crane Flat campground by increasing accessibility and improving the condition of deteriorated visitor facilities. The project will reduce the labor and materials costs currently spent on patching and repairing deteriorated surface materials, reduce the deferred maintenance backlog, maintain regulatory compliance, and help mitigate the impact of the campground on the natural area and native vegetation.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Disposing of Assets
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

Drainage and alignment improvements will reduce corrective maintenance costs on the campground by reducing rutting, scouring, and erosion in unwanted areas of the campground, and will protect current investments from damage. While regular scheduled maintenance will remain unchanged, the amount of costly unplanned or emergency work on the aging road system will be reduced.

Consequences of Failure to Act (CFA):

Failure to act will allow existing facilities to continue deteriorating, negatively impacting the visitor experience. Additionally, the campground will have difficulty accommodating visitors camping with RVs, due to its outdated design and layout. Further, the existing facilities lack accessibility upgrades, limiting recreational access for persons with disabilities.

Ranking Categories:

FCI/API	(40%)	FCI 0.79	API 34.00	Score = 24.59
SB	(20%)			Score = 7.02
IS	(20%)			Score = 16.93
CFA	(20%)			Score = 2.25

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 7/2020 Completed: 7/2020

Total Project Score: 50.79

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$ 7,132,785	73
Capital Improvement Work:	$ 2,667,215	27
Total:	**$ 9,800,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 468,020
Formulated in FY21 Budget:	$ 9,800,000
Future Funding to Complete Project:	$ 0
Total:	**$10,268,020**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 350,000
Design Funds Received in **FY21**:*	$ 1,190,000

Other Fund Sources (prior years)

Planning Funds Received **FY19**:	$ 137,663
Design Funds Received **FY19**:	$ 330,357

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY25Q1	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $72,000	Projected: $72,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	66.51
Planned Funding FY: 2021	$40,521,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Glacier Pt. Rd Rehabilitation		
Project Number: DOI #N048, PMIS #235876	Unit/Facility Name: Yosemite National Park	
Region/Area/District: California – Great Basin	Congressional District: CA19	State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	252129	57	0.00
0	252128	57	0.00
35240200	10957	54	0.83
40660100	11566	75	1.00
40660100	11565	65	1.00
40760100	10815	88	0.62

Project Description: This project will rehabilitate aging and deteriorated pavement, failed drainage structures, failed pullouts, and parking areas on Glacier Point Road between Badger Pass and Glacier Point. This is one of the five major roads in Yosemite National Park with an average daily traffic volume of 1,180 vehicles. This road provides the only vehicle access to the visitor facilities at Glacier Point and Washburn Point, the Bridalveil Campground, the communications complex at Sentinel Dome, and major trailheads accessing the south-central portion of the 1,169 square-mile park. It also includes three of the highest accident road segments in the park, and one of the highest accident intersections.

The project will formalize selected pullouts to improve safety and accessibility and remove others where there is insufficient stopping sight distance or where adverse impacts to park resources are occurring. As needed, road sections will be widened, repaved, and rehabilitated. The project will also rehabilitate the Sentinel Dome Trailhead parking area, the Washburn Point Parking area, and the Glacier Point Parking Area. Curbing will be installed west of Washburn Point to eliminate roadside parking where there is insufficient shoulder width and parked vehicles protrude into travel lanes. Existing paved ditches and curbing will be rehabilitated. Unpaved ditches will be paved where there is scour, or where needed to provide sufficient ditch width to accommodate natural run-off from rain and snowmelt. Poor subgrade soils will be excavated and replaced with stable material that meets the bearing capacity for new pavement structure. Additional treatments will be applied to cut slopes to prevent erosion and slides.

The project will be coordinated with Bridalveil Campground water project (NPS Legacy Restoration Fund Project #N045).

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.2 Improve ADA Accessibility
- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.2 Leverage Funding / Pursue Partnering Opportunities
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention
- 4.1 Modernize Infrastructure

Investment Strategy (IS): While regularly scheduled maintenance will remain unchanged, this project will reduce corrective maintenance costs by stabilizing slide areas, repairing failed subgrades, and replacing failed drainage structures. The current disrepair of the road is causing continual patching, pothole repairs and crack sealing. The project will also reduce the number of tort claims the park receives each year due to vehicle damage and help to prevent further damage to NPS operational vehicles. Following rehabilitation to NPS standards, the roadway will allow for a maximum average daily

traffic volume of 4,000 vehicles while maintaining a design speed of 35 mph. This will accommodate anticipated future visitor traffic volumes, which the current roadway cannot accommodate.

Consequences of Failure to Act (CFA): Failure to act will result in continued deterioration of the road and surrounding areas. The roadway's patchwork of corrective repairs is contributing to an uneven driving surface, which is detrimental to drivers' comfort and safety. Without this project, the unsafe conditions resulting in accidents will continue to occur.

Ranking Categories:

FCI/API	(40%)	FCI 0.64	API 66.00	Score = 29.61
SB	(20%)			Score = 16.89
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.01

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled 7/18 Completed: 7/18

Total Project Score: 66.51

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$40,396,385	99+
Capital Improvement Work:	$ 124,615	<1
Total:	**$40,521,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 1,561,764
Formulated in FY21 Budget:	$40,521,000
Future Funding to Complete Project:	$ 0
Total:	**$42,082,764**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 190,000
Design Funds Received in **FY21**:* $ 150,000

Other Fund Sources (prior years)
Planning Funds Received **FY18**: $ 780,882
Design Funds Received **FY18**: $ 780,882

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21Q4	__/__
Project Complete:	FY23Q4	

Project Data Sheet
Prepared/Last Updated: 01/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $344,000	Projected: $344,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	74.90
Planned Funding FY: 2021	$17,147,220
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: Rehabilitate Final 9.3 miles of the Going-to-the-Sun Road & Replace Bridge Over McDonald Creek		
Project Number: DOI #N049, PMIS #308104	Unit/Facility Name: Glacier National Park	
Region/Area/District: Missouri Basin	Congressional District: MTAL	State: MT

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	251966	85	N/A
40760100	6763	100	0.04
40760500	38025	76	0.05

Project Description:

This project will accomplish two major rehabilitations. The first rehabilitation involves a portion of the Going-to-the-Sun Road from the foot of Lake McDonald to the intersection with the North Lake McDonald Road. The Going-to-the-Sun Road is a critical transportation asset for Glacier National Park as the only roadway that provides an east-west link across the park, traversing the Continental Divide. It is the primary roadway that park visitors use to access and enjoy the park's scenic views. This project will include the following improvements: geometry, curve widening, super-elevation on the horizontal alignment for transition zones, and addressing limited distances between curves. Pavement friction will be improved and traffic control devices will be enhanced. Also, fiber optic cable and conduit will be extended from outside of the park to serve Apgar Village and park headquarters to support connection to future fiber optic service installed by the utility provider.

The second rehabilitation is to replace the bridge over Upper McDonald Creek that services several visitor access points, a ranger station, and landowner residences. This project will demolish the existing bridge and replace it with a 270-foot long clear span, highway rated bridge. Demolition eliminates a seriously under-rated historic glulam bridge. The glulam girders have been compromised in the past by longitudinal cracking, which was repaired in the 2006/2007 winter. Due to this cracking; however, the bridge is significantly below highway ratings (currently at 12 tons) and is unable to carry necessary loads. The new bridge will be 27-feet wide, single lane in keeping with the historic character of the current bridge and have viewing sidewalks on both sides of the bridge.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The project will extend the life of the road by another 20-30 years and the bridge replacement will provide a 50-70 year life.
- As a National Historic Landmark, this roadway is of the highest priority for preservation and investment. This project will promote the long-term preservation of this national treasure by completing the full road rehabilitation begun in 2006. With this project, the pavement condition rating would increase to 100.

Consequences of Failure to Act (CFA):

Failure to act will result in unsafe visitor access along the Going-To-the-Sun road, a designated National Historic Landmark. In addition, this project will complete the roadway improvements following a Line Item Construction utility project located in this section of the road.

Upper McDonald Creek bridge provides access to the Lake McDonald District ranger station, a stock barn, major trailheads, and a number of landowners. Current load rating of bridge prevents access of emergency vehicles and construction equipment putting people and structures at risk as experienced during recent wildland fires. The new bridge will be rated for highway loads and capable to carry all types of vehicles.

Ranking Categories:

FCI/API	(40%)	FCI 0.04	API 87.00	Score = 36.60
SB	(20%)			Score = 18.28
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 0.02

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning: Exhibit 300 Analysis Required: No
VE Study: Scheduled: 12/20 Completed: 12/20

Total Project Score: 74.90

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work:	$16,661,763	97
Capital Improvement Work:	$ 485,457	3
Total:	$17,147,220	100

Project Funding History (entire project):

Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	17,147,220
Future Funding to Complete Project:	$	0
Total:	$	17,147,220

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 75,000
Design Funds Received in **FY21**:* $ 400,000

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q2	__/__
Project Complete:	FY23/Q3	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $485,000	Projected: $485,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	38.1
Planned Funding FY 2021	$19,267,710
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace Concessioner Housing Units		
Project Number: DOI #N050, PMIS #266667A	Unit/Facility Name: Glacier Bay National Park & Preserve	
Region/Area/District: Alaska	Congressional District: AKAL	State: AK

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	254413	33	0.00
0	254418	40	0.00
35300700	84205	33	0.95
35310000	84218	33	0.95
35310000	84216	33	0.95
35600100	42644	62	1.09

Project Description: This project will demolish and replace three apartment buildings that are currently used for concessioner housing. It will also demolish and replace a non-historic, multi-use concessioner building situated in the Glacier Bay Lodge Historic District. The project also includes replacement of buried fuel and propane lines that are at risk of leakage.

The existing concessions housing facilities, containing a total of 32 rooms, are undersized for their typical staffing of around 60 employees. As a result, the concessioner has been housing some staff in nearby Lodge units that would normally be rented to guests. The concessions apartments are in such poor condition that the structures were slated for demolition and replacement in 2005. Instead, a number of superficial repairs have been made to keep the buildings operational—though they have continued to accrue deferred maintenance. The existing apartments do not meet life, safety, fire, and accessibility codes. The new dorm buildings will have a larger capacity, accommodating concessioner employees who are currently housed in Lodge guest quarters, allowing the concessioner to rent the Lodge units to guests.

The concessioner's multi-use building interferes with the Glacier Bay Historic Lodge and blocks visitor access. The building does not meet current safety, fire or accessibility codes. The replacement building will be placed at the site of the demolished concessioner apartment buildings and will serve to support the functions of the concessioner housing and administrative area.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets
- 3.2 Protect Employees / Improve Retention

Investment Strategy (IS):

- Demolition of the structures will eliminate $4.7 million in deferred maintenance.
- Replacement structures will meet current code requirements, and incorporate energy efficiencies.
- The project will improve the viability of the concession contract by increasing the number of rentable Lodge guest rooms.

Consequences of Failure to Act (CFA): No action would mean the concessioner would continue to house their employees in housing that does not meet safety, structural fire, or accessibility standards. Additionally, the existing buildings are all poorly insulated and are inefficiently heated. Lodge guest rooms would also continue to be used for concession employee housing, reducing opportunity for concession revenue.

Existing dorms have no accessible rooms, no sprinklers, and no networked smoke detectors. Existing service building has documented safety and health violations including to storage load limitations, wiring concerns throughout, no accessible route to second floor, and lack of proper egress routes.

Ranking Categories:

FCI/API	(40%)	FCI 0.78	API 39	Score = 32.22
SB	(20%)			Score = 0.00

IS	(20%)	Score = 5.7
CFA	(20%)	Score = 0.02

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No
VE Study: Scheduled: 7/21 Completed _____

Total Project Score: 38.1

Project Costs and Status

Project Cost Estimate(this PDS):		**$**	**%**
Deferred Maintenance Work :	$	0	0
Capital Improvement Work:	$	19,267,710	100
Total:	$	19,267,710	100

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	19,267,710
Future Funding to Complete Project:	$	0
Total:	$	19,267,710

Class of Estimate: C
Estimate Escalated to FY: 10/21

Planning and Design Funds: $'s
Legacy Restoration Fund
Planning Funds Received in **FY21**:* $ 724,350
Design Funds Received in **FY21**:* $ 1,448,700

* These amounts for planning and design are included in the total formulated to the FY 2021 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY21/Q4	__/__
Project Complete:	FY24/Q1	__/__

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $275,082	Projected: $269,545	Net Change: $5,537

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. It is expected that the park will realize operational savings due to energy efficiencies created through the project.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	85.30
Planned Funding FY: 2021	$38,325,000
Funding Source: Legacy Restoration Fund - Transportation	

Project Identification

Project Title: South Unit Scenic Loops Slide Repair		
Project Number: DOI #N051, PMIS #291791	Unit/Facility Name: Theodore Roosevelt National Park	
Region/Area/District: Missouri Basin	Congressional District: NDAL	State: ND

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	49027	88	0.20

Project Description: This project will repair the South Unit Scenic Road (Route 11) in Theodore Roosevelt National Park. The road is located from East River Road intersection to Old East Entrance Station pull off. This project will evaluate and address multiple major roadway failure points, drainage systems, road base rebuild, and asphalt resurfacing along this corridor.

This segment of the road has been inaccessible to all traffic (vehicle, bicycle, and pedestrian) since the summer of 2019 following a series of slides that have continued to degrade the roadway. The road will remain inaccessible until repaired.

Repairs and restoration of access will allow park visitors to drive the full scenic drive. Before the road was closed, approximately 85 percent of the South Unit's visitors traveled the loop road as part of the experience in the park. Total visitation of the park in 2018 was 749,389 visitors.

Scope of Benefits (SB):

- 1.3 Expand Recreation Opportunities and Public Access
- 1.4 Remediate Poorest FCI Facilities
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS): Repairing this segment of failed roadway will restore park visitors' access to many significant trails, pullouts, and viewsheds that are unique and explain the nature of the badlands topography. This comprehensive project is a more efficient solution than addressing the issue in smaller phased repairs.

Consequences of Failure to Act (CFA): Without action, multiple segments of roadway will remain closed to visitors. The project addresses these multiple segments of the roadway that have failed or are showing symptoms of imminent failure. Unless corrected, the roadway segments that are showing signs of imminent failure will continue to have drainage issues and will still require future rehabilitation of the base course in order to achieve long term roadway stabilization. The project will also improve emergency response to the east side of the park. The current closure adds an additional 30-45 minutes onto emergency medical and fire response time.

Ranking Categories:

FCI/API	(40%)	FCI 0.20	API 88.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 5.30

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: Yes
VE Study: Scheduled: 03/21 Completed: _____

Total Project Score: 85.30

Project Costs and Status

Project Cost Estimate (this PDS):	**$**	**%**
Deferred Maintenance Work:	$38,325,000	100
Capital Improvement Work:	$ 0	0
Total:	**$38,325,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 750,000
Formulated in FY21 Budget:	$38,325,000
Future Funding to Complete Project:	$ 0
Total:	**$39,075,000**

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$ 450,000
Design Funds Received in **FY21**:*	$ 3,000,000

Other Fund Sources (prior years)

Planning Funds Received:	$ 0
Design Funds Received:	$ 750,000

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22Q2	__/__
Project Complete:	FY23Q3	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $456,000	Projected: $456,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

DEPARTMENT OF THE INTERIOR DEFERRED MAINTENANCE AND CAPITAL IMPROVEMENT PLAN

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	75.30
Planned Funding FY: 2021	$26,872,216
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace Maintenance Facilities at McFarland Hill Headquarters		
Project Number: DOI #N052, PMIS #151309A	Unit/Facility Name: Acadia National Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: ME02	State: ME

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	240946	30	0.60
35100000	243884	30	0.66
35100000	240959	30	0.37
35100000	240958	30	0.67
35410500	243891	7	0.71
35410500	243888	7	0.71
35410500	243892	7	0.71
35410500	243885	7	0.25
35410500	243894	7	0.25
35410500	243887	7	0.71
35410500	243898	7	0.55
35410500	243893	7	0.71
35410500	59957	50	0.94
35410500	243890	7	0.71
35410500	243886	7	0.71
35410500	243889	7	0.71
35410500	59947	50	0.55
35600100	59951	50	0.56
35600100	95959	69	0.00
35600100	59960	50	0.83
35600100	59941	50	0.87
40660100	243472	48	0.90
40710900	62392	71	0.86
40711100	101992	42	0.00
40750100	101997	23	0.24
40750300	59889	15	0.03
40760100	103248	48	1.00

Project Description:

This project will construct a new maintenance operations complex and demolish more than 20,000 square feet of unsafe park structures. Maintenance shops and equipment support spaces, restrooms, offices, workspaces, and community areas will be right-sized to meet required safety setbacks, safety zones around power tools, and have adequate ventilation.

The current maintenance structures are structurally unsound, undersized, and inadequate and do not meet accessibility, fire, egress, and code compliance requirements. The structures are not sufficient to perform the necessary level of daily effort to support the park's current visitation in a safe and code compliant environment. Additionally, the potable water at the current maintenance facilities are unsafe due to petroleum fuel contaminants.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 2.1 Reduce or Eliminate Deferred Maintenance
- 2.3 Reduce Annual Operating Costs
- 2.4 Remove, Replace, or Dispose of Assets
- 3.1 Address Safety Issues
- 3.2 Protect Employees / Improve Retention
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

A corrective investment in the current facilities would exceed the cost of replacement. Engineering assessments of the current facilities raised concerns about structural failures, which could result in worker injuries. Other concerns include failing critical systems and various accessibility limitations. Demolition of the numerous structures will effectively cancel over $4.0 million of deferred maintenance. The replacement facilities will improve workplace efficiencies, decrease heating and cooling costs, decrease fuel consumption, protect equipment investments from the elements, and improve accessibility. .

Consequences of Failure to Act (CFA):

The existing facilities already impact operational efficiencies. Due to facility conditions, significant failure of one or more facilities—potentially harming employees or damaging equipment—is a current operational concern. Valuable work time is spent chasing non-public facing problems like sewage failures, roof leaks, wiring faults, furnace quirks, and false fuel alarms Replacing the old facilities will reduce unscheduled emergency and corrective maintenance and other time that staff could spend in the field maintaining visitor facing facilities.

Ranking Categories:

FCI/API	(40%)	FCI 0.36	API 28.26	Score = 29.39
SB	(20%)			Score = 5.91
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 20.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required:Yes

VE Study: Scheduled _____ Completed _____

Total Project Score: 75.30

Project Costs and Status

Project Cost Estimate(this PDS):

	$	%
Deferred Maintenance Work :	$ 1,055,127	4
Capital Improvement Work:	$25,817,089	96
Total:	$26,872,216	100

Project Funding History (entire project):

Appropriated to Date:	$	901,312
Formulated in FY 21 Budget:	$	26,872,216
Future Funding to Complete Project:	$	0
Total:	$	27,773,528

Class of Estimate: C Estimate Escalated to FY: 10/22	*Legacy Restoration Fund* Planning Funds Received in **FY21**:* $ 1,733,401 Design Funds Received in **FY21**:* $ 1,444,501 *Other Fund Sources (prior years)* Planning Funds Received: $ 901,312 Design Funds Received: $ 0 *These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start:	04/22	__/__	Prepared/Last Updated: 01/21	YES
Project Complete:	04/23			

Annual Operations & Maintenance Costs $

Current: $ 218,417	Projected: $ 218,417	Net Change: $ 0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	91.60
Planned Funding FY: 2021	$9,965,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Stabilize York River Shoreline		
Project Number: DOI # N054, PMIS #316317A	Unit/Facility Name: Colonial National Historical Park	
Region/Area/District: North Atlantic - Appalachian	Congressional District: VA02	State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40130400	116000	80	1.0

Project Description: This project will repair and stabilize portions of the York River shoreline that have been severely eroding over the last 80 years. Further erosion and shoreline loss threaten the stability and alignment of Colonial Parkway and park archaeological sites. The project includes a combination of shoreline stabilization structures and marsh protection in two reaches of the York River. The work will include adding rock to increase the revetment height, installing new rock sills and breakwaters, and enhancing or adding wetland and marsh habitat. In addition, work will include installing new sheet piling and steep slope stabilization.

In 2006, the Virginia Institute of Marine Science (VIMS) provided the park with a shoreline assessment and management recommendations. The analysis was based on the key criteria of geomorphology, energy/wave action, wind action, and the impact of past significant storms and hurricanes. The permanent solution outlined in this project will enhance existing revetments and breakwaters to accommodate sea level rise and withstand future storms according to FEMA +1 standards.

Upon completion of this project over three miles of York River Shoreline will be protected from further sloughing and loss, thus ensuring the continued stability and usability of the Colonial Parkway.

Scope of Benefits (SB):

- 1.1 Restore & Protect High Visitation / Public Use Facilities
- 1.3 Expand Recreation Opportunities and Public Access
- 2.1 Reduce or Eliminate Deferred Maintenance
- 3.1 Address Safety Issues
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- Another section of the shoreline is currently being restored, using other funding. This project will fund additional reaches protecting over three miles of York River Shoreline from further sloughing and loss.

Consequences of Failure to Act (CFA):

Failure to act will allow continued degradation, due to sea level rise and storm-induced erosion with the potential loss of the existing parkway, archaeological sites, and wetlands.

Ranking Categories:

FCI/API	(40%)	FCI 0.82	API 80.00	Score = 40.00
SB	(20%)			Score = 20.00
IS	(20%)			Score = 20.00
CFA	(20%)			Score = 11.60

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No VE Study: Scheduled 11/19 Completed 11/19	**Total Project Score:** 91.60

Project Costs and Status					
Project Cost Estimate(this PDS):	**$**	**%**	**Project Funding History** (entire project):		
			Appropriated to Date:	**$**	737,072
Deferred Maintenance Work :	$ 7,315,929	73	Formulated in FY21 Budget:	**$**	9,965,000
Capital Improvement Work:	$ 2,649,071	27	Future Funding to Complete Project:	**$**	$0
Total:	$ 9,965,000	100	Total:	**$**	10,702,072

Class of Estimate: B
Estimate Escalated to FY: 10/21

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	0
Design Funds Received in **FY21**:*	$	0
Other Fund Sources (prior years)		
Planning Funds Received **FY19**:	$	737,072
Design Funds Received:	$	0

*These amounts for planning and design are included in the total formulated to the FY21 budget on this project data sheet.

Dates:	**Sch'd**	**Actual**
Construction Award/Start:	FY22/Q1	__/__
Project Complete:	FY23/Q3	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $9,000	Projected: $9,000	Net Change: $0

The annual O&M requirement represents industry standard modeled requirements for operational, preventative, and recurring maintenance activities. After assets are brought up to a state of good repair there will likely be a reduction in unscheduled emergency and corrective maintenance needed due to deterioration, but the annual O&M requirement for scheduled maintenance is not expected to change. At this time, the NPS does not have specific figures and supporting analysis for O&M requirement changes due to the impact of modernization work included in projects.

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 74.61 / 20
Planned Funding FY 2022: $40,456,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Replace Wastewater Plant at South Rim Village
Project Number: GAOA ID #N055; NPS PMIS #257282
Unit/Facility Name: Grand Canyon National Park
Region/Area/District: Lower Colorado Basin
Congressional District: AZ01
State: AZ

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	255012	77.00	0.00
35500400	34560	88.00	0.50
40710900	72089	78.00	0.38

Project Description:

This project will replace the South Rim Wastewater Treatment Plant (plant). The existing plant, constructed in the 1970s, services all visitor, resident staff housing, lodging, and support facilities at the Village South Rim of the Grand Canyon.

Maintenance/repair work will be reduced by replacing the control and lab building, headworks, aeration basins, solids digesters, dewatering system, pumps, tertiary treatment, generator, piping systems, and SCADA system. The project will also include upgrading the new control building with modern code compliant HVAC and electrical systems, adding fire alarms and fire suppression systems throughout the facility, construction of an equalization basin, adding a receiving and processing system for vault toilet waste.

The existing plant equipment and processes are outmoded, inefficient, and overloaded. The facility struggles treating current flows and loads to consistently meet Arizona State Department of Environmental Quality (ADEQ) permitted effluent water quality standards. Copper and ammonia levels are repeatedly exceeded during high flow periods.

There are health, safety and environmental concerns due to the lack of fire suppression systems and the existing basins and piping throughout the facility are corroded and continually leak. The continued increase in visitation and the conversion of low-flow fixtures over the last few years has increased wastewater concentration levels, placing additional strain on the current treatment processes, and increasing the bio-solid production. The current bio-solid de-watering and disposal process is time intensive and expensive, due to undersized and inefficient drying bed infrastructure.

In 2018, Arizona Department of Environmental Quality issued a Consent Order for this facility related to bio-solid disposal. The park has made significant operational adjustments that would be relieved with the new facility.

Scope of Benefits (SB):

The Wastewater Treatment Plant treats the wastewater generated by visitors to the South Rim of the Grand Canyon. The wastewater treatment protects the natural environment on the South Rim. The WWTP maintains a healthy environment for visitors and prevents disease.

Investment Strategy (IS):

This project will address $35M in maintenance/repair work. The modernized wastewater equipment will ensure the plant can efficiently process the peak season wastewater demands. The park currently supports the operation of this facility through cost recovery from parties using the utilities and will continue to recover costs for the new facility.

After project completion the facilities and systems addressed by this project should not require major rehabilitation or replacement for approximately 25-40 years.

Consequences of Failure to Act (CFA):

Replacing the existing facility will eliminate repeated violations of the Arizona State Wastewater Permit and prevent future consent orders. Failure of the wastewater treatment plant could lead to a violation of their discharge permit, which would require the Wastewater Treatment Plant to shut down, closing visitation to the South Rim.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.37
API Rating:	n/a	81.00
API/FCI Score:	(40%)	39.70
SB Score:	(20%)	11.30
IS Score:	(20%)	19.56
CFA Score:	(20%)	4.05
Total Score:	**(100%)**	**74.61**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 11/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	34,929	86
Capital Improvement Work:	$	5,528	14
Total:	$	40,456	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	7,543
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	40,456
Future Funding to Complete Project:	$	0
Total:	$	47,999

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	4,114
LRF Design Funds Received:	$	3,429
Planning Funds Received:	$	0
Design Funds Received:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q2
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $146,000
Projected: $144,000
Net Change: -$2,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 90.90 / 27
Planned Funding FY 2022: $7,624,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Schoodic Point Water and Wastewater Systems
Project Number: GAOA ID #N056; NPS PMIS #312255
Unit/Facility Name: Acadia National Park
Region/Area/District: North Atlantic - Appalachian
Congressional District: ME02
State: ME

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	81105	65.00	0.22
40710900	81106	88.00	0.68

Project Description:

This project will rehabilitate the potable water and the wastewater systems in Acadia's Schoodic District, which were constructed circa 1970s, modified at various times in the years following, and are aged beyond their useful lives. Over 250,000 visitors use facilities in this remote site each year. Improved water and wastewater treatment systems will decrease the likelihood of environmental contamination and compromised health and safety of visitors and employees.

The project addresses ongoing maintenance/repair work by upgrading the systems for continued service. Work includes renovation of deteriorated lift stations with new pumps, mechanical components, and controls; repair of the supervisory control and data acquisitions (SCADA) system; inspection and replacement of wastewater collection lines; well house reconstruction, and improvements to minimize freezing potential.

Scope of Benefits (SB):

Rehabilitation of these critical utility systems will allow for continuation of recreational opportunities for visitors at numerous developed areas. Facilities will remain open and visitor safety-related potable water and wastewater services will be improved.

Investment Strategy (IS):

Regular scheduled maintenance will remain unchanged after these facility improvements are completed. However, rehabilitation of aged and deteriorating water distribution and wastewater collection components will reduce future corrective and emergency maintenance repairs associated with those activities. Unscheduled maintenance due to system freezes and control failures will be significantly reduced, protecting public areas from wastewater leaks and allowing the park to redirect its staff to address deficiencies at other high priority facilities.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

Failure to proceed with this project will result in sections of the water system that continue to freeze during normal winter conditions, hampering fire protection capabilities and potable water availability. To combat freezing, the existing system must continually operate the well pump, wasting electrical energy and thousands of gallons of

water. Failure to address wastewater system needs may result in equipment failure, causing a significant health risk to visitors and employees from sanitary sewage overflows in numerous public use areas.

Water and wastewater utility systems at Schoodic will continue to require manual operation, dependent on constant on-site oversight by system operators. Without a SCADA system, discovering and responding to system issues after regular working hours will be challenging.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.39
API Rating:	n/a	76.50
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	10.90
IS Score:	(20%)	20.00
CFA Score:	(20%)	20.00
Total Score:	**(100%)**	**90.90**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 09/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	6,409	84
Capital Improvement Work:	$	1,215	16
Total:	$	7,624	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,421
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	7,624
Future Funding to Complete Project:	$	0
Total:	$	9,045

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	775
LRF Design Funds Received:	$	646
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2023/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $202,000
Projected: $202,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 72.70 / 04
Planned Funding FY 2022: $9,327,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Replace Mammoth Wastewater Collection System
Project Number: GAOA ID #N059, NPS PMIS #311631
Unit/Facility Name: Yellowstone National Park
Region/Area/District: Upper Colorado Basin
Congressional District: WYAL
State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710900	4268	88.00	1.00

Project Description:

This project will rehabilitate the sewer main that collects and conveys wastewater from Mammoth Hot Springs in Yellowstone National Park to the wastewater treatment plant in Gardiner, Montana. The deteriorated condition of the sewer main results in significant plant maintenance costs and led the Gardiner Park County Water and Sewer District to bring a lawsuit against the National Park Service (NPS). In response, the NPS has replaced or rehabilitated the sections of pipe associated with the highest levels of infiltration.

A significant portion of this wastewater line is located directly under the park's North Entrance Road, which experiences heavy traffic during high-visitation months. Trenchless replacement methods will be used where possible to minimize disruption to traffic and damage and repairs to asphalt. Using "Cured-in-Place Pipe" (CIPP) to line existing pipe sections will make use of the infrastructure that is already underground while achieving the end goal of providing infrastructure that will last long into the future. Using pipe-bursting where possible will result in the installation of completely new sections of pipe but involve less excavation than traditional trenching. Both of these methods can achieve similar results as but cost substantially less than direct trenching.

Scope of Benefits (SB):

Completing the rehabilitation of the Mammoth to Gardiner sewer line will reduce groundwater infiltration, some of which is thermally influenced and contains arsenic, and reduce sludge contamination at the Gardiner wastewater treatment plant. The sludge will no longer be classified as hazardous waste and can be disposed of in a normal manner. Utilizing trenchless methods of pipe lining will ensure minimal disruption to visitors along the roadway as well as minimizing resource impacts.

Investment Strategy (IS):

Using trenchless methods will significantly reduce the cost of the project because excavation of trenches would impact road surfaces and other surface assets, which would need to be repaired. Rehabilitating and maintaining the existing sewer line also avoids the cost of having to construct and operate a separate wastewater treatment plant at Mammoth Hot Springs.

Following project completion, the line will require less corrective maintenance to address leaks and clogs. The newly installed pipe lining has an expected life cycle of 50 years and will prevent groundwater infiltration, thereby reducing the arsenic levels in the sludge at the Gardiner wastewater plant. Current arsenic levels in the sludge are high enough to be classified as hazardous waste, which drives up disposal costs.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 50 years.

Consequences of Failure to Act (CFA):

If this project is not accomplished, substantial groundwater infiltration will continue and is likely to increase over time as the sewer line and manholes continue to deteriorate. Costs for disposal of arsenic contaminated sludge (hazardous waste) may be passed on to the NPS and may even become a limiting factor of how much sewage, if any, the NPS can send to the Gardiner plant.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	1.00
API Rating:	n/a	88.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	11.69
IS Score:	(20%)	20.00
CFA Score:	(20%)	1.01
Total Score:	**(100%)**	**72.70**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 12/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	9,327	100
Capital Improvement Work:	$	0	0
Total:	$	9,327	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,738
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	9,327
Future Funding to Complete Project:	$	0
Total:	$	11,065

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	948
LRF Design Funds Received:	$	790
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $646,000
Projected: $646,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 55.0 / 34
Planned Funding FY 2022: $21,963,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Demolish Outdated Infrastructure to Enhance Scenic Features and Visitor Experience
Project Number: GAOA ID #N061, NPS PMIS #284991
Unit/Facility Name: Lake Mead National Recreation Area
Region/Area/District: Lower Colorado Basin
Congressional District: NV04, NV03
State: NV

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35240100	85372	7.00	0.90
35240100	39200	34.00	0.92
35240200	35548	25.00	0.85
35240200	102284	12.00	0.93
35240200	36980	25.00	0.86
35240200	102352	12.00	0.90
35240200	102347	12.00	0.90
35240200	102310	12.00	0.92
35240200	36979	25.00	0.81
35240200	236125	12.00	0.93
35240200	35543	65.00	0.86
35240200	102287	12.00	0.90
35240200	102353	12.00	0.90
35291700	85295	37.00	0.80
35291800	36098	12.00	0.87
35300200	36101	20.00	1.00
35300200	36102	13.00	1.00
35410500	36099	7.00	0.94
35410500	85374	7.00	0.85
35410500	85373	7.00	0.90
35410500	85375	7.00	0.87
35500200	39199	23.00	0.96
35500500	36153	52.00	0.86
35800500	39208	7.00	0.96
40130400	17969	41.00	1.00
40130400	43813	88.00	0.01
40130400	17987	58.00	1.00
40130400	17555	58.00	1.00
40130400	17934	58.00	1.00
40130400	17926	88.00	0.01
40130400	43812	88.00	0.01
40130400	43811	55.00	0.07
40130400	43814	58.00	0.98
40130400	18065	58.00	1.00

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	42768	15.00	1.00
40660100	111476	15.00	0.80
40660100	42769	15.00	1.00
40710300	18074	27.00	0.94
40710300	17910	77.00	0.18
40710900	17672	88.00	0.12
40710900	17992	88.00	0.17
40710900	17912	88.00	0.39
40710900	17542	88.00	0.16
40710900	17594	88.00	0.18
40710900	18076	12.00	0.87
40710900	17974	88.00	0.18
40750100	17675	54.00	1.00
40760100	42186	53.00	0.85
40760100	43003	7.00	0.18
40760100	111471	15.00	0.82
40760100	111477	15.00	0.81
40760100	42255	12.00	0.89
40760200	42993	33.00	1.00

Project Description:

This project restores the park's scenic features by removing unneeded, abandoned, and potentially dangerous structures and supporting infrastructure, and returns the sites to their natural conditions, enhancing the visitor experience.

Facilities will be decommissioned at Boulder Beach, Echo Bay, and Overton Beach. Demolition associated with water and wastewater systems include water tanks, a treatment plant and associated storage tanks, a treatment building, a wastewater system and lagoons, multiple mobile restrooms and dump stations, and comfort stations. The project will also demolish the Echo Bay Motel, concession facilities, a ranger station, housing units, a campground, a launch ramp, and all associated roads and parking areas, and utilities. Hazardous materials abatement will be conducted as necessary at all project locations.

The sites will be regraded and contoured to blend into the surrounding topography to facilitate proper storm water runoff and minimize erosion. All areas will be returned to their original condition with placement of native topsoil and desert plants harvested from within the park

Scope of Benefits (SB):

The park has long sought to remove these deteriorating structures. Demolishing the structures will eliminate $64 million of backlogged maintenance/repair work. In addition, a total of 8 acres will be restored to its natural condition to support the native flora and fauna, and natural stormwater runoff patterns will be reestablished to prevent erosion. The project will remove this "attractive nuisance" which eliminates the risk of vandalism, improving safety conditions for visitors and park staff, including mitigation of hazardous materials. The restored landscape will be safe and available for the public to enjoy.

Investment Strategy (IS):

This demolition will remove 36,000 square feet at the Echo Bay motel and 36,000 square feet at the Overton Beach complex from the park's Real Property Inventory—assets that would otherwise require some level of oversight and management to ensure they remain secure and maintained to a minimum level of safety. This project will also help reduce the frequency at which law enforcement have to respond to nuisance and vandalism calls. The park will be able to divert these resources to other, higher priority services and functions.

Consequences of Failure to Act (CFA):

Failure to address these issues will result in these sites becoming more of a burden and safety concern for maintenance and law enforcement staff. Life safety, health and code violations already create an unsafe and unhealthy environment for employees and visitors.

The abandoned buildings will continue to blight the surrounding area, with hazardous materials continuing to remain on-site. Ongoing deterioration of the buildings diminishes the natural beauty of all areas and will continue to divert park resources.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.29
API Rating:	n/a	35.13
API/FCI Score:	(40%)	29.83
SB Score:	(20%)	1.56
IS Score:	(20%)	14.68
CFA Score:	(20%)	8.93
Total Score:	**(100%)**	**55.0**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 10/17

Project Costs and Status

Project Cost Estimate (this PDS):

Activity		Dollars in thousands	Percent
Maintenance/Repair Work:	$	5,279	24
Capital Improvement Work:	$	16,684	76
Total:	$	21,963	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	931
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	21,963
Future Funding to Complete Project:	$	0
Total:	$	22,894

Class of Estimate: C+
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	186
LRF Design Funds Received:	$	745
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2023/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $3,072,000
Projected: $0
Net Change: -$3,072,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 83.20 / 11
Planned Funding FY 2022: $32,834,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Sections of Blue Ridge Parkway in Virginia
GAOA ID #N062; NPS PMIS #256595
Unit/Facility Name: Blue Ridge Parkway
Region/Area/District: South Atlantic - Gulf
Congressional District: VA06, VA05
State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	47742	93.00	0.33
40660100	47814	93.00	0.61
40660100	47816	93.00	0.45
40660100	87420	93.00	0.48
40660100	47740	93.00	0.32
40660100	47810	93.00	0.61
40660100	47813	93.00	0.61
40660100	47812	93.00	0.61
40760100	47775	90.00	0.35
40760100	226389	100.00	0.26
40760100	47549	100.00	0.78
40760100	47550	100.00	0.42
40760100	226391	100.00	0.26

Project Description:

This project will rehabilitate and resurface the Blue Ridge Parkway sections 1L and 1M in Virginia. The primary objective of this project is to improve the condition and extend the life of the Blue Ridge Parkway mainline including slope stabilization along road segments in Virginia. Rehabilitation work would be comprised of resurfacing, restoration, and rehabilitation, as well as edge erosion rehabilitation, pavement marking, crack sealing, and light pavement patching. The project also includes signage and pavement markings improvements for sight and distance aimed at enhancing safety (MUTCD standard), installation of geogrid pavers to mitigate shoulder rutting and pavement edge erosion, shoulder stabilization with aggregate topsoil and turf establishment, stone curb removal and resetting, asphalt sidewalk reconstruction at overlook parking areas, guardrail and stone guardwall repair and reconstruction, and inspecting and evaluating culverts, headwalls, inlets, ditches, and outfalls for needed cleaning, reconditioning and replacement.

Scope of Benefits (SB):

This project will reconstruct failing features associated with two parkway segments in Virginia. The poor road conditions along the project segments contribute to an increased possibility for crashes and vehicle damage. Rehabilitating the mainline roadway and associated overlooks and parking area features will allow for continued safe enjoyment of the park's primary visitor recreational feature. The parkway receives approximately 15 million visitors per year. These parkway segments are high priority assets.

Investment Strategy (IS):

This project will address approximately $33 million of maintenance/repair work on several mission critical assets. The current average pavement condition rating (PCR) for the project area is rated as fair and will continue to deteriorate. With the completion of this project by 2024, the PCR will be rated as excellent. Following project completion, the NPS will initiate properly scheduled pavement management regimes (e.g., periodic preventative maintenance) to maintain the condition of the road and extend its life.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Failure to complete this project will result in further deterioration of the pavement condition and associated roadway features. This will lead to loss of services, continued and increased risk to public and employee health and safety from road accidents, continued damage to public and private property, as well as increased damage to roadside natural resources.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.26
API Rating:	n/a	94.92
API/FCI Score:	(40%)	39.22
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	3.98
Total Score:	**(100%)**	**83.20**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 12/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	32,834	100
Capital Improvement Work:	$	0	0
Total:	$	32,834	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	6,899
FY 2022 Legacy Restoration Fund - (this PDS):	$	32,834
Future Funding to Complete Project:	$	0
Total:	$	39,733

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	3,429
LRF Design Funds Received:	$	3,470
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q2
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $913,000
Projected: $913,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 69.00 / 10
Planned Funding FY 2022: $25,410,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Park Roads and Road Structures
Project Number: GAOA ID #N063; NPS PMIS #317512
Unit/Facility Name: Great Smoky Mountains National Park
Region/Area/District: South Atlantic - Gulf
Congressional District: TN01, NC11
State: NC, TN

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	60625	70.00	0.63
40660100	60627	70.00	0.70
40660100	59874	81.00	0.93
40660100	103530	70.00	0.08
40660100	60622	70.00	0.63
40660100	103536	73.00	0.49
40660100	60626	70.00	0.70
40660100	103538	62.00	0.08
40660100	103534	73.00	0.93
40660100	103532	73.00	0.08
40760100	58125	88.00	0.69
40760100	57821	71.00	0.50
40760100	57758	64.00	0.31
40760100	55726	100.00	0.18
40760100	57754	77.00	0.21
40760100	64185	88.00	0.08
40760100	57688	70.00	0.62
40760500	114547	100.00	0.19
40760500	60868	88.00	0.06
40760500	60800	100.00	0.02
40760500	62004	70.00	0.10

Project Description:

This project will implement pavement preservation treatments and install pavement markings on Heintooga Ridge Road and Balsam Mountain Campground Road. Lakeview Drive East will also be repaved.

The Noland Creek Bridge will have its deck replaced and its bearings cleaned and painted. Work will also repair erosion at abutments, replace expansion joints, and repoint stone masonry wingwalls.

A portion of Newfound Gap Road will also be rehabilitated. The work includes repairing and rehabilitating guard walls, removing and resetting stone curb, replacing and repairing drainage structures. Drainage will be improved by stabilizing and reestablishing roadside turf ditches, and by overlaying and reconstructing asphalt and stone paved ditches. Additional work includes stabilizing and reseeding road shoulders, installing pavement markings, and replacing road signs.

Scope of Benefits (SB):

With annual visitation just over 12 million, many of the park visitors are navigating unfamiliar roads. Visitor experiences are enhanced by safe, well-marked, and smooth roads and bridges. Roads with good conditions mean that popular destinations are easier to access. Stabilization of road shoulders and edge of pavement will help reduce accidents and damage to roadside vegetation.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Investment Strategy (IS):

While the project addresses significant backlogged maintenance, it also substantially reduces corrective maintenance by eliminating potholes, cracks, and dips from settling pavement. Completing this project now will arrest further degradation of the infrastructure and reduce the need for more expensive road rehabilitation and bridge rehabilitation or replacement in the future. This project will bring the road and road features into good condition.

Consequences of Failure to Act (CFA):

Not implementing this work leaves these transportation assets on a "run to failure" course that will ultimately result in more expensive project investments in the future. Uneven road surfaces due to deteriorating pavement mean that visitors will continue to face safety risks of potholes, unstable shoulders, and poor roadway drainage.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.22
API Rating:	n/a	77.52
API/FCI Score:	(40%)	22.71
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	6.29
Total Score:	**(100%)**	**69.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 10/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	25,410	100
Capital Improvement Work:	$	0	0
Total:	$	25,410	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	4,095
FY 2022 Legacy Restoration Fund (this PDS):	$	25,410
Future Funding to Complete Project:	$	0
Total:	$	29,505

Class of Estimate: B
Estimate Escalated to FY 22/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,520
LRF Design Funds Received:	$	1,575
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $497,000
Projected: $497,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 72.90 / 36
Planned Funding FY 2022: $61,246,000 (change of -$44,435,000 from the FY 2022 President's Budget)
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Sections of the Natchez Trace Parkway
Project Number: GAOA ID #N064, NPS PMIS #254233
Unit/Facility Name: Natchez Trace Parkway
Region/Area/District: Mississippi Basin
Congressional District: MS02, MS01
State: MS

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	67705	75	1.43
40660100	114924	75	5.09
40660100	67713	75	4.76
40660100	80260	75	2.41
40660100	80252	75	1.26
40660100	67712	75	6.13
40660100	80259	75	3.04
40660100	80255	75	3.23
40660100	67717	75	5.25
40660100	67711	75	10.96
40660100	80256	75	3.36
40660100	80253	75	1.52
40660100	67715	75	4.08
40660100	67709	75	4.05
40660100	80257	75	3.34
40660100	80254	75	5.35
40660100	67719	75	2.92
40660100	67707	55	6.91
40760100	67681	88	0.59
40760100	238509	75	1.23
40760100	80247	63	0.94
40760100	80245	88	0.87
40760100	80244	88	1.09
40760100	67701	63	0.86
40760100	67691	75	0.76
40760100	80240	100	0.65
40760100	67678	88	0.28
40760100	67668	100	0.50
40760100	80246	71	0.27
40760100	67695	63	1.22
40760100	104072	88	1.42
40760100	67694	75	0.70
40760100	67673	88	0.28
40760100	104073	88	1.43
40760100	104048	88	0.89
40760100	80243	88	1.23

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760100	67697	63	0.82
40760500	76103	100	0.15
40760500	76147	100	0.05
40760500	76137	100	0.07
40760500	76129	100	0.10
40760500	76125	100	0.16
40760500	76112	100	0.04
40760500	76109	100	0.04
40760500	76099	100	0.25
40760500	76096	100	0.25
40760500	76146	100	0.10
40760500	76144	100	0.09
40760500	76131	100	0.06
40760500	76130	100	0.21
40760500	76127	100	0.34
40760500	76124	100	0.04
40760500	76101	100	0.09
40760500	76149	100	0.02
40760500	76139	100	0.14
40760500	76126	100	0.29
40760500	76123	100	0.17
40760500	76122	100	0.25
40760500	76120	100	0.11
40760500	76117	100	0.06
40760500	76113	100	0.17
40760500	76105	100	0.04
40760500	76095	100	0.17
40760500	76142	100	0.17
40760500	76119	100	0.07
40760500	76108	100	0.03
40760500	76106	100	0.02
40760500	76104	100	0.11
40760500	76098	100	0.25
40760500	76148	100	0.04
40760500	76135	100	0.22
40760500	76111	100	0.17
40760500	76107	100	0.12
40760500	76097	100	0.32
40760500	76136	100	0.22
40760500	76133	77	0.09
40760500	76121	100	0.08
40760500	76145	100	0.09
40760500	76102	100	0.06
40760500	76100	100	0.05
40760500	76094	100	0.24
40760500	76093	100	0.25
40760500	76141	100	0.44
40760500	76140	100	0.08
40760500	76134	100	0.21
40760500	76132	100	0.07
40760500	76118	100	0.10
40760500	76115	100	0.07
40760500	76110	100	0.04

Project Change Justification:

Project scope was reduced to address project cost changes and accommodate addition of contingency set-aside in FY 2022. The scope to complete this project is under consideration for future LRF funding. This current phase and a future phase will improve approximately 50 miles of the Natchez Trace Parkway. In addition, and subject to determination on an FY 2021 Nationally Significant Federal Lands and Tribal Projects (NSFLTP) grant application, approximately 30 miles of similar scope of roadway could be rehabilitated in addition to the scope described in this project. If the NPS receives the NSFLTP grant from the U.S. Department of Transportation (USDOT), the additional road work will be accomplished in a separate phase.

Project Description:

This project will improve approximately 50 miles of the Natchez Trace Parkway, including multiple public access routes and parking lots. The work includes rehabilitating the pavement structure by milling deteriorated pavement and making base and subgrade improvements as needed. Work also includes placement of new asphalt base and surface courses; sealing existing bridge joints; installing audible pavement markings and safety edges to reduce the number of accidents; repairing culverts; repairing bridges as recommended in Bridge Inspection Reports; and making accessibility improvements to parking areas (including ramps, striping, etc.) to ensure the facilities meet Architectural Barriers Act Accessibility Standards.

Scope of Benefits (SB):

The parkway receives approximately 6 million recreational visitors per year, and as many as 14 million visitors total. This section represents roughly one fifth of the total parkway length. In addition to the more stable and manageable road and bridge surfaces, safety of the mainline parkway will be increased for both motorists and bicyclists with the incorporation of audible pavement markings and an asphalt safety edge. A safety edge is an angled edge of pavement which provides a more manageable transition from the shoulder to pavement to prevent overcorrection. Additional work will ensure that visitor parking facilities will meet accessibility standards.

Investment Strategy (IS):

Repairing significant maintenance/repair work of the parkway will improve the condition of the parkway. Planned operations and maintenance activities will remain constant, however, improved conditions resulting from the project will allow for operations and maintenance to be focused on preventative maintenance rather than corrective and unscheduled maintenance.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Without this work, the condition of the pavement will continue to deteriorate, creating rough and uneven driving surface and substantial edge rutting. Fatalities have increased on the parkway in recent years, from around 6 in 2005 to 11 in 2017; many resulted from lane departures, which may have been prevented by audible safety edges. Unless this project is completed, the roadway will continue to deteriorate, driving up the costs for future repairs, and leaving drivers without basic safety and accessibility improvements.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.44
API Rating:	n/a	90.42
API/FCI Score:	(40%)	33.08
SB Score:	(20%)	19.82
IS Score:	(20%)	20.00
CFA Score:	(20%)	0.00
Total Score:	**(100%)**	**72.90**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 10/21

Project Costs and Status

Project Cost Estimate (this PDS):

Activity		Dollars in thousands	Percent
Maintenance/Repair Work:	$	61,246	100
Capital Improvement Work:	$	0	0
Total:	$	61,246	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	10,746
FY 2022 Legacy Restoration Fund - (this PDS):	$	61,246
Future LRF Funding to complete full scope	$	44,435
Future USDOT NSFLTP Grant to complete additional scope :	$	43,400
Total:	$	159,827

Class of Estimate: C
Estimate Escalated to FY 2024/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	5,746
LRF Design Funds Received:	$	5,000
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start
- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete
- Scheduled: FY 2025/Q2
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $2,899,000
Projected: $2,899,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 60.10 / 03
Planned Funding FY 2022: $45,200,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Sections of the East Rim Drive
Project Number: GAOA ID #N065, PMIS ID #241696
Unit/Facility Name: Crater Lake National Park
Region/Area/District: California – Great Basin
Congressional District: OR02
State: OR

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	75513	58.00	0.49
40660100	75512	58.00	1.00
40660100	75501	56.00	0.01
40660100	75514	58.00	1.00
40660100	75499	58.00	0.00
40660100	75497	58.00	0.00
40660100	75511	58.00	0.04
40660100	75503	50.00	0.19
40660100	75507	58.00	0.16
40660100	75508	58.00	0.21
40660100	75506	58.00	0.04
40660100	75504	67.00	0.03
40660100	75509	58.00	0.06
40660100	75498	58.00	0.00
40660100	75515	50.00	0.10
40760100	75125	52.00	0.07
40760100	74788	81.00	0.23

Project Description:

This project will improve approximately 19 miles of roadway on East Rim Drive with a combination of pavement overlays and full depth pavement rehabilitation. Guard wall repair will be completed on several historic rock walls that have been damaged by rockfall. This project will also rehabilitate a portion of road pavement on the Cloudcap Spur Road. All associated parking areas along the East Rim Drive will be rehabilitated and will include appropriate accessibility-compliant slopes, markings, curb cuts, accessible walkways, and overlooks that comply with Architectural Barriers Act Accessibility Standards.

Scope of Benefits (SB):

East Rim Road extends along the southern, eastern, and northern rim of the Crater Lake caldera. This project will eliminate all backlog maintenance related to this road's features and will provide greater visitor access to this side of the park. This project will also serve to stabilize a significant historic resource and allow visitors to experience a smooth and stable historic roadway alignment by rehabilitating the narrow, wavy, pot-holed, and rockfall damaged pavement currently associated with the existing route. It will also apply modern safety standards for sight lines, curvature, and elevation changes, that will be balanced with the need to preserve the historic integrity of the roadway. Rehabilitation of the road will ensure a consistent travel width and a more stable shoulder.

This section of Rim Road, designed by the Bureau of Public Roads, retains the greatest historic integrity of all remaining park road features. East Rim also reveals the National Park Service's roadside landscape design intent of the period, a unique design feature of Crater Lake that will be preserved for the enjoyment of future generations.

Improving the facilities in this less-visited area of the park is key to the park's strategy to create quality visitor experiences that will allow them to disperse use from areas of the park that receive heavier visitor use. East Rim is currently one of the less visited areas of the park, where visitors can enjoy natural quiet and dark skies.

Investment Strategy (IS):

The total cost of facility ownership will be reduced significantly when the roadway is repaired using modern engineering techniques and standards. Planned operations and maintenance activities will remain constant, however, improved conditions resulting from the project will allow for operations and maintenance to be focused on preventative maintenance rather than corrective and unscheduled maintenance. Repair of the road will also serve to better protect the lake and the park's natural and cultural resources. The improved roadway grades will divert stormwater from entering Crater Lake's pristine and famously clear water. Drainage features will be repaired to prevent further erosion issues that are prevalent throughout East Rim Drive as a result of the highly erosive soils. Visitors, concessions operations, and Commercial Use Permits will have safer and more reliable access to the road throughout the open season.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 20-30 years.

Consequences of Failure to Act (CFA):

This road is structurally failing, posing risks to visitor safety and the integrity of a significant historic resource. East Rim Road was constructed using 1930s technology and methods, and little change to the road base or alignment has occurred since that time. As a result, larger modern vehicles will continue to be driven too fast on narrow, windy, bumpy, and inconsistent road surfaces, posing a safety concern for all travelers. The existing safety concerns extend beyond just vehicle traffic. Bicyclist safety will decrease because bicycle tires are particularly vulnerable to the poor quality of the road surface. Additionally, drainages would not be repaired and would continue to threaten the quality of critically important water resources. Access to this section of roadway could be reduced due to current or worsening conditions. Seasonal opening of this road will continue to be delayed in the spring/early summer as critical repairs are made, which impacts the visiting public's ability to access the views, campground, and other experiences on the east side of Crater Lake.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.21
API Rating:	n/a	58.47
API/FCI Score:	(40%)	31.06
SB Score:	(20%)	14.06
IS Score:	(20%)	14.98
CFA Score:	(20%)	0.00
Total Score:	**(100%)**	**60.10**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 07/2020

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands	Percent
Maintenance/Repair Work:	$ 45,200	100
Capital Improvement Work:	$ 0	0
Total:	$ 45,200	100

Project Funding History (entire project):

History	Dollars in thousands
Funded to Date:	$ 1,715
FY 2022 Legacy Restoration Fund (this PDS):	$ 45,200
Future Funding to Complete Project:	$ 0
Total:	$ 46,915

Class of Estimate: A

Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	1,300
LRF Design Funds Received:	$	100
Planning Funds Received from Other Fund Sources:	$	126
Design Funds Received from Other Fund Sources:	$	189

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q3
- Actual: N/A

Project Complete

- Scheduled: FY 2027/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $479,000
Projected: $479,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 80.70 / 22
Planned Funding FY 2022: $7,673,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Floyd Bennett Field Wastewater Collection System at Jamaica Bay
Project Number: GAOA ID #N066, NPS PMIS #291651
Unit/Facility Name: Gateway National Recreation Area
Region/Area/District: North Atlantic - Appalachian
Congressional District: NY08
State: NY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710900	77589	77.00	1.00

Project Description:

This project will rehabilitate the Floyd Bennett Field (FBF) sanitary sewer system at the Jamaica Bay unit of Gateway National Recreation Area. The scope of the project includes elimination of two lift stations and replacement or new construction of several other lift stations. The existing gravity sewer piping will be replaced as needed and will be cleaned, grouted, and relined where feasible and financially prudent. The active portions of the wastewater collection systems (piping, manholes, lift stations) are beyond their expected lifecycle, require an increasing amount of repair, and need to be replaced. The 1,000-acre FBF, a former metropolitan airport and naval air station, now supports multiple NPS educational and recreation opportunities, and several tenant and partner sites.

Scope of Benefits (SB):

This project will improve the degree to which NPS structures and systems are compliant with life safety codes and other mandates. The wastewater collection system modifications will reduce the number of lift stations to be maintained and equip the master lift station with the adequate pumping capacity to handle all campus waste and discharge it through the force main to the Rockaway municipal wastewater system outside of the park. Rehabilitation or replacement of lift stations with modern technology will reduce the frequency of corrective maintenance and outages. Manhole maintenance and pipe re-lining will restore the condition of the wastewater collection system and ensure reliable service to the buildings and facilities at the FBF campus. Visitors and partner agencies will be able to enjoy all of the FBF facilities with little or no interruptions due to wastewater system failures.

Investment Strategy (IS):

The project supports financial sustainability efforts, by eliminating the continued need for frequent and expensive corrective repairs. Completion of this project supports the health and safety of park operations, and supports visitors, staff, and partners served by the system.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40-50 years.

Consequences of Failure to Act (CFA):

The existing wastewater collection piping systems and major components of the sewage lift stations are far beyond their expected lifecycle. Total system failure becomes more likely as the system components continue to degrade

over time. Increasing equipment failures, groundwater infiltration, and the need for emergency repairs will continue to occur until the system is rehabilitated. The older lift stations, manholes, and piping will also require increasingly frequent corrective repairs, resulting in further service outages. Working conditions and employee safety at NPS sites will not be improved and nearby resources will not be protected from wastewater contamination.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	1.00
API Rating:	n/a	77.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	0.70
Total Score:	**(100%)**	**80.70**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	7,673	100
Capital Improvement Work:	$	0	0
Total:	$	7,673	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,431
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	7,673
Future Funding to Complete Project:	$	0
Total:	$	9,104

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	780
LRF Design Funds Received:	$	650
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q3
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $571,000
Projected: $571,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 82.30 / 19
Planned Funding FY 2022: $26,789,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Sections of Blue Ridge Parkway in North Carolina
Project Number: GAOA ID #N067, NPS PMIS #317466
Unit/Facility Name: Blue Ridge Parkway
Region/Area/District: South Atlantic - Gulf
Congressional District: NC10, NC11
State: NC

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	48764	93.00	0.21
40660100	87291	93.00	0.29
40660100	48770	93.00	0.34
40660100	48766	93.00	0.21
40660100	48765	93.00	0.31
40660100	48769	93.00	0.33
40660100	48767	93.00	0.33
40660100	87290	93.00	0.24
40660100	48768	93.00	0.33
40660100	87268	93.00	0.31
40760100	226395	100.00	0.30
40760500	4825	100.00	0.01
40760500	4826	100.00	0.02
40761000	4831	100.00	0.03
40761000	4830	100.00	0.09
40761000	4829	100.00	0.01
40761000	4828	100.00	0.02

Project Description:

This project will rehabilitate and resurface the Blue Ridge Parkway sections 2M and 2N in North Carolina. The primary objective of this project is to improve the condition and extend the life of the Blue Ridge Parkway mainline including slope stabilization along road segments in North Carolina.

Rehabilitation work would be comprised of resurfacing, restoration, and rehabilitation, as well as edge erosion rehabilitation, pavement marking, crack sealing, and light pavement patching. The project also includes signage and pavement markings improvements for sight and distance aimed at enhancing safety (MUTCD standard), installation of geogrid pavers to mitigate shoulder rutting and pavement edge erosion, shoulder stabilization with aggregate topsoil and turf establishment, stone curb removal and resetting, asphalt sidewalk reconstruction at overlook parking areas, guardrail and stone guardwall repair and reconstruction, and inspecting and evaluating culverts, headwalls, inlets, ditches, and outfalls for needed cleaning, reconditioning and replacement.

Scope of Benefits (SB):

This project will reconstruct failing features associated with two parkway segments in North Carolina. The poor road conditions along the project segments contribute to an increased possibility for crashes and vehicle damage.

Rehabilitating the mainline roadway and associated overlooks and parking area features will allow for continued safe enjoyment of the park's primary visitor recreational feature. The parkway receives approximately 15 million visitors per year. These parkway segments are high priority assets.

Investment Strategy (IS):

This project will address approximately $27M of maintenance/repair work on several mission critical assets. The current average pavement condition rating (PCR) for the project area is rated as fair and will continue to deteriorate. With the completion of this project by 2024, the PCR would be rated as excellent. Following project completion, the NPS will initiate properly scheduled pavement management regimes (e.g., periodic preventative maintenance) to maintain the condition of the road and extend its life.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Failure to complete this project will result in further deterioration of the pavement condition and associated roadway features. This will lead to loss of services, continued and increased risk to public and employee health and safety from road accidents, continued damage to public and private property, as well as increased damage to roadside natural resources.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.27
API Rating:	n/a	95.88
API/FCI Score:	(40%)	39.87
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	2.43
Total Score:	**(100%)**	**82.30**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 12/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	26,789	100
Capital Improvement Work:	$	0	0
Total:	$	26,789	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	4,441
FY 2022 Legacy Restoration (this PDS):	$	26,789
Future Funding to Complete Project:	$	0
Total:	$	31,230

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,215
LRF Design Funds Received:	$	2,214
Planning Funds Received from Other Funding Sources:	$	4
Design Funds Received from Other Funding Sources:	$	8

Major Milestones

Construction Award/Start

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q2
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $757,000
Projected: $757,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 89.10 / 06
Planned Funding FY 2022: $36,577,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Stabilize Alcatraz Wharf
Project Number: GAOA ID #N068, NPS PMIS #215726
Unit/Facility Name: Golden Gate National Recreation Area
Region/Area/District: California – Great Basin
Congressional District: CA12
State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40130400	97524	100.00	0.79

Project Description:

This project will make critical repairs to and seismically strengthen the concrete wharf on Alcatraz Island, a contributing feature of the Alcatraz Island National Historic Landmark District built in 1939. Work will include repair of the historic, steel-cased concrete piles, concrete beams, and concrete slabs. These elements are in fair to poor condition, with varying degrees of damage. Two new seismic resisting elements will be installed to bring the wharf up to a seismic Risk Category III structure. Concrete repairs and seismic improvements will be undertaken in a single phase of construction.

Scope of Benefits (SB):

The Alcatraz wharf has a direct connection to visitor recreation and the preservation of the Alcatraz National Historical Landmark District, an iconic international tourist destination for 1.6 million annual visitors, and a significant feature of the San Francisco Bay Area. This project ensures the wharf will be safe for visitor and staff use. It prevents loss of a contributing historic structure to a national historic landmark site and addresses $33 million of maintenance/repair work and facility deficiencies.

The project will result in significant operational benefits. In particular, the strengthened pier will allow uninterrupted access to Alcatraz facilities not only for visitors, but also for contractors who will perform numerous future rehabilitation projects on the island. It also ensures protection of park assets and visitor amenities located on the wharf such as restrooms, dock office and store, interpretive programs and exhibits, accessible site furnishings, and the accessible tram.

Investment Strategy (IS):

Stabilization of the island's only point of access ensures that visitors have consistent access to the island, and that future project work can be completed more efficiently. This project builds on more than $1 million in previous repairs to the concrete wharf completed by the NPS in 2001, in addition to improvements to the gangway and replacement of fender piles by the concessionaire in 2010 and 2018. A single phase of construction will save on contractor mobilization and more effectively use leveraged partner funds that were provided to complete the design.

Operations and maintenance will be equally shared between the NPS and the Concessionaire, which uses the wharf for visitor access. Maintaining Alcatraz's access ensures more than $60 million in annual NPS revenues from these continued visitor services, much of which funds other park projects.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40-75 years.

Consequences of Failure to Act (CFA):

Failure to complete this project would have significant impacts to the National Historic Landmark District. Without action, deterioration of the concrete wharf will continue to accelerate which could eventually limit or restrict access to Alcatraz Island. This would impact the recreational access and programming for 1.6 million annual visitors.

Failure to complete this project would also impact other assets along with natural and cultural resources on Alcatraz. The wharf is the single point of access, and its structural issues may eventually limit or restrict staff working on the island to complete other projects. Future work on historic buildings could be halted and buildings could fall into a state of neglect. Regular Alcatraz operations (including emergency operations) would be significantly impacted and constrained. Collapse of the wharf could also cause impacts to the aquatic habitat of the San Francisco Bay. The wharf supports the island's water and wastewater infrastructure, and a diesel fuel line for the island's power generating system. Should the wharf fail, the island's basic infrastructure would suffer a significant interruption in service, and the damaged systems could leak or discharge into the Bay.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.79
API Rating:	n/a	100.00
API/FCI Score:	(40%)	32.00
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	17.10
Total Score:	**(100%)**	**89.10**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 12/2020

Project Costs and Status

Project Cost Estimate (this PDS):

Activity		Dollars in thousands	Percent
Maintenance/Repair Work:	$	32,872	90
Capital Improvement Work:	$	3,705	10
Total:	$	36,577	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	2,850
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	36,577
Future Funding to Complete Project:	$	0
Total:	$	39,427

Class of Estimate: B
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	750
LRF Design Funds Received:	$	0
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	2,100

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $11,000
Projected: $11,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 67.70 / 15
Planned Funding FY 2022: $27,352,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate and Repair Structures and Landscapes
Project Number: GAOA ID #N072; NPS PMIS #317529
Unit/Facility Name: Minute Man National Historical Park
Region/Area/District: North Atlantic - Appalachian
Congressional District: MA03, MA05
State: MA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35100000	64145	70	0.56
35290100	63979	93	0.25
35290800	64211	87	0.48
35290800	64153	93	0.29
35291700	64102	85	0.55
35291700	64231	93	0.34
35291700	64070	12	0.87
35291700	64087	70	0.96
35300200	64084	65	1.00
35300200	64092	23	1.00
35300200	63671	93	0.71
35300200	63971	85	1.00
35300200	64133	83	1.00
35300300	64063	41	1.00
35800500	64085	88	0.21
40750300	65326	80	0.05
40750300	65324	80	0.08
40750300	65331	80	0.03
40750300	241976	80	1.00
40750300	65333	72	0.05
40750300	65328	87	0.06
40750300	65332	87	0.03
40750300	65330	80	0.03
40750300	65327	87	0.47
40750300	63954	80	0.08
40750300	64212	80	0.09
40750300	65329	80	0.10
40751100	65167	65	1.00
40760100	107006	88	0.00
40760100	107001	88	0.00
40760200	63940	93	1.00
40760200	81695	80	0.27
40760800	71755	58	0.07
40760800	116825	51	0.15

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40760800	71765	51	0.07
40760800	71764	58	0.16
40760800	71760	58	0.20
40760800	71761	58	0.22
40760800	71757	58	0.22
40780100	63955	37	1.00
40780100	63997	29	1.00
40780100	63958	48	0.49
40780300	63939	80	0.06
40780300	64276	40	0.69
40780300	63956	80	0.04
40780300	63941	52	0.84
40780300	64234	31	0.69
40780300	63957	80	1.00
40780300	63959	80	0.02
40780300	64058	52	0.37

Project Description:

This project includes rehabilitation of building exteriors, interiors, and systems at fifteen historic structures, including eight witness structures, ten cultural landscapes, a section of the Battle Road Trail, thirteen monuments, and replacement of more than three hundred signs.

Rehabilitation work on witness structures includes the Major John Buttrick House, Elisha Jones House, James Carty Barn, Farwell Jones House, East Quarter School House, George Hall House, Stow Hardy House, Sam Brooks House, Hartwell Tavern, Park Ranger Headquarters at the Rego House, Captain William Smith House, Jacob Whittemore House, Wayside House and Barn, Joshua Brooks House, and the Inferrera House and Garage. Monuments and Plaques will be conserved. Septic systems will be replaced. Cultural landscapes throughout the park will be rehabilitated. Damaged and missing signs will be replaced. Sections of 5.5-mile Battle Road Trail will be repaired from Meriam's Corner to Fiske Hill.

Scope of Benefits (SB):

The combined undertakings in this project will return primary historic structures and landscapes to good condition. Rehabilitated historic buildings may be used for park operations or may be leased. The Battle Road Trail and North Bridge Trail will be rehabilitated. The park's deteriorated and missing signs will be replaced, and 13 monuments will receive conservation treatments. All of this work will be accomplished in time for 2025, which will celebrate the 250th anniversary of "the shot heard round the world" in April 1775, and the USA 250th Anniversary.

Investment Strategy (IS):

Leases will help generate revenue that will be reinvested to maintain those structures. The work associated with this project will also provide the park with revenue to address annualized preventative maintenance and recurring maintenance requirements for each asset, along with project scopes and cost estimates for cyclic maintenance activities beyond the park's capacity for submission for project funding.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Not accomplishing the work associated with these proposed actions will severely constrain the park's ability to successfully implement its Strategic Investment Strategy. In addition, the condition of the parks primary resources will remain deteriorated during the USA 250th Anniversary celebrations, negatively impacting the visitor experience.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.18
API Rating:	n/a	69.38
API/FCI Score:	(40%)	27.05
SB Score:	(20%)	16.63
IS Score:	(20%)	20.00
CFA Score:	(20%)	4.02
Total Score:	**(100%)**	**67.70**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 04/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	25,618	94
Capital Improvement Work:	$	1,734	6
Total:	$	27,352	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	2,370
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	27,352
Future Funding to Complete Project:	$	0
Total:	$	29,722

Class of Estimate: C+
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	1,185
LRF Design Funds Received:	$	1,185
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $627,000
Projected: $595,000
Net Change: -$32,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 66.80 / 08
Planned Funding FY 2022: $7,125,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Restore Canal Prism and Historic Dry Stone Wall
Project Number: GAOA ID #N073; NPS PMIS #241449
Unit/Facility Name: Chesapeake and Ohio Canal National Historical Park
Region/Area/District: North Atlantic - Appalachian
Congressional District: MD08
State: MD

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40180300	253580	80.00	0.03
40751100	251526	100.00	0.81
40800000	49958	27.00	0.63

Project Description:

This project will restore a portion of the deteriorated canal prism and historic dry stone stacked wall located adjacent to the towpath in the Chesapeake and Ohio Canal National Historical Park. Remediation will consist of restoring the canal prism through the removal of vegetation, silt, and debris; backfilling voids behind the wall and underneath the canal prism; installing an underdrain/liner system to intercept future groundwater; restoring the clay liner to prevent leakage from the canal; stabilizing adjacent tributaries to prevent additional sediment from accumulating within the canal; stabilizing the existing dry stone wall; and restoring the work area.

Scope of Benefits (SB):

Benefits of this project include reducing the risk of failure of the aging dry laid stone wall and potential impairment of the Potomac Interceptor, a major sewer line adjacent to the wall beneath the canal prism. The project will also restore hydraulic connectivity within the canal prism—in December 2015 and January 2016, sinkholes developed adjacent to the towpath in the canal prism forcing the park to dewater this reach to make interim repairs. Completing this project will allow the section to be rewatered and will significantly reduce the amount of water infiltrating the wall foundation, preventing future stability issues. Reestablishing water flow connectivity avoids stagnant water and allows recreational visitors to enjoy the canal in its historic appearance. Water flow also supports the interpretive canal boat operation in Georgetown.

Investment Strategy (IS):

This project will mitigate problems in the project area before they culminate in failure. Repairs will permit the NPS to focus existing operations and maintenance funding on preventative maintenance to sustain the asset in good condition.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40-50 years.

Consequences of Failure to Act (CFA):

As conditions continue to deteriorate, risks of wall failure will continue to accumulate. Consequences of failure to act include life safety, environmental concerns due to rupture of the 65 million gallon per day wastewater line adjacent to the wall, loss of towpath continuity, and continued lack of hydraulic connectivity along the canal prism.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.06
API Rating:	n/a	69.00
API/FCI Score:	(40%)	24.01
SB Score:	(20%)	14.64
IS Score:	(20%)	20.00
CFA Score:	(20%)	8.15
Total Score:	**(100%)**	**66.80**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Not Required

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	5,577	78
Capital Improvement Work:	$	1,548	22
Total:	$	7,125	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	706
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	7,125
Future Funding to Complete Project:	$	0
Total:	$	7,831

Class of Estimate: B
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	0
LRF Design Funds Received:	$	0
Planning Funds Received from Other Fund Sources:	$	385
Design Funds Received from Other Fund Sources:	$	321

Major Milestones

Construction Award/Start
- Scheduled: FY 2022/Q3
- Actual: N/A

Project Complete
- Scheduled: FY 2024/Q2
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current:	$250,000
Projected:	$250,000
Net Change:	$ 0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 72.70 / 14
Planned Funding FY 2022: $128,674,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Rehabilitate Sections of the Colonial Parkway
Project Number: GAOA #N074, NPS PMIS #317459
Unit/Facility Name: Colonial National Historical Park
Region/Area/District: North Atlantic - Appalachian
Congressional District: VA01, VA02
State: VA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40660100	56260	79.00	0.07
40660100	56258	79.00	0.60
40660100	56259	79.00	0.06
40760100	99197	45.00	0.31
40760100	99201	42.00	0.30
40760100	99202	44.00	0.19
40760100	49952	100.00	0.36
40760100	99203	32.00	0.30
40760100	99196	45.00	0.33
40760100	102867	44.00	1.00
40760100	99199	42.00	0.70
40760100	102864	44.00	1.00
40760100	99204	32.00	0.29
40760100	99200	42.00	0.34
40760500	51116	87.00	0.09
40760500	51121	87.00	0.08
40760500	51107	87.00	0.19
40760500	49992	100.00	0.29
40760500	49990	100.00	0.04
40760500	51120	87.00	0.13
40760500	51119	87.00	0.15
40760500	49991	100.00	0.34
40760500	49989	100.00	0.25
40760500	110735	100.00	0.06
40761000	51125	100.00	0.13

Project Description:

This project will repair, rehabilitate, and reconstruct approximately 10 miles of the oldest sections of the Colonial Parkway, from Yorktown through Williamsburg, including associated roadway-related components.

Work will include replacing exposed aggregate concrete pavement and exposed aggregate curbs; patching asphalt pavement on access ramps; rehabilitating bridges; rehabilitating the Williamsburg tunnel to include safety upgrades; addressing culverts and historic brick headwalls; reconditioning shoulders and ditches; replacing steel-

backed timber guardrails; installing additional steel-backed timber guardrail; replacing pavement markings; replacing traffic signs; and installing stormwater management systems that incorporate best management practices.

Scope of Benefits (SB):

This project would fund the first major, holistic rehabilitation project since the Parkway's full length was opened for traffic in 1957. It will address serious deficiencies in five roadway segments, bridges, pull-offs, access ramps, drainage structures, road shoulders, signs, and guardrails within those sections, as well as the Williamsburg Tunnel. Original historic fabric and materials will be preserved in place wherever feasible.

The rehabilitated parkway, bridges, and tunnel in these roadway sections will provide safer and more efficient vehicular access for 2 million annual visitors. Approximately 60 percent of the pavement surface in these segments will be replaced. Rehabilitation of the bridges will improve their bridge health index and extend their lifecycle. Rehabilitation to the stormwater drainage systems and improvements achieved by incorporating best management practices will decrease erosional impacts to cultural and natural resources associated with the Chesapeake Bay.

Investment Strategy (IS):

Completion of this project will ensure restoration and protection of the highly visited, heavily traveled, Colonial Parkway. Modernization of this critical infrastructure will provide an extended lifecycle of 40-50 years. The park will incorporate preventative maintenance activities to maintain the improved condition of the roadway, bridges, tunnel, and drainage features.

Consequences of Failure to Act (CFA):

Failure to fund this project will result in the continued degradation of the Parkway and its associated structures, increased visitor safety concerns, and will require a larger investment to correct these deficiencies. The condition of these assets will experience more rapid degradation the longer that the current needs remain unaddressed. Visitor safety will continue to decrease while resource damage will continue to increase. Drivers will continue to endure deteriorating pavement, inadequate guardrails and barriers, poor drainage, poor tunnel lighting, bridge wall spalling and joint failures, inadequate traffic markings, and deteriorating signage.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.33
API Rating:	n/a	71.36
API/FCI Score:	(40%)	39.45
SB Score:	(20%)	17.28
IS Score:	(20%)	15.88
CFA Score:	(20%)	0.09
Total Score:	**(100%)**	**72.70**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 06/2015

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	128,164	100
Capital Improvement Work:	$	510	0
Total:	$	128,674	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	18,236
FY 2022 Legacy Restoration Fund - (this PDS):	$	128,674
Future Funding to Complete Project:	$	0
Total:	$	146,910

Class of Estimate: B-
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	6,376
LRF Design Funds Received:	$	11,752
Planning Funds Received from Other Fund Sources:	$	43
Design Funds Received from Other Fund Sources:	$	65

Major Milestones

Construction Award/Start

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $474,000
Projected: $474,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 66.3 / 13
Planned Funding FY 2022: $22,969,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Replace Morefield and Wetherill Water Lines
Project Number: GAOA ID #N075, NPS PMIS #317500
Unit/Facility Name: Mesa Verde National Park
Region/Area/District: Upper Colorado Basin
Congressional District: CO03
State: CO

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710400	45720	65	0.15
40710400	48020	65	0.69
40760100	45586	77	0.20
40760100	48027	62	0.09

Project Description:

This project will replace the water line serving the Morefield housing area, campground, and concession operations. It will also replace the water line serving the Wetherill Mesa and Badger House Community comfort station. New lines, valves, valve vaults, air releases, and manholes will be installed using a mixture of open trench and boring methods to reduce the project's impacts on ground surface and existing facilities. In areas where excavation is required, the project will restore the ground surface or facility, including repaving asphalt. Multiple sections of piping have been previously replaced to address leaks. In order to reduce costs, these sections will be left in place and connected to the new piping. Work will also install a new precast box culvert with increased sized to improve clearing of debris. New valve vaults will allow park staff to operate valves without entering confined spaces.

Scope of Benefits (SB):

The Morefield area serves all campers at Mesa Verde National Park (MEVE), seasonal and permanent park residents, and a large concessions operation.

The Wetherill Mesa is a critical component in providing water for visitor and employee use at Chapin Mesa—particularly in the Headquarters and Mesa Top Loops area. The new water system will also serve structural fire and wildland fire protection infrastructure.

Investment Strategy (IS):

The Morefield domestic waterline replacement project includes a water supply pipe that operates under high-pressure up steep grades to fill the Morefield storage tank. The mixture of pipe materials in the existing line results in the system's difficulty in handling the pressure without causing leaks or failures. Replacement of this pipe system with pipe materials compatible for the operational pressures is a proactive approach to addressing the aging, failing supply pipe.

The existing waterline that serves Wetherill Mesa is the original pipeline installed during the Mission 66 development of Wetherill Mesa and the frequency of leaks is increasing as this piping continues to deteriorate and

fail. Increased visitor use of Wetherill Mesa requires replacing aged and failing water service pipe to the visitor contact station, concession facility, and the public comfort stations.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

Failure to act will result in the continued deterioration of the existing systems, with leaks, water loss, and degraded service impacting both visitors and staff. Park maintenance staff will continue to respond to unplanned corrective maintenance needs which draws resources away from other park priorities. The park cannot rely on meeting its structural and wildland fire protection needs with the limitations of the current system.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.93
API Rating:	n/a	65.00
API/FCI Score:	(40%)	15.80
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	10.50
Total Score:	**(100%)**	**66.30**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	22,426	98
Capital Improvement Work:	$	544	2
Total:	$	22,969	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	4,283
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	22,969
Future Funding to Complete Project:	$	0
Total:	$	27,252

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,336
LRF Design Funds Received:	$	1,947
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $267,000
Projected: $267,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 82.01 / 16
Planned Funding FY 2022: $11,621,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Fort Hancock Potable Water and Wastewater System
Project Number: GAOA ID #N077, NPS PMIS #291531
Unit/Facility Name: Gateway National Recreation Area
Region/Area/District: North Atlantic - Appalachian
Congressional District: NJ06
State: NJ

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500400	83298	82.00	0.79
35500400	21611	82.00	0.01
35500400	28146	82.00	0.04
40710300	88976	65.00	0.26
40710900	83267	69.00	0.20

Project Description:

This project will rehabilitate the failing wastewater systems at Fort Hancock by removing antiquated underground lines, demolishing out-of-service treatment equipment, and rejuvenating overgrown percolation beds. This project will also rehabilitate the potable water distribution systems at Sandy Hook.

Project work includes safety upgrades to the main lift station; elimination of a lift station on US Coast Guard property; removal of three unused secondary clarifiers and the unused denitrification equipment; and restoring proper drainage at the reed basin percolation beds. Rehabilitation of the water distribution system will ensure proper water pressure, flow rates, and fire protection service at Fort Hancock and the Marine Academy of Science and Technology (MAST) campus and allow for additional revenue generating leases at this site.

Scope of Benefits (SB):

The Fort Hancock water distribution piping has been unchanged since the 1950s, and some sections date back to the turn of the 20th century. The system suffers from typical age-related problems such as leakage, high maintenance costs, and poor reliability. Periodic flooding caused by Atlantic storm surges exacerbate the system's existing problems.

Benefits of this project include improving sanitation quality and wastewater system functionality. The project will also provide more efficient and effective wastewater treatment, safety, and electrical code improvements at the Officer's Row lift Station; lower risk of environmental damage due to leaks, overflow, and failure; and will result in the increased protection of park resources. This project will also improve the degree to which NPS owned and managed structures are compliant with Life Safety codes, building codes, and related laws, regulations, and policies.

The replacement system will be properly sized, with adequate capacity to serve current Fort Hancock and MAST campus needs and the increased demands expected with future revenue-generating campus additions, conversions, and reactivations. The new sewer system will function reliably and efficiently well into the future, ensuring that visitor satisfaction levels remain high, and partner/tenant relationships remain strong.

Investment Strategy (IS):

This project affects a high priority mission-dependent asset in the park and will deliver a new utility system that the park is committed to maintain. It also demonstrates a major investment that could result in measurable net savings for the NPS, which strongly supports financial sustainability efforts. The rehabilitated wastewater system will improve operational efficiency while eliminating most of the corrective maintenance that is required to keep the existing wastewater system operational.

Completion of this project supports health and safety though proper park operations and support for visitors, staff, and partners served by the system, and assures the system is in compliance with applicable laws, regulations, and policy.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-50 years.

Consequences of Failure to Act (CFA):

Total system failure becomes more likely with each year of additional system deterioration. Leaving out-of-service equipment at the wastewater treatment plant also continues to place added demands on the maintenance staff. Increasing failures, infiltration, and unscheduled corrective repairs will continue to occur until the system is replaced. Points of failure include piping breaks, tank leakage, and other unforeseen weaknesses throughout the system. The sludge drying and percolation beds will continue to lose function and are likely to overflow at times.

The existing undocumented wastewater collection piping system does not allow for reconfiguration or for adaptation to changing building occupancy. The pipe network is deteriorating, experiencing ground water infiltration, and is far beyond its expected lifecycle. Maintenance staff will be forced to continue mitigating multiple safety hazards at the Officer's Row Lift Station, and the Coast Guard Lift Station will require extra staff time to maintain because it will remain in the USCG secure perimeter.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.24
API Rating:	n/a	76.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	18.40
IS Score:	(20%)	20.00
CFA Score:	(20%)	3.61
Total Score:	**(100%)**	**82.01**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 01/2022

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	11,501	99
Capital Improvement Work:	$	120	1
Total:	$	11,621	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	895
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	11,621
Future Funding to Complete Project:	$	0
Total:	$	12,516

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	488
LRF Design Funds Received:	$	407
Planning Funds Received from Other Funding Sources	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $819,000
Projected: $819,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 80.30 / 21
Planned Funding FY 2022: $25,077,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Failing Upper Plaza at Perry's Victory & International Peace Memorial
Project Number: GAOA ID #N078, NPS PMIS #272171
Unit/Facility Name: Perry's Victory and International Peace Memorial
Region/Area/District: Great Lakes
Congressional District: OH09
State: OH

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35800800	71125	100.00	0.07
40660100	73455	35.00	1.00

Project Description:

This project will restore the structure supporting the upper plaza and the associated waterproofing membrane. Interior spaces below the upper plaza will be modified to meet current needs and improve functionality. Restrooms and exterior plaza spaces will be made compliant with accessibility standards. Building systems will be installed to meet current demands and address condensation issues below the upper plaza and inside the tower. The upper plaza finishes will be restored by reusing historic materials. Perimeter walls below the upper plaza will be repaired and waterproofed, while a portion of the historic fabric will be maintained. Surface finishes at the lower plaza will be removed and reset to address tripping hazards. Accessible ramps will be installed for access to the lower and upper plazas, and the surrounding parking area and sidewalks will be altered to improve visitor access to the memorial. Portions of the memorial will receive a fire suppression system and security measures to improve safety.

Scope of Benefits (SB):

This project addresses maintenance/repair work while improving facility conditions and safety around the monument, plaza areas, and other surrounding landscapes. Additional improvements will ensure that facilities, especially restrooms and plaza areas, meet the Architectural Barriers Act Accessibility Standards (ABAAS). This project will also improve life safety and security systems, making the park’s developed areas safer for employees and visitors.

Investment Strategy (IS):

The NPS has previously made significant investments to address deficiencies at the monument and grounds. Those investments included repair and sealing of the monument, column, and observation deck. This project builds upon those previous investments by replacing the upper plaza to prevent further water infiltration, reducing future corrective maintenance needs, and allowing more of the visiting public to have complete access to the site.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

If the existing structure below the upper plaza is not restored, the historic fabric and suitability of the upper plaza will continue to significantly degrade, and permanent loss of additional historic aspects and functionality will result, including the possibility that the tower will no longer be accessible to visitors. Further deterioration and a

lack of adequate facility functionality will occur if maintenance/repair work is not addressed and system upgrades are not implemented. Condensation issues within the tower and below the upper plaza would also not be addressed, resulting in a less desirable experience for visitors and compromising the structure and building systems. Significant portions of the memorial will remain non-accessible to visitors with disabilities. Visitors, employees, and the historic structures themselves will be at risk if new portions of the fire suppression and security systems are not installed.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.07
API Rating:	n/a	67.50
API/FCI Score:	(40%)	39.06
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	1.24
Total Score:	**(100%)**	**80.30**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 12/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	21,457	86
Capital Improvement Work:	$	3,620	14
Total:	$	25,077	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	4,675
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	25,077
Future Funding to Complete Project:	$	0
Total:	$	29,752

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,550
LRF Design Funds Received:	$	2,125
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $190,000
Projected: $173,000
Net Change: -$17,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 69.81 / 17
Planned Funding FY 2022: $9,563,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Park Wastewater Treatment Facilities
Project Number: GAOA ID #N079, NPS PMIS #317446
Unit/Facility Name: Sequoia and Kings Canyon National Park
Region/Area/District: California – Great Basin
Congressional District: CA23
State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500400	237961	52	0.99
40710800	65315	88	0.85
40710800	67584	88	0.61
40760100	73909	53	0.08
40760100	73914	33	0.61

Project Description:

This project, located in the Ash Mountain developed area of Sequoia National Park, will rehabilitate and replace critical components of the wastewater treatment facilities including two pump stations and controls, the associated signage, fencing, access road, and electrical and monitoring systems. It will replace the deteriorated head-works and overflow, replace the chlorination system, and rehabilitate the deteriorated treatment dosing building and deteriorated disposal fields. Replacement of these components is in accordance with typical industry life-cycle replacement standards.

Scope of Benefits (SB):

This project will provide sustainable wastewater treatment capacity for the Ash Mountain Historic District within Sequoia National Park, which serves 1.2 million visitors each year. Most importantly, it will ensure protection of visitor and employee health and safety by ensuring safe and efficient wastewater treatment. The facility serves the park visitors and park employees that utilize the Historic District of Ash Mountain. The Ash Mountain Historic District is the first stop for the park's public transit system for visitors entering the park through the Ash Mountain Entrance Station. The scope of benefit for this project includes continued sewage treatment service for the visitor center, park headquarters, fire management building, warehouse, motor pool shops facility, nursery, recreation hall, and over 40 operations and housing units. This project, which will address maintenance/repair work on high priority assets, will also benefit the park through increased operational efficiencies utilizing new innovative technologies, decreasing operational and maintenance costs. The project will also correct fire and electrical code violations making the treatment plant safer to operate.

Investment Strategy (IS):

This project will significantly decrease the cost and frequency of corrective maintenance at the wastewater treatment facility through replacement of inefficient components that are beyond or at the end of their life cycle. The new, more efficient components include innovative technologies that will make operations more efficient and effective. Correcting code violations will reduce liability for fines associated with current code violations. Financial sustainability will also be achieved by investing in a high-priority asset ensuring this critical infrastructure remains in good condition to support the park's mission.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40-50 years.

Consequences of Failure to Act (CFA):

Failure to address the backlogged maintenance and code violations ultimately prevents or hinders effective sewage treatment throughout the Historic District of Ash Mountain. As the system continues to degrade, corrective maintenance needs and outages will be more frequent, potentially leading to negative impacts on public's experience and enjoyment. There would also be significant impacts to park operations; the Ash Mountain Historic District is the operational base for 150 permanent and seasonal employees supporting park-wide operations. Safe operations at the treatment facility cannot be sustained as the equipment continues to age and run to failure.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.60
API Rating:	n/a	62.80
API/FCI Score:	(40%)	36.46
SB Score:	(20%)	10.92
IS Score:	(20%)	20.00
CFA Score:	(20%)	2.43
Total Score:	**(100%)**	**69.81**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled N/A Completed 01/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	8,773	92
Capital Improvement Work:	$	790	8
Total:	$	9,563	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,451
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	9,563
Future Funding to Complete Project:	$	0
Total:	$	11,014

Class of Estimate: B-

Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	162
LRF Design Funds Received:	$	810
Planning Funds Received from Other Fund Sources:	$	159
Design Funds Received from Other Fund Sources:	$	319

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $76,000
Projected: $76,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 78.40 / 18
Planned Funding FY 2022: $29,089,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Underground Utilities
Project Number: GAOA ID #N080, NPS PMIS #266697
Unit/Facility Name: Bandelier National Monument
Region/Area/District: Upper Colorado Basin
Congressional District: NM03
State: NM

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40710300	5320	50	0.53
40710300	46795	65	0.45
40710900	31480	60	0.87
40710900	31618	64	0.46
40710900	31609	100	0.58
40711100	31543	65	0.87
40711200	46797	65	0.97
40720100	226945	40	0.68

Project Description:

This project will replace the 60+ year old utility distribution and collection systems parkwide to address maintenance/repair work and code deficiencies. Work includes improving underground primary and secondary potable water distribution for required storage and fire flow; improving electrical and natural gas distribution for anticipated loads; and upgrading communication systems to meet current and future demands. An integrated utility corridor will be constructed under roads and existing conduit routes will be reused n order to reduce impacts in sensitive natural and cultural resource areas.

Primary electrical service will be replaced in areas not addressed by a 2017 primary electrical service project. Additional work will rehabilitate existing sewer collection mains, replace all secondary sewer lines, and provide sanitary functionality via lift station to correct and reopen the historic visitor restroom across from Frijoles Creek rendered inoperable due to past fire and flood impact.

Scope of Benefits (SB):

Rehabilitation of the wastewater collection system will eliminate contamination of Frijoles Creek as recommended in the 2007 Water Resources Foundation Report. Replacement of these utilities account for major and measurable contributions to meet established goals and objectives of the Department, Bureau, and Park which include providing a sustainable, safe, and efficient working environment for park staff. The project will address life safety/health and code violations making the Park's developed areas safer for employees and visitors. The project also helps preserve the Bandelier Civilian Conservation Corps National Historic Landmark District through improved fire protection measures. This project will address approximately $27M of maintenance/repair work.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-50 years.

Investment Strategy (IS):

This project is based on a preliminary engineering analysis and subsequent cost estimate that meets the design and specification requirements of Los Alamos County, the park's utility provider. Replacement of utility lines will have a substantial positive impact to park operations by eliminating the likelihood of system failures. The existing systems require frequent, unscheduled repairs, which have put a strain on park operations and budgets. Completion of this project will ensure the utility systems are more reliable, allowing the park to reduce its spending on back-up power generation, portable restrooms, emergency contracted repair services, and maintenance staff overtime associated with frequent system service interruptions. Once repaired, the systems replaced by this project will no longer need unscheduled or corrective maintenance. Utilizing NPS authority to be reimbursed for utilities furnished to concessioners, partners, and other users of services (54 U.S.C. 101901), the improvements made by this project will help the park recover all costs for utilities provided to non-federal entities. These recovered costs will help offset the operations and maintenance costs of these systems.

Consequences of Failure to Act (CFA):

Failure to address the maintenance/repair work, life safety, health and utility code violations associated with these systems will result in a greatly diminished visitor experience and create an unsafe/unhealthy environment for employees. Delaying rehabilitation of these utility systems will result in continued and recurring outages for visitors and employees and could expose individuals to unnecessary safety risks. Due to the age of these existing utility systems, complete failure could occur; and extended service outages, gas leaks, or water supply contamination may cause extended closures to park facilities. Delaying or not implementing the wastewater collection system rehabilitation effort may similarly result in continued contamination of Frijoles Creek and pose a significant health risk to visitors and employees.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.72
API Rating:	n/a	63.63
API/FCI Score:	(40%)	39.66
SB Score:	(20%)	13.57
IS Score:	(20%)	20.00
CFA Score:	(20%)	5.17
Total Score:	**(100%)**	**78.40**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/22 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	27,174	93
Capital Improvement Work:	$	1,915	7
Total:	$	29,089	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	5,423
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	29,089
Future Funding to Complete Project:	$	0
Total:	$	34,512

Class of Estimate: C

Estimate Escalated to FY 22/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,958
LRF Design Funds Received:	$	2,465
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $428,000
Projected: $353,000
Net Change: - $75,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 86.50 / 24
Planned Funding FY 2022: $9,119,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Texas White House
Project Number: GAOA ID #N082, NPS PMIS #290111
Unit/Facility Name: Lyndon B. Johnson National Historical Park
Region/Area/District: Arkansas – Rio Grande – Texas - Gulf
Congressional District: TX21
State: TX

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290100	14799	87.00	0.95
35800800	14877	77.00	1.00
40660100	54365	88.00	1.00
40710900	77148	42.00	0.00
40710900	94935	78.00	0.27
40720100	236620	30.00	0.00
40750300	236624	93.00	0.16

Project Description:

This project will address maintenance/repair work, structural concerns, code deficiencies, and deterioration of historic features in the Texas White House, nearby communications buildings, and the surrounding site. The work will ensure the long-term integrity of a critical park resource and allow it to be reopened to the public.

Work includes repairing building envelopes; replacing outdated electrical, mechanical, HVAC, and alarm systems; and stabilizing the foundation. Structural deficiencies will be addressed throughout the facilities, and hazardous materials will be abated. Aged and deteriorated site utility systems and site drainage will also be replaced and rehabilitated to sustain the expected visitor loads and to withstand extreme weather events.

The communications buildings will be repurposed to provide much needed restroom facilities and expand visitor amenities. The project also includes accessibility and fire egress improvements throughout the site.

Scope of Benefits (SB):

The Texas White House—where LBJ spent 25% of his presidency—is a fundamental park resource and the centerpiece of the LBJ Ranch District. The house hosted 80,000+ visitors/year before closing due to structural and environmental concerns in 2018. The Texas White House is a primary destination for the park's visitors. The park's visitor experience has been heavily impacted by the structure's closure.

This project aligns with the stated park purpose, which includes protecting the historic structure and cultural landscapes at the Park. Improvements to the building's critical systems will ensure the historic fabric of the structure is protected from the Hill Country environment; modern, integrated monitoring and alarm systems will ensure that park staff can rapidly respond to incidents. The project will also significantly improve accessibility for visitors and employees throughout the Texas White House and surrounding site.

Investment Strategy (IS):

Completing this project will restore the Texas White House to good condition, significantly reducing the frequency and expense of corrective maintenance projects and allowing park staff to focus primarily on routine and preventative maintenance. The entire home has been closed to the public since 2018 due to mold and structural concerns. Historic structures will be rehabilitated using modern construction methods in conformance with historic preservation standards, with the goal of streamlining operations, maintenance, and management.

After project completion, this project should not require major rehabilitation or replacement for the next 15-20 years for the HVAC system, 40 years for the foundation and building envelope, and 50 years for the electrical system.

Consequences of Failure to Act (CFA):

Without action, the structure will remain closed to visitors due to structural concerns. Additionally, failure to address the maintenance/repair work, HVAC issues, life safety concerns, and health and accessibility code violations will result in a greatly diminished experience for park visitors and create an unsafe/unhealthy environment for employees and visitors. If the existing structures are not properly stabilized and restored, the historic fabric and suitability of the facilities will continue to significantly degrade, and permanent loss of historic fabric and functionality could result. Failure to replace or rehabilitate site utilities will result in the park's amenities being insufficient to handle visitor loads; failure to address drainage issues will leave the site less resilient against extreme weather events.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.91
API Rating:	n/a	70.71
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	6.50
Total Score:	**(100%)**	**86.50**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair:	$	7,702	84
Capital Improvement Work:	$	1,417	16
Total:	$	9,119	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,700
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	9,119
Future Funding to Complete Project:	$	0
Total:	$	10,819

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	927
LRF Design Funds Received:	$	773
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $149,000
Projected: $145,000
Net Change: -$5,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 51.00 / 32
Planned Funding FY 2022: $10,921,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Replace Headquarters Wastewater System
Project Number: GAOA ID #N084, NPS PMIS #307440
Unit/Facility Name: Glacier National Park
Region/Area/District: Missouri Basin
Congressional District: MTAL
State: MT

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	253607	40	0.00
35100000	7879	70	0.11
35500400	7886	65	0.92
40710900	6887	77	0.62
40750300	231560	30	0.47
40760100	107694	52	1.00

Project Description:

This project will replace the existing wastewater system in the Headquarters area. The existing collection system was installed over 50 years ago and is now beyond its estimated design life. Replacement of the system includes a reconfigured run of pipes and manholes. Work includes removal of the lift station's propane generator and its underground propane tank. The existing lift station duplex wastewater pumps will be replaced, and a new telemetry system will be installed. Selective restoration of the lift station building will be performed.

The project will also remove the existing, inadequately sized, natural gas emergency back-up generator outside of headquarters building 295. A new generator building will be constructed nearby to house a new, larger natural gas generator to provide backup power for the headquarters building and lift station. Work includes installing a new automatic transfer switch and associated wiring.

Scope of Benefits (SB):

Replacement of the wastewater system and backup electric system in the Headquarters area will help ensure park operations are more sustainable, safe, and efficient. This project will address health concerns related to the age of the sewer system, significantly reducing the potential for failure, and making the Park's developed areas safer for employees and visitors.

Upgrades to the backup generators will ensure that operations remain stable even during power interruptions. In particular, the headquarters building is the park's command and control center and houses the Park Dispatch Center. Consistent and reliable power will ensure that communication with park staff and emergency personnel are not interrupted and allow the park to respond more effectively and address specific health and life safety concerns in all weather conditions.

Investment Strategy (IS):

This project will improve the function of this wastewater system, eliminate leaks, reduce the number and cost of corrective maintenance projects, eliminate clogs, and extend the lifespan of the system by 50 years.

Converting generator operations to natural gas rather than propane or diesel will provide annual fuel savings by not having to pay for propane to be delivered by truck. The generator providing backup power to the park headquarters will be housed in a new structure, which will be constructed with durable, low-maintenance materials such as cement board siding and metal roofing to minimize maintenance costs. While the new structure will require periodic maintenance such as painting to upkeep, it will protect the electrical systems from weather and environmental damage, increasing their reliability and resiliency in this harsh winter environment.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-30 years.

Consequences of Failure to Act (CFA):

Failure to act will cause the system to continue to deteriorate, leading to longer downtimes and costlier repairs in the future. Standard preventative maintenance activities on a new system are manageable, whereas corrective maintenance activities are usually unplanned efforts that draw resources away from other routine needs.

Likewise, failure to replace the headquarters generator will expose the park command, control, and dispatch activities to risk of failure during power outages. Park visitor and staff health and life safety will be compromised. With the limits of the current system, an extended outage in the winter could also result in major damage to the facility and mechanical infrastructure.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.48
API Rating:	n/a	55.67
API/FCI Score:	(40%)	27.52
SB Score:	(20%)	6.46
IS Score:	(20%)	16.89
CFA Score:	(20%)	0.13
Total Score:	**(100%)**	**51.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	8,491	82
Capital Improvement Work:	$	1,979	18
Total:	$	10,921	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	2,036
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	10,921
Future Funding to Complete Project:	$	0
Total:	$	12,957

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	1,111
LRF Design Funds Received:	$	925
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $134,000
Projected: $125,000
Net Change: -$9,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 68.40 / 31
Planned Funding FY 2022: $54,357,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Park Water Systems
Project Number: GAOA ID #N085, NPS PMIS #317515
Unit/Facility Name: Big Bend National Park
Region/Area/District: Arkansas – Rio Grande – Texas - Gulf
Congressional District: TX23
State: TX

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500200	107145	65	0.38
40710300	55654	65	0.39
40710300	53121	77	0.48
40710300	56027	65	0.99
40750100	55751	83	0.04
40760100	53102	13	0.90
40760100	53231	88	0.10
40760100	53101	30	0.80
40760100	53096	20	0.82
40760100	54556	42	0.73
40760100	53099	30	0.76
40760100	53088	53	0.85
40760100	54492	75	0.17
40760100	53098	30	0.90
40760100	53091	13	0.90
40760100	90989	53	0.78
40760100	53094	46	0.94
40760100	53087	63	0.76
40760100	53103	53	0.94
40760300	54546	83	0.99

Project Description:

This project will rehabilitate and improve the water systems at Oak Springs, Chisos Basin, and Panther Junction. When combined, these systems serve roughly 58 percent of park visitors in peak seasons. The project will rehabilitate chlorination buildings, replace/expand water storage capacity, correct performance, and monitoring issues, and install modern supervisory control and data acquisition (SCADA) systems. This project will replace outdated and leaking distribution lines, valves, reduced pressure assemblies, water fill stations, and fire hydrants throughout these systems. Replacement distribution lines may have larger diameters to accommodate increased demands and fire suppression flow requirements.

Distribution lines may be installed via directional drilling to minimize impacts in wilderness areas. Much of the water line route has integral retaining walls and in some sections the elevation changes as much as 1,300 ft. Roughly 39 percent of the route is in recommended wilderness.

Where utilities run underdeveloped areas and the park cannot utilize directional drilling, the project includes funding for restoration of pavement, landscaping, and trails.

Scope of Benefits (SB):

The park's visitation has increased nearly 500 percent since the water systems were originally built. Both visitors and employees depend on reliable potable water in the park's arid environment. These systems also provide water for existing fire suppression and hydrant systems. Fire suppression systems cannot be installed in many park residences and visitor facilities because of inadequate or unreliable water supply, storage capacity, flow rates, or pressure. This project will resolve those issues.

Investment Strategy (IS):

Completion of this project will provide more reliable systems that will meet or exceed flow capacity requirements for domestic water and fire protection for years to come. Installation of remote-read meters will allow for more efficient collection and monitoring of meter data. Installation of SCADA systems will allow maintenance staff to streamline the oversight of these systems allowing the operations to run more smoothly and cost-effectively. Ongoing service disruptions and repair costs will be significantly reduced.

The Chisos Basin area provides the park's only overnight concession hotel (72 rooms) and restaurant. This system also serves a year-round visitor center, a year-round campground with 60 individual and 7 group sites, and residences for 28 NPS and concession staff and their families.

The Rio Grande Village system provides water to the year-round campground (100 individual and 4 group campsites), park housing for 19 NPS staff or partners and their families, a recreational vehicle (RV) park with 25 slips, an RV dump station, a concessionaire store and shower facility, a visitor center, Customs and Border Patrol livestock facilities, and the Boquillas Port of Entry, the only such international border crossing facility in the NPS.

The Panther Junction system provides year-round water to park headquarters, the main visitor center, a public school, Border Patrol facilities, the Big Bend Natural History Association offices, a concession store, and residences for 129 NPS staff or partners and their families. It also supports water tankers that supply water to irrigation systems, resource management projects, and parkwide remote, off-the-grid residences.

The NPS will charge non-NPS users of these systems a utility rate based upon Director's Order 35B, which guides the sale of National Park Service produced utilities.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

The Chisos Basin/Oak Springs water delivery system is critical infrastructure that has exceeded its design lifecycle by 23 years. It is the single-point-of-failure to supply the Basin water system. The Basin storage tanks are insufficient for the potable water and fire suppression demand, especially with expected prolonged drought conditions as the climate warms and dries. The other water systems at the Rio Grande Village and the Panther Junction have also reached or exceeded their expected lifecycle and are undersized for current visitor and operational demands. Failure to act will result in continued service interruptions that will affect both employees and visitors; without upgrading the systems, the NPS could also find itself unable to properly suppress structural and wildland fires.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.47
API Rating:	n/a	52.35
API/FCI Score:	(40%)	37.30
SB Score:	(20%)	10.93
IS Score:	(20%)	20.00
CFA Score:	(20%)	0.17
Total Score:	**(100%)**	**68.40**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands	Percent
Maintenance/Repair Work:	$ 40,998	75
Capital Improvement Work:	$ 13,359	25
Total:	$ 54,357	100

Project Funding History (entire project):

History	Dollars in thousands
Funded to Date:	$ 10,134
FY 2022 Legacy Restoration Fund Funding (this PDS):	$ 54,357
Future Funding to Complete Project:	$ 0
Total:	$ 64,491

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	5,528
LRF Design Funds Received:	$	4,606
Planning Funds Received from Other Fund Sources	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $486,000
Projected: $486,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 66.11 / 01
Planned Funding FY 2022: $71,200,000
Funding Source: Legacy Restoration Fund - Transportation

Project Identification

Project Title: Replace the Yellowstone River Bridge
Project Number: GAOA ID #N086, NPS PMIS #225354
Unit/Facility Name: Yellowstone National Park
Region/Area/District: Upper Colorado Basin
Congressional District: WYAL
State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	255085	92.00	0.00
40760100	4403	92.00	0.52
40760500	45303	92.00	0.53

Project Description:

This project will replace the 604 linear foot, structurally deficient, steel girder Yellowstone River Bridge between Tower Junction and the Yellowstone River Picnic area with a new steel girder bridge. Work will include realignment of the approach roads in the vicinity of the bridge.

Scope of Benefits (SB):

The Yellowstone River Bridge was constructed in 1961 and has exceeded its intended design life. This park road and bridge are critical as this route provides the only access to the gateway community of Cooke City, Montana during the winter. A 2018 bridge safety inspection rating concluded the bridge is "seriously deficient… [presenting] a safety hazard but can remain in service at reduced loads or with frequent inspections."

Deficiencies and concerns include widespread concrete deterioration, limited resistance to seismic events, risk of superstructure corrosion, severe bank sloughing, footings vulnerable to scour, and steep grades and winding approach roads that are hard to navigate in the winter ice and snow. The poor road conditions along this segment also contribute to an increased potential for traffic crashes and vehicle damage. Insufficient guardrails leave steep drop-offs near the roadway unguarded, which also contributes to the unsafe conditions along this portion of the roadway.

Investment Strategy (IS):

Given the condition of the existing bridge, rehabilitation was evaluated and rejected as just a temporary fix that would not address all the deficiencies. Replacement of the bridge will address all of the concerns, eliminating the need for recurring repairs and corrective maintenance on expansion joints, deteriorated concrete curbs, sidewalks, deck, and railings.

The new bridge is designed for a 75-year life span. Once complete, the park will initiate preventive maintenance activities to maintain the road and bridge in good condition. The need for recurring maintenance such as repainting steel girders will be eliminated with the new weathering steel girders. Improved design will prevent major failure in the event of a seismic event.

Consequences of Failure to Act (CFA):

The bridge and road will continue to deteriorate if this bridge is not replaced. Additional structural deterioration may require load restrictions or closure. These restrictions and any closures could greatly impact the gateway community of Cooke City, Montana, along with its visitors and operations as this is the only winter access route to that community. Conflicts with pedestrians and vehicles will continue to impact traffic flow and cause safety concerns.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.41
API Rating:	n/a	92.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	12.38
IS Score:	(20%)	13.07
CFA Score:	(20%)	0.66
Total Score:	**(100%)**	**66.11**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 08/2018

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	38,836	55
Capital Improvement Work:	$	32,364	45
Total:	$	71,200	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	5,735
FY 2022 Legacy Restoration Fund (this PDS):	$	71,200
Future Funding to Complete Project:	$	0
Total:	$	76,935

Class of Estimate: B
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	30
LRF Design Funds Received:	$	5,070
Planning Funds Received from Other Fund Sources:	$	346
Design Funds Received Other Fund Sources:	$	289

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $520,000
Projected: $520,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 49.80 / 33
Planned Funding FY 2022: $11,253,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate South Campground
Project Number: GAOA ID #N087, NPS PMIS #317454
Unit/Facility Name: Zion National Park
Region/Area/District: Upper Colorado Basin
Congressional District: UT02
State: UT

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35240100	65738	55	0.95
40180300	238488	25	0.32
40660100	65471	27	0.57
40660100	65474	36	1.00
40660100	65484	36	0.92
40710300	65593	65	0.03
40710900	89598	88	0.91
40720100	115777	40	0.17
40750100	65610	93	0.19
40750100	65608	60	0.60
40750300	65605	54	0.26
40750800	65611	30	0.07
40751000	65581	52	0.32
40760100	104928	77	0.33
40760100	65428	77	0.58

Project Description:

This project rehabilitates several visitor facilities and amenities. Work includes rehabilitation of the South Campground, an historic comfort station, and the Watchman Amphitheater.

The South Campground project scope includes total rehabilitation of roads, utilities, and approximately 128 campsites. Vehicle pads will be repaved, and visitor use areas will be resurfaced and delineated, and site furnishings will be replaced. Three outdated comfort stations will be demolished to allow for their replacement via a Recreation Fee project, which is scheduled to execute concurrently. Work will also address deficiencies in dumpster enclosures and pathways. The campground road system will be partially reconfigured and repaved. Road gates will be installed and the overall site will be restored to improve aesthetics and visitor comfort.

The Historic Comfort Station rehabilitation project will update utilities and fixtures while preserving the character of the historic South Campground Comfort Station. Pathways will be improved to enhance the visitor experience and improve accessibility.

The Watchman Amphitheater project scope includes total rehabilitation of the facility to achieve compliance with accessibility standards. Accessible seating and stage areas will be installed. Pavement and a storm drain will be replaced to reduce hazards and conform to the Architectural Barriers Act Accessibility Standards.

Scope of Benefits (SB):

All facilities within the campground are in poor condition and have continued to be used beyond their design life, resulting in a maintenance/repair work need that requires total rehabilitation of the campground. Despite its condition, campsites at the South Campground are filled to 90-100 percent occupancy annually. Around 100,000 visitors utilize the campground each year, and it is one of two most heavily used campgrounds in the Main Canyon. Restoration of the existing campsites will improve the visitor experience. Additionally, due to this campground's relationship to the South Entrance and transportation system, the majority of Zion's 4.3 million annual visitors will be positively impacted by this rehabilitation. Benefits will also extend to NPS employees due to the annual reduction in facility maintenance, invasive plant removal, and ditch maintenance.

The South Campground comfort station does not comply with accessibility standards and utilizes inefficient fixtures. Rehabilitation will address these issues, allowing the facility to operate more efficiently and effectively.

The Watchman Amphitheater has significant accessibility deficiencies. Individuals with disabilities will greatly benefit from reconfigurations and improvements to this facility.

Investment Strategy (IS):

The cost to operate the improved sites will be offset by the reduction in maintenance needs through replacement of non-efficient features, improved irrigation efficiency, improved delineation, and repaving of roads. Overall, these improvements will benefit visitors and provide the park with a better mechanism to control access and increase fees in the future.

The South Campground comfort station was constructed in 1934 and is the campground's only historic restroom. While it still functions with its current configuration and features, it requires excessive corrective maintenance activities.

Improved accessibility at the Watchman Amphitheater will greatly benefit individuals with disabilities, including visitors seeking interpretive presentations and NPS employees leading ranger programs.

Consequences of Failure to Act (CFA):

Failure to act will allow all of these facilities to continue to deteriorate, impeding visitor access and reducing visitor satisfaction.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.29
API Rating:	n/a	54.33
API/FCI Score:	(40%)	17.74
SB Score:	(20%)	12.26
IS Score:	(20%)	19.80
CFA Score:	(20%)	0.00
Total Score:	**(100%)**	**49.80**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	7,926	70
Capital Improvement Work:	$	3,327	30
Total:	$	11,253	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	2,413
FY 2022 Recreation Fee:	$	1,916
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	11,253
Future Funding to Complete Project:	$	0
Total:	$	15,582

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	667
LRF Design Funds Received:	$	954
Planning Funds Received from Other Fund Sources:	$	713
Design Funds Received from Other Fund Sources:	$	79

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $717,000
Projected: $714,000
Net Change: -$3,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 93.30 / 02
Planned Funding FY 2022: $19,407,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Ahwahnee Hotel and Correct Critical Safety Hazards
Project Number: GAOA ID #N088, NPS PMIS #154910B
Unit/Facility Name: Yosemite National Park
Region/Area/District: California – Great Basin
Congressional District: CA19
State: CA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35291700	84769	60	0.00
35291700	85811	100	0.31
35291700	83740	50	0.00
35291700	84566	60	0.00
35291700	84563	60	0.01
35291700	84562	60	0.00
35291700	84564	60	0.00
35291700	85818	60	0.00
35291700	84741	60	0.00
35291700	84565	60	0.00
35310000	84810	31	0.30

Project Description:

This project provides seismic retrofits to the Ahwahnee hotel to comply with current seismic safety standards. Work includes installing structural bracing, lateral load resisting components in floor, and shear walls in the dining room and the kitchen. Additional work includes reinforcing the fireplace, stone chimney; anchoring the exterior stone veneer; replacing large plate glass windows in the dining room and the solarium; rehabilitating other historic windows at the ground floor in public spaces; installing structural bracing of the porte cochere (the covered entryway) and entry walkway; and rehabilitating exterior log columns, rafter tails, soffits and panels.

The project will also replace the kitchen floor structure, which is failing and requires annual inspection and shoring work. Other kitchen improvements will be made to address accessibility issues and to improve operating and energy efficiency. More efficient heating, ventilation, and air conditioning systems will be installed in the dining room and kitchen.

In addition, elements of the hotel that are affected by of the seismic retrofit work will be replaced or rehabilitated as appropriate, including attic insulation, fireproofing, fire separation, utilities, and other interior finishes.

Scope of Benefits (SB):

This project will have a direct benefit to park visitors. Each year, approximately 38,000 visitors stay at the Ahwahnee as lodging guests; another 300,000 shop or dine in the facility. The project will improve visitor and staff health and safety, including enhanced seismic resistance throughout the hotel and fire safety in the kitchen. Heating, ventilation, and air conditioning upgrades in the dining room will improve visitor comfort. Historic elements impacted by the seismic work—including terraces, windows, and finishes—will be restored.

The project will address $18 million of maintenance/repair work.

Investment Strategy (IS):

Seismic stability improvements will ensure the building can better withstand earthquake events. In addition, the improvements significantly improve the safety of visitors and employees and reduce the magnitude of disaster repair costs—especially for minor seismic events

The hotel is operated by the park concessioner. The concessions operation at Yosemite is the largest single concessions contract in the National Park Service.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years for the kitchen improvements, 50-75 years for the steel seismic bracing.

Consequences of Failure to Act (CFA):

Failure to act will result in the structure remaining out of compliance with federal seismic safety standards, increasing the risk to visitors, staff, and the historic resource. The kitchen floor structure has significantly deteriorated and will fail if no action is taken.

Failure to replace the dining room HVAC will result in compromised comfort for visitors and eventual failure of the existing air handler. Kitchen utility infrastructure will continue to deteriorate and require frequent repairs.

Failure to act will leave the Ahwahnee continuing to deteriorate, resulting in loss of the building's historic fabric. Some of the loss may not be recoverable. Delay will make any later effort larger in scope, more difficult and more costly.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.514
API Rating:	n/a	60.09
API/FCI Score:	(40%)	39.53
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	13.77
Total Score:	**(100%)**	**93.30**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 12/2020

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	18,346	95
Capital Improvement Work:	$	1,061	5
Total:	$	19,407	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,403
FY 2022 Legacy Restoration Funding (this PDS):	$	19,407
Future Funding to Complete Project:	$	0
Total:	$	20,810

Class of Estimate: B
Estimate Escalated to FY 2021/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	0
LRF Design Funds Received:	$	0
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	1,403

Major Milestones

Construction Award/Start
- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete
- Scheduled: FY 2024/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $450,000
Projected: $412,000
Net Change: - $38,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 76.40 / 28
Planned Funding FY 2022: $9,887,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Primary Park Water Systems
Project Number: GAOA ID #N089, NPS PMIS #240821
Unit/Facility Name: Organ Pipe Cactus National Monument
Region/Area/District: Lower Colorado Basin
Congressional District: AZ03
State: AZ

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35231200	72673	52.00	0.02
35300200	72624	63.00	0.05
35300200	72626	75.00	0.04
35300200	72602	75.00	0.09
35300200	72621	75.00	0.03
35300200	72618	75.00	0.03
35300200	72615	63.00	0.03
35300200	72611	75.00	0.02
35300200	72594	63.00	0.04
35300200	72493	63.00	0.04
35300300	72627	75.00	0.02
35300300	72888	83.00	0.01
35310000	72663	75.00	0.07
35310000	72488	61.00	0.07
35310000	72665	75.00	0.23
35801100	99654	53.00	0.02
40710300	72350	65.00	0.71
40750100	72666	76.00	0.01
40760100	72452	63.00	0.94
40760100	72685	63.00	0.28
40760100	72866	88.00	0.26
40760100	72862	63.00	0.16
40760100	72473	63.00	0.69
40760100	72387	88.00	0.31
40760100	72870	88.00	0.53
40760200	74253	71.00	0.05
40760200	72867	63.00	0.23
40760200	72485	63.00	0.88
40760200	72482	63.00	0.30
40760300	92462	63.00	0.05

Project Description:

This project will replace various components related to the domestic and fire protection water distribution system to address various system deficiencies. New underground primary and secondary water distribution lines will be

constructed to meet potable water needs and required flow for fire protection. A failing water supply well and two water storage tanks will be replaced. Undersized pipe and all existing asbestos-cement (Transite) distribution main lines will be replaced to comply with Arizona Department of Environmental Quality requirements. All valves will be replaced, including valve boxes and hydrants, throughout the system to ensure proper functionality. Existing meters will be replaced with remote read capable meters, to include magnetic flow meters near initiation of the water supply. A supervisory control and data (SCADA) system will be installed for remote monitoring and control purposes. Replacement of distribution lines will involve excavation across at least 12 park roads, which will require subsequent surface repairs.

Scope of Benefits (SB):

Organ Pipe Cactus National Monument hosts over 250,000 annual recreation visits each year. The park's visitation and operation is completely dependent on an adequate water supply and distribution in the arid Sonoran desert.

This project aligns with recommendations from numerous resource management documents; the improvements will minimize disturbances and increase protection of natural and cultural resources. The work addresses recapitalization and modernization of critical and non-critical systems. This project will address life safety, health, and utility code deficiencies, making the Park's developed areas safer for employees and visitors.

Investment Strategy (IS):

Organ Pipe Cactus National Monument's primary wells have collapsed in the past due to their age and need to be redeveloped to be more resilient in the face of climate change and drought. Several of the park's water mains date to the original development period of the park (1960's) and are prone to frequent failure. Investment in replacing these weak elements of the park's water system will support visitation to this special desert ecosystem for decades to come.

Following project completion, unscheduled repair and corrective maintenance costs are expected to decrease. Maintaining the water system in good condition is a high priority, and the new well, tank, and pipe components will allow for more sustainable preventive and recurring maintenance schedules. The replacement system will use more durable materials and components to provide maximum efficiency for pumping, distribution, and water conservation.

After project completion, the systems addressed by this project should not require major recapitalization or modernization for at least the next 50 years.

Consequences of Failure to Act (CFA):

Failure to address the maintenance, life safety, health, and utility code discrepancies will result in a diminished experience for park visitors and create an unsafe/unhealthy environment for employees and visitors. Delaying rehabilitation of this utility system will result in continued and recurring water outages for visitors and employees. As the system degrades, additional leaks will continue to emerge that may impact the park's fire protection and fire-fighting capabilities. Leaks also serve as potential points of contamination of the park's water supply and could pose a significant health risk to all visitors and employees—potentially forcing a complete shutdown of the park and its facilities for an extended time.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.32
API Rating:	n/a	69.37
API/FCI Score:	(40%)	38.68
SB Score:	(20%)	14.54
IS Score:	(20%)	20.00
CFA Score:	(20%)	3.18
Total Score:	**(100%)**	**76.40**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 06/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	7,738	78
Capital Improvement Work:	$	2,149	22
Total:	$	9,887	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,913
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	9,887
Future Funding to Complete Project:	$	0
Total:	$	11,800

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	1,075
LRF Design Funds Received:	$	838
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received for Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $733,000
Projected: $733,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 55.00 / 25
Planned Funding FY 2022: $15,726,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Replace Swiftcurrent Water Distribution System
Project Number: GAOA ID #N090, NPS PMIS #307606
Unit/Facility Name: Glacier National Park
Region/Area/District: Missouri Basin
Congressional District: MTAL
State: MT

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500500	7941	55.00	0.14
40710300	6863	65.00	1.00
40760100	103833	77.00	1.00

Project Description:

This project will replace the water system at Swiftcurrent. The effort will include removal and replacement of the well pump and main water line from the existing well. A new well will be installed to serve as a second water source and will be connected with a new water main line. The existing water storage tank will be rehabilitated, and a new water storage tank will be constructed to ensure the system has adequate fire suppression capacity. A dedicated storage tank supply and distribution main will be added to the system, supporting water systems that serve concessionaires, campgrounds, administrative facilities, and picnic areas.

A new telemetry system and new meters will be installed to improve water system monitoring, and the chlorination building will be rehabilitated. To further improve system reliability during power outages, a new generator building will be constructed and a new emergency generator with a new automatic transfer switch will be installed.

Where asbestos cement pipe is found or if existing underground pipe conflicts with the design of the new system it will be demolished, and disturbed pavement and natural landscape areas will be restored. This includes the access road to the storage tanks.

Scope of Benefits (SB):

The existing water system in Swiftcurrent was installed over 50 years ago and is well beyond estimated design life. These underground pipe systems supply various concession properties, a campground, multiple residences, and a picnic area, serving over 100,000 visitors per year. Concessions properties include a motel, rental cabins, a restaurant, and a general store. This project will address existing concerns related to this aged and failing system, making the Park's developed areas safer for employees and visitors.

Equipment is aged and failing. Existing leaks are reported, requiring maintenance staff to spend limited time and funding, chasing leaks from location to location, including the loss of approximately 20,000-30,000 gallons of water per day, with unknown cause. The current systems were installed with single points of failure, leading to risks of total service interruptions if major or critical components fail.

Installation of the new well and storage tank will ensure the system can draw and store the necessary capacity of water needed for fire suppression. New piping will provide clean and reliable domestic water to the area.

Investment Strategy (IS):

This project will improve the safety of this potable water system, eliminate waste, save money, provide for structural fire protection, ensure a reliable water supply, and extend the lifespan of the system. Replacing the water system will ensure operations are more sustainable and efficient, significantly reducing the cost and frequency of corrective maintenance activities necessary, and allowing the park to focus on regular, preventative maintenance. Utilizing NPS authority to be reimbursed for utilities furnished to concessioners, partners, and other users of services (54 U.S.C. 101901), the improvements made by this project will help the park recover all costs for utilities provided to non-federal entities.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

Allowing the existing water system at Swiftcurrent to remain in place presents concerns for the health and safety of both staff and visitors. The system will continue to deteriorate and ultimately fail. Without replacement, the system will continue to lose 20,000 to 30,000 gallons of water per day. The ability to address structural or wildland fire will continue to be questionable without an adequate supply of water and distribution systems. Revenue will continue to be lost due to the inability to reliably meter water usage in concession areas.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	1.00
API Rating:	n/a	65.67
API/FCI Score:	(40%)	31.76
SB Score:	(20%)	8.31
IS Score:	(20%)	14.65
CFA Score:	(20%)	0.28
Total Score:	**(100%)**	**55.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	12,292	78
Capital Improvement Work:	$	3,434	22
Total:	$	15,726	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	2,932
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	15,726
Future Funding to Complete Project:	$	0
Total:	$	18,658

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Requested:	$	1,599
LRF Design Funds Requested:	$	1,333
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $733,000
Projected: $733,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 82.30 / 29
Planned Funding FY 2022: $52,588,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate/Replace Canyon & Grant Village Wastewater Collection and Treatment Systems
Project Number: GAOA ID #N091, NPS PMIS #310402
Unit/Facility Name: Yellowstone National Park
Region/Area/District: Upper Colorado Basin
Congressional District: WYAL
State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	253831	100.00	0.00
0	253830	100.00	0.00
35500400	15090	100.00	0.42
35500500	10384	78.00	1.00
40710900	4272	100.00	0.70
40710900	4276	100.00	0.79

Project Description:

This project will address deficiencies associated with the Canyon Village and Grant Village wastewater collection and treatment systems. The project's scope of work includes replacement of headworks, process tanks, sludge handling, and advanced wastewater treatment processes, rehabilitation or replacement of wastewater collection systems, replacement of pumps, motors, blowers, tanks, piping, controls, and buildings that house treatment processes, improvement to lift stations and controls, replacement of back-up generators and controls, replacement of lift station and back-up generation enclosures, and installation of collection and treatment process telemetry.

Scope of Benefits (SB):

This project addresses extensive maintenance/repair work by eliminating deficiencies associated with critical systems such as wastewater collection piping, lift stations, and treatment systems while providing for the health and well-being of the park visitors and staff as well protection of natural resources. Once work is complete, the system will require far less corrective maintenance, and will feature improved energy efficiency and reduced operational requirements. A reliable wastewater system would be in place for 2.7 million annual visitors at Canyon Village and 2.1 million annual visitors at Grant Village each year.

Investment Strategy (IS):

The replacement systems will be more efficient and less costly to manage, and their improved reliability will also require less unscheduled, corrective, and emergency maintenance. More efficient monitoring of system performance will be possible with the implementation of telemetry and remote supervisory control and data acquisition (SCADA) systems.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40-50 years.

Consequences of Failure to Act (CFA):

Failure to address numerous, serious deficiencies associated with the Canyon Village and Grant Village wastewater collection and treatment systems will allow for their continued and ever-accelerating deterioration, requiring more frequent and costly repairs and the potential for a complete system failure. In the event of a system failure, visitor

facilities may need to close and there is the potential to have a catastrophic spill of sewage into major Yellowstone bodies of water.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.64
API Rating:	n/a	96.33
API/FCI Score:	(40%)	39.87
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	2.43
Total Score:	**(100%)**	**82.30**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/22

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	39,063	75
Capital Improvement Work:	$	12,985	25
Total:	$	52,588	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	9,805
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	52,588
Future Funding to Complete Project:	$	0
Total:	$	62,393

Class of Estimate: C

Estimate Escalated to FY 22/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	5,348
LRF Design Funds Received:	$	4,457
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start
- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete
- Scheduled: FY 2026/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: YES

Annual Operations & Maintenance Costs $

Current: $1,409,000
Projected: $1,394,000
Net Change: -$15,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 73.60 / 30
Planned Funding FY 2022: $7,029,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Hurricane Ridge Day Lodge
Project Number: GAOA ID #N092, NPS PMIS #184745
Unit/Facility Name: Olympic National Park
Region/Area/District: Columbia – Pacific Northwest
Congressional District: WA06
State: WA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290700	21569	65.00	0.566

Project Description:

This project will rehabilitate the Hurricane Ridge Day Lodge (HRDL). The project will improve the electrical and plumbing systems, fire detection and notification systems, and the elevator to meet current code. The roof will be replaced and structurally improved, windows, doors, exterior wall covering and floor coverings will be replaced, and interior walls will be repainted. The restrooms, interior and exterior access routes, and parking will be improved to comply with the Architectural Barriers Act Accessibility Standards. Extensive concrete work and modification of the unisex restroom adjacent to the main level entry will be completed to provide two restrooms and rehabilitation of the three lower level restrooms. Component renewal of the heating and ventilation system and the underground fuel storage tank that serves the system will be completed.

Scope of Benefits (SB):

This project will bring the facility into compliance with current structural, electrical, plumbing, mechanical, fire, and accessibility codes. Structural issues resulting in air and water penetration into the building will be resolved. The critical systems that protect the building and provide for visitor safety and enjoyment will be renewed.

Investment Strategy (IS):

The last major renovation of the Hurricane Ridge Day Lodge occurred in 1983. This project will address all current maintenance/repair work and code compliance issues. The systems and building elements included in this project have all reached the end of their lifecycles. This is the most opportune time to complete this project work. Repairing a facility and its systems at the end of their lifecycles (and before any of the systems have experienced major failures) is the most efficient and prudent expenditure of public funds. Following construction, the building will be safer, more energy efficient, and fully accessible for 300,000 annual visitors. Concession operations will be able to continue serving visitors, generating revenues that will contribute to ongoing operation of the facility, helping ensure it is maintained in good condition.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Numerous elements of the structure will continue to be non-compliant with current codes. Most notably, visitor access and safety will remain below modern standards. Due to the severe weather conditions in the area, unplanned system failures during the winter season could contribute to catastrophic damage to the facility, resulting in the

need for much costlier repairs and risk of injury to park visitors and staff. Waiting to repair or replace systems after they fail often includes repairing additional damages, driving costs up.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.566
API Rating:	n/a	65.00
API/FCI Score:	(40%)	32.00
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	1.60
Total Score:	**(100%)**	**73.60**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 04/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands	Percent
Maintenance/Repair:	$ 6,679	95
Capital Improvement Work:	$ 350	5
Total:	$ 7,029	100

Project Funding History (entire project):

History	Dollars in thousands
Funded to Date:	$ 945
FY 2022 Legacy Restoration Fund Funding (this PDS):	$ 7,029
Future Funding to Complete Project:	$ 0
Total:	$ 7,974

Class of Estimate: B-
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	370
LRF Design Funds Received:	$	431
Planning Funds Received from Other Fund Sources:	$	42
Design Funds Received from Other Fund Sources:	$	102

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q2
- Actual: N/A

Project Complete

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $39,000
Projected: $36,000
Net Change: - $3,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 70.7 / 23
Planned Funding FY 2022: $22,630,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate or Replace the Chisos Mountains Lodge
Project Number: GAOA ID #N093, NPS PMIS #259631
Unit/Facility Name: Big Bend National Park
Region/Area/District: Arkansas – Rio Grande – Texas - Gulf
Congressional District: TX23
State: TX

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35290800	82851	67	0.59
35291000	83812	71	0.83
35291700	83832	35	0.51
35291700	83841	35	0.27
35291700	83842	35	0.14
35291700	83838	35	0.27
35291700	83830	35	0.44
35291700	83839	35	0.27
35291800	83821	55	0.91
40660100	54631	71	0.96
40660100	54629	78	1.00
40660100	54634	78	0.72
40750300	247041	65	0.81
40760100	53233	88	0.19

Project Description:

This project will rehabilitate or replace the Chisos Mountains Lodge and update the supporting pedestrian and vehicle circulation throughout the hotel complex. The Lodge currently includes a 72-room motel complex that was built as part of the Mission 66 program and is eligible to be listed on the National Register of Historic Places. It serves as the only restaurant, lounge, lodge registration, and gift shop in the 800,000 acre National Park. This project will also address maintenance/repair work for the motel units and rehabilitate or replace the existing Visitor Center and Camp Store.

Scope of Benefits (SB):

After more than 50 years of service, the lodge's foundation is differentially settling and shifting because it was constructed on unmitigated bentonite clay soils. The foundation's movement due to the expansive soils is compromising the building's structural integrity and occupant safety. The building is now in critical condition and is not serviceable due to this structural instability and related public health concerns. Additionally, portions of the facility are not compliant with the Architectural Barriers Act Accessibility Standards (ABAAS) and the building's HVAC systems, when combined with the building envelope failures and deficiencies, are not energy efficient.

The building's foundation and structural elements continue to shift and crack, creating hazardous deterioration of other critical systems. A 2018 structural investigation report revealed significant cracks in walls, ceilings, and floors, some of which have been patched or caulked in previous years but continue to open up. Roofing cracks

cause leaks in the kitchen during rain events, and movement is extreme enough in some cases that the roofing support connections are destabilized. A 2019 public health assessment identified significant cracks in the kitchen walls and concerns about sewer and drainage lines that may be impacted by this movement. The ceiling in the food preparation area is in a partial state of collapse and is temporarily braced in numerous locations. Water infiltration causes mold issues, and cracks in walls and floors create rodent and pest concerns.

Investment Strategy (IS):

Completing this project will result in a safe, stable, code-compliant structure that contributes to the visitor experience in this area of the park. The building cannot be fully used or leased in its current condition, severely limiting the park's ability to provide visitor services or recover operations and maintenance costs. After this project is completed, the park will have the ability to work with a concessioner to provide visitor services in this remote national park.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 25-40 years.

Consequences of Failure to Act (CFA):

Failure to complete this project will lead to further differential settling and shifting of the foundation. Continued deterioration of this facility will cause worsening safety issues to persist, will exacerbate immediate public health concerns, and will fail to improve accessibility compliance and energy efficiency. The deteriorating state of the current facility is resulting in a continued interruption to visitor use and amenities. Failure to proceed with this project will make a new concessions contract infeasible.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.39
API Rating:	n/a	55.93
API/FCI Score:	(40%)	31.82
SB Score:	(20%)	15.73
IS Score:	(20%)	20.00
CFA Score:	(20%)	3.15
Total Score:	**(100%)**	**70.70**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 03/2021 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	15,936	70
Capital Improvement Work:	$	6,694	30
Total:	$	22,630	100

Project Funding History (entire project):

History		Dollars in thousands
Funded to Date:	$	4,219
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	22,630
Future Funding to Complete Project:	$	0
Total:	$	26,849

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,301
LRF Design Funds Received:	$	1,918
Planning Funds Received from Other Fund Sources:	$	0
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2024/Q3
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $88,000
Projected: $84,000
Net Change: -$4,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 71.5 / 07
Planned Funding FY 2022: $20,112,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate and Improve Old Faithful Water Treatment System and Demolish Abandoned Wastewater Treatment Plant
Project Number: GAOA ID #N094, NPS PMIS #310533
Unit/Facility Name: Yellowstone National Park
Region/Area/District: Upper Colorado Basin
Congressional District: WYAL
State: WY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35500500	10487	100.00	0.05
40710300	4277	88.00	0.25
40710900	4278	100.00	0.86

Project Description:

This project will address treatment process improvements at the Old Faithful Water Treatment Plant and demolish the abandoned "old" Old Faithful wastewater treatment plant which was replaced by this new facility in 2001. A new addition to the existing treatment building will be constructed to house an arsenic removal system which will include chemical storage tanks, chemical feed pumps, mixers, valves, piping, instrumentation, controls and settling basins. The project will also include replacement of the treatment plant electrical service and the motor control center, which will be sized to accommodate the new equipment. System piping, pumps and other equipment that has reached the end of its service life will be removed and replaced. A temporary treatment system will be installed that will allow for continued production and treatment of water during the construction period. Components of the raw water intake system will also be repaired or replaced and secured from tampering.

The abandoned plant occupies 1.75 acres and includes a 48,000-gallon septic tank, drying beds, clarifier, digester, aeration tanks, underground utilities, and a control building. Most of the demolition work involves concrete removal, both above and below grade. Due to the abandoned plant's proximity to employee housing, fracturing of all concrete structures will be accomplished by use of expanding epoxy, thereby minimizing disturbance to residents in the area. All demolished material will be transported to an approved disposal site outside the park. Some components of the plant may be recycled. Re-grading of the site will follow demolition.

Scope of Benefits (SB):

The Old Faithful water treatment system is the only potable water supply for domestic services as well as fire protection within the Old Faithful developed area. The Old Faithful Water Treatment Plant (OFWTP) has a design capacity of 800,000 gallons per day (GPD).

Water quality studies have shown that the concentration of arsenic fluctuates in the raw water and occasionally reaches levels that are difficult for the current plant to remove. The new automated treatment system will consistently reduce the arsenic content of the potable water to acceptable levels, thereby meeting state and federal water quality requirements and showing responsiveness to an EPA administrative order. Security of the potable water system will be further enhanced as a result of improvements to water intake structures.

The former Old Faithful wastewater treatment plant has been abandoned for approximately 20 years. With failing concrete structures, catwalks, and other abandoned equipment still in place, the site is a safety hazard for employees and residents, as well as an eyesore in the Old Faithful government area. The park will eliminate nearly $12.8 million of maintenance/repair work with the demolition and site restoration project.

Investment Strategy (IS):

Completion of this project will provide for a safe, secure, and reliable potable water system with enhanced water quality in sufficient capacity for both domestic purposes and fire protection throughout the Old Faithful developed area. This project will automate the arsenic removal process and eliminate the labor hours currently required to closely monitor and adjust the treatment process.

No facility operations and maintenance will be required once the abandoned wastewater plant is removed. Demolition of the plant also opens up a 1.75 acre site for potential future use. Maintenance liability for the abandoned facility will continue to exist until the plant is demolished.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 30-40 years.

Consequences of Failure to Act (CFA):

The current design of the plant does not allow for the consistent treatment for arsenic removal without continuous monitoring and adjustments by the plant operators, which has led to issuance of an administrative order by the Environmental Protection Agency (EPA) for corrective action by NPS. There are also concerns with the security and condition of the plant's raw water intake structure that need immediate attention.

Not removing the abandoned plant will leave the unsightly abandoned utility system components in place. Ongoing visual impacts, employee and visitor safety hazards, and maintenance concerns would also continue.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.243
API Rating:	n/a	96.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	12.22
IS Score:	(20%)	18.68
CFA Score:	(20%)	0.60
Total Score:	**(100%)**	**71.50**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 02/2022 Completed N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	10,455	52
Capital Improvement Work:	$	9,657	48
Total:	$	20,112	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	3,750
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	20,112
Future Funding to Complete Project:	$	0
Total:	$	23,862

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	2,045
LRF Design Funds Received:	$	1,704
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete

- Scheduled: FY 2025/Q1
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $1,461,000
Projected: $706,000
Net Change: -$755,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 69.00 / 35
Planned Funding FY 2022: $12,572,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Demolish Excess Structures to Improve Safety, Operations, and Promote Financial Sustainability
Project Number: GAOA ID #N096, NPS PMIS #304727
Unit/Facility Name: Cape Cod National Seashore
Region/Area/District: North Atlantic - Appalachian
Congressional District: MA09
State: MA

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35291400	44140	7.00	1.00
35291500	44143	7.00	0.01
35291700	44128	7.00	0.01
35300200	80466	35.00	1.00
35300200	244237	42.00	1.00
35300200	39752	12.00	1.00
35300200	39610	12.00	1.00
35300200	80520	12.00	1.00
35300200	80541	12.00	1.00
35300200	80523	12.00	1.00
35300200	252368	0.00	1.00
35300200	80561	0.00	1.00
35300200	80554	12.00	1.00
35300200	253307	12.00	1.00
35300200	80553	12.00	0.69
35300200	80540	12.00	1.00
35300200	253306	12.00	1.00
35300200	44144	7.00	1.00
35300300	44175	12.00	1.00
35300300	44190	12.00	1.00
35300300	44189	12.00	1.00
35300300	44182	12.00	1.00
35300300	44181	12.00	1.00
35300300	44174	12.00	1.00
35300300	44188	12.00	1.00
35300300	44186	12.00	1.00
35300300	44179	12.00	1.00
35300300	44176	12.00	1.00
35300300	44178	12.00	1.00
35300300	44187	12.00	1.00
35300300	44184	12.00	1.00
35300300	44185	12.00	1.00
35300300	44183	12.00	1.00
35300300	44177	12.00	1.00

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
35300300	44180	12.00	1.00
35300500	80457	12.00	1.00
35300700	99925	13.00	1.00
35300700	80464	12.00	1.00
35410700	114112	0.00	1.00
35740100	106575	0.00	0.22
35740100	106574	0.00	1.00
40750300	108532	30.00	0.06

Project Description:

This project will demolish multiple non-historic, abandoned structures within Woodlands, the Highlands Center, and old MITRE site. The buildings are over 60 years old, of low-quality construction, structurally compromised, and contain hazardous materials. Their deterioration is accelerating and they are attractive nuisances that pose threats to safety.

Several houses are in sensitive locations including the Herring River floodplain, on the bluff, near ponds and salt marshes, and at former military sites. These buildings will be demolished, hazardous materials will be remediated, and the sites will be restored.

Scope of Benefits (SB):

These structures present an immediate health and/or safety hazard based on the frequent occurrences of vandalism. As the buildings continue to deteriorate, the public is exposed to wind-blown debris and other hazards. The Highlands Center near some of these buildings is used by the NPS and non-profit groups. There are outdoor visitor amenities, including trails, an ocean overlook platform, and a ballfield within close proximity of these structures. Many dog walkers use the area daily. The park's laboratories, maintenance storage areas, and curatorial facilities are also located at the Highlands Center. Park employees are indirectly at risk from the potential hazards and directly at risk when they respond to any trouble in nearby facilities. This demolition work will eliminate operating costs of facilities, life safety concerns, impacts to natural resources, and environmental issues due to hazardous materials in deteriorating structures

Investment Strategy (IS):

This project decreases operational and maintenance requirements for the NPS. Time and money currently spent on monitoring these vacant deteriorated buildings and implementing temporary repairs to keep them secure from entry will be redirected to higher priority assets. Completion of the demolition will enable redevelopment at the Highlands Center site through leasing of other structures in this immediate area. With the removal of the MITRE structures and over a dozen residences, the completion of site restoration in a remote wooded areas will be completed. The completion of this project will avert $17M of maintenance/repair work.

Consequences of Failure to Act (CFA):

This project decreases operational and maintenance requirements for the NPS; time and money currently spent on monitoring these vacant deteriorated buildings in scattered areas and the need for incremental repairs to keep them secure from entry will be redirected to higher priority assets, which will not occur if this goes unfunded.

If the demolition is not completed, redevelopment in Highlands Center area through leasing of other structures may not occur, and park rangers will continue to be exposed to hazardous conditions.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.76
API Rating:	n/a	11.81
API/FCI Score:	(40%)	38.44
SB Score:	(20%)	0.46

Category	Percent	Score
IS Score:	(20%)	19.00
CFA Score:	(20%)	11.10
Total Score:	**(100%)**	**69.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 10/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	448	4
Capital Improvement Work:	$	12,123	96
Total:	$	12,572	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	1,261
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	12,572
Future Funding to Complete Project:	$	0
Total:	$	13,833

Class of Estimate: C+
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	207
LRF Design Funds Received:	$	1,054
Planning Funds Received from Other Funding Sources:	$	0
Design Funds Received from Other Funding Sources:	$	0

Major Milestones

Construction Award/Start
- Scheduled: FY 2022/Q4
- Actual: N/A

Project Complete
- Scheduled: FY 2024/Q2
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $287,000
Projected: $0
Net Change: -$287,000

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 66.80 / 05
Planned Funding FY 2022: $24,897,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Stabilize Riverbank at High Priority Areas along Towpath Trail and Valley Railway
Project Number: GAOA ID #N097, NPS PMIS #224822
Unit/Facility Name: Cuyahoga Valley National Park
Region/Area/District: Great Lakes
Congressional District: OH10, OH13
State: OH

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40751100	23333	90.00	1.00
40751100	23335	90.00	1.00
40751100	23336	90.00	1.00
40751100	23329	90.00	1.00
40751100	23330	90.00	1.00
40770000	25843	90.00	0.13
40770000	25850	90.00	0.16
40770000	25848	90.00	0.33

Project Description:

This project will stabilize the Cuyahoga riverbank along the Ohio and Erie Canal Towpath Trail, along the Valley Railway, and along a connector trail in Peninsula, from the Towpath Trail to the Cuyahoga Valley Scenic Railroad. Stabilization will utilize natural rock rip rap and bioengineering techniques. This project also includes clearing the banks, placing rip rap, rebuilding banks, planting native vegetation to stabilize the soil, and remediation of the construction site and equipment access routes.

Scope of Benefits (SB):

The eroded areas along the Towpath Trail are negatively impacting the park's most important trail, adversely affecting park visitors. Repair of the eroded riverbank areas, in turn, will have direct positive visitor impacts. An estimated 1.5 million visitors use the trail each year; it is a critical asset that visitors rely on for an enjoyable and safe trail experience. By reducing erosion of the riverbanks and providing increased riparian habitat, water quality and aquatic habitat will also improve.

Investment Strategy (IS):

The eroded areas will be repaired using the sustainable guidelines of the park's Programmatic Environmental Assessment for Riverbank Management. Permanent repair of eroded riverbank areas will reduce annual operation and maintenance costs by reducing the amount of temporary patching and repairs required along the edge of the trail—particularly after major rain events. Making holistic repairs through this project will be less expensive than reacting when more erosion occurs. Once repaired, the trail will no longer be subject to regular damage due to floods at these locations, reducing unscheduled and emergency repairs.

After project completion, the facilities and systems addressed by this project should not require major rehabilitation or replacement for the next 40 years.

Consequences of Failure to Act (CFA):

Failure to act will allow bank erosion to continue, increase sedimentation of the waterway, and cause loss of riverside vegetation and riparian habitat. Excessive riverbank erosion could result in unsafe conditions, requiring closures. As part of a larger trail network, these closures affect visitors beyond park boundaries. In some areas, if left unchecked, bank erosion could cut through the towpath embankment, allowing the watered section of the Ohio and Erie Canal to drain. Failure to act will allow bank erosion to continue, increase sedimentation, and cause loss of riverside vegetation and riparian habitat.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.43
API Rating:	n/a	90.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	10.47
IS Score:	(20%)	14.10
CFA Score:	(20%)	2.23
Total Score:	**(100%)**	**66.80**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Scheduled 07/2021

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	24,538	99
Capital Improvement Work:	$	359	1
Total:	$	24,897	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	3,777
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	24,897
Future Funding to Complete Project:	$	0
Total:	$	28,674

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	1,108
LRF Design Funds Received:	$	2,110
Planning Funds Received from Other Fund Sources	$	559
Design Funds Received from Other Fund Sources:	$	0

Major Milestones

Construction Award/Start

- Scheduled: FY 2023/Q1
- Actual: N/A

Project Complete

- Scheduled: FY 2023/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $447,000
Projected: $447,000
Net Change: $0

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: 90.90 / 09
Planned Funding FY 2022: $10,128,000
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Rehabilitate Cave Trails: New Entrance to Frozen Niagara
Project Number: GAOA ID #N098; NPS PMIS #239273
Unit/Facility Name: Mammoth Cave National Park
Region/Area/District: North Atlantic - Appalachian
Congressional District: KY02
State: KY

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
40751100	75737	100.00	0.63

Project Description:

This project will replace and upgrade deteriorated cave trail assets along Frozen Niagara Route, New Entrance Route, and Drapery Room. Work includes construction of hardened trail surface, installation of curbing along each side of trails, replacement of existing handrails with stainless steel handrails, and reconstruction and upgrade of steps along routes. Project includes hardening cave surface at two gathering areas & installing new benches in gathering areas. Electrical and communication conduits will be installed under the trail surfaces to facilitate existing and future electrical and communications cables.

The trail surfaces along these routes are comprised of a variety of materials including concrete, aggregate, dirt, and fiberglass reinforced plastic and recycled lumber. Along the Frozen Niagara section, there are currently at least 10 separate trail assets creating a patchwork of different materials. All existing trail materials will be replaced to provide a consistent trail surface.

Scope of Benefits (SB):

The trail assets along the cave trail route between the New Entrance and the Frozen Niagara Entrance are deteriorating due to heavy visitor use. Conditions are challenging for workers, and it is difficult to bring in materials. In addition, the lack of rails and other restraints allows park visitors to stray off the toured routes, causing damage to both cultural and natural resources.

Investment Strategy (IS):

The last major investment in cave trails along this tour route occurred during the Civilian Conservation Corps (CCC) period in the 1930s. When this project is completed, the park expects to alleviate most of the existing issues and help to ensure a safe and high-quality visitor experience for decades. This investment will protect park cultural and natural resources and reduce unscheduled and emergency repairs. After project completion, the facilities and systems addressed by this project should not require major recapitalization or modernization for the next 50 years.

Consequences of Failure to Act (CFA):

Without action, the existing trails will continue to deteriorate and visitors will continue journeying off the trail, posing risks to natural and cultural resources.

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.63
API Rating:	n/a	100.00
API/FCI Score:	(40%)	40.00
SB Score:	(20%)	20.00
IS Score:	(20%)	20.00
CFA Score:	(20%)	10.90
Total Score:	**(100%)**	**90.90**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: Yes
VE Study: Completed 10/2020

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands		Percent
Maintenance/Repair Work:	$	10,128	100
Capital Improvement Work:	$	0	0
Total:	$	10,128	100

Project Funding History (entire project):

History	Dollars in thousands	
Funded to Date:	$	829
FY 2022 Legacy Restoration Fund Funding (this PDS):	$	10,128
Future Funding to Complete Project:	$	0
Total:	$	10,957

Class of Estimate: C
Estimate Escalated to FY 2022/Q1

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	0
LRF Design Funds Received:	$	0
Planning Funds Received from Other Funding Sources:	$	145
Design Funds Received from Other Funding Sources:	$	684

Major Milestones

Construction Award/Start

- Scheduled: FY 2022/Q3
- Actual: N/A

Project Complete

- Scheduled: FY 2023/Q4
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 05/2021
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: $2,706,000
Projected: $2,706,000
Net Change: $0

NATIONAL PARK SERVICE Project Data Sheet	Total Project Score/Ranking:	N/A
	Planned Funding FY: 2021	$86,760,000
	Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: FY22+ Project Planning & Compliance		
Project Number: N/A	Unit/Facility Name: N/A	
Region/Area/District: Multiple	Congressional District: Multiple	State: Multiple

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
N/A	N/A	N/A	N/A

Project Description:

Funding will be used to complete planning and compliance required for current and future Legacy Restoration Fund (LRF) projects. This includes:

- Planning: This activity supplies critical budgetary resources needed to develop construction plans and specifications essential for acceptable completion of major maintenance, repair, and replacement construction projects for the LRF. In addition to final design documents, this funding typically supports pre-design project programming and budgeting, schematic alternatives, and concept drawings.
- Compliance: This activity also provides funding for compliance needs related to addressing impacts to natural and cultural resources. Regulatory requirements that frame compliance activities include the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act, executive orders, and state requirements. Examples of compliance support include archeological surveys, hazardous material surveys, preparation of historic structure documentation, coordination with State/Tribal Historic Preservation Offices, and environmental assessments.

Planning and compliance funding are a necessary component of any construction project, supporting activities including project pre-planning, development, and scope and cost validation. This activity enhances the NPS's ability to conduct legally defensible, scientifically based analyses that facilitate sound decision-making. It also provides support for compliance needs associated with major construction projects.

At the FY 2021 funding level, planning and compliance funding will:

- Support the Pre-designs, Final Designs and Supplemental Services for successful execution of the LRF.
- Support project planning and project development for large-scale or complex construction projects that will be submitted for LRF funding in future years.
- Provide funding for compliance.

Scope of Benefits (SB): N/A

Investment Strategy (IS): N/A

Consequences of Failure to Act (CFA): N/A

Ranking Categories:

FCI/API	(40%)	FCI N/A API N/A	Score = 0.00
SB	(20%)		Score = 0.00
IS	(20%)		Score = 0.00
CFA	(20%)		Score = 0.00

Combined ranking factors = (.40 x API/FCI score) + (.20 x SB score) + (.20 x IS score) + (.20 x CFA score)

Capital Asset Planning Exhibit 300 Analysis Required: No	**Total Project Score:** N/A

Project Costs and Status

Project Cost Estimate (this PDS):		**$**	**%**
Deferred Maintenance Work:	$	0	0
Capital Improvement Work:	$	0	0
Total:	$	86,760,000	100

Project Funding History (entire project):		
Appropriated to Date:	$	0
Formulated in FY 21 Budget:	$	86,760,000
Future Funding to Complete Project:	$	0
Total:	$	86,760,000

Class of Estimate: N/A Estimate Escalated to FY: N/A	**Planning and Design Funds: $s** Planning Funds Received: N/A Design Funds Received: N/A

Dates: **Sch'd**	**Project Data Sheet**	**DOI Approved:**
Construction Award/Start: N/A Project Complete: N/A	Prepared/Last Updated: 03/21	Yes

Annual Operations & Maintenance Costs $

Current: N/A	Projected: N/A	Net Change: N/A

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: N/A
Planned Funding FY 2022: $114,316,338 *(change of -$23,615,662 from the FY 2022 President's Budget)*
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: FY23+ Project Planning and Compliance
Project Number: N/A
Unit/Facility Name: N/A
Region/Area/District: N/A
Congressional District: N/A
State: N/A

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
N/A	N/A	N/A	N/A

Project Description:

This funding will be used to complete planning and compliance required for current and future LRF projects. This includes:

Planning: This activity supplies critical budgetary resources needed to develop construction plans and specifications essential for acceptable completion of major facility maintenance, repair, and replacement construction projects for the LRF. In addition to final design documents, this funding typically supports pre-design project programming and budgeting, schematic alternatives, and concept drawings.

Compliance: This activity also provides funding for compliance needs related to addressing impacts to natural and cultural resources. Regulatory requirements that frame compliance activities include the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act, executive orders, and State requirements. Examples of compliance support include archeological surveys, hazardous material surveys, preparation of historic structure documentation, coordination with State/Tribal Historic Preservation Offices, and environmental assessments.

Planning and compliance funding are a necessary component of any construction project, supporting activities including project pre-planning, development, and scope and cost validation. This activity enhances the NPS's ability to conduct legally defensible, scientifically based analyses that facilitate sound decision-making. It also provides support for compliance needs associated with major construction projects. NPS intends to use the planning and compliance program as emergency continency in instances where project costs exceed the contingency amounts built into individual project totals. When utilized as an emergency contingency, NPS will request to the funds be replenished these amounts in future budget requests. In addition, at the FY 2022 funding level, planning and compliance funding will:

- Support the Pre-designs, Final Designs and Supplemental Services for successful execution of LRF projects.
- Support project planning and project development for large-scale or complex construction projects that will be submitted for LRF funding in future years.
- Provide funding for project compliance activities.

Scope of Benefits (SB):

N/A

Investment Strategy (IS):

N/A

Consequences of Failure to Act (CFA):

N/A

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.00
API Rating:	n/a	0.00
API/FCI Score:	(40%)	0.00
SB Score:	(20%)	0.00
IS Score:	(20%)	0.00
CFA Score:	(20%)	0.00
Total Score:	**(100%)**	**0.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: N/A
VE Study: N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands	Percent
Maintenance/Repair Work:	$ 0	0
Capital Improvement Work:	$ 0	0
Total:	$ 114,316	100

Project Funding History (entire project):

History	Dollars in thousands
Funded to Date:	$ 0
FY 2022 Legacy Restoration Fund Funding (this PDS):	$ 114,316
Future Funding to Complete Project:	$ 0
Total:	$ 114,316

Class of Estimate: N/A
Estimate Escalated to FY: N/A

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	N/A
LRF Design Funds Received:	$	N/A
Planning Funds Received:	$	N/A
Design Funds Received:	$	N/A

Major Milestones

Construction Award/Start
- Scheduled: N/A
- Actual: N/A

Project Complete
- Scheduled: N/A
- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: Yes

Annual Operations & Maintenance Costs $

Current: N/A
Projected: N/A
Net Change: N/A

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking: N/A
Planned Funding FY 2022: $129,774,962 (*change of +$129,774,962 from the FY 2022 President's Budget)*
Planned Funding FY2021 Earnings on Investment: $225,038 *(change of +$225,038 from the FY 2022 President's Budget)*
Planned Funding FY 2021: $8,701,673 *(change of +$8,704,440 from the FY 2022 President's Budget)*
Funding Source: Legacy Restoration Fund

Project Identification

Project Title: Project Contingency Funds
Project Number: N/A
Unit/Facility Name: N/A
Region/Area/District: N/A
Congressional District: N/A
State: N/A

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
N/A	N/A	N/A	N/A

Project Description:

This funding will be used to provide contingency funds for all Legacy Restoration Fund construction projects. Due to the nature of the construction process, projects must be prepared to address multiple risks that frequently increase costs. These include unforeseen/unanticipated site conditions that require adjustments to construction methods and timelines, adjustments to project scheduling when contending with unexpected environmental events, and unpredictable fluctuations in prices for supplies and materials—particularly in FY 2022's volatile construction market.

This funding will be used to ensure the bureau is able to address fluctuations in construction costs to accomplish the scope described in the project data sheets for individual projects. The NPS will not use this funding to add enhancements.

While typical NPS projects include a certain percentage of contingency funding built into their individual requests, the volatility of current construction markets require the NPS to use a different budget strategy. This contingency funding for LRF projects will be held in reserve and not allocated to specific projects until it is needed. The amount requested in this project data sheet represents approximately 5 percent of the net construction estimates for FY 2022 projects, but this funding will be made available for past, current, and future LRF projects needing contingency funds to complete construction.

At the FY 2022 funding level, LRF Contingency will:

- Provide contingency funds to past, present, and future LRF projects to address cost increases, unforeseen site conditions, and adapt project methods and schedules during unexpected environmental events.
- Support successful completion of major LRF projects that encounter challenges, ensuring projects are not delayed or left unfinished while other funding is identified.
- Reinforce the NPS's ability to complete projects on time, minimizing closures of the buildings, amenities, and roads improved by the projects, and ensuring they are reopened for visitor enjoyment or park operations in a timely fashion.

Scope of Benefits (SB):

N/A

Investment Strategy (IS):

N/A

Consequences of Failure to Act (CFA):

N/A

Ranking Categories:

Category	Percent	Score
FCI Rating:	n/a	0.00
API Rating:	n/a	0.00
API/FCI Score:	(40%)	0.00
SB Score:	(20%)	0.00
IS Score:	(20%)	0.00
CFA Score:	(20%)	0.00
Total Score:	**(100%)**	**0.00**

Combined ranking factors = (0.40 x API/FCI score) + (0.20 x SB score) + (0.20 x IS score) + (0.20 x CFA score)

Capital Asset Planning

Capital Plan Business Case Required: N/A
VE Study: N/A

Project Costs and Status

Project Cost Estimate (this PDS):

Activity	Dollars in thousands	Percent
Maintenance/Repair Work:	$ 0	0
Capital Improvement Work:	$ 0	0
Total:	$ 129,775	100

Project Funding History (entire project):

History	Dollars in thousands
Funded to Date:	$ 0
FY 2022 Legacy Restoration Fund Funding (this PDS):	$ 129,775
Future Funding to Complete Project:	$ 0
Total:	$ 129,775

Class of Estimate: N/A
Estimate Escalated to FY: N/A

Planning and Design Funds (dollars in thousands):

LRF Planning Funds Received:	$	N/A
LRF Design Funds Received:	$	N/A
Planning Funds Received from Other Fund Sources:	$	N/A
Design Funds Received from Other Fund Sources:	$	N/A

Major Milestones

Construction Award/Start
- Scheduled: N/A
- Actual: N/A

Project Complete
- Scheduled: N/A

- Actual: N/A

Project Data Sheet

Prepared/Last Updated: 02/2022
DOI Approved: No

Annual Operations & Maintenance Costs $

Current: N/A
Projected: N/A
Net Change: N/A