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):	**$**	**%**
Deferred Maintenance Work :	$	
Capital Improvement Work:	$	
Total:	$	

Project Funding History (entire project):	
Appropriated to Date:	$
Formulated in FY 21 Budget:	$
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	$30,267,000
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 :	$ 26,354,458	87
Capital Improvement Work:	$ 3,912,542	13
Total:	**$ 30,267,000**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 65,910
Formulated in FY 21 Budget:	$ 30,267,000
Future Funding to Complete Project:	$ 0
Total:	$ **30,332,910**

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	$3,960,216
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 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.

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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:	$ 2,890,958	73
Capital Improvement Work:	$ 1,069,258	27
Total:	**$ 3,960,216**	**100**

Project Funding History (entire project):	
Appropriated to Date:	$ 456,863
Phase 1 (Cent. Challenge FY17,18):	$1,088,303
Formulated in FY21 Budget:	$3,960,216
Future Funding to Complete Project:	$ 0
Total:	**$5,505,382**

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.

DEPARTMENT OF THE INTERIOR DEFERRED MAINTENANCE AND CAPITAL IMPROVEMENT PLAN

NATIONAL PARK SERVICE
Project Data Sheet

Total Project Score/Ranking:	19.41
Planned Funding FY:2021	$5,083,440
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Purchase and Install 8 Modular Housing Units to Replace Deteriorated Housing Units Parkwide To Be Determined		
Project Number: DOI #N039, PMIS #311845A	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	253314	40	0.00
0	253291	40	0.00
0	253298	40	0.00
0	253264	40	0.00
0	253315	40	0.00
0	253299	40	0.00
0	253290	40	0.00
0	253262	40	0.00
40710900	4272	100	0.70
40710900	4268	88	1.0
40710900	4278	100	0.86
40710900	4274	100	0.10

Project Description:
This project installs up to eight replacement housing units to provide safe and healthy living quarters for NPS employees. The project includes the full scope from purchase to delivery, foundation, installation, and connection to utilities.

A previous project funded through Line Item Construction in fiscal year 2020 installed 64 new modular housing units to replace obsolete trailers. This project continues the effort to improve employee living condition and will be funded if additional units are determined to be needed. Units will be purchased off existing supply contract. The deteriorated units scheduled for replacement in the LIC project have a range of maintenance and structural issues such as deteriorated siding, roofs, outdated electrical and plumbing components, and rodent infestation.

Scope of Benefits (SB):
This project will provide housing for staff. The modular units will meet the requirements of the Architectural Barriers Act Accessibility Standard (ABAAS) and provide efficiencies in operations and maintenance.

Investment Strategy (IS):
This project expands a previous series of trailer replacement projects originally described in previous construction plans. While the park initially considered phased construction projects of multiplex buildings, review of project costs and scope indicated the Service would save money by purchasing and installing modular homes instead.

Consequences of Failure to Act (CFA):
There are no other housing options in these remote areas. With no place to live there would be fewer employees to meet the park needs.

Ranking Categories:

FCI/API	(40%)	FCI 0.65	API 58.46	Score = 18.06
SB	(20%)			Score = 1.02
IS	(20%)			Score = 0.33

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 __FY2021/Q2_____ Completed _____

Total Project Score: 19.41

Project Costs and Status

Project Cost Estimate(this PDS):	**$**	**%**
Deferred Maintenance Work :	$ 0	0
Capital Improvement Work:	$5,083,440	100
Total:	$5,083,440	100

Project Funding History (entire project):

Appropriated to Date:	**$**	
Formulated in FY 21 Budget:	**$**	5,083,440
Future Funding to Complete Project:	**$**	
Total:	**$**	5,083,440

Class of Estimate: C

Estimate Escalated to FY: 10/21

Planning and Design Funds: $'s

Planning Funds Received in FY **NA** $ ____

Design Funds Received in FY **NA** $ ____

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

Project Data Sheet

Prepared/Last Updated: 03/21

DOI Approved:

YES

Annual Operations & Maintenance Costs $

Current: $ 0	Projected: $ $2,942,530	Net Change: $ 2,942,530

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	$27,900,000
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 :	$18,274,500	65.5
Capital Improvement Work:	$ 9,625,500	34.5
Total:	$27,900,000	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	373,546
Formulated in FY21 Budget:	**$**	27,900,000
Future Funding to Complete Project:	**$**	
Total:	**$**	28,273,546

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:	49.50
Planned Funding FY: 2021	$3,503,000
Funding Source: Legacy Restoration Fund	

Project Identification

Project Title: Replace Sugarlands Maintenance Facilities		
Project Number: DOI #N053, PMIS #293231	Unit/Facility Name: Great Smoky Mountains National Park	
Region/Area/District: South Atlantic - Gulf	Congressional District: TN01	State: TN

Project Justification

DOI Asset Code	FRPP Unique Id#	API:	FCI-Before:
0	253845	57	0.00
0	253846	48	0.00
0	253844	57	0.00
0	253843	57	0.00
35100000	64179	53	0.19
35410100	64312	53	0.01
35410300	64183	48	0.00
35410300	64181	60	0.22
35410500	64182	38	0.00
35410500	64200	48	0.08
35410700	64178	61	0.15
35600100	64176	60	0.16
35600100	64180	60	0.02
35600200	64177	50	0.57
35600200	64199	31	0.00
35800400	64175	60	0.00
40660100	103790	60	0.67
40660100	58142	92	0.35
40660100	103777	69	0.77
40760100	58125	88	0.24

Project Description: The Sugarlands District maintenance yard and related administrative facilities in Great Smoky Mountains National Park serves as an operational hub for the entire facility maintenance division. The buildings, driveways, and parking areas associated with the maintenance yard have not been renovated or rehabilitated in decades. There are safety hazards, inadequate space or capacity for park maintenance and operations personnel, and facilities that are entirely insufficient for essential park operations and maintenance. The condition of many buildings is so poor that replacement and disposal is likely the only practical option. This project will complete predesign project programming and budgeting and develop a Design Build RFP for the rehabilitation or replacement of facilities and associated utilities, parking, and grounds.

Scope of Benefits (SB):

- 1.2 Improve ADA Accessibility
- 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
- 3.2 Protect Employees / Improve Retention
- 4.1 Modernize Infrastructure

Investment Strategy (IS):

- The park facility maintenance division is critical to ensuring the more than 12 million visitors received by the park annually can continue to recreate safely.

- Various systems have reached the end of their useful lives, resulting in increasingly frequent and expensive corrective maintenance costs. Structural components, including the roof and exterior walls, show deterioration that will likely result in structural damage. Repair or replacement of these facilities will:
    - Increase efficiency and productivity of park staff by consolidating departments into single locations.
    - Increase retention of workers familiar with park facilities.
    - Provide fire suppression to protect the government's investment.

Consequences of Failure to Act (CFA):

- Failure to complete this project means park operations and maintenance personnel will continue working in structures with multiple safety concerns such as overcrowding, tripping hazards, animal intrusions, ergonomic and environmental hazards, and possible exposure to hazardous materials. They will also continue to use the unsafe and deteriorated asphalt driveway and parking areas in the maintenance yards.
- Lack of space for proper placement of emergency equipment increases emergency response time and increases risk to the public as well as to historic structures.

Ranking Categories:

FCI/API	(40%)	FCI 0.169	API 57.50	Score = 27.78
SB	(20%)			Score = 1.98
IS	(20%)			Score = 12.76
CFA	(20%)			Score = 6.98

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 FY22/Q1 Completed _____

Total Project Score: 49.50

Project Costs and Status

Project Cost Estimate (this PDS):

		$	%
Deferred Maintenance Work :	$	0	0
Capital Improvement Work:	$	0	0
Total:	$	0	0

Project Funding History (entire project):

Appropriated to Date:	**$**	0
Formulated in FY 21 Budget:	**$**	3,503,000
Future Funding to Complete Project:	**$**	TBD
Total:	**$**	3,503,000

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

Planning and Design Funds: $s

Legacy Restoration Fund

Planning Funds Received in **FY21**:*	$	3,503,000
Design Funds Received in **FY21**:*	$	0

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**
Construction Award/Start:	TBD	__/__
Project Complete:	TBD	

Project Data Sheet
Prepared/Last Updated: 1/21

DOI Approved:
Yes

Annual Operations & Maintenance Costs $

Current: $590,000	Projected: $590,000	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:	91.60
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):	**$**	**%**
Deferred Maintenance Work :	$ 7,315,929	73
Capital Improvement Work:	$ 2,649,071	27
Total:	$ 9,965,000	100

Project Funding History (entire project):		
Appropriated to Date:	**$**	737,072
Formulated in FY21 Budget:	**$**	9,965,000
Future Funding to Complete Project:	**$**	$0
Total:	**$**	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.