



Great American Outdoors Act Legacy Restoration Fund

Illinois



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: Illinois

Number of Park Units	Deferred Maintenance and Repairs Estimate ¹	Number of LRF Projects (FY21 – FY25) ²	Total Estimated GAOA LRF Funding ³	Estimated Economic Impact ⁴
2	\$17 M	1	\$8.9 M	\$25.0 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 ⁵	DM&R
Lincoln Home National Historic Site (LIHO)	\$17 M
Pullman National Monument (PULL)	\$444 K
Total	\$17 M

Asset Category	DM&R
Buildings	\$16 M
Housing ⁶	\$0
Campgrounds	\$0
Trails	\$0
Waste Water Systems	\$0
Water Systems	\$0
Unpaved Roads ⁷	\$0
Paved Roads ⁸	\$574 K
All Other ⁹	\$0
Total	\$17 M

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 Illinois.

Illinois' 18th Congressional District

Project Title	Replace Exterior Walkways
Park	Lincoln Home National Historic Site
LRF Funding	\$8,900,00 (FY 2025)

Project Description



This project will replace deteriorating pavement along streets, parking areas, and walkway surfaces throughout the park boundary in order to provide accessible pedestrian routes to the greatest extent reasonably achievable. It includes replacement of aging brick, wood, and asphalt surfaces with resilient rigid or semi-rigid pavement systems (such as concrete, unit pavers, asphalt, or similar). Utility cabling currently located under the existing surfaces will be relocated where practicable.

The existing pavement surfaces have deteriorated and are prone to frequent shifting and buckling, which often requires unscheduled maintenance and emergency repairs that are labor intensive and expensive to sustain. Relocation of buried utility lines will significantly decrease electrical network failures and communication outages within

8th and Jackson Streets.

Notes

¹ *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).*

² *The number of LRF Projects (FY21-FY25) reflects (1) LRF project for FY 2021-FY 2025 and (0) MAT projects for FY 2021-FY2024. MAT projects for FY 2025 are currently being identified.*

³ *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 4, 2024.*

⁴ *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.*

⁵ ***New Philadelphia National Historic Site (NEPH)** is in Illinois but does not have any active inventory or DM&R needs reported to FRPP. NEPH is therefore not included.*

⁶ *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).*

⁶ *Unpaved Roads includes unpaved parking areas and unpaved roadways.*

⁷ *Paved Roads includes bridges, tunnels, paved parking areas, and paved roadways.*

⁸ *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.*