



National Park Service Legacy Act

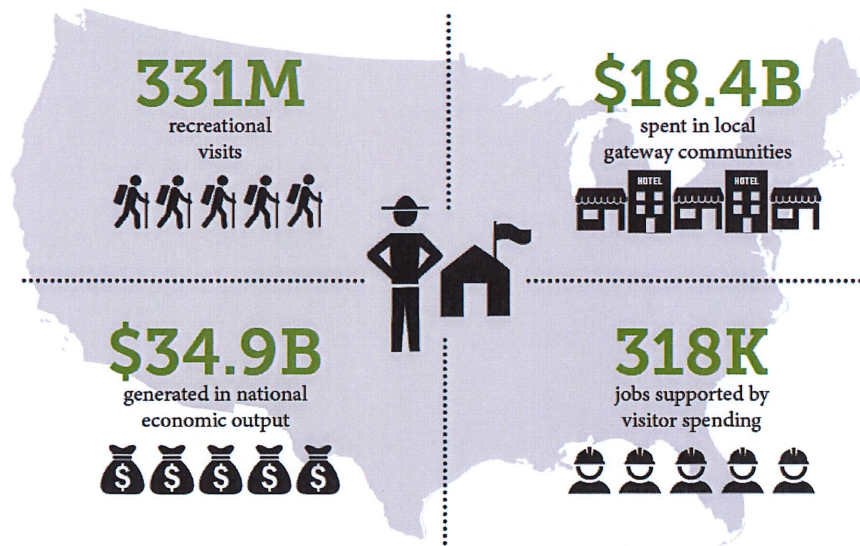
S. 751 | H.R. 2584

ISSUE OVERVIEW

The National Park Service (NPS), which turned 100 years old last year, manages more than 400 national park units—iconic landscapes, historic and cultural sites, trails, military battlegrounds, monuments, and memorials—throughout the country.

As a result of aging facilities, strain on resources caused by increased visitation and unreliable funding, NPS has been unable to keep pace with park infrastructure repairs. Based on 2015 data, the agency estimates it would cost nearly \$12 billion if it were to fix all of the items on its deferred maintenance list.

The National Park Service Legacy Act, bipartisan legislation introduced by Sens. Warner (D-VA) and Portman (R-OH) in the Senate and Reps. Hurd (R-TX) and Kilmer (D-WA) in the House, would provide dedicated annual federal funding to address national park deferred maintenance needs. The bill would ensure that parks continue to preserve our nation's heritage and recreation opportunities and that local communities who depend on park visitors for revenue will continue to flourish.



Sources: NPS Visitor Use Statistics, Annual Summary Report 2016;
2016 National Park Visitor Spending Effects: Economic Contributions to Local Communities, States, and the Nation.
Natural Resource Report NPS/NRSS/EQD/NRR-2016/1200

SPECIFIC LEGISLATIVE PROVISIONS

The National Park Service Legacy Act would:

- Establish a federal fund in the U.S. Treasury—named the “National Park Service Legacy Fund”—to draw down the national park maintenance backlog.
- The Fund would be financed using revenues from the on-shore and off-shore production of oil, gas, coal, and other mineral operations that are not already allocated by law to other programs.
- Monies would ramp up over time, based on the schedule below, to address high-priority national park deferred maintenance needs:

- (1) \$50,000,000 for each of fiscal years 2018, 2019, and 2020
- (2) \$150,000,000 for each of fiscal years 2021, 2022, and 2023
- (3) \$250,000,000 for each of fiscal years 2024, 2025, and 2026
- (4) \$500,000,000 for each of fiscal years 2027 through 2047

- Eighty percent of the Fund would be used for the repair and rehabilitation of NPS assets including: historic structures, visitor facilities, trails, water utility systems, and assets that impact disability access, health and safety, and recreation.
- Twenty percent of the Fund would be used to restore transportation-related infrastructure, such as roads, bridges, and tunnels.
- Prohibit allocated funds from being used for land acquisition or to replace discretionary funding for NPS facility operations and maintenance needs.
- Protect the authority of Congress by requiring review of proposed maintenance projects by appropriate committees.
- Promote public-private collaboration by incentivizing projects which have a private donation cost-share component.

CURRENT STATUS

S.751 was introduced on March 28, 2017 and was referred to the Senate Energy and Natural Resources Committee.

H.R. 2584 was introduced on May 22, 2017 and was referred to the House Natural Resources and House Transportation and Infrastructure Committees. Original co-sponsors include Rep. Dave Reichert (R-WA) and Colleen Hanabusa (D-HI).



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**BOARD OF COMMISSIONERS
OF THE
COUNTY OF JACKSON
STATE OF NORTH CAROLINA**

**A RESOLUTION ENCOURAGING CONGRESS TO CREATE A RELIABLE, PREDICTABLE
STREAM OF RESOURCES TO ADDRESS DEFERRED MAINTENANCE NEEDS IN
AMERICA'S NATIONAL PARK SYSTEM.**

WHEREAS, America's National Park System is a living testament to our citizens valor, our nation's hardships, our victories, and our traditions as Americans, and has been called "America's Best Idea;" and

WHEREAS, the National Park System preserves the diversity, culture, and heritage of all Americans, and serves as a living classroom for future generations; and

WHEREAS, in 2016, the National Park Service celebrated its centennial, and currently manages more than 400 nationally significant sites and an invaluable collection of more than 75,000 natural and cultural assets that span 84 million acres across all 50 states, the District of Columbia, and several U.S. territories and insular areas; and

WHEREAS, North Carolina is home to ten national park units, including Cape Hatteras National Seashore, Moores Creek National Battlefield, Great Smoky Mountains National Park, and the Blue Ridge Parkway.

WHEREAS, Jackson County is a gateway to both the Blue Ridge Parkway and Great Smoky Mountains National Park, and benefits from the tourism associated with visitors to these parks and the improved quality of place for residents; and

WHEREAS, the National Park Service's mission is to "to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner

and by such means as will leave them unimpaired for the enjoyment of future generations;” and

WHEREAS, in 2016, the National Park System had more than 331 million visits, including 11.3 million in Great Smoky Mountains National Park, and 15.2 million along the length of the Blue Ridge Parkway; and

WHEREAS, in 2016, National Park Service estimates indicate that park visitors spent more than \$942 million in the local communities adjacent to Great Smoky Mountains National Park and \$980 million in those along the Blue Ridge Parkway; and

WHEREAS, the National Park Service has the obligation to preserve our nation’s history; promote access to national parks for all citizens; stimulate revenue to sustain itself and nearby communities; educate the public about America’s natural, cultural and historical resources, and provide safe facilities and environs to enjoy these resources; and

WHEREAS, in 2016, the National Park Service estimated a deferred maintenance backlog of \$11.3 billion, including \$67 million in the North Carolina portion of the Great Smoky Mountains National Park and \$261 million along the North Carolina section of the Blue Ridge Parkway, which consists of repairs to aging historical structures, trails, sewers, thousands of miles of roads, bridges, tunnels, and other vital infrastructure.

WHEREAS, it is the responsibility of Congress to maintain America’s national parks to ensure our natural places and our history is preserved and documented for future generations, and for the adjacent communities that rely on the direct and indirect economic benefits generated by visits to national park sites.

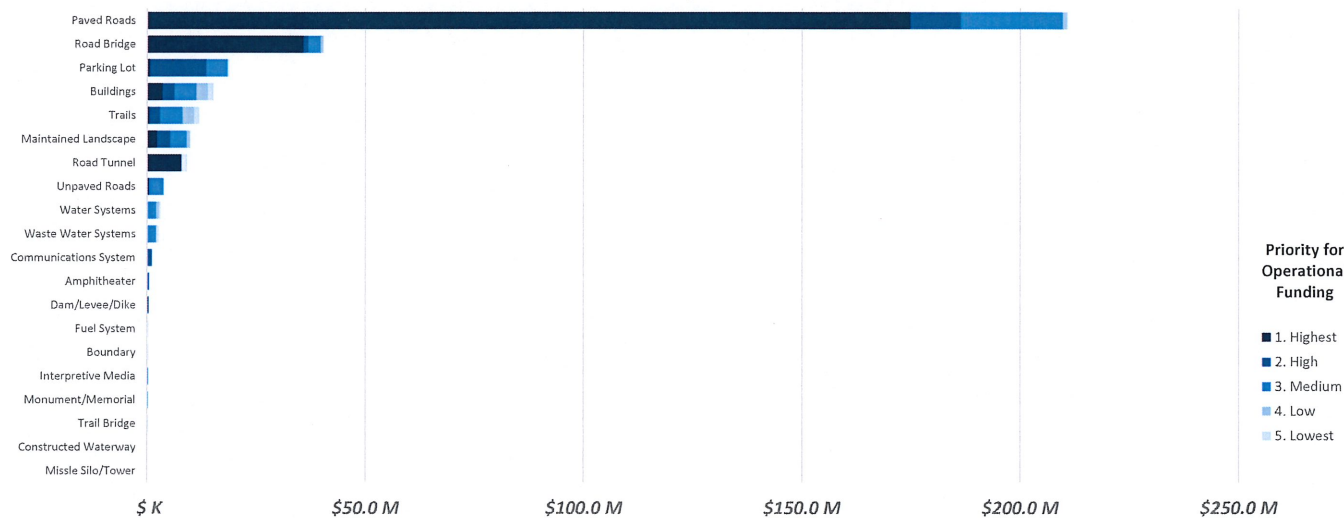
NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE COUNTY OF JACKSON that the County of Jackson urges Congress to create a reliable, predictable stream of resources to address deferred maintenance needs in America’s National Park System, and to ensure that federal infrastructure initiatives include provisions to address park maintenance.

PASSED, APPROVED AND ADOPTED this ____ day of _____, 2017.

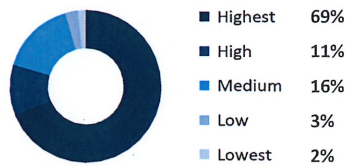


Total Deferred Maintenance
\$328,712,739

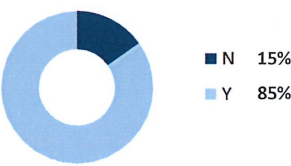
Deferred Maintenance by Asset Category



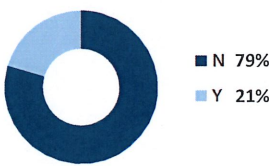
Priority for Operational Funding
by \$ Value



Transportation Asset Breakdown
by \$ Value



Historic Asset Breakdown
by \$ Value



North Carolina | SER | Multiple Parks

Multiple Asset Types

Foxx - NC 5, McHenry - NC 10, Meadows - NC 11



Summary of Deferred Maintenance

Compared to Replacement Value

	Deferred Maintenance	Current Replacement Value
NC	\$328.7M	\$4059.5M
Blue Ridge Parkway	\$261.7M	\$2578.6M
Amphitheater	\$462K	\$4.9M
Boundary	\$267K	\$7.5M
Buildings	\$12.2M	\$86.3M
Communications System	\$1.1M	\$8.5M
Dam/Levee/Dike	\$360K	\$102.6M
Fortification	\$0	\$6K
Fuel System	\$163K	\$320K
Interpretive Media	\$209K	\$831K
Maintained Landscape	\$7.6M	\$811.1M
Marina/Waterfront System	\$0	\$4K
Monument/Memorial	\$186K	\$729K
Parking Lot	\$16.6M	\$59.8M
Paved Roads	\$177.9M	\$931.5M
Road Bridge	\$31.3M	\$241.0M
Road Tunnel	\$7.8M	\$220.7M
Trail Bridge	\$196K	\$4.3M
Trails	\$1.8M	\$31.6M
Unpaved Roads	\$469K	\$1.3M
Waste Water Systems	\$1.6M	\$39.8M
Water Systems	\$1.5M	\$25.5M
Great Smoky Mountains National Park	\$67.1M	\$1481.0M
Amphitheater	\$5K	\$2.1M
Buildings	\$2.9M	\$31.0M
Communications System	\$52K	\$3.9M
Constructed Waterway	\$135K	\$443K
Dam/Levee/Dike	\$0	\$1045.4M
Fuel System	\$134K	\$258K

(*) - Costs lumped into another unit.

(**) - Costs not documented.

(***) - Costs for park included in another state.

North Carolina | SER | Multiple Parks

Multiple Asset Types

Foxx - NC 5, McHenry - NC 10, Meadows - NC 11



<i>Interpretive Media</i>	\$4K	\$298K
<i>Maintained Landscape</i>	\$2.3M	\$30.2M
<i>Missile Silo/Tower</i>	\$20K	\$7.1M
<i>Monument/Memorial</i>	\$26K	\$3.2M
<i>Parking Lot</i>	\$2.2M	\$8.4M
<i>Paved Roads</i>	\$33.0M	\$113.1M
<i>Road Bridge</i>	\$9.0M	\$36.4M
<i>Road Tunnel</i>	\$1.3M	\$16.9M
<i>Solid Waste System</i>	\$0	\$249K
<i>Trail Bridge</i>	\$10K	\$1.6M
<i>Trails</i>	\$9.9M	\$91.5M
<i>Unpaved Roads</i>	\$3.4M	\$77.1M
<i>Waste Water Systems</i>	\$1.1M	\$6.2M
<i>Water Systems</i>	\$1.6M	\$5.6M
Grand Total	\$328.7M	\$4059.5M

(*) - Costs lumped into another unit.

(**) - Costs not documented.

(***) - Costs for park included in another state.

National Park Service Legacy Fund (S. 751 and H.R. 2584)

Mineral Revenue Q&A

Senators Warner and Portman have introduced legislation, the National Park Service Legacy Fund (S. 751), that would establish a fund in the U.S. Treasury to dedicate federal monies each year to National Park Service (NPS) deferred maintenance needs. The fund would be financed by “mineral revenues due and payable to the United States that are not otherwise credited, covered, or deposited under Federal law.”

What are mineral revenues?

The U.S. Department of the Interior (DOI) is charged with managing oil, gas, coal, and other mining operations on all federal lands, both on-shore and off-shore.

On-shore minerals are considered fossil fuel deposits on Bureau of Land Management (BLM) and U.S. Forest Service (USFS) lands which are leased through competitive and non-competitive bidding processes. This process is determined by the Mineral Leasing Act of 1920. Examples of on-shore minerals include coal, petroleum, natural gas, hard rock minerals, and geothermal energy.

Off-shore operations involve leasing and production of oil and gas on submerged lands generally located three miles or more from coastal states and within U.S. jurisdiction. This process is determined by the Outer-Continental Shelf Lands Act (OCSLA) of 1953.

How much mineral revenue is currently in the U.S. Treasury?

According to DOI estimates, in fiscal year 2017, on-shore and off-shore operations are expected to generate approximately \$7.2 billion in royalties and other required payments to the U.S. Treasury.

On-shore revenue will total approximately \$2.7 billion.

Off-shore revenue will total approximately \$4.5 billion.

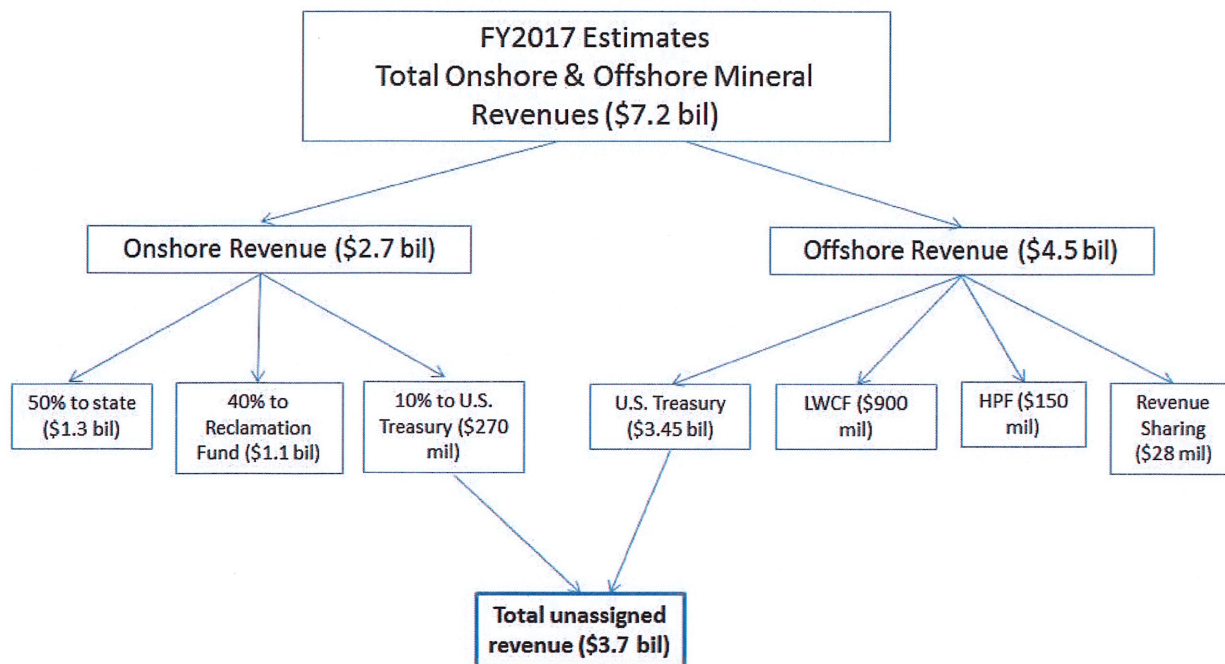
How are mineral revenues allocated?

Of the total \$7.2 billion in mineral revenues due and payable to the United States, some of the monies are “otherwise credited, covered, or deposited” by law into special accounts, and therefore would not be available for use by the NPS Legacy Fund.

On-shore. Under the Mineral Leasing Act, 50% of on-shore revenue is returned to the state from which it was generated (roughly \$1.3 billion for FY2017), while 40% is reserved for the Reclamation Fund for western water projects (\$1.1 billion for FY2017). The remainder of on-shore revenues, approximately \$270 million, is deposited in the general U.S. Treasury.

Off-shore. Off-shore revenues are allocated as follows: \$900 million to the Land and Water Conservation Fund (LWCF), \$150 million to the Historic Preservation Fund (HPF), and under the OCSLA and Gulf of Mexico Energy Security Act (GOMESA), approximately \$28 million is returned to coastal states. The remainder of off-shore revenues, approximately \$3.45 billion, is deposited in the general U.S. Treasury.

In total, \$3.5 billion of FY2017 on-shore and off-shore receipts is set aside by law for specific purposes, leaving approximately \$3.7 billion of unassigned revenue. It is from this remaining, unassigned revenue in the U.S. Treasury that the NPS Legacy Fund proposes to draw from.



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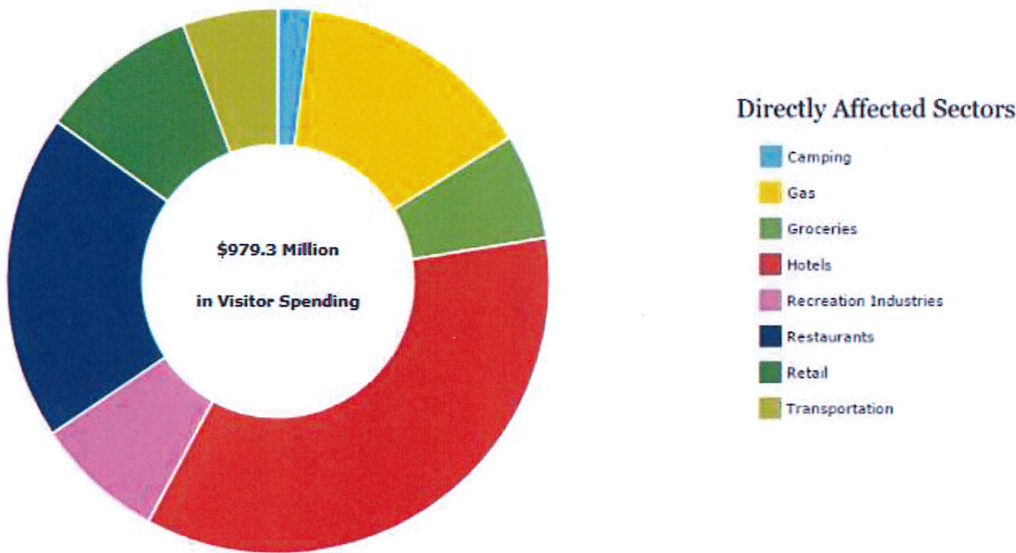
Blue Ridge Parkway

In 2016, 15.2 Million park visitors spent an estimated \$979.3 Million in local gateway regions while visiting Blue Ridge Parkway. These expenditures supported a total of 15.6 Thousand jobs, \$462.9 Million in labor income, \$767.9 Million in value added, and \$1.3 Billion in economic output in local gateway economies surrounding Blue Ridge Parkway.

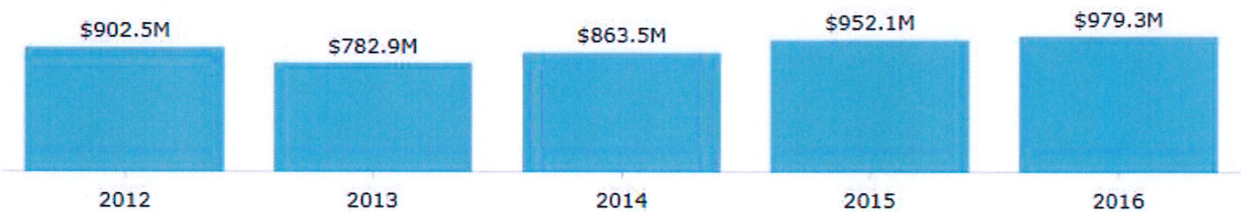
- ☒ Visitor Spending
- ☐ Jobs
- ☐ Labor Income
- ☐ Value Added
- ☐ Economic Output

Click on a Park for more information or select a Park

Blue Ridge Parkway ▼



Total Visitor Spending (Blue Ridge Parkway)



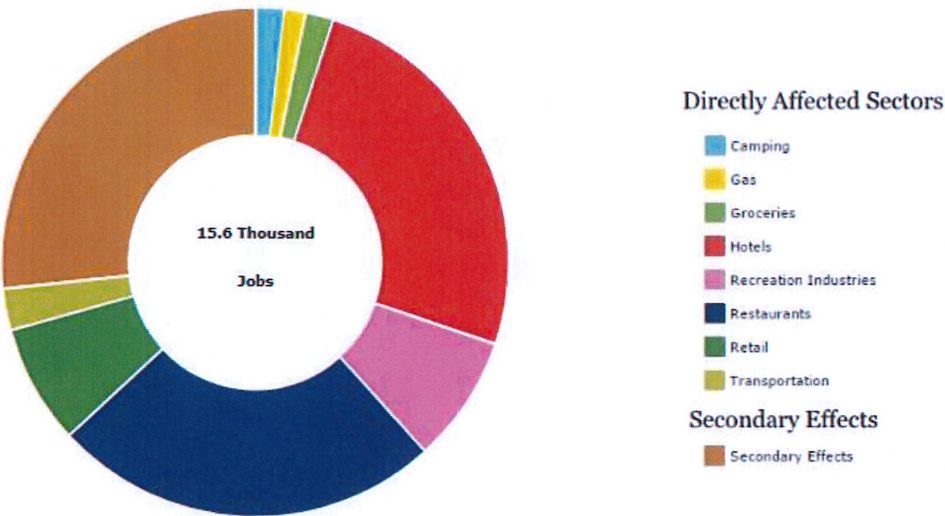
Visitor Spending	\$979 million
Camping	\$19.4 million
Gas	\$139 million
Groceries	\$61.4 million
Hotels	\$346.5 million
Recreation Industries	\$75.7 million
Restaurants	\$189.3 million
Retail	\$92.3 million
Transportation	\$56 million

Blue Ridge Parkway

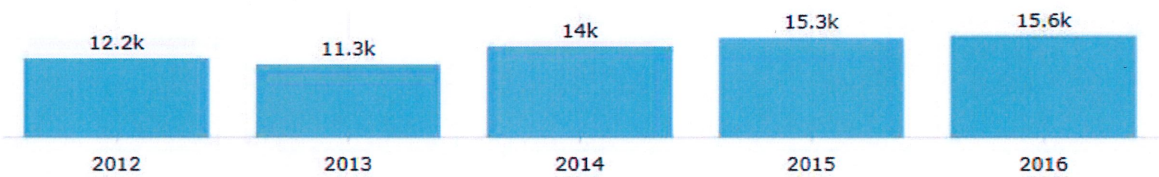
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Visitor Spending **Jobs** Labor Income Value Added Economic Output

Click on a Park for more information or select a Park Blue Ridge Parkway



Total Jobs Contributed to Blue Ridge Parkway Gateway Economies



Jobs supported	15,600
Camping	286
Gas	212
Groceries	280
Hotels	3,900
Recreation Industries	1,300
Restaurants	3,900
Retail	1,200
Transportation	411
Secondary Effects	4,200

Source: <https://www.nps.gov/subjects/socialscience/vse.htm>

EMBARGOED - FINAL DRAFT

CADMUS



RESTORING PARKS, CREATING JOBS

How Infrastructure
Restoration in the National
Park System Can Create
or Support Jobs

FY2016 Data Analysis

COMMISSIONED BY:
THE PEW CHARITABLE TRUSTS

October 2017

NPS Photo

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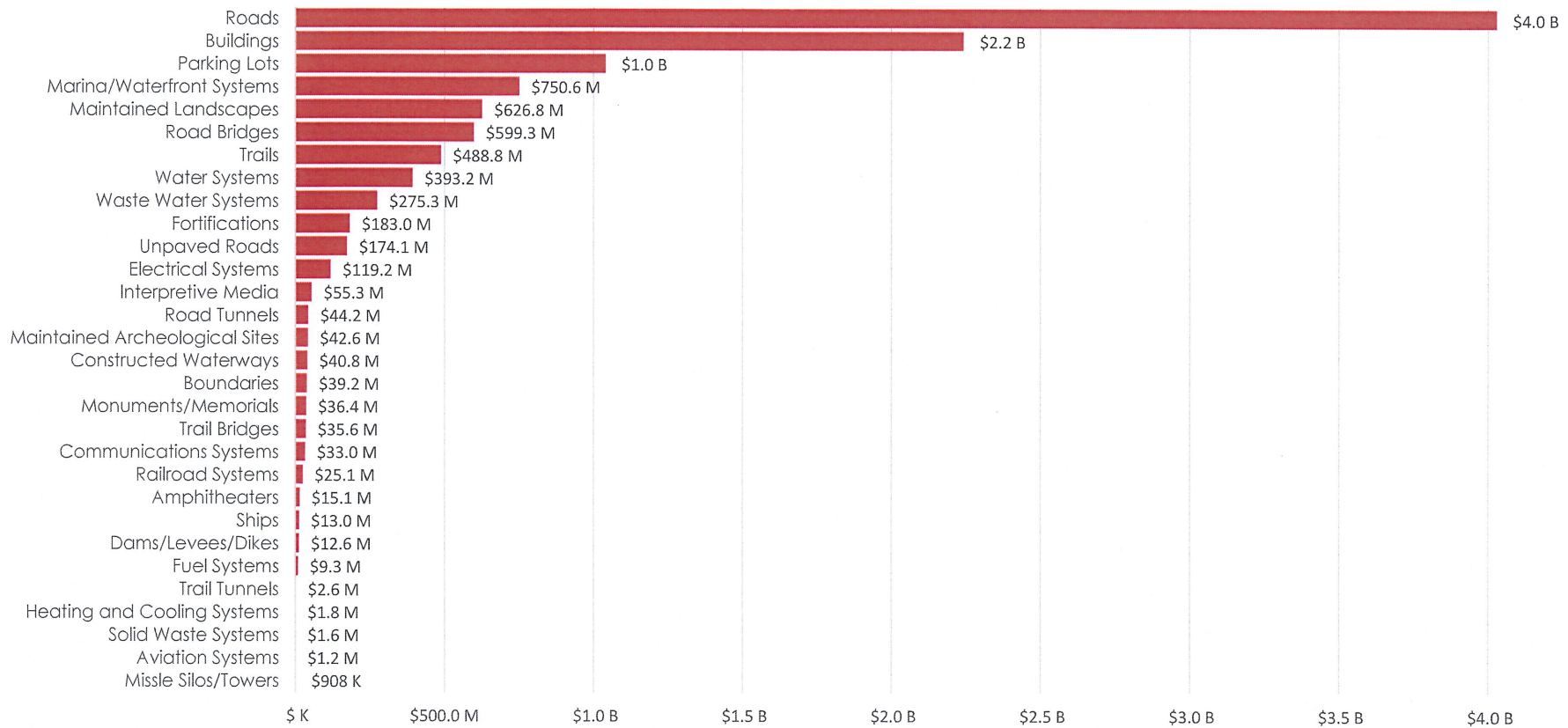
NATIONAL PARK SERVICE OVERVIEW

- The National Park Service (NPS) manages and protects over 400 units nationwide including: wild landscapes, cultural and historical sites, urban areas, waterfronts, battlefields, cemeteries, trail systems, and parkways that preserve and interpret significant pieces of America's history.
- NPS maintains over 75,000 built assets.
- NPS assets include:
 - 10,000 miles of roads
 - 18,000 miles of trails
 - 28,000 buildings
 - 1,800 sewage systems
- NPS is 101 years old.



NATIONAL PARK SERVICE DEFERRED MAINTENANCE: THE NUMBERS

National Park Service Deferred Maintenance Categories
(FY2016 data)



According to NPS, “Deferred Maintenance is maintenance and repairs of assets that was not performed when it should have been and is delayed for a future period.”

INFRASTRUCTURE RESTORATION CREATES AND SUPPORTS JOBS

42,000

NPS ASSETS
WITH DEFERRED
MAINTENANCE
NEEDS

\$11.3B

FEDERAL
INVESTMENT
NEEDED FOR NPS
REPAIRS

110,169

JOBS CREATED
OR SUPPORTED BY
\$11.3B FEDERAL
INVESTMENT IN NPS
INFRASTRUCTURE

- Of the 75,000 NPS assets, 42,000 require repairs.
- The NPS Deferred Maintenance backlog for FY 2016 is estimated at \$11.3 billion.
- 110,169 jobs could be created or supported by investing in infrastructure and preservation projects that are on NPS' complete deferred maintenance list.

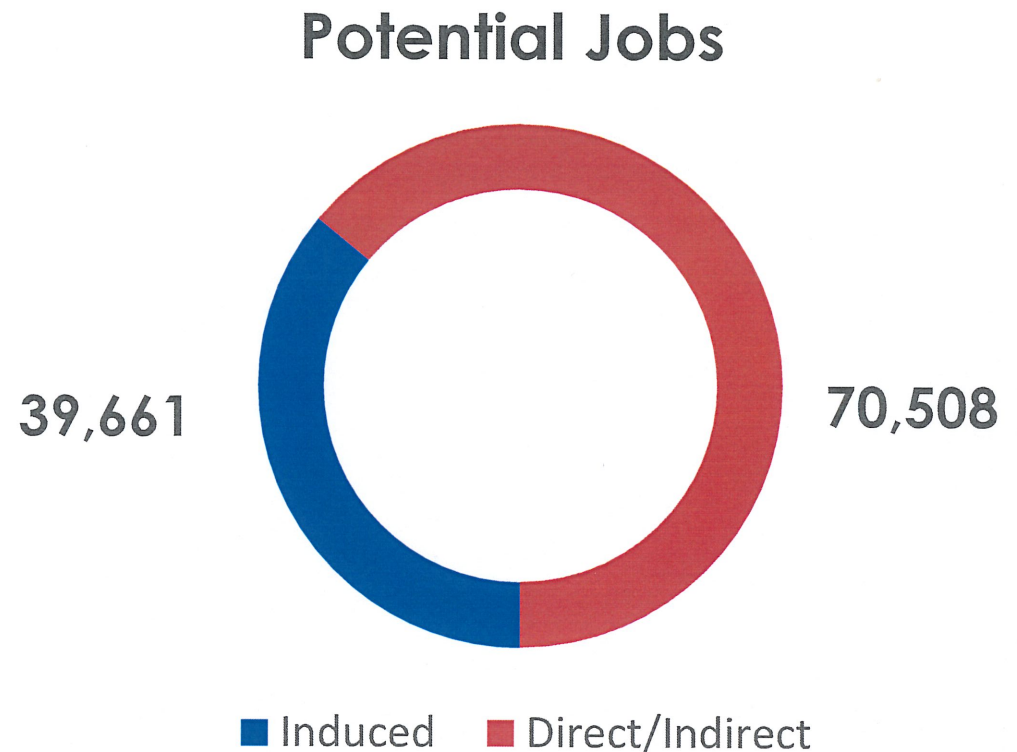
This report measures jobs in terms of job-years. A job-year is the equivalent of one full-time job that lasts for one full year. For example, one person working full-time for two years is equivalent to two job-years. Two people working half-time for one year is equivalent to one job-year.

JOB NUMBERS

Total potential jobs are split across direct, indirect, and induced jobs.

Of the 110,169 potential infrastructure-related NPS jobs, 64 percent would be direct and indirect jobs. Direct jobs are actual restoration and construction-related jobs while indirect jobs refer to supplying materials to the construction site and other off-site support activities.

The remaining 36 percent of potential jobs are induced due to money circulating within the local economy as a result of income generated from NPS infrastructure-related projects.

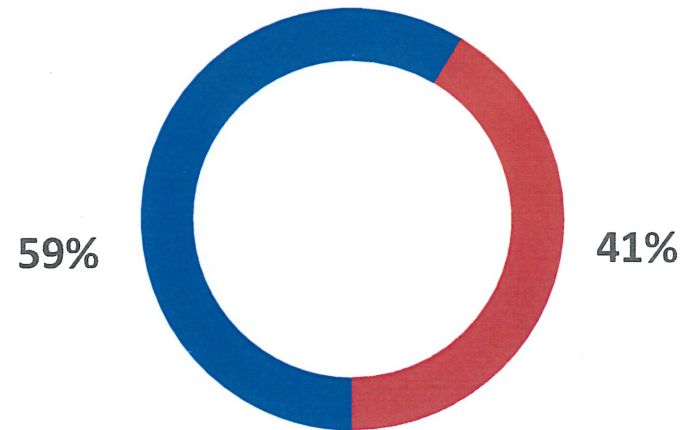


STATES WITH HIGHER UNEMPLOYMENT RATES MAY BENEFIT MOST

Of the NPS infrastructure-related jobs that would be created or supported by addressing the maintenance backlog, 59 percent would be in states with unemployment rates that exceed the National Average Unemployment Rate.*

**Based on June 2017 BLS data; 4.4% National Average Unemployment*

Potential Jobs in States with High Unemployment Rates



■ Jobs in Parks > State Unemployment Average

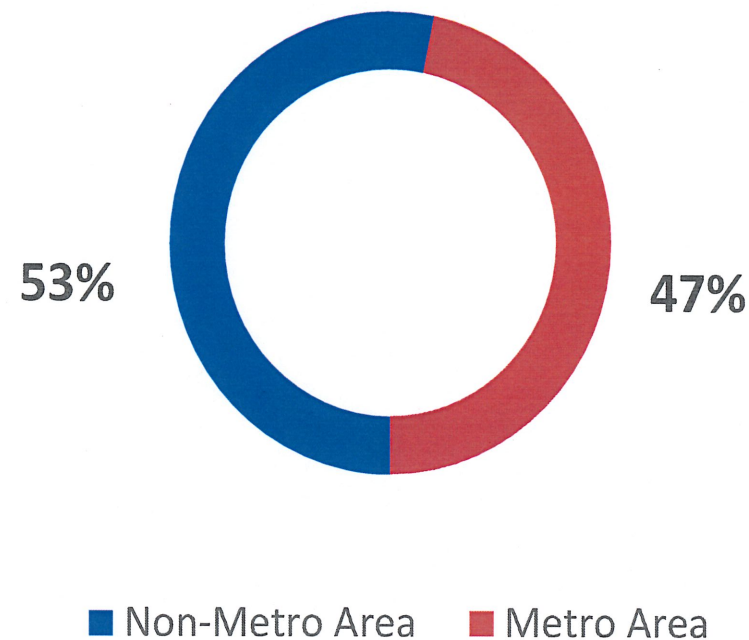
■ Jobs in Parks < State Unemployment Average

POTENTIAL JOBS WOULD BE LOCATED IN METRO & NON-METRO AREAS

Of the potential NPS infrastructure related jobs, 53 percent would be in non-metro areas (areas with less than 100,000 residents).*

**Based on U.S. Census Bureau Data.*

Potential NPS Jobs
Metro and Non-Metro Areas



TOP 20 STATES WITH THE MOST JOB POTENTIAL

- | | | | |
|----|----------------------|----|---------------|
| 1 | California | 11 | Utah |
| 2 | District of Columbia | 12 | Maryland |
| 3 | New York | 13 | Tennessee |
| 4 | Wyoming | 14 | Florida |
| 5 | Virginia | 15 | Montana |
| 6 | Arizona | 16 | Massachusetts |
| 7 | North Carolina | 17 | Colorado |
| 8 | Washington | 18 | New Jersey |
| 9 | Mississippi | 19 | Texas |
| 10 | Pennsylvania | 20 | Nevada |

POTENTIAL JOBS BY STATE

State	Jobs	Job Rank	State	Jobs	Job Rank	State	Jobs	Job Rank
AK	1,060	24	KY	1,154	22	OH	774	28
AL	252	37	LA	110	44	OK	194	40
AR	400	34	MA	2,261	16	OR	1,026	26
AS	8	55	MD	2,649	12	PA	2,808	10
AZ	6,246	6	ME	700	29	PR	180	41
CA	16,543	1	MI	452	32	RI	14	54
CO	2,209	17	MN	205	39	SC	279	36
CT	30	53	MO	799	27	SD	618	30
DC	11,652	2	MP	87	47	TN	2,572	13
DE	0	56	MS	3,028	9	TX	1,526	19
FL	2,467	14	MT	2,451	15	UT	2,758	11
GA	1,052	25	NC	4,187	7	VA	7,298	5
GU	62	49	ND	527	31	VI	239	38
HI	1,348	21	NE	72	48	VT	31	52
IA	62	50	NH	51	51	WA	3,826	8
ID	142	43	NJ	2,075	18	WI	91	46
IL	170	42	NM	1,132	23	WV	426	33
IN	317	35	NV	1,370	20	WY	8,054	4
KS	95	45	NY	9,847	3	Other*	186	-

**Other represents potential jobs created or supported from repairing the Appalachian National Scenic Trail, which crosses several state boundaries.*

METHODOLOGY

REPORT PREPARED BY THE CADMUS GROUP

This analysis used Fiscal Year 2016 NPS deferred maintenance data from the National Park Service's Facility Management Software System (FMSS). The NPS FMSS system tracks all of the known deferred maintenance by project and includes several project fields, such as asset type, condition, and estimated repair cost. To transform the cost data into jobs, this report used the Council of Economic Advisors' (CEA) job creation formula (2009). This formula estimates that each \$92,000 of infrastructure investment creates one job-year (1 full-time employee for 1 year). The total government spending required to generate one job-year was adjusted from \$2009 to \$2016 using U.S. Bureau of Labor Statistics CPI inflation data to \$103,000 per job-year. While the CPI index tracks increases in the costs of goods as well as labor, inflation remained low over the period 2009-2016 and adjusted job estimates are substantially similar to those created by adjusting using the Employment Cost Index 2009-2016.

The total job creation is split across direct/indirect and induced job creation. The formula predicts that 64 percent of jobs would be direct and indirect jobs; these are jobs that are either involved at the construction site or in supplying materials and labor to the construction site. The remaining 36 percent of jobs are induced jobs; these jobs are created by spending effects from money circulating within the local economy. While more detailed job estimation models are available, they work best at a local level when supplied with community-specific materials and labor market variables. While the CEA formula is not as accurate on a local level, it should provide a reasonably accurate job-creation estimate at a state and national level across the NPS system.

In addition to data provided by the NPS in their "FY 2016 NPS Asset Inventory Summary Location Report 2016.09.30" this report also uses publicly available information from the U.S. Census Bureau on metropolitan area boundaries and the U.S. Bureau of Labor Statistics on unemployment (as of August 2017). Data analysis is based on the "State" field supplied by the NPS; the state information for some entries was modified to better reflect the on-the-ground physical location of some assets in multi-state parks.