



The Great American Outdoors Act (GAOA) established the National Parks and Public Lands Legacy Restoration Fund (LRF) to address deferred maintenance across the Department of the Interior’s asset portfolio. The NPS receives up to \$1.33 billion per year for five years (through FY 2025), totaling \$6.65 billion. LRF funding provides an opportunity to address the maintenance backlog in national parks, estimated at \$23.3 billion in October 2023.

**GAOA LRF at a Glance: California**

| Number of Park Units | Deferred Maintenance and Repairs Estimate <sup>1</sup> | Number of LRF Projects (FY21 – FY25) <sup>2</sup> | Total Estimated GAOA LRF Funding <sup>3</sup> | Estimated Economic Impact <sup>4</sup> |
|----------------------|--|---|---|--|
| 28                   | \$ 4,439 M   | 32  | \$848.3 M                                     | \$2,271 M                              |

**Deferred Maintenance & Repairs by Park and Asset Category**

The tables below show NPS Deferred Maintenance and Repairs by park and asset category, respectively.

| Park <sup>5</sup>   | DM&R      |
|---|-----------|
| Yosemite National Park (YOSE)   | \$1,275 M |
| San Francisco Maritime National Historical Park (SAFR)                    | \$598 M   |
| Golden Gate National Recreation Area (GOGA)                               | \$540 M   |
| Death Valley National Park (DEVA)   | \$416 M   |
| Point Reyes National Seashore (PORE)                                      | \$305 M   |
| Sequoia and Kings Canyon National Parks (SEKI)                            | \$272 M   |
| Mojave National Preserve (MOJA)   | \$258 M   |
| Redwood National Park (REDW)  | \$187 M   |
| Joshua Tree National Park (JOTR)  | \$166 M   |
| Whiskeytown-Shasta-Trinity National Recreation Area (WHIS)                | \$100 M   |
| Channel Islands National Park (CHIS)                                      | \$96 M    |
| Lassen Volcanic National Park (LAVO)                                      | \$67 M    |
| Pinnacles National Park (PINN)  | \$39 M    |
| Lava Beds National Monument (LABE)  | \$39 M    |
| Santa Monica Mountains National Recreation Area (SAMO)                    | \$35 M    |
| Manzanar National Historic Site (MANZ)                                    | \$10 M    |
| Tule Lake National Monument (TULE)  | \$9 M     |
| Cabrillo National Monument (CABR)   | \$8 M     |
| Muir Woods National Monument (MUWO)                                       | \$6 M     |
| John Muir National Historic Site (JOMU)                                   | \$5 M     |
| César E. Chávez National Monument (CECH)                                  | \$4 M     |
| Fort Point National Historic Site (FOPO)                                  | \$2 M     |
| Devils Postpile National Monument (DEPO)                                  | \$1 M     |
| Eugene O’Neill National Historic Site (EUON)                              | \$858 K   |
| Port Chicago Naval Magazine National Memorial (POCH)                      | \$0       |
| Rosie the Riveter/World War II Home Front National Historical Park (RORI) | \$0       |

| Park <sup>5</sup> | DM&R             |
|-------------------|------------------|
| <b>Total</b>      | <b>\$4,439 M</b> |

| Asset Category             | DM&R             |
|----------------------------|------------------|
| Buildings                  | \$968 M          |
| Housing <sup>6</sup>       | \$91 M           |
| Campgrounds                | \$32 M           |
| Trails                     | \$166 M          |
| Waste Water Systems        | \$380 M          |
| Water Systems              | \$356 M          |
| Unpaved Roads <sup>7</sup> | \$261 M          |
| Paved Roads <sup>8</sup>   | \$1,258 M        |
| All Other <sup>9</sup>     | \$925 M          |
| <b>Total</b>               | <b>\$4,439 M</b> |

**Note:** DM&R values in the tables above may not sum exactly due to rounding

### Great American Outdoors Act Legacy Restoration Fund Project Spotlights

The projects presented below are approved FY21-FY25 LRF projects for the state of California.

#### California's 2<sup>nd</sup> Congressional District


|                      |   |
|----------------------|---|
| <b>Project Title</b> | <b>Remove Prairie Creek Logging Roads</b> |
| <b>Park</b>          | Redwood National and State Parks          |
| <b>LRF Funding</b>   | \$25,000,000 (FY 2025)                    |

This project will remove up to 60 miles of failing, legacy logging roads in the ecologically sensitive Prairie Creek watershed, a primary tributary to Redwood Creek. The former logging haul roads will be removed, and their sites will be recontoured to match adjacent slopes above and below their alignment, then recovered with topsoil and revegetated. An extensive quantity of on-site vegetation that will be disturbed during road removal will be mulched and reused to prevent topsoil erosion until native vegetation recolonizes the slopes.


These logging roads were constructed prior to the establishment of current forest practice rules and more sitesensitive road construction standards. Completing this work will protect aquatic ecosystems which harbor federal and state-listed salmonid species, meeting the intent of Congress in the 1978 amendment to the park's enabling legislation (PL 95-250). Stream crossings will be excavated and buried streams that have trapped sediment will be reestablished to enhance fish access.





### California's 3<sup>rd</sup> Congressional District

|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate Water and Wastewater Systems at Furnace Creek and Cow Creek</i></b>  |
| <b>Park</b>   | Death Valley National Park  |
| <b>LRF Funding</b>  | \$62,533,000 (FY 2024)  |
| <b>Project Description</b>  |   |
|  | <p>The project propose is to upgrade various components of the water and wastewater systems in Furnace Creek and Cow Creek developed areas to meet state regulations. This includes replacing deteriorated service laterals, addressing deficiencies in the pressured force mains and gravity sewer mains, repairing or replacing manholes and pump stations, and improving the existing lagoons. Additionally, it involves rehabilitating reservoir access, constructing a chlorination building, and addressing deficiencies in the distribution network piping.</p> <p>The project is crucial to enhance operational reliability, ensure compliance with regulations, and support potential increases in park visitation and facilities. Moreover, it will prevent safety risks associated with aging and failing water utilities and avoid service interruptions that could impact visitors and employees in the park's harsh desert environment.</p> |


### California's 5<sup>th</sup> Congressional District

|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Repair and Replace 70KV Transmission Line from Parkline to Hwy 140</i></b>      |
| <b>Park</b>   | Yosemite National Park  |
| <b>LRF Funding</b>  | \$8,927,052 (FY 2021 - Completed)   |
| <b>Project Description</b>  |   |
| <p>The project aimed to address critical failing electrical infrastructure by replacing or repairing a high voltage transmission line and its supporting metal structures that were originally built in the mid-1930s. The old line posed hazardous conditions, and the commercial power company could shut off power at any time. The project's scope included remediating poor facilities, reducing deferred maintenance, leveraging funding opportunities, addressing safety issues, protecting employees, and modernizing infrastructure.</p> <p>The repairs increased power reliability and potentially allowed the National Park Service (NPS) to take ownership of the line. Failure to act could have resulted in a power outage affecting Yosemite Valley, the Wawona Tunnel, and the Turtleback communications hub, rendering the emergency communications system inoperable and requiring costly generator mobilization.</p> |  |


|   |  |
|---|--|
| <b>Project Title</b>  | <b><i>Glacier Pt. Rd Rehabilitation</i></b>  |
| <b>Park</b>   | Yosemite National Park   |
| <b>LRF Funding</b>  | \$40,521,000 (FY 2021)   |
| <b>Project Description</b>  |  |
|  | <p>The project will address the aging and deteriorated road between Badger Pass and Glacier Point. This major park route serves around 1,180 vehicles daily, granting access to essential visitor facilities, trailheads, and communication centers. Extensive repairs, including pavement, drainage, and parking areas, will be undertaken, along with widening and repaving certain sections. Pullouts will be formalized to enhance safety and accessibility while mitigating adverse impacts on park resources.</p> <p>The project will enhance ADA accessibility, expand recreation opportunities, and modernize infrastructure. The project focuses on stabilizing slide areas, repairing subgrades, and replacing drainage structures to reduce maintenance costs and vehicle damage. The rehabilitation will accommodate a maximum daily traffic of 4,000 vehicles at a design speed of 35 mph, ensuring readiness for future traffic demands. Neglecting repairs could lead to continued deterioration, unsafe driving conditions, and increased accidents.</p> |


|  |  |
|--|--|
| <b>Project Title</b>   | <b><i>Rehabilitate the Tuolumne Meadows Campground to Enhance the Visitor Experience</i></b> |
| <b>Park</b>  | Yosemite National Park   |
| <b>LRF Funding</b>   | \$26,177,634 (FY 2021)   |
| <b>Project Description</b>   |  |
| <p>The project is geared towards improving the camping experience for its over 141,000 yearly visitors. This endeavor involves a comprehensive upgrade of the campground's facilities and amenities. Roads within the campground will be rehabilitated, enhancing accessibility, and ensuring smooth travel for campers. Each campsite will see improvements, such as hardened parking pads, new picnic tables, fire rings, and food storage containers for bear protection, adding to the overall safety and comfort for visitors. Furthermore, the eight restrooms at the campground will be upgraded to comply with Architectural Barriers Act Accessibility Standards (ABAAS), providing better access for all visitors. The existing water system will be entirely replaced, guaranteeing a clean and safe water supply, while the sewer system will also receive necessary upgrades.</p> |          |
| <p>The project's aim is to restore and protect the campground's high visitation facilities, improve accessibility, and modernize its infrastructure to ensure an enjoyable camping experience for present and future generations. Neglecting these improvements could lead to further deterioration of the campground, compromising visitor satisfaction and public health risks related to water and sewer issues.</p>  |  |

|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate the Crane Flat Campground to Enhance the Visitor Experience</i></b>  |
| <b>Park</b>   | Yosemite National Park  |
| <b>LRF Funding</b>  | \$9,800,000 (FY 2021)   |
| <b>Project Description</b>  |   |
|  | <p>This project aims to rehabilitate the Crane Flat campground loops A, B, C, D, and E roads and 166 campsites to improve drainage, reconstruct the roadway, and enhance overall conditions. The improvements include better vehicle turn-in alignment, raised tent pads, improved campsite definition, and accommodation for larger recreational vehicles. Additionally, the project will address erosion damage, revegetate bare areas, and improve site grading to protect riparian areas. Eight campsites will be upgraded to meet federal accessibility requirements, benefiting the campground's more than 100,000 annual visitors.</p> <p>The project's success will reduce maintenance costs, mitigate the campground's impact on the natural area and vegetation, and ensure a more enjoyable camping experience for present and future generations.</p> |


|   |  |
|---|--|
| <b>Project Title</b>  | <b><i>Rehabilitate the Bridalveil Creek Campground Water Distribution System for Park Visitors</i></b> |
| <b>Park</b>   | Yosemite National Park   |
| <b>LRF Funding</b>  | \$3,823,232 (FY 2021)  |
| <b>Project Description</b>  |  |
| <p>The Bridalveil Creek Campground water system project aims to replace the existing cast iron and galvanized steel distribution system, groundwater treatment vault, chlorination system, and storage tank. Hosting nearly 40,000 campers annually, this is crucial for maintaining safe water supply during the 90-day camping season.</p> <p>The project includes an above-ground water tank to meet regulations, benefiting facilities, reducing maintenance, and modernizing infrastructure. Coordinated with Glacier Point Road closure, it avoids additional campground closures. New water meters will monitor usage and identify losses, reducing emergency work on the aging system.</p> <p>This project is vital to ensuring the campground's continued operation, regulatory compliance, and public health safety. It will provide sufficient potable water to meet the needs of visitors, hikers, and campers while minimizing costly unplanned repairs.</p> |                     |


|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate Ahwahnee Hotel and Correct Critical Safety Hazards</i></b>   |
| <b>Park</b>   | Yosemite National Park  |
| <b>LRF Funding</b>  | \$34,213,059 (FY 2022)  |
| <b>Project Description</b>  |   |
|  | <p>The project aims to provide seismic retrofits to the Ahwahnee hotel, including structural bracing, shear walls, and other improvements to comply with current seismic safety standards. It will also include kitchen upgrades, HVAC improvements, and restoration of historic elements.</p> <p>The benefits of the project include enhanced visitor and staff safety, improved comfort, and preservation of the historic fabric. The strategy ensures the building's stability and safety during earthquake events, reducing potential repair costs. Failure to act would lead to non-compliance with safety standards, increased risk to visitors and staff, and deterioration of the building's historic fabric.</p> |


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|--|--|
| <b>Project Title</b>   | <b><i>Rehabilitate El Portal Wastewater Treatment Facility and Administrative Camp</i></b> |
| <b>Park</b>  | Yosemite National Park   |
| <b>LRF Funding</b>   | \$179,661,000 (FY 2024)  |
| <b>Project Description</b>   |  |
| <p>This project focuses on rehabilitating the 45-year-old wastewater treatment plant at El Portal. The main objectives are to improve treatment effectiveness, meet current and future environmental standards, and extend its operational life. As the largest wastewater treatment facility within the National Park Service (NPS), it serves the entire Yosemite Valley, El Portal, and neighboring communities, handling up to one million gallons of wastewater daily.</p> <p>The project aims to address deferred maintenance and repair needs by upgrading existing treatment processes, including process automation components, lab and office spaces, operational facilities, and maintenance buildings. Additionally, it involves the removal of obsolete structures and infrastructure. Furthermore, the former El Portal trailer court will be transformed into RV sites for construction workforce housing and a contractor staging area, leading to potential cost savings and increased productivity. By implementing these improvements, the treatment plant can maintain its crucial role in providing essential sanitary treatment for visitors, residents, concession operations, and partner employees while preserving the pristine Wild and Scenic Merced River nearby.</p> |        |

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|---|--|
| <b>Project Title</b>  | <b>Replace Tuolumne Meadows Wastewater Plant</b>   |
| <b>Park</b>   | Yosemite National Park   |
| <b>LRF Funding</b>  | \$81,300,000 (FY 2025)   |
| <b>Project Description</b>  |  |
|  | <p>This project will replace a 50-year-old extended aeration wastewater treatment plant, force mains, and treated effluent disposal system including pump stations, tanks, and associated equipment. The existing plant will be demolished, ponds modified, and a recreational vehicle dump station installed. The new treatment plant will provide modern primary, secondary, and tertiary treatment components and solids handling capability. The wastewater treatment plant operates from May to October with an average flow of 45,000 gallons per day. To minimize construction impacts on park operations and property, funds will provide for a temporary RV dumping station. The current station, located within the construction area, will be inaccessible while work is ongoing.</p> <p>This aging wastewater treatment system is situated only 400 feet from Tuolumne River, which is a federal designated Wild and Scenic River and the main tributary into the Hetch Hetchy Reservoir. Improving wastewater treatment will help protect the water source for over 2.7 million San Francisco Bay Area residents.</p> |

### California's 11<sup>th</sup> Congressional District

|   |  |
|---|--|
| <b>Project Title</b>  | <b>Rehabilitate Presidio Building 643 (PE-643) for NPS Maintenance Operations (Phase 2)</b>  |
| <b>Park</b>   | Golden Gate National Recreation Area   |
| <b>LRF Funding</b>  | \$21,483,241 (FY 2021)   |
| <b>Project Description</b>  |  |
|  | <p>The Presidio Building 643 rehabilitation project is centered around transforming the structure into a safe and efficient maintenance facility. Selective demolition, hazardous material abatement, seismic upgrades, and enhanced infrastructure form the core of this endeavor. By capitalizing on multiple funding sources and consolidating staff, the project strives to optimize efficiency, minimize the NPS footprint, and safeguard the building's historical importance. The result will be a sustainable facility accommodating offices, shops, secure storage for NPS equipment, and general materials needed for park maintenance programs. Among the project's key objectives are improving ADA accessibility, remediating substandard facilities, reducing deferred maintenance, addressing safety concerns, and enhancing employee retention while modernizing park infrastructure.</p> <p>The successful completion of this rehabilitation initiative promises to create a dynamic and functional space, ensuring the preservation of the building's historical significance while supporting essential maintenance operations for years to come.</p> |


|   |  |
|---|--|
| <b>Project Title</b>  | <b><i>Stabilize Alcatraz Wharf</i></b> |
| <b>Park</b>   | Golden Gate National Recreation Area   |
| <b>LRF Funding</b>  | \$40,231,042 (FY 2022)                 |
| <b>Project Description</b>  |  |
| <p>The project aims to repair and seismically strengthen the concrete wharf on Alcatraz Island, a contributing feature of the Alcatraz Island National Historic Landmark District. The project involves critical repairs to historic steel-cased concrete piles, beams, and slabs in varying degrees of damage. Additionally, two new seismic resisting elements will be installed to elevate the wharf to a seismic Risk Category III structure. This initiative ensures visitor and staff safety while preserving the historic structure, which is a significant feature of the San Francisco Bay Area and attracts around 1.6 million annual tourists.</p>   |  |
|    |  |
| <p>The benefits of the project are vast, providing consistent access to Alcatraz facilities for both visitors and contractors conducting future rehabilitation projects on the island. The wharf houses essential visitor amenities, including restrooms, dock offices, stores, interpretive programs, exhibits, accessible site furnishings, and the accessible tram. Sharing operations and maintenance between the National Park Service (NPS) and the Concessionaire guarantees uninterrupted access and generates over \$60 million in annual NPS revenues from visitor services, funding various other park projects. Completion of this project is expected to ensure the stability of the addressed facilities and systems for the next several decades, minimizing the need for major rehabilitation or replacement in the foreseeable future.</p> |  |


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|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate Hyde Street Pier and the National Historic Landmark Eureka Ferryboat</i></b> |
| <b>Park</b>   | San Francisco Maritime National Historical Park   |
| <b>LRF Funding</b>  | \$102,282,000 (FY 2023)   |
| <b>Project Description</b>  |   |
| <p>The Hyde Street Pier and Steam Ferry Boat Eureka Restoration" project is a crucial initiative to replace irreparable parts of the timber-framed Hyde Street Pier with a new concrete structure. It includes replacing outdated water, fire, and electrical systems, as well as restoring the steam ferry boat Eureka, a National Historic Landmark ship. Improved accessibility and safety measures will be implemented during the restoration. The project addresses deferred maintenance, enhancing visitor experiences at the pier, which attracts over four million annual visitors and hosts educational programs for thousands of school children.</p> |   |
|   |   |
| <p>Once completed, the pier will support a leasing program, offsetting operational costs and preserving ship integrity. The Eureka, attracting over 800,000 visitors annually, will become a short-term leasing venue, generating revenue for vessel management. Failure to act poses fire and structural risks, impacting public access and revenue potential. Completion of the project ensures the pier's integrity for the next 75-100 years and enables planned maintenance for the Eureka every 15 years.</p>   |   |




|   |  |
|---|--|
| <b>Project Title</b>  | <b><i>Stabilize and Rehabilitate Alcatraz Island Historic Structures in Golden Gate National Recreation Area</i></b>   |
| <b>Park</b>   | Golden Gate National Recreation Area   |
| <b>LRF Funding</b>  | \$63,584,000 (FY 2023)   |
| <b>Project Description</b>  |  |
|  | <p>The project aims to address deterioration and structural deficiencies of the Alcatraz Main Prison Building, focusing on the Hospital Wing and exterior walls. It involves abating hazardous materials, repairing concrete spalls, reinforcing deteriorated steel, strengthening foundation walls, stabilizing windows, applying coatings, and matching finishes. The project aims to enhance visitor and staff safety, improve seismic resilience, and mitigate aging and weather-related impacts.</p> <p>The scope of benefits includes addressing deferred maintenance on a National Historic Landmark, improving visitor and staff safety, protecting the island's solar power system, and reducing reliance on diesel fuel generators. It also safeguards a significant source of revenue generated by commercial and recreational uses on the island. Failure to address critical structural deficiencies could threaten the visitor experience, suspend park programs, and put recent preservation improvements at risk of damage from seismic events. It would also interrupt commercial and recreational activities, resulting in a loss of park revenue.</p> |

### ***California's 20<sup>th</sup> Congressional District***

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| <b>Project Title</b>   | <b><i>Lodgepole Campground Water System Rehabilitation</i></b>                       |
| <b>Park</b>  | Sequoia and Kings Canyon National Park   |
| <b>LRF Funding</b>   | \$997,300 (FY 2021)  |
| <b>Project Description</b>   |  |
| <p>The Lodgepole Water Main Replacement and Road Repaving project is essential in Sequoia National Park, serving 1,600,000 annual visitors. It involves replacing an 8-inch potable water main between the Wolverton and Lodgepole Campground water systems, installing fire hydrants, and repaving the Lodgepole Housing Area parking lot and roadway. The focus is on turn-key water main installation and road work, including grinding and repaving.</p>   |  |
| <p>The project's significance lies in restoring and protecting high-visitation facilities, ensuring water system safety and efficiency, and enhancing fire protection for assets like visitor facilities, campground sites, and concessioner buildings in a high hazard fire zone. Failure to act could lead to code violations, fines, and inadequate fire protection during wildland fires, endangering critical infrastructure. Moreover, the deteriorating road surface poses risks for driving and snow removal operations. Completion is crucial to visitor safety, asset preservation, and maintaining high standards for water distribution and fire protection in the park.</p> |  |


|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate Park Wastewater Treatment Facilities</i></b>   |
| <b>Park</b>   | Sequoia and Kings Canyon National Park  |
| <b>LRF Funding</b>  | \$14,515,232 (FY 2022)  |
| <b>Project Description</b>  |   |
|  | <p>The project focuses on rehabilitating and replacing critical components. It includes two pump stations and controls, the associated signage, fencing, access road, and electrical and monitoring systems. The project also addresses deteriorated headworks, overflow, chlorination system, treatment dosing building, and disposal fields. With 1.2 million annual visitors, the project ensures sustainable wastewater treatment capacity for the Ash Mountain Historic District and supports park employees.</p> <p>Incorporating innovative technologies, the project improves operational efficiency, reduces maintenance costs, and rectifies fire and electrical code violations for safer plant operation. The investment strategy lowers corrective maintenance expenses and reduces liability, ensuring the park's financial sustainability.</p> <p>The successful completion of this project is vital for reliable sewage treatment in the Historic District over the next 40-50 years. It protects visitor and employee health, enhances park operations, and safeguards critical infrastructure. The upgraded facilities will provide a positive and safe experience for park visitors while preserving the natural beauty and ecological balance of Sequoia National Park.</p> |

|   |  |
|---|--|
| <b>Project Title</b>  | <b>Rehabilitate and Replace Lodgepole Housing - Phase I</b>                          |
| <b>Park</b>   | Sequoia and Kings Canyon National Park   |
| <b>LRF Funding</b>  | \$35,100,000 (FY 2025)   |
| <b>Project Description</b>  |  |
| <p>This project will rehabilitate or demolish and replace an estimated 16 park housing units (32 beds) for seasonal and permanent staff in the Lodgepole district of the park. Replacement housing may include a mix of single-family, duplex, and multi-unit facilities. Each replacement or rehabilitated unit will be suited for the site's climate and snow conditions. Existing residences and associated structures will be replaced, repaired, or converted to better meet current park housing needs.</p> <p>Existing garages structures will be demolished or rehabilitated; garages and carports may be included in the new units. Site improvement work, including surface parking, will also be included. Underground utilities will be replaced and extended to all buildings. The existing access road will be realigned and repaved as needed to improve site circulation and parking for occupants, and to facilitate snow plowing operations and emergency egress. Phase I will accomplish approximately 40 percent of the total project. To minimize impacts on park operations and property, funds will provide for temporary or leased facilities</p> |  |


**California's 5<sup>th</sup> & 20<sup>th</sup> Congressional District**

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|--|--|
| <b>Project Title</b>   | <b><i>Rehabilitate Grant Grove Historic Cabins and Shower House and Lodgepole Market</i></b> |
| <b>Park</b>  | Sequoia and Kings Canyon National Park   |
| <b>LRF Funding</b>   | \$21,590,000 (FY 2024)   |
| <b>Project Description</b>   |  |
| <p>The project aims to revitalize Kings Canyon National Park's cherished area, preserving its historical charm and enhancing visitor experiences. Focus will be on rehabilitating cabins in Meadow Camp and Tent City, along with the Shower House, addressing extensive maintenance and accessibility. Critical systems at the Lodgepole Market in Sequoia National Park will also be upgraded, providing essential visitor services.</p> <p>This project will significantly benefit park visitors and concessioners. Renovated cabins and Shower House will offer safe and accessible lodging, increasing availability and reducing repair downtime. Restoring the in-market grill will fulfill the concession's contract and enhance services.</p> <p>Successful completion ensures uninterrupted concessioner operations, boosting visitor satisfaction and revenue. Improved employee housing benefits both NPS and concessioner staff. Minimizing the need for major recapitalization secures the district's long-term viability, blending modern amenities and historical significance for an enriched park experience.</p> |  |



|   |   |
|---|---|
| <b>Project Title</b>  | <b><i>Rehabilitate Water Utility Infrastructure and Upgrade Access to Campgrounds</i></b>   |
| <b>Park</b>   | Sequoia and Kings Canyon National Park  |
| <b>LRF Funding</b>  | \$35,344,000 (FY 2024)  |
| <b>Project Description</b>  |   |
|  | <p>This project rehabilitates water utility systems for safe water service and fire protection, removing asbestos water lines. Campgrounds, comfort stations, and amenities will be improved for better visitor experiences. Erosion control, pathway upgrades, and site revegetation are included. Benefits address deferred maintenance, providing safe drinking water to developed areas, supporting visitors, and park operations. Enhanced accessibility benefits over 1.6 million annual visitors.</p> <p>Replacing aging infrastructure reduces maintenance costs and enables regular schedules for 50 years. Reduced emergency repairs ensure consistent campground operations and revenue for maintenance. Without action, service disruptions and water distribution failures in developed areas pose risks to visitors and staff. Eroded road shoulders, failing pavement, and outdated facilities hinder visitor experiences. The project is crucial for park infrastructure and a positive visitor experience.</p> |

## California's 23<sup>rd</sup> Congressional District

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|--|---|--|
| <b>Project Title</b>   | <b>Rehabilitate South Kelbaker and Kelso-Cima Roads</b> |  |
| <b>Park</b>  | Mojave National Preserve                                |  |
| <b>LRF Funding</b>   | \$38,300,000 (FY 2025)                                  |  |
| <b>Project Description</b>   |   |  |
| <p>This project will complete rehabilitation and safety improvements for portions of South Kelbaker and Kelso-Cima Roads. Work will address deferred maintenance and repair needs for up to 9 miles of the South Kelbaker and up to 10 miles of the Kelso-Cima Road. Rehabilitation and safety improvement requirements will vary depending on the condition of roadway sections, including methods such as demolition of deteriorated road surface, widening to provide a minimum consistent width, repaving, construction of pullouts, restriping of roads, and installation of mumble strips, additional traffic signs, culverts, drainage structures, and features such as tortoise fencing for the protection of the desert tortoise (<i>Gopherus agassizii</i>).</p> |   |  |
| <p>Rehabilitated assets will provide improved traffic safety and an improved driving experience for visitors and members of the public traveling through the park. Work will reduce the overwhelming number of vehicle accidents—especially incidents of severe injury and fatalities. The project will repair some of the most traveled roads in the park, serving an estimated 200,000 vehicles annually. Fencing or crossing features will help protect the desert tortoise, consistent with the park’s mission to protect and preserve the native species of the area.</p>   |   |  |

## Maintenance Action Team Program <sup>10</sup>

| Park   | # of Projects | Estimated LRF MAT Funding |
|--|---------------|---------------------------|
| Redwood National and State Parks                           | 2             | \$1,766,546 (FY 2023)     |
| Whiskeytown National Recreation Area                       | 2             | \$240,034 (FY 2024)       |
| Santa Monica Mountains National Recreation Area            | 1             | \$155,918 (FY 2024)       |
| Rosie the Riveter WWII Home Front National Historical Park | 1             | \$123,319 (FY 2024)       |
| Muir Woods National Monument                               | 1             | \$239,945 (FY 2024)       |
| Mojave National Preserve                                   | 2             | \$100,000 (FY 2024)       |
| John Muir National Historic Site                           | 1             | \$150,377 (FY 2024)       |
| Fort Point National Historic Site                          | 1             | \$344,271 (FY 2024)       |
| Eugene O'Neill National Historic Site                      | 1             | \$154,011 (FY 2024)       |
| <b>Totals</b>  | <b>12</b>     | <b>\$3,274,421</b>        |

## Notes

<sup>1</sup>Deferred Maintenance and Repairs (DM&R) includes only correction of existing deficiencies. It does not include, for example, alterations for improved accessibility, upgrades to meet current building codes, installation of new fire suppression systems, expansion of capacity, or annual recurring maintenance needs. The inventory associated with the fact sheet above includes only real property locations that are reported to the Federal Real Property Profile (FRPP).

<sup>2</sup>The number of LRF Projects (FY21-FY25) reflects (20) LRF project for FY 2021-FY 2025 and (12) MAT projects for FY 2021-FY2024. MAT projects for FY 2025 are currently being identified.

<sup>3</sup>Total Estimated GAOA LRF Funding reflects current approved funding which includes project funding increases through the use of construction contingency funding. Data as of April 4th, 2024

<sup>4</sup>Total Economic Impact is the measure measures the total estimated value of production of goods and services supported in the US economy by NPS LRF related expenditures. Economic output is the sum of all intermediate sales (business to business) and final demand (sales to consumers and exports). This figure does not reflect economic output generated through MAT projects nor does it reflect economic output generated through construction contingency funding increases.

<sup>5</sup>Castle Mountains National Monument (CAMO) is in California, but its inventory and associated DM&R needs are captured under the **Mojave National Preserve** (MOJA). CAMO is therefore not listed separately.

<sup>5</sup>The Presidio of San Francisco Monument (PRSF) is in California, but its inventory and associated DM&R needs are captured under the **Golden Gate National Recreation Area** (GOGA). PRSF is therefore not listed separately.

<sup>5</sup>Death Valley National Park (DEVA) spans multiple states. However, all inventory and associated DM&R needs recorded in the FMSS are aligned to California and are, therefore, represented fully.

<sup>5</sup>Juan Bautista de Anza National Historic Trail (JUBA) is in California but is not an official park unit. However, it has inventory recorded in the FMSS, so it is included.

<sup>6</sup>Housing is defined as residential structures associated with the NPS Employee Housing Program whereby rent is collected and associated support buildings (e.g., detached garages). Excluded from this category are multiuse buildings (e.g., visitor centers) that include quarters unit(s).

<sup>7</sup>Unpaved Roads includes unpaved parking areas and unpaved roadways.

<sup>8</sup>Paved Roads includes bridges, tunnels, paved parking areas, and paved roadways.

<sup>9</sup>All Other assets may include trail bridges, trail tunnels, maintained landscapes, boundaries, utility systems, dams, constructed waterways, marinas, aviation systems, railroad systems, ships, monuments, maintained archeological sites, fortifications, interpretive media, and amphitheaters.

<sup>10</sup>Maintenance Action Team projects reflect FY21, FY23, and FY24 projects. Additional MAT projects will be identified for the FY25 MAT program.