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PENDING LEGISLATION

HEARING

BEFORE THE

SUBCOMMITTEE ON
NATIONAL PARKS

OF THE

COMMITTEE ON
ENERGY AND NATURAL RESOURCES
UNITED STATES SENATE

ONE HUNDRED FIFTEENTH CONGRESS

SECOND SESSION

ON

S. 400	**S. 1573**	**S. 2102**
S. 966	**S. 1602**	**S. 2213/H.R. 4300**
S. 1160	**S. 1645**	**S. 2225**
S. 1260/H.R. 2615	**S. 1646**	**S. 2238**
S. 1335	**S. 1692**	**H.R. 1397**
S. 1446/H.R. 1135	**S. 1956/H.R. 2897**	**H.R. 1500**
S. 1472		

FEBRUARY 14, 2018

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CONTENTS

OPENING STATEMENTS

	Page
Daines, Hon. Steve, Subcommittee Chairman and a U.S. Senator from Montana	1
King, Jr., Hon. Angus S., Subcommittee Ranking Member and a U.S. Senator from Maine	4
Portman, Hon. Rob, a U.S. Senator from Ohio	5

WITNESS

Smith, P. Daniel, Deputy Director, National Park Service, U.S. Department of the Interior	6

ALPHABETICAL LISTING AND APPENDIX MATERIAL SUBMITTED

Agenda	3
American Discovery Trail Society:	
Statement for the Record	49
Blue Ridge National Heritage Area:	
Statement for the Record	54
Blunt, Hon. Roy:	
Statement for the Record	57
Bowser, Hon. Muriel:	
Letter for the Record	58
Burr, Hon. Richard:	
Statement for the Record	60
Capito, Hon. Shelley Moore and Coons, Hon. Chris:	
Joint Statement for the Record regarding S. 1573	61
Joint Statement for the Record regarding S. 1692	63
Cardin, Hon. Benjamin L. and Van Hollen, Hon. Chris:	
Joint Statement for the Record	65
Daines, Hon. Steve:	
Opening Statement	1
Hirono, Hon. Mazie K.:	
Statement for the Record	69
King, Jr., Hon. Angus S.:	
Opening Statement	4
Murkowski, Hon. Lisa:	
Statement for the Record	71
National EMS Memorial Foundation:	
Letter for the Record	73
National Parks Conservation Association:	
Letter for the Record	76
Portman, Hon. Rob:	
Opening Statement	5

Page

Smith, P. Daniel:
Opening Statement 6
Written Testimony 8
Responses to Questions for the Record 37
(The) Wilderness Society:
Letter for the Record 79

The text for each of the bills which were addressed in this hearing can be found on the committee's website at: https://www.energy.senate.gov/public/index.cfm/2018/2/subcommittee 021418.

PENDING LEGISLATION

WEDNESDAY, FEBRUARY 14, 2018

U.S. SENATE,
SUBCOMMITTEE ON NATIONAL PARKS,
COMMITTEE ON ENERGY AND NATURAL RESOURCES,
Washington, DC.

The Subcommittee met, pursuant to notice, at 3:07 p.m. in Room SD–366, Dirksen Senate Office Building, Hon. Steve Daines, presiding.

OPENING STATEMENT OF HON. STEVE DAINES, U.S. SENATOR FROM MONTANA

Senator DAINES [presiding]. The Subcommittee will come to order.

Before we begin I would like to take a moment to welcome our new Ranking Member, Senator Angus King, who hails from the great State of Maine. I will tell you there is some great symmetry here with Maine and Montana here leading this Committee. It is wonderful to have you and, truly, I look forward to working with you.

The 23 bills we are examining this afternoon cover a wide range of issues related to the federal land administered by the U.S. Department of the Interior, primarily by the National Park Service.

Some of the items we will hear today are new to the Subcommittee and others we have heard before in previous Congresses, but this will give us a great opportunity to update the record as well as for members to ask questions. In addition, a good number of the items on the agenda today have been included in S. 1460, the Energy and Natural Resources Act of 2017.

Because we have so many items on the agenda today, I won't go through each one, but I would like to highlight a few before we do get started.

For example, S. 1260, which was introduced by my colleague, Senator Cochran, is on the list today. This bill would authorize a land exchange between the Veterans of Foreign Wars (VFW) Post 5699 in Ocean Springs, Mississippi, and the National Park Service. Right now, the only way to reach the VFW Post is across a one lane, dirt access road. While the Park Service allows the VFW to construct and maintain the access road, they did not provide a right of way or a special use permit. This land exchange between the VFW and the Park Service would allow for guaranteed access to a driveway for VFW members and would be mutually beneficial for both parties. I think this is the least we can do for those who have served our country.

Speaking of those who have served, we have another item on our agenda today, Senate bill 2213, which speaks to the legacy of the veterans of our greatest generation. This bill was introduced by Senator Hirono and would allow for the creation of the Pacific War Memorial at Pearl Harbor to tell the story of those U.S. Servicemembers who fought bravely alongside all other allied servicemembers in the Pacific Theater during World War II, many who made the ultimate sacrifice. This may come as a surprise to many, but the current memorials at Pearl Harbor commemorate America's entry into and the successful end to the war but lack of space to honor individuals who served in Theater. This legislation would allow a commemorative display to be constructed at no cost to the Federal Government and would be named after a hero of the greatest generation, Admiral Lloyd R. "Joe" Vasey, who, it is my understanding, recently celebrated his 101st birthday. I look forward to learning more about how we can move this forward on a bipartisan basis.

We have a few other items on the agenda that, I believe, are of special significance today. It is February which is African American History Month. There are two bills on our agenda: S. 1645, which would authorize a special resource study for Public School 103, that is Thurgood Marshall's elementary school, and Senate bill 1646, which would authorize a special resource study for President Street Station in Baltimore, both of which are significant to African American and all American history. In addition, S. 1446, which would reauthorize Historically Black Colleges and Universities Preservation Program, is on the agenda. I look forward to a good discussion on each of these items in addition to the rest of all the bills on our long list.

Each of these agenda items are not only important to individual members of the Subcommittee but to our nation's parks and citizens as a whole. This Subcommittee is so important to our members and our citizens because we often talk about very local issues and about access to our parks.

In Montana, access to public lands and recreation is at the forefront of our minds and our economy. It is my hope that as Chair I can continue to further that discussion. In fact, just today we heard from the Bureau of Economic Analysis about the economic benefit of outdoor recreation to our economy.

I know we have quite a few items on the agenda today, but I am hopeful we can move through the list fairly quickly. It is Valentine's Day. I am sure somebody in this room may have other plans this evening.

The purpose of this hearing is to consider the Administration's views on these bills and allow Committee members an opportunity to ask questions. We will also include written statements that have been sent to the Subcommittee in the official hearing record.

Because of the large number of bills on today's agenda, I will not read through the list, but at this time I will include the complete agenda in the hearing record. Without objection.

[The complete agenda referred to follows:]

UNITED STATES SENATE

COMMITTEE ON ENERGY AND NATURAL RESOURCES

SUBCOMMITTEE ON NATIONAL PARKS

February 14, 2018 Hearing regarding Pending Legislation

AGENDA

- **S. 400**, the Susquehanna National Heritage Area Act
- **S. 966**, the National Historic Vehicle Register Act of 2017
- **S. 1160**, the Abraham Lincoln National Heritage Area Amendment Act
- **S. 1260/H.R. 2615**, the Gulf Islands National Seashore Land Exchange Act of 2017
- **S. 1335**, the Ste. Genevieve National Historical Park Establishment Act
- **S. 1446/H.R. 1135**, to reauthorize the Historically Black Colleges and Universities Historic Preservation program
- **S. 1472**, a bill to reauthorize the Tennessee Civil War Heritage Area
- **S. 1573**, the American Discovery Trail Act of 2017
- **S. 1602**, the Finger Lakes National Heritage Area Study Act
- **S. 1645**, the Thurgood Marshall's Elementary School Study Act
- **S. 1646**, the President Street Station Study Act
- **S. 1692**, the National Emergency Medical Services Commemorative Work Act
- **S. 1956/H.R. 2897**, a bill to authorize the Mayor of the District of Columbia and the Director of the National Park Service to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia
- **S. 2102**, the Acadia National Park Boundary Clarification Act
- **S. 2213/H.R. 4300**, the Admiral Lloyd R. "Joe" Vasey Pacific War Commemorative Display Establishment Act
- **S. 2225**, the Blue Ridge National Heritage Area Reauthorization Act of 2017
- **S. 2238**, a bill to amend the Ohio & Erie Canal National Heritage Canalway Act of 1996 to repeal the funding limitation
- **H.R. 1397**, to authorize, direct, facilitate, and expedite the transfer of administrative jurisdiction of certain Federal land, and for other purposes
- **H.R. 1500**, the Robert Emmet Park Act of 2017

Senator DAINES. We have one witness today, Mr. P. Daniel Smith, Deputy Director, National Park Service, U.S. Department of the Interior. This is Mr. Smith's first time testifying for the Subcommittee but not his first time up here in the Senate in this capacity. I would like to thank him for being here with us.

First, let me turn to the Ranking Member, my friend, Senator King, for his opening remarks.

STATEMENT OF HON. ANGUS S. KING, JR., U.S. SENATOR FROM MAINE

Senator KING. Thank you, Mr. Chairman. I must say I am delighted to be joining you as Ranking Member of this Subcommittee.

I am just delighted to welcome Director Smith who, I just learned, hails from Portland, Maine, which means you have a lot of credibility coming out of the box, Mr. Director. Don't screw it up.

[Laughter.]

We are delighted to have you here.

I am also excited you mentioned Thurgood Marshall. It was 50 years ago this spring that I was a young law student and I heard Thurgood Marshall speak at the University of Virginia Law School. It is one of the highlights of my life. I still remember the speech to this day.

I am a strong supporter of the National Park System, a firm believer in its mission to protect and preserve the natural and cultural resources of this nation for the enjoyment of future generations. In this role, I hope to help the Park Service bring its operations into the 21st century, to help our national parks connect to a new generation of visitors, and to redouble our efforts to solve the challenges facing the Park System from older challenges like park maintenance and funding to the newer challenges such as record visitation at certain parks and the long-term threats of climate change.

Director Smith, I also welcome you to the Committee today. I appreciate your testimony on the pending legislation and appreciate the work that you have done for many years.

I understand one of the issues that I am going to be talking about is Acadia National Park, and you worked on that issue in 1986. It is a delight to have you here with your expertise and history.

The Park Service and the Department of the Interior has been working with me for some time to address concerns about the legislation involving Acadia. I know that both the Administration and the Maine delegation are dedicated to preserving and continuously improving Acadia National Park, one of the crown jewels of the National Park System.

I think the changes we have made in this legislation appropriately take care of a number of issues at the Park. Importantly, the bill addresses the concern from local neighbors about the Park and about the boundaries by protecting traditional activities of clammers and wormers near the Park and it also addresses an assortment of other issues that were bound to arise between close neighbors who have been in proximity for 100 years.

By the way, I was at a celebration two summers ago of the 100th anniversary of Acadia National Park, and at the celebration was

the only person on the island older than the Park, David Rockefeller. He was 101 and was at that celebration.

The legislation that we are bringing forward also codifies important work and a welcome gift to Acadia, 1,400 acres on the Schoodic Peninsula and addresses some long-term concerns about the size and scale of the Park by ending a lack of clarity on the Park Service's authority and the role of Congress regarding future acquisitions and boundary changes.

Thank you again, Director Smith, for being here, and thank you, Chairman Daines. I look forward to our hearing.

Senator DAINES. Thank you, Ranking Member King.

Are there any Senators who would like to make a short statement on their legislation today?

STATEMENT OF HON. ROB PORTMAN, U.S. SENATOR FROM OHIO

Senator PORTMAN. Thank you, Mr. Chairman. I am delighted that you are chairing this Subcommittee and that you have an able Ranking Member, both of whom have great passion for the parks. I am proud to be on this Subcommittee.

I know that both of you have some great parks in your states. We do too, in Ohio, as Mr. Smith knows. We are proud of our Cuyahoga Valley National Park.

We worked last year with this Subcommittee, the full Committee and the Park Service on the National Park Service Centennial Act. I just had the National Park Foundation folks in recently and they reported that they have well exceeded their expectations on raising private money to match the federal money which is going to go into this issue of the maintenance backlog, among other things, which is so critical.

And then, of course, we have this new legislation, the National Park Service Legacy Act with Senator Warner to dedicate some of these on and off shore resources to address that backlog that, I know, the Chair and Ranking Member feel strongly about also because they see it in their own parks. My hope is that we can move forward with legislation that continues to expand these public-private partnerships and get more money to the backlogs.

We have a bill, also, that is going to be discussed today, the National Historic Vehicle Register Act, with Senator Peters, and then we have a reauthorization we need for the Ohio and Erie Canal which is a National Heritage Area. I will say on that one, Mr. Chairman, the leverage has been one to three. So $1.00 of federal funding, about $600,000 a year has been leveraged with another $3.00 of mostly private funding. It is a good example of leveraging some money from the Park Service to create additional funds that can help to protect some critical areas and, in this case as well as Cuyahoga Valley, areas that have high population and a lot of usage.

Cuyahoga Valley National Park is one of the top ten parks in the country in terms of attendance, even though it is not as large and does not have the reputation, perhaps, of some other parks in your respective states.

So thank you for being here, Mr. Smith. And again, to the Chair and Ranking Member, I am really excited to be on the Sub-

committee with them and continue to take whatever efforts, steps, we can to help the National Parks be successful.

Senator DAINES. Thank you, Senator Portman.

All member statements will be added to the hearing record.

It is now time to hear from our witness, Mr. P. Daniel Smith, Deputy Director, National Park Service, U.S. Department of the Interior. At the end of your testimony, we will begin questions. Your full written testimony will be made part of the official hearing record.

Mr. Smith, you may proceed.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, NATIONAL PARK SERVICE, U.S. DEPARTMENT OF THE INTERIOR

Mr. SMITH. Mr. Chairman and Senators, I appear before you as the Deputy Director, executing the authority of the Director of the National Park Service.

It's a pleasure to be here with you today, opportunity to present the Department of the Interior's views on the 23 bills on today's agenda.

I would like to submit our full statements on each of these bills for the record and summarize our views. The Department supports the following bills:

S. 2102 which would confirm in statute that the boundary of Acadia National Park includes Schoodic Woods property that was donated in 2015. The bill would strictly limit future administrative boundary adjustments and it would allow traditional harvesting of marine species in the Park.

S. 1692 which would authorize the National Emergency Medical Services Memorial Foundation to establish a commemorative work in the District to honor the commitment and service of the emergency medical services profession.

H.R. 1397 which would resolve a longstanding access issue on the George Washington Memorial Parkway.

S. 1260 and H.R. 2615 which would resolve an access issue at Gulf Islands National Seashore.

S. 1446 and H.R. 1135 which would reauthorize funding for the preservation and restoration of historic structures on the campuses of historically black colleges and universities.

And finally, S. 2213 and H.R. 43 which would authorize the organization named Pacific Historic Parks to establish a commemorative display at Pearl Harbor.

The Department supports the goals of the following bills:

S. 1956 and H.R. 2897 which would clarify the National Park Service and District of Columbia may enter into cooperative management agreements. However, we would like to work with the sponsors and the Committee to ensure that these bills would not affect other existing authorities.

And S. 1335 which would authorize the establishment of the Ste. Genevieve National Historical Park. However, the Administration's focus is to reduce the National Park Service's $11.6 billion deferred maintenance backlog and to address critical National Park issues. Funding for new units in the National Park System is not a priority in the Administration's Fiscal '19 budget.

The Department does not object to H.R. 1500 which would rename Reservation 302 in the District of Columbia as the Robert Emmet Park.

Mr. Chairman, there were also eight bills related to National Heritage Areas and special resource studies that the Administration cannot support at this time. They are:

S. 1645 which would authorize a special resource study of P.S. 103, Thurgood Marshall School in West Baltimore.

S. 1646 which would authorize a special resource study of President Street Station in Baltimore.

S. 1602 which would authorize a study of the suitability and feasibility of designating an area in New York as the Finger Lakes National Heritage Area.

S. 400 which would establish the Susquehanna National Heritage Area in Pennsylvania.

S. 1160 which would expand the boundaries of Lincoln National Heritage Area.

S. 1472 which would extend the funding authorization for the Tennessee Civil War Heritage Area for Fiscal Years 2018 to 2021.

S. 2225 which would extend the funding authorization for Blue Ridge National Heritage Area for Fiscal Years 2019 to 2022.

And finally, S. 2238 which would eliminate the funding ceiling for the Ohio and Erie National Historic Heritage Canalway.

The Department recognizes that National Heritage Areas play an important role in preserving and interpreting unique aspects of our nation's history and that special resource studies help inform decisions about the future care of the places that are part of the American story; however, National Heritage Areas and special resource studies are not funding priorities in the Administration's budget. Under these circumstances, we believe it would be unwise to authorize new studies, designate new national heritage areas or extend the funding authority or boundaries of any national historic areas at this time.

However, the Department looks forward to working with Congress, particularly the members of this Subcommittee, to craft long-term solutions that will fund our National Park System.

The Department does not support S. 1573. This bill would mandate the placement of signage for the unauthorized American Discovery Trail on federal land.

Finally, the Department opposes S. 966 which would require the National Park Service to establish and maintain a register of historic vehicles because it would create an unnecessary new program.

Mr. Chairman, this concludes my statement and I would be pleased to answer any questions you may have.

[The prepared statements of Mr. Smith follow:]

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 400, A BILL TO ESTABLISH THE SUSQUEHANNA NATIONAL HERITAGE AREA IN THE STATE OF PENNSYLVANIA, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 400, a bill to establish the Susquehanna National Heritage Area in the State of Pennsylvania, and for other purposes.

The Department recognizes that the proposed Susquehanna National Heritage Area has been found to meet the National Park Service's interim criteria for designation as a national heritage area. However, in order to focus resources on reducing the National Park Service's $11.6 billion deferred maintenance backlog and addressing other critical national park needs, funding for national heritage areas is not a priority in the Administration's FY 2018 or FY 2019 budget. Under these circumstances, we believe it would be unwise to designate a new national heritage area at this time.

Most of the language in S. 400 is standard for national heritage area designation legislation that Congress has enacted in the last decade. However, the bill's management plan requirements are missing some standard provisions.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 966, A BILL TO ESTABLISH A PROGRAM TO ACCURATELY DOCUMENT VEHICLES THAT WERE SIGNIFICANT IN THE HISTORY OF THE UNITED STATES, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 966, a bill to establish a program to accurately document vehicles that are significant in the history of the United States, and for other purposes.

The Department opposes S. 966 because it would create an unnecessary new program that would place new financial obligations on the National Park Service (NPS) at a time when efforts to focus resources on addressing the NPS maintenance backlog are a top priority.

S. 966 would require the NPS to establish and maintain a register of historic vehicles which would include several specific types of information for each vehicle. It would require the NPS to coordinate with two historic vehicle organizations to invite owners of historic vehicles to participate in the register and to develop criteria for the inclusion of vehicles on the register. The bill would require the register to be archived in the Library of Congress.

The NPS already has a program that documents the country's historically significant vehicles. The Historic American Engineering Record (HAER) has recognized and documented 21 automobiles that are historically and culturally important in our collective national history even though a separate registry for national historic vehicles does not exist. We note that HAER has also documented numerous ships and boats without establishing a separate program for vessels.

HAER is part of the NPS's Heritage Documentation Programs (HDP). Documentation produced through these programs constitutes the nation's largest archive of historic architectural, engineering, and landscape documentation. These records, including photographs, measured drawings, and written historical reports, are maintained in a special collection at the Library of Congress and are available to the public, copyright-free, both at the Library and through the Library's website. It is the most heavily used collection at the Library of Congress' Division of Prints and Photographs.

HDP conducts this nationwide documentation program in partnership with state and local governments, private industry, professional societies, universities, preservation groups, and other Federal agencies. It has and will continue to partner with the Historic Vehicle Association to preserve records of unique examples of our nation's automotive story. The collection is unique in the strong support it enjoys from its institutional sponsors and the public, and is distinguished in its national scope, consistent format, archival stability, and continued growth.

S. 966 also raises issues of capacity and workload. Unlike the National Register of Historic Places (NRHP), the proposed National Historic Vehicle Register would not be supported by the system of Federal Preservation Officers, State Historic Preservation Offices, and Tribal Historic Preservation Offices, to review applications for the NRHP. Without that broad system of support, this new program would present a significant increase in the workload for the NPS.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1160, S. 1472, S. 2225 AND S. 2238, BILLS PROVIDING REVISED AUTHORITIES FOR THE LINCOLN NATIONAL HERITAGE AREA, THE TENNESSEE CIVIL WAR HERITAGE AREA, THE BLUE RIDGE NATIONAL HERITAGE AREA, AND THE OHIO AND ERIE NATIONAL HERITAGE CANALWAY.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 1160, S. 1472, S. 2225 and S. 2238, bills providing revised authorities for the Lincoln National Heritage Area, the Tennessee Civil War Heritage Area, the Blue Ridge National Heritage Area, and the Ohio and Erie National Heritage Canalway, respectively.

The Department recognizes that each of these entities serves an important role in preserving, interpreting, and promoting the unique natural and cultural characteristics that led to their designation as national heritage areas by Congress. However, in order to focus resources on reducing the National Park Service's $11.6 billion deferred maintenance backlog and addressing other critical national park needs, funding for national heritage areas is not a priority in the Administration's FY 2018 or FY 2019 budget. Under these circumstances, we believe it would be unwise to extend the authorization of funding, remove funding limitations, or expand the boundaries of national heritage areas at this time.

S. 1160 would add Livingston County, the city Jonesboro in Union County and the city Freeport in Stephenson County to the Lincoln National Heritage Area, which was established in 2008 in te State of Illinois. These areas help tell the stories of the places that President Abraham Lincoln lived for almost 30 years.

S. 1472 would extend the authorization for funding for the Tennessee Civil War Heritage Area for fiscal years 2018 to 2021. This national heritage area tells the story of how warfare, occupation, emancipation, and Reconstruction impacted the State of Tennessee.

S. 2225 would extend the authorization for funding for the Blue Ridge National Heritage Area for fiscal years 2019 to 2022. The national heritage area consists of 25 counties in Western North Carolina encompassing cultural and natural assets.

S. 2238 would eliminate the $17 million funding ceiling for the Ohio & Erie National Heritage Canalway. This heritage area includes the 110-mile long Ohio & Erie Canal, from Cleveland to New Philadelphia, Ohio.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING H.R. 2615 AND S. 1260, BILLS TO AUTHORIZE A LAND EXCHANGE BETWEEN GULF ISLANDS NATIONAL SEASHORE AND THE VETERANS OF FOREIGN WARS POST 5699.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on H.R. 2615 and S. 1260, bills to authorize a land exchange between Gulf Islands National Seashore and the Veterans of Foreign Wars Post 5699.

The Department supports H.R. 2615 and S. 1260. The two bills, which would resolve an access issue at Gulf Islands National Seashore in Mississippi, are drafted differently but contain substantially the same provisions. Either version is acceptable to the Department.

The Veterans of Foreign Wars (VFW) Post 5699 owns a parcel that is bordered on two sides by land that is under the administrative jurisdiction of the National Park Service (NPS) and managed as part of Gulf Islands National Seashore. The VFW property is not connected to a public road, and its only access is across NPS lands.

Under a previous informal agreement with the National Seashore, the VFW created and maintained a one-lane dirt access road across NPS property from the public road to its building. The VFW also removed vegetation and mowed NPS property adjacent to that access road. No right-of-way or special use permit was ever issued.

In 2015, the VFW approached the National Seashore with a proposal to exchange 2.16 acres of undeveloped land, adjacent to NPS land, at the south end of its property for 1.54 acres of NPS land in order to connect its property to the public road. This land exchange would formalize the existing land use, providing the VFW with ownership and permanent access, and providing the National Seashore undeveloped acreage adjacent to other undeveloped, NPS-managed lands. These parcels are delineated on the map referenced in both bills.

H.R. 2615 and S. 1260 would authorize this land exchange. The bills would require the values of the parcels to be exchanged to be determined through an appraisal conducted by a qualified and independent appraiser and in accordance with nationally recognized appraisal standards. If the values are not equal, they would be required to be equalized through cash payments or adjustments to the acreage of the parcels. In addition, the bills would require the VFW to pay for the costs associated with the exchange, including any required costs for environmental compliance. Finally, the bills would modify the boundary of the National Seashore to reflect the land exchange upon its completion.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1335, A BILL TO ESTABLISH THE STE. GENEVIEVE NATIONAL HISTORIC SITE IN THE STATE OF MISSOURI, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 1335, a bill to authorize the Secretary of the Interior to establish the Ste. Genevieve National Historic Site in the State of Missouri, and for other purposes.

The Department supports the goals of the legislation which would establish the Ste. Genevieve National Historical Park as a unit of the National Park System to preserve, protect, and interpret the themes of French settlement, vernacular architecture, and community form and farming on the frontier associated with Ste. Genevieve, a city along the Mississippi River with a nationally significant history.

However, the National Park Service has a deferred maintenance backlog of over $11 billion. The Administration's focus is to reduce this backlog and to address other critical national park needs. For this reason, funding for new units to the national park system is not a priority in the Administration's FY2019 budget.

Establishment of the park would be conditioned on the Secretary of the Interior acquiring sufficient land to constitute a manageable park unit and entering into an agreement providing that land owned by the state, the city of Ste. Genevieve or other entities within the Ste. Genevieve Historic District would be managed consistent with the purposes of the act. The national historical park would consist of a select portion of the larger historic district.

S. 1335 authorizes the Secretary to provide interpretive tours and education programs within the historic district. It also allows the Secretary to provide technical assistance and to enter into cooperative agreements to preserve significant sites related to the purposes of the park.

The Ste. Genevieve Historic District National Historic Landmark (NHL), established on October 9, 1960, is one of the oldest NHL districts in the country. This designation initially recognized the unique concentration of French vertical log architecture. Subsequent research identified the national significance of contemporaneous examples of British-American and German-American architecture that contribute to the compelling historical associations with French exploration and settlement of the United States' interior in the late 18th and early 19th centuries and with the American territory that was settled following the Louisiana Purchase.

Ste. Genevieve offers an unparalleled opportunity to provide public understanding and appreciation of the themes of French settlement, vernacular architecture, and farming on the

frontier. Ste. Genevieve is unique in terms of the character, quality, quantity, and rarity of its resources. There is no comparably protected or managed area interpreting these themes.

The proposed national historical park consists of approximately 13 acres of publicly and privately owned historic properties encompassed within the Ste. Genevieve Historic District NHL.

The Ste. Genevieve special resource study, completed in May 2016, estimated the annual cost of operation of the site to be $800,000 to $1.2 million per year. This estimate included funding for NPS staffing of 6-12 FTE, for interpretive and educational programs, and for outreach. Any additional facilities and properties would increase park operational and maintenance costs. Additional funds for maintenance, repairs and capital improvements would be awarded through the National Park Service's competitive process, subject to service-wide priorities and the availability of appropriations.

Finally, as this legislation has evolved over the last two years, a consensus has emerged that, if established, the Ste. Genevieve unit would be designated as a national historical park rather than a national historic site. If this is the intent, we recommend that the title be amended to refer to the establishment of the "Ste. Genevieve National Historical Park", rather than the "Ste. Genevieve National Historic Site".

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1446 AND H.R. 1135, A BILL TO REAUTHORIZE THE HISTORICALLY BLACK COLLEGES AND UNIVERSITES HISTORIC PRESERVATION PROGRAM.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 1446 and H.R. 1135, bills to reauthorize the Historically Black Colleges and Universities historic preservation program.

The Department supports S. 1446 and H.R. 1135. This bill would reauthorize funding for the preservation and restoration of historic buildings and structures on the campuses of Historically Black Colleges and Universities (HBCUs) for fiscal years 2018 through 2024, at a level of $10 million annually. This program provides infrastructure support for these important institutions.

The funding authorized by S. 1446 and H.R. 1135 would support public-private partnership efforts to revitalize historic HBCU buildings. Repairs would improve safety and functionality, including stabilizing structures, repairing damaged masonry, abating environmental hazards such as lead paint and asbestos, replacing antiquated electrical and plumbing systems, fixing leaking roofs, repairing termite damage, and providing handicapped accessibility. The historic buildings on these campuses have specialized repair needs, requiring highly skilled trades and quality materials, the costs of which may strain a limited college budget.

Between 1998 and 2009, almost $60 million of Historic Preservation Fund (HPF) grants were awarded to HBCUs. These HPF apportionments supported over 60 institutions, funding 131 infrastructure projects. While the prior annual authorization (P.L. 104-333, as amended by P.L. 108-7) expired at the end of 2008, in some subsequent years, Congress has appropriated funding for historic preservation grants to HBCUs under the broader authority of the National Historic Preservation Act (54 USC 302906). HBCUs continue to proudly provide opportunities for higher education, show us that education can serve as a path to prosperity, and preserve an important part of the American story.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1573, A BILL TO AUTHORIZE THE SECRETARY OF THE INTERIOR AND THE SECRETARY OF AGRICULTURE TO PLACE SIGNAGE ON FEDERAL LAND ALONG THE TRAIL KNOWN AS THE "AMERICAN DICOVERY TRAIL," AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 1573, a bill to authorize the Secretary of the Interior and the Secretary of Agriculture to place signage on Federal land along the trail known as the "American Discovery Trail," and for other purposes.

The Department does not support S. 1573. We believe it would be unwise to mandate that Federal trail managers place a private organization's signage on Federal land.

S. 1573 would require the Secretary of the Interior and the Secretary of Agriculture to place signage denoting the American Discovery Trail on Federal land at points along the trail, as soon as practicable after signage acceptable to the respective Secretary is donated. The American Discovery Trail is not a Federally designated trail, but rather a trail coordinated and promoted by the non-profit organization named American Discovery Trail. The organization has done commendable work in bringing public awareness to many of America's special places, including some lesser known sites.

The American Discovery Trail was proposed in 1990 as a continuous mid-continent, coast-to-coast trail to link metropolitan areas to the nation's major long-distance trails, as well as to shorter local and regional trails. In 1992, through P.L. 102-461, Congress directed the Secretary of the Interior to study the feasibility and desirability of adding the American Discovery Trail to the National Trails System. This study was submitted to Congress in 1998. The over 6,000-mile route of the trail, as mapped in the feasibility study, extends from Cape Henlopen State Park in Delaware to Point Reyes National Seashore in California.

The study found that the American Discovery Trail could be appropriate for designation within a new class of national trails – National Discovery Trails – separate from National Scenic Trails or National Historic Trails. Congress has not taken action to authorize this new category of national trails or to provide any sort of official designation for an American Discovery Trail.

Under current law, Federal land managers have the authority to determine the appropriateness of signage on Federal lands, and may allow the signage of non-Federal trails upon Federal lands, where appropriate, and in accordance with existing Federal laws, regulations, and policies. However, Federal land managers also may decline a request to allow signage of a non-Federal trail in instances where they believe the signage may have a detrimental impact upon visitor safety or resource protection. The Department believes that the managers of Federal trails

should retain this decision making authority. We think it would be highly unusual for Federal land managers to be required by law to allow a non-profit organization to place their organization's signage on Federal land.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions that you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1602, TO AUTHORIZE THE SECRETARY OF THE INTERIOR TO CONDUCT A STUDY TO ASSESS THE SUITABILITY AND FEASIBILITY OF DESIGNATING CERTAIN LAND AS THE FINGER LAKES NATIONAL HERITAGE AREA, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the views of the Department of the Interior on S. 1602, to authorize the Secretary of the Interior to conduct a study to assess the suitability and feasibility of designating certain land as the Finger Lakes National Heritage Area, and for other purposes.

The Department recognizes that the Finger Lakes region possesses the kind of natural and cultural characteristics that would make it an appropriate area to study for its potential as a national heritage area. However, in order to focus resources on reducing the National Park Service's $11.6 billion deferred maintenance backlog and addressing other critical national park needs, funding for national heritage areas is not a priority in the Administration's FY 2018 or FY 2019 budget. In addition, currently, the National Park Service is conducting 22 previously authorized studies to determine if areas have potential for inclusion in the National Park System as new units, national heritage areas, national trails, or wild and scenic rivers. Under these circumstances, we believe it would be unwise to authorize the study of additional national heritage areas at this time.

S. 1602 would authorize the Secretary of the Interior to conduct a study to assess the suitability and feasibility of designating an area in the State of New York as the Finger Lakes National Heritage Area. The study area would include the counties of Cayuga, Chemung, Cortland, Livingston, Monroe, Onondaga, Ontario, Schuyler, Seneca, Steuben, Tioga, Tompkins, Wayne, and Yates.

State parks and private organizations within the study area provide public recreational and educational opportunities for similar resources not recognized through federal programs. Opportunities for the sharing of cultural heritage and folkways are available throughout the year through a variety of established organizations and the Federally recognized tribes within the region.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITHH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1645, TO AUTHORIZE THE SECRETARY OF THE INTERIOR TO CONDUCT A SPECIAL RESOURCE STUDY OF P.S. 103 IN WEST BALTIMORE, MARYLAND, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to provide the Department of the Interior's views on S. 1645, to authorize the Secretary of the Interior to conduct a special resource study of P.S. 103 in West Baltimore, Maryland, and for other purposes.

The Department recognizes that P.S. 103, the elementary school that Supreme Court Justice Thurgood Marshall attended, would be an appropriate subject for a National Park Service special resource study. However, we do not support enactment of S. 1645 at this time. In order to focus resources on reducing the National Park Service's $11.6 billion deferred maintenance backlog and addressing other critical national park needs, no increase in funding is requested for special resource studies in the Administration's FY 2019 budget. Currently, the National Park Service is conducting 22 previously authorized studies to determine if areas have potential for inclusion in the National Park System as new units, national heritage areas, national trails, or wild and scenic rivers. Under these circumstances, we believe it would be unwise to authorize a new special resource study.

P.S. 103 was originally built in 1877 for West Baltimore's white immigrant population but, in 1911, it became a segregated African-American school serving the Upton community of West Baltimore. The school is significant for its role in the education of Thurgood Marshall, who is best known as the lead counsel for the landmark school desegregation case, *Brown v. Board of Education* (1954) and as the first African-American Supreme Court Justice. Thurgood Marshall attended P.S. 103 from 1st through 8th grade (1914 to 1921).

Marshall's accomplishments in systematically dismantling the legal framework for Jim Crow segregation are the foundation upon which the success of the Civil Rights Movement was built. P.S. 103 is owned by the City of Baltimore and is included in the Baltimore National Heritage Area.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1646, TO AUTHORIZE THE SECRETARY OF THE INTERIOR TO CONDUCT A SPECIAL RESOURCE STUDY OF PRESIDENT STATION IN BALTIMORE, MARYLAND, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to provide the Department of the Interior's views on S. 1646, to conduct a special resource study of President Street Station in Baltimore, Maryland, and for other purposes.

The Department recognizes that President Street Station would be an appropriate subject for a National Park special resource study. However, we do not support enactment of S. 1646 at this time. In order to focus resources on reducing the National Park Service's $11.6 billion deferred maintenance backlog and addressing other critical national park needs, no increase in funding is requested for special resource studies in the Administration's FY 2019 budget. Currently, the National Park Service is conducting 22 previously authorized studies to determine if areas have potential for inclusion in the National Park System as new units, national heritage areas, national trails, or wild and scenic rivers. Under these circumstances, we believe it would be unwise to authorize a new special resource study.

The President Street Station was built by the Philadelphia, Wilmington, and Baltimore Railroad. Opened in 1850, it served as the company's passenger terminus with connections south to the Baltimore and Ohio Railroad terminal via horse-drawn track through the City of Baltimore. Originally consisting of a headhouse, a 208-feet long barrel vaulted train shed, and a freight house, only the headhouse remains today. The property is associated with the Baltimore Riot of 1861, where members of the Massachusetts militia on their way to Washington were attacked by a mob as they transited the city, resulting in the deaths of four soldiers and twelve civilians. That event is considered the first act of the Civil War in which blood was shed. The station is also recognized by the National Park Service's Network to Freedom program for its use by the General Vigilance Committee Anti-Slavery Society in Philadelphia, as well as other groups and individuals, to escape or to aid others in escaping slavery.

President Street Station is owned by the City of Baltimore. It is listed on the National Register of Historic Places and is included in the Baltimore National Heritage Area. It houses the Baltimore Civil War Museum which is operated by a state-chartered organization, the Friends of President Street Station, and is open to the public.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 1692, A BILL TO AUTHORIZE THE NATIONAL EMERGENCY MEDICAL SERVICES MEMORIAL FOUNDATION TO ESTABLISH A COMMEMORATIVE WORK IN THE DISTRCIT OF COLUMBIA AND ITS ENVIRONS, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 1692, a bill to authorize the National Emergency Medical Services Memorial Foundation to establish a commemorative work in the District of Columbia and its environs, and for other purposes.

The Department supports S. 1692. The memorial authorized by this legislation would commemorate the commitment and service of the Emergency Medical Services profession. S. 1692 prohibits federal funds from being used to establish the memorial.

The Commemorative Works Act (CWA), 40 U.S. C. Chapter 89, precludes establishing a memorial to members of the Emergency Medical Services profession as a group because the memorialization of members of a group may not be authorized until after the 25th anniversary of the death of the last surviving member. Therefore, our support for this proposal is based upon our understanding that this memorial will recognize the "commitment and service" of the Emergency Medical Services profession, not the organization's members.

A memorial to honor the commitment and service of a profession is not a concept that is explicitly described in the CWA, and it does not fit the typical mold for commemoration under the CWA. However, there is a precedent for this type of memorial: the National Peace Corps Memorial, which Congress authorized in 2014. That memorial was authorized not to commemorate Peace Corps participants explicitly, which would be inconsistent with the CWA, but rather to commemorate the "mission of the Peace Corps and the ideals on which the Peace Corps was founded."

At the September 14, 2015, meeting of the National Capital Memorial Advisory Commission, the Commission reviewed H.R 2274, a bill nearly identical to S. 1692. It was the consensus of the Commission that the language was clear that the memorial authorized by the bill would not commemorate individuals or a group of individuals, and therefore was not inconsistent with the CWA. We agree with the Commission's interpretation.

Finally, we note that S. 1692 provides that unspent funds raised for the construction of the memorial be provided to the National Park Foundation for deposit in an interest-bearing account as stated in 40 U.S.C. Section 8906(b)(3). This is a provision we strongly support including in all legislation authorizing memorials under the CWA.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING H.R. 2897 AND S. 1956, BILLS TO AUTHORIZE THE MAYOR OF THE DISTRICT OF COLUMBIA AND THE DIRECTOR OF THE NATIONAL PARK SERVICE TO ENTER INTO COOPERATIVE MANAGEMENT AGREEMENTS FOR THE OPERATION, MAINTENANCE, AND MANAGEMENT OF UNITS OF THE NATIONAL PARK SYSTEM IN THE DISTRICT OF COLUMBIA, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on H.R. 2897 and S. 1956, bills to authorize the Mayor of the District of Columbia and the Director of the National Park Service to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia, and for other purposes.

The Department supports the goal of both H.R. 2897 and S. 1956, which are substantially identical. However, we would like to work with the bill sponsors and the committee to ensure that these bills achieve this goal and would not affect other existing authorities. These bills would clarify that the National Park Service (NPS) and the Mayor of the District of Columbia (District) may enter into cooperative management agreements (CMA) to more efficiently and effectively manage NPS land in the District.

Cooperative management agreement authority, codified at 54 U.S.C. 101703, authorizes the NPS to enter into CMAs to jointly manage land where a unit of the NPS is located adjacent to or near a State or local park area, and cooperative management between the NPS and a State or local government agency will allow for better management of the parks. For example, CMAs may allow for sharing goods and services or authorize employees to work on lands owned by agencies participating in such agreements.

The CMA authority in the statute does not expressly state that the authority applies to the District. For purposes of Title 54 of the U.S. Code, the NPS generally interprets the term "State or local government" to include the District of Columbia, and in our view, the term "State or local government" in Section 101703 does include the District of Columbia. However, we understand that the District has questioned its own authority to enter into binding CMAs with the National Park Service.

In 2012, the NPS, the District, and the DowntownDC Business Improvement District (BID) began a potential partnership through a CMA with the aim of rehabilitating Franklin Park, a federally-owned, NPS-administered square in downtown D.C. Under this partnership, the District would rehabilitate and operate the park, with the NPS retaining all other jurisdiction. The NPS and the District would partner with a new park management entity to provide maintenance and sustained programming. The District has budgeted $13.8 million to complete

design work and construction associated with the rehabilitation. The BID will dedicate funding to pay for the management entity.

The Commission of Fine Arts and the National Capital Planning Commission have both approved the concept plan for the CMA, and the NPS has completed necessary environmental and historic preservation compliance. Also, the NPS and the District have negotiated the terms of the CMA and a related construction agreement for the rehabilitation and long-term operation of the park. However, the agreement has not been finalized because of the District's uncertainty about whether the District has the authority to enter into a CMA with the NPS.

H.R. 2897 and S. 1956 seek to assure that the District does have that authority, in order to help expedite the rehabilitation of Franklin Park. We recommend that both bills be revised to state that they are clarifying the District's authority, rather than that they are granting the District new authority, and to otherwise meet the goals of the legislation. We would be happy to provide suggested language for that purpose.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING S. 2102, TO CLARIFY THE BOUNDARY OF ACADIA NATIONAL PARK, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on S. 2102, to clarify the boundary of Acadia National Park, and for other purposes.

The Department supports this legislation. S. 2102 contains changes that address the Department's concerns about the original version's (S. 257) provisions on park boundary authority and traditional harvesting authority in Acadia National Park. We appreciate the willingness of the bill sponsor, Ranking Member King, and the other members of the Maine delegation, to work with us to resolve these concerns.

Section 2 of S. 2102 would confirm in statute that the boundary of Acadia National Park now also includes the approximately 1,441-acre Schoodic Woods property that was donated to the National Park Service (NPS) in 2015.

The NPS accepted the donation of the Schoodic Woods property and added it to the boundary of the park under the authority of 16 U.S.C. 342(a), which was enacted as part of the Act of January 19, 1929, and which authorizes the NPS to accept donations of lands, easements, and buildings within Hancock County, Maine, the county in which most of Acadia is located. The NPS published the notice of the boundary adjustment reflecting the imminent acceptance of fee title to the Schoodic Woods property in the Federal Register of November 17, 2015.

We understand the concerns that have been raised about the use of this authority given that Congress passed legislation in 1986 establishing a "permanent boundary" for the park (Section 102 of P.L. 99-420). Section 2 would allay those concerns and we support this section.

Section 3 provides that, although generic minor boundary adjustment authority could not be used at Acadia, the NPS would have a park-specific authority to make technical boundary revisions and other limited boundary revisions involving up to 10 acres of land. The legislation additionally provides that all such revisions taken together may not increase the size of the park by more than a total of 100 acres over the size of the park on the date of enactment of this bill.

This provision will allow the NPS to address encroachments due to mistaken surveys, rationalize boundary lines, and otherwise resolve real-world land ownership dilemmas that have an impact on neighboring landowners. We understand the desire of the Maine delegation and the communities around Acadia to limit changes to the park boundaries established in 1986 and we appreciate the sponsor's pragmatic approach to this issue.

Section 4 would authorize the Secretary, subject to the availability of prior appropriations, to contribute $350,000 to a regional consortium of local governments, on or near Mount Desert Island, that is established to improve the management of the disposal and recycling of solid waste. The 1986 law required the Secretary to contribute the lesser of $350,000 or 50% of the cost of the construction of a waste transfer facility that would benefit the park as well as the local towns. This funding was never appropriated and construction of a facility is no longer needed, but there is local interest in converting the $350,000 authorization for construction into a federal payment for municipal waste disposal. We support section 4.

Section 5 would permanently authorize the Acadia National Park Advisory Commission. The Department recognizes the important work of the Acadia National Park Advisory Commission (Commission). The Commission advises the Secretary of the Interior on matters relating to the management and development of the park. The Commission is composed of 16 members, ten of whom are appointed based on recommendations from the park's host communities including the four towns of Mount Desert Island, three Hancock County mainland towns, and three island towns.

Section 6 would prohibit the use of the 1929 authority, and authority under section 3 of the Act of February 26, 1919, to acquire land by donation outside of the "permanent boundary" established in 1986. The intent of this section is to ensure that the boundaries of the park cannot be enlarged beyond the lines drawn in 1986 through a donation of land, except for limited boundary revisions that are authorized through Section 3 of this Act. We support section 6.

Section 7 provides that specified lands that were part of Acadia and that were conveyed by the NPS to the town of Tremont, on Mt. Desert Island, for school purposes shall no longer be required to be used exclusively and perpetually for school purposes if the land is being used for public purposes, subject to the condition that use of the land shall not degrade or adversely impact the resources or values of Acadia National Park and that the lands shall remain in public ownership for recreational, educational, or similar public purposes.

Public Law 81-629 permitted the NPS to convey a parcel identified as NPS Tract 06-126 to the town to locate a new school. The town is now consolidating schools with a neighboring town and thus will no longer use this property exclusively for school purposes, but would like to retain ownership and continue to use the developed property for community purposes. This legislation would allow it to do so and we support this section.

Section 8 provides that the Secretary shall allow the traditional harvesting of marine species in Acadia and outside of the park where the NPS has a property interest. The provision would allow for the harvesting of marine worms, shellfish, and other marine species (as defined by Maine Revised Statutes in effect on the date of enactment of this Act). The Department supports this provision to allow traditional harvesting of clams and worms in the intertidal areas of the park to continue.

Finally, Section 9 would require the Secretary to convey to the Town of Bar Harbor a 0.29-acre parcel of land for the construction of a solid waste transfer facility. The Department supports this section and the overall intent of the legislation.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING H.R. 4300 AND S. 2213, BILLS TO AUTHORIZE PACIFIC HISTORIC PARKS TO ESTABLISH A COMMEMORATIVE DISPLAY TO HONOR MEMBERS OF THE UNITED STATES ARMED FORCES WHO SERVED IN THE PACIFIC THEATER OF WORLD WAR II, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on H.R. 4300 and S. 2213, bills to authorize Pacific Historic Parks to establish a commemorative display to honor members of the United States Armed Forces who served in the Pacific Theater of World War II, and for other purposes.

The Department supports this legislation and recommends a technical amendment. The two bills, which are virtually identical, would allow the organization named Pacific Historic Parks to establish and maintain a commemorative display at the Pearl Harbor site of the World War II Valor in the Pacific National Monument. The display would honor the members of the United States Armed Forces and allies who served in the Pacific Theater during World War II.

The legislation prohibits the use of federal funds to design, procure, prepare, install, and maintain the commemorative display, but allows the National Park Service to accept and expend contributions of non-federal funds and resources for such purposes. It also prohibits the establishment of the commemorative display on National Park Service-managed property until the National Park Service determines that there is an assured source of non-federal funding for the design, procurement, installation, and maintenance of the display.

The World War II Valor in the Pacific National Monument, home of the *USS Arizona* Memorial, receives nearly two million visitors each year who come to learn about and to pay their respects to those who gave their lives in the attack on the island of Oahu. The monument interprets not only the events of December 7, 1941, but also the world events leading up to the attack and events that followed, including the many battles across the Pacific Theatre that occurred after the United States entered World War II. The National Park Service believes that the commemorative display authorized in this legislation would be consistent with the mission and interpretive themes explored at the monument.

The Department recommends that the language in Section 4 be clarified to reflect the fact that authority is needed for the Pacific Historic Parks organization to establish a commemorative display on National Park Service-managed property, not for establishing the display itself. We would like to work with the sponsor and the committee on clarifying language.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING H.R. 1397, A BILL TO AUTHORIZE, DIRECT, FACILITATE, AND EXPEDITE THE TRANSFER OF ADMINISTRATIVE JURISDICTION OF CERTAIN FEDERAL LANDS, AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on H.R. 1397, to authorize, direct, facilitate, and expedite the transfer of administrative jurisdiction of certain Federal land, and for other purposes.

The Department supports H.R. 1397 as this bill would resolve a long-standing access issue on the George Washington Memorial Parkway.

The Claude Moore Colonial Farm (Farm) is a 68.5-acre working colonial farm in Virginia, part of the 235-acre Langley Tract property that was transferred to the George Washington Memorial Parkway in 1971 to provide public recreation and open space. The greenhouses, administrative offices, staff parking, a storage area for farm equipment, and animal pens, are located in the administration and maintenance area of the Farm.

Colonial Farm Road forms the eastern boundary between the Langley Tract and the Farm and provides the main public access to the Farm from Georgetown Pike. In addition to providing Farm access, Colonial Farm Road serves as an entrance road to the Federal Highway Administration's (FHWA) Turner-Fairbank Highway Research Center (Research Center) and the George Bush Center for Intelligence (CIA).

The three Federal agencies involved--the National Park Service, the CIA and the FHWA--entered into an agreement on September 11, 2002, to have uninterrupted access to their properties in a manner that does not involve crossing property boundaries, and that addresses the need to improve security through better visibility near perimeter fencing of the Research Center. Through this agreement, the agencies identified properties suitable for exchange that would provide access to the Farm's administrative and maintenance area and would also improve security outside the fencing of the Research Center and CIA. The agreement has since expired but the agencies continue to abide by the terms of the agreement.

H.R. 1397 would effect the transfers of administrative jurisdiction called for in the September 11, 2002, agreement and require the agencies to implement other terms of the agreement. The administrative jurisdiction transfers between the NPS and the FHWA, which involve less than one acre of land in total, will provide the NPS with a separate access road in the administration and maintenance area for the Farm that will not go through the Research Center. The NPS would also place use restrictions on 0.139 acres of park land adjacent to part of the perimeter

fence of the Research Center to improve security of the Research Center. These parcels are delineated on the map referenced in H.R. 1397.

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

STATEMENT OF P. DANIEL SMITH, DEPUTY DIRECTOR, EXERCISING THE AUTHORITY OF THE DIRECTOR OF THE NATIONAL PARK SERVICE, DEPARTMENT OF THE INTERIOR, BEFORE THE SENATE ENERGY AND NATURAL RESOURCES SUBCOMMITTEE ON NATIONAL PARKS, CONCERNING H.R. 1500, A BILL TO REDESIGNATE THE SMALL TRIANGULAR PROPERTY LOCATED IN WASHINGTON, DC, AND DESIGNED BY THE NATIONAL PARK SERVICE AS RESERVATION 302 AS "ROBERT EMMET PARK," AND FOR OTHER PURPOSES.

February 14, 2018

Chairman Daines, Ranking Member King, and members of the Subcommittee, thank you for the opportunity to present the Department of the Interior's views on H.R. 1500, a bill to redesignate the small triangular property located in Washington, D.C., and designated by the National Park Service as reservation 302 as "Robert Emmet Park," and for other purposes.

The Department does not object to H.R. 1500. The bill would rename a site in the District of Columbia under the jurisdiction of the National Park Service (NPS), and known as Reservation 302, as "Robert Emmet Park." The site contains the statue of Irish patriot Robert Emmet. The bill would also authorize the NPS to produce signage related to the history of Robert Emmet and the statue. The cost of the redesignation and signage would be a minimal amount that would be absorbed within existing budgets.

At the October 4, 2016, meeting of the National Capital Memorial Advisory Commission, the Commission reviewed H.R. 4564, a bill introduced in the 114th Congress which is identical to H.R. 1500, to consider whether the bill adhered to the Commemorative Works Act (CWA). The Commission did not reach consensus on a position on the renaming. They were also not clear if the CWA applied to the naming of parks within the area covered by the CWA.

Although the Department does not object to naming Reservation 302 for Robert Emmet, we note that the statue is still owned by the Smithsonian American Art Museum, which could move it to another location at any time. If that happened, the park would lose the symbol for which it was named, yet it would continue to retain the designation "Robert Emmet Park."

Mr. Chairman, this concludes my statement. I would be pleased to answer any questions you or other members of the Subcommittee may have.

Senator DAINES. Thank you for your testimony.

I know that Chairman Murkowski had some other commitments and did not have the opportunity to ask questions today.

Mr. Smith, on Senate bill 1956 which would authorize the Mayor of the District of Columbia and the Director of the National Park Service to enter into a cooperative management agreement for the operation and maintenance and management of units of the National Park System in the District of Columbia. First, I want to thank you for the testimony on that, but I think all of us in this room can agree that this bill is about good government. Any time we have the opportunity to streamline efficiencies, improve visitor services and allow public-private partnerships to provide investments in our parks, it is a win-win. This bill will allow DC to invest, starting with Franklin Park, in the modernization of Franklin Park.

Mr. Smith, your testimony mentioned that the National Park Service felt the city already had this authority to sign these agreements, but the city solicitors felt they lacked such authority. Could you explain how this discussion came about?

Mr. SMITH. Mr. Chairman, I don't have the actual details on that but I do know that as so many things with the District of Columbia, it's sometimes not aligned in law like the state, like our relationships with states are, as far as these types of agreements. So, in this regard, if we have legal opinions from two different sources, this bill addresses that and so, the Park Service is supporting the bill that would make this not an issue anymore.

Senator DAINES. That is the Park Service recommendation then, to clarify this discrepancy?

Mr. SMITH. Yes, sir.

Senator DAINES. Okay, thank you.

I want to shift gears to S. 1573. As written, S. 1573 would authorize the Secretaries of Interior and Agriculture to place signage on federal land marking the American Discovery Trail. As noted in the Department's testimony, the American Discovery Trail is not a federally designated trail but rather a trail coordinated and promoted by a non-profit. The trail was subject to a Congressionally-mandated study which was ultimately recommended for inclusion as a new category of trail systems, separate from scenic or historic trails. No action has occurred on this recommendation.

Your testimony notes that federal land managers should retain the authority to decline the request to allow signage for non-federal trails in instances where they believe the signage could have detrimental impacts. Could you describe how this type of signage, whether specific to the American Discovery Trail or using a similar example, could have some type of detrimental impact?

Mr. SMITH. Detrimental is a strong word.

It's basically, especially in the case of a trail that's not been authorized by the Congress and to have to place, they have to take on the responsibility of placing that, from a program area point of view, once we would do it for the American Discovery Trail, would there be other instances where putting up signs on federal property would become an issue? And I don't know if detriment is the correct word, but it is a policy that if it begins in one place, you set a precedent for it to happen in others.

And right now, I can't think of a good example of where there might be another instance of this, but I'd be glad to provide that for the record. I'm sure that my memory will be better when I'm not sitting here today.

Senator DAINES. Okay, that would be helpful and if there is a better word than detrimental, we are open to that as well, if you think about it, if it comes to mind.

My last question, Mr. Smith, is about your testimony regarding H.R. 1500 which would rename Reservation 302 in the District of Columbia as Robert Emmet Park. I noted something interesting. While the Park Service did not object to this legislation, the Department did point out that the statue in this small park we would be renaming, is owned by the Smithsonian and could technically be moved at any point in time. Has the Department been in contact with the Smithsonian regarding their long-term plans for the statue?

Mr. SMITH. I mean, understand Mr. Chairman, that we're in negotiations to extend it for another two years and I don't know why it wouldn't be extended beyond that, but I don't have more details. For right now, we are in discussions with Smithsonian to leave it there, at least for several more years.

Senator DAINES. In 2016, when the Department rehabilitated the landscaping at Reservation 302, were the future needs of the statue coordinated with the Smithsonian?

Mr. SMITH. One more time, Mr. Chairman?

Senator DAINES. In 2016, when the Department rehabilitated the landscaping at Reservation 302, were the future needs of the statue the Smithsonian owns, was it coordinated with the Smithsonian?

Mr. SMITH. Mr. Chairman, I imagine that it was, but I will also provide that for the record.

Senator DAINES. Okay.

Mr. SMITH. I'm just not aware.

Senator DAINES. Alright. Thank you.

Ranking Member King.

Senator KING. Thank you.

Acting Director Smith, thank you again for your support of S. 2001 and S. 2102 on Acadia, and I really want to express the appreciation of the entire Maine delegation for the work that the Department has done to get that bill to a place where we could have your support and we think solves some nagging problems at the Park. I think everyone in the region will appreciate that.

I also wanted to mention that I appreciate the fact that in the President's budget request, the new budget request, it includes funding for our new Katahdin Woods and Waters National Monument. The monument has already begun to generate a lot of interest, excitement, and economic activity in the region, and we're very optimistic about the opportunity that it presents to that region. Infrastructure is very limited there because it is brand new, but I would love to have you come and visit. I would suggest, perhaps, a little later in the year, but we would love to have you come and visit the monument. I think you will be impressed by this really, very special, place.

This monument came with substantial private support, but it needs support from the Park Service as well. I know that they are

working on their management plan now, and we are going to continue to work with that process.

But again, I want to thank the Administration for funding the beginnings of the infrastructure program at the new monument and hope that you may be able to see your way clear to come to Maine and see this special place.

Mr. SMITH. I understand that you and Secretary Zinke had a very interesting discussion on his visit. I'm glad to tell you that leading trip and trail programs in Maine, years ago, I've been stared down by a very big bull moose on one of those timber roads as I was hauling six canoes. And so, I know the area very well, Senator.

But I will use your statement to convince the Department that I need to be in Maine sometime this summer. Thank you very much.

Senator KING. Yes, sir, anytime.

Thank you, Mr. Chairman.

Senator DAINES. Sounds like a pretty good deal there, Senator King.

If there are no more questions for today, members may also submit follow-up questions for the record. The hearing record will be open for two weeks.

Unless you have more questions, Ranking Member King?

Okay, I want to thank Mr. Smith for his time and testimony today.

This hearing is adjourned.

[Whereupon, at 3:30 p.m. the hearing was adjourned.]

APPENDIX MATERIAL SUBMITTED

U.S. Senate Committee on Energy and Natural Resources
Subcommittee on National Parks
February 14, 2018 Hearing: *Pending Legislation*
Questions for the Record Submitted to Mr. P. Daniel Smith

Questions from Chairman Lisa Murkowski

Question 1: Your written testimony on S. 1956 and H.R. 2897 mentions a discrepancy in the understanding of the term "state or local government" between the National Park Service and the District of Columbia. Please describe the nature of this discrepancy. In addition, your written testimony recommends revisions to both bills. Please provide suggested language.

Response: The National Park Service (NPS) has the authority to enter into Cooperative Management Agreements (CMA) with states or local governments. Although the CMA authority in the existing statute does not expressly state that it applies to the District of Columbia (District), the NPS has interpreted it to include the District. We understand that the District is concerned because the Home Rule Act provides the District with specific authorities, and anything not specifically named is not authorized. Therefore, the District proposed to clarify its authority to enter into a CMA with NPS by specifying in law that it is considered a "state" for the purpose of the NPS Cooperative Management Agreement authority. In the NPS's view, it is not necessary to identify the District as a "state" in law in order for the District to use CMA authority. The Department's recommended revisions to both bills are attached.

Questions from Senator Steve Daines

Question 1: Your written testimony on S. 1573 notes that Federal land managers should retain the authority to decline the request to allow signage for non-Federal trails in instances where they believe the signage could have detrimental impacts. Could you describe how this type of signage, whether specific to the American Discovery Trail or using a similar example, could have some type of detrimental impact? In addition, in your oral testimony you stated that perhaps "detrimental" was not the correct description. Please provide another analysis, should you wish to correct the record.

Response: To put it another way, requiring federal managers to allow signage for the American Discovery Trail could pose safety risks to visitors. Significant portions of the American Discovery Trail are located along active roadways. Signage is likely to encourage pedestrian use of the trail. Therefore, if federal managers were required to allow trail signs in places where pedestrian use is unsafe, such as along roadways without proper sidewalks or safe separation from the road, they would be risking visitor safety by complying with this requirement.

Question 2: Please describe the nature of the Department's discussions with the Smithsonian regarding the long-term plans for the Robert Emmet Statue at Reservation 302, if any, including planning processes that took place during the 2016 landscape rehabilitation. How would these conversations factor into a potential renaming of the park?

Response: The Robert Emmet Statue has been at Reservation 302 since 1966. The NPS has recently spoken with the Smithsonian Institution representatives and they have no plans to

U.S. Senate Committee on Energy and Natural Resources
Subcommittee on National Parks
February 14, 2018 Hearing: *Pending Legislation*
Questions for the Record Submitted to Mr. P. Daniel Smith

remove the statue from the site. They are unwilling to enter into an indefinite loan agreement because it is contrary to their policy, but they are interested in extending the loan agreement from two-year to five-year increments to continue the statue's placement at the site. If legislation is enacted to name Reservation 302 for Robert Emmet, the NPS would interpret the site as a memorial to Robert Emmet whether the statue remains at the site, as expected, or not.

The NPS and the Smithsonian Institution had conversations prior to the 2016 landscape rehabilitation of Reservation 302 to mitigate the Smithsonian's concerns with how the statue may have been adversely affected by tree sap. As a result of these conversations, the NPS evaluated, designed, and implemented a new landscape plan that protected and enhanced the statue along with other site features.

Questions from Senator Rob Portman

Question 1: Today, the National Park Service documents many historically significant structures in the fields of engineering and architecture, such as buildings, bridges, ships, roads, and canals. And since 2013, the Park Service has been working with partners like the Historic Vehicle Association to document historically significant vehicles. These vehicles include President Reagan's 1962 Willys' Jeep and President Taft's 1909 White Steam Car, the first presidential limousine.

My legislation with Senator Peters, the National Historic Vehicle Register Act, would simply provide a dedicated place within the National Park Service to house records and documentation on historically significant vehicles. Again, this legislation does not authorize federal funds. Historic vehicle organizations have committed to providing the funds necessary to maintain this program.

> Do you believe that it is important for the National Park Service to document historically significant vehicles?

Response: Yes. Automobiles are an important part of our nation's engineering and industrial legacy and it is important to document those that are historically significant. The NPS's Historic American Engineering Record program provides a permanent documentary record of this legacy. Through the Historic American Engineering Record program, the NPS has recognized and documented 21 automobiles that are historically and culturally important in our collective national history.

Question 2: I understand that the Park Service is already working with nonfederal partners to document historic vehicles. How has the Park Service's partnership with these organizations been so far?

U.S. Senate Committee on Energy and Natural Resources
Subcommittee on National Parks
February 14, 2018 Hearing: *Pending Legislation*
Questions for the Record Submitted to Mr. P. Daniel Smith

Response: The partnerships with nonfederal organizations have been productive in furthering goal of documenting historic vehicles. For example, recent projects with the Historic Vehicle Association have typically involved a request from the Association for the NPS to produce measured drawings of a historic vehicle that the Association has determined to be highly significant. The Association, in turn, takes responsibility for producing the written histories and photographs to complete the documentation packages for the respective vehicles. The terms of each project, including the scope of work and budget, as well as roles, responsibilities, schedules, and deliverables, are included within a cooperative agreement.

Question 3: As you know, this bill does not authorize the use of federal funds. I have been told that nonfederal partners like the Historic Vehicle Association, have committed to incurring the costs of operating and maintaining an historic vehicle registry. Is this your understanding?

Response: To date, the financial support that the NPS has received from the Historic Vehicle Association has been for the production and processing of specific documentation on specific vehicles as detailed in cooperative agreements on a case-by-case basis. The NPS is not aware of any long-term commitment to operating and maintaining a historic vehicle registry by the Association or other nonfederal partners.

Question 4: The Ohio & Erie Canalway National Heritage Area is a big economic engine for eastern Ohio. With over 2.5 million visitors to the trail each year, it has generated over 4,200 jobs and $408 million in economic impact. The community, with help from other nonfederal partners, has leveraged federal funds by a 3:1 ratio, which are then spent on maintaining and improving the trail and its surrounding landscape, including Cuyahoga Valley National Park.

My legislation with Senator Brown, S. 2238, would help continue the strong public-private partnership that has helped improve the trail and preserve it for future generations.

> Do you think that our nation's National Heritage Areas are examples of successful public private partnerships?

Response: We recognize that each national heritage area serves an important role in preserving, interpreting, and promoting unique natural and cultural characteristics. Across the country, there are many examples where nonfederal partners serving as local coordinating entities for the national heritage areas contribute significant energy and resources to promote tourism, support community development, and preserve our heritage. It is relevant to note, however, that in order to focus resources on reducing the NPS's deferred maintenance backlog, funding for national heritage areas has not been a priority in the Administration's FY 2018 or FY 2019 Budgets.

Question 5: Do you think there is value in the model used by National Heritage Areas to protect nationally significant sites, in which the National Park Service is a partner but does not own or

U.S. Senate Committee on Energy and Natural Resources
Subcommittee on National Parks
February 14, 2018 Hearing: *Pending Legislation*
Questions for the Record Submitted to Mr. P. Daniel Smith

manage the sites, and instead the sites are managed and preserved by the local community and nonfederal partners?

Response: Yes, there is value in the national heritage area model. There are 49 Congressionally designated national heritage areas and they have demonstrated, as a whole, that they are an effective model for preserving and promoting important aspects of our nation's history and culture without requiring direct federal ownership or management. In addition, economic impact studies have reported the value to the communities of these public-private partnership efforts. It is relevant to note, however, that in order to focus resources on reducing the NPS's deferred maintenance backlog, funding for national heritage areas has not been a priority in the Administration's FY 2018 or FY 2019 Budgets.

115TH CONGRESS
1ST SESSION

S. 1956

To authorize the Mayor of the District of Columbia ~~and the Director of the National Park Service~~ to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia, and for other purposes.

Comment [SF1]: NPS already has the authority to enter into these agreements. Clarifies that the bill is not giving NPS new authorities.

IN THE SENATE OF THE UNITED STATES

OCTOBER 5, 2017

Ms. MURKOWSKI introduced the following bill; which was read twice and referred to the Committee on Energy and Natural Resources

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A BILL

To authorize the Mayor of the District of Columbia ~~and the Director of the National Park Service to~~ enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. AUTHORIZING THE DISTRICT OF COLUMBIA TO ENTER INTO COOPERATIVE MANAGEMENT AGREEMENTS BETWEEN DISTRICT OF COLUMBIA AND NATIONAL PARK SERVICE FOR OPERATION, MAINTENANCE, AND MANAGEMENT OF UNITS OF THE NATIONAL PARK SYSTEM IN THE DISTRICT OF COLUMBIA.

(a) AUTHORIZATION.—The Mayor of the District of Columbia and the Director of the National Park Service may enter into cooperative management agreements under section 101703 of title 54, United States Code, for the operation, maintenance, and management of units of the National Park System located in the District of Columbia, including the design and construction of improvements to such units.

(b) TERMS AND CONDITIONS.—A cooperative management agreement entered into under this section may include such terms and conditions as may be agreed to by the Mayor and Director, including terms and conditions relating to—

(1) the allocation of responsibility for the operation, maintenance, and management of a unit of the National Park System between the District of Columbia and the National Park Service; and

(2) the payment of funds by the National Park Service and the District of Columbia in support of the agreement.

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Comment [SF2]: This language in substance, is already in 54 U.S.C. 101703.

(c) RELATION TO OTHER LAWS.—

~~(1) TREATMENT OF DISTRICT OF COLUMBIA AS A STATE FOR PURPOSES OF COOPERATIVE MANAGEMENT AGREEMENTS UNDER TITLE 54.—Section 101703 of title 54, United States Code, is amended by adding at the end the following:~~

~~"(d) DEFINITION OF STATE.—For the purposes of this section, the term 'State' means each of the several States and the District of Columbia.".~~

Comment [SF3]: Not necessary. The authority to DC is clarified in Sec. 1(a).

~~(2~~(1) ANTI-DEFICIENCY ACT.—Nothing in subchapter III of chapter 13 or subchapter II of chapter 15 of title 31, United States Code (commonly known as the "Anti-Deficiency Act") may be construed to prohibit the payment or use of funds by the District of Columbia ~~or the National Park Service~~ to carry out a cooperative management agreement entered into under this Act, in accordance with the terms and conditions of the agreement.

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~~(3~~(2) DISTRICT OF COLUMBIA HOME RULE ACT.—Nothing in section 602(a)(3) of the District of Columbia Home Rule Act (sec. 1–206.03(a)(3), D.C. Official Code) may be construed to prohibit the District of Columbia from operating, maintaining, or managing a unit of the National Park System in accordance with the terms and conditions of a coopera-

1 tive management agreement entered into under this

2 Act.

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IIB

115TH CONGRESS
2D SESSION

H.R. 2897

IN THE SENATE OF THE UNITED STATES

JANUARY 17, 2018

Received; read twice and referred to the Committee on Energy and Natural Resources

AN ACT

To authorize the Mayor of the District of Columbia ~~and the Director of the National Park Service~~ [SF1] to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. AUTHORIZING THE DISTRICT OF COLUMBIA TO ENTER INTO COOPERATIVE MANAGEMENT AGREEMENTS BETWEEN DISTRICT OF COLUMBIA AND NATIONAL PARK SERVICE FOR OPERATION, MAINTENANCE, AND MANAGEMENT OF UNITS OF THE NATIONAL PARK SYSTEM IN THE DISTRICT OF COLUMBIA.

(a) AUTHORIZATION.—The Mayor of the District of Columbia and the Director of the National Park Service may enter into cooperative management agreements under section 101703 of title 54, United States Code, for the operation, maintenance, and management of units of the National Park System located in the District of Columbia, including the design and construction of improvements to such units.

(b) TERMS AND CONDITIONS.—A cooperative management agreement entered into under this section may include such terms and conditions as may be agreed to by the Mayor and Director, including terms and conditions relating to—

(1) the allocation of responsibility for the operation, maintenance, and management of a unit of the National Park System between the District of Columbia and the National Park Service; and [SF2]

(2) the payment of funds by the National Park Service and the District of Columbia in support of the agreement.

1 (c) RELATION TO OTHER LAWS.—

2 ~~(1) TREATMENT OF DISTRICT OF COLUMBIA AS~~

3 ~~A STATE FOR PURPOSES OF COOPERATIVE MANAGE-~~

4 ~~MENT AGREEMENTS UNDER TITLE 54.—Section~~

5 ~~101703 of title 54, United States Code, is amended~~

6 ~~by adding at the end the following:~~

7 ~~"(d) DEFINITION OF STATE.—For the purposes of~~

8 ~~this section, the term 'State' means each of the several~~

9 ~~States and the District of Columbia."~~ [SF3]

~~10~~2 ~~(2~~1) ANTI-DEFICIENCY ACT.—Nothing in sub-

~~11~~3 chapter III of chapter 13 or subchapter II of chap-

~~12~~4 ter 15 of title 31, United States Code (commonly

~~13~~5 known as the "Anti-Deficiency Act") may be con-

~~14~~6 strued to prohibit the payment or use of funds by

~~15~~ the District of Columbia ~~or the National Park Serv-~~

~~16~~7 ~~ice~~ to carry out a cooperative management agree-

~~17~~8 ment entered into under this Act, in accordance with

~~18~~9 the terms and conditions of the agreement.

~~19~~10 ~~(2~~3) DISTRICT OF COLUMBIA HOME RULE ACT.—

~~20~~11 Nothing in section 602(a)(3) of the District of Co-

~~21~~12 lumbia Home Rule Act (sec. 1–206.03(a)(3), D.C.

~~22~~13 Official Code) may be construed to prohibit the Dis-

~~23~~14 trict of Columbia from operating, maintaining, or

~~24~~15 managing a unit of the National Park System in ac-

~~25~~16 cordance with the terms and conditions of a coopera-

1 tive management agreement entered into under this

2 Act.

Passed the House of Representatives January 16, 2018.

Attest: KAREN L. HAAS,

Clerk.

American Discovery Trail Society

Making connections coast-to-coast

P.O. Box 1514
Front Royal, VA 22630
www.discoverytrail.org

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(301) 254-2030
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Statement of the American Discovery Trail Society

Submitted to the Senate Energy and Natural Resources Committee
National Parks Subcommittee

Hearing on February 14, 2018

The American Discovery Trail Society strongly urges the National Parks Subcommittee and the Energy and Natural Resources Committee to support S. 1573, "The American Discovery Trail Act of 2017."

The American Discovery Trail is America's only coast-to-coast, multi-use hiking trail. The American Discovery Trail Society is a national membership-based and volunteer-based nonprofit organization that over the past 22 years has developed the trail in cooperation with countless local, regional, and national trails groups, corporations, and local and state governments.

The American Discovery Trail is all on publicly accessible lands. It traverses a patchwork of lands managed by numerous municipal, county, state, and federal government and other land managers. Its route includes more than 1500 miles of federal land, some 25 percent of the trail's 6800 miles through Delaware, Maryland, Washington D.C., West Virginia, Ohio, Kentucky, Indiana, Illinois, Missouri, Iowa, Kansas, Nebraska, Colorado, Utah, Nevada, and California. The trail's national significance has been confirmed by a National Park Service study recommending it for inclusion in the National Trails System.

This legislation will include the federal government as a full partner with the states, counties, and other organizations in this effort by allowing the trail route to be marked with signs on federal land. The trail is in use today so signage is important. A consistent federal policy is important because the trail passes through 14 national parks, 16 national forests, many Bureau of Land Management units, a national wildlife refuge, and a U.S. Army Corps of Engineers unit.

The legislation is very simple, and will cost the taxpayers nothing. The American Discovery Trail Society proposes to provide the signage, with the signs consistent with the format used by National Scenic Trails and National Historic Trails. We are only seeking permission to place them along the route. Proper signs to keep trail users from getting lost is a common-sense safety issue.

This lack of signage on federal land is perhaps the biggest issue holding back greater use of the trail. Trails benefit local economies, and because it passes through many small towns and cities, the American Discovery Trail benefits local economies in ways that other trails do not. So increased use means increased benefits for all 15 trail states.

Current Federal Approaches Are Inconsistent
This legislation will bring a consistent policy toward the American Discovery Trail on federal lands. Currently, there is no coherent policy, and different federal entities apply different policies to the trail. These policies are also applied inconsistently among trails.

Many federal land managers see no problem in marking the American Discovery Trail. Others deny permission because the ADT has not been congressionally designated as a national trail, even though they allow the marking of other trails that lack official congressional designation.

To give just a few examples of this inconsistent policy on federal lands:

U.S. Forest Service officials at Wayne National Forest in Ohio at first allowed the American Discovery Trail Society to mark the trail. But later managers changed this policy, saying that they cannot allow the American Discovery Trail to be marked because it has not been designated by Congress as a national trail. But the forest applies this policy inconsistently: The Wayne National Forest does allow signage for the Buckeye Trail, a long-distance Ohio trail built by volunteers that is very similar to the American Discovery Trail.

Officials at the regional U.S. Forest Service office in Denver, which oversees the six national forests in Colorado through which the American Discovery Trail passes, denied permission because the ADT lacks congressional designation. However, the national forests in Colorado do mark the Colorado Trail, a long-distance trail through several national forests that began as a citizens' initiative and is not congressionally designated as a national trail. (This signage request was supported not only by American Discovery Trail representatives, but also by representatives of the Colorado Trail and Continental Divide National Scenic Trail.)

There are many examples that belie the argument that a long-distance trail cannot be marked on federal land without congressional designation. The John Muir Trail is a 212-mile trail in California that passes through several national forests and national parks. It has not been congressionally designated, but the agencies provide signs for it. The Tahoe Rim Trail is an interstate trail through national forests in California and Nevada that has not been congressionally designated, but is marked by the U.S. Forest Service.

Capitol Reef and Canyonlands national parks have denied permission to post signs, but this approach is not consistent among national parks. C & O Canal National Historic Park in Maryland allowed signage for the American Discovery Trail at first, but then a new superintendent had the signs taken down. In this case, the reasoning is unclear, because the park does not even allow signage for the federally designated Potomac Heritage National Scenic Trail.

In many instances, federal agencies have allowed the trail to be marked. Greenbelt Park, a unit of the National Park Service in Maryland, recently permitted an American Discovery Trail volunteer to post signs marking the route. In West Virginia, for the past 20 years, the Monongahela National Forest has allowed marking of the American Discovery Trail where it passes through the Dolly Sods Wilderness Area.

This lack of a consistent policy is leading to lost opportunities to improve the trail experience on federal lands. The state of Nevada has invited the ADT Society to apply for grants in which the state would pay to mark the trail through the state, including on federal land. But both the U.S Bureau of Land Management and the U.S. Forest Service have denied repeated requests for permission to mark the trail through their lands.

A Safety Issue
Signage is a safety issue, particularly in the deserts and remote wilds of Nevada, Utah, and western Colorado. The American Discovery Trail exists, and hikers are using it. Hikers who become lost can face severe, even life-threatening, danger.

State Support
This approach of the federal government contrasts with that of many states. For example, at the direction of its governor, the Delaware Department of Transportation marked with signs the American Discovery Trail route through the entire state. States including Iowa, Indiana, and Nebraska include the American Discovery Trail as an important part of their state trails plans. The Nevada State Parks have partnered several times to support ADT Society-sponsored events on the trail, such as trail runs, bike rides, and an equestrian ride. The ADT passes through several Nevada state parks, and the park managers recognize that the American Discovery Trail brings much-wanted and much-deserved attention to the state's many scenic and natural assets.

Significance of the American Discovery Trail
These inconsistent policies from park to park and forest to forest come despite the fact that the National Park Service has studied the American Discovery Trail and its route and deemed it worthy of designation as a National Discovery Trail.

The National Trails System lacks a coast-to-coast trail. Whether or not it is officially a part of the National Trails System, the American Discovery Trail greatly benefits the system by supplying the connections that the National Trails System lacks. The ADT links five National Scenic Trails, 12 National Historic Trails, and 34 National Recreation Trails with urban areas, such as San Francisco, Denver, and Cincinnati, as well as many small towns and cities. It visits 10,000 sites of historic, cultural, and natural interest as it provides a true backbone to the National Trails System.

The American Discovery Trail is not only the first coast-to-coast trail, but is also the first long-distance trail consciously designed to provide connections in the National Trails System. The United States is blessed with a number of irreplaceable long-distance trails, such as the Appalachian Trail, the Pacific Crest Trail, and the Continental Divide Trail. However, no official trail links these jewels or connects the entire nation from coast to coast. The American Discovery Trail fills that gap and helps to unify the country physically, geographically, and spiritually in people's imaginations. The ADT is a network of routes and trails that links the Pacific coast, where Sir Francis Drake touched

land in California, with the Atlantic coast, where early Dutch and Swedish colonists settled in Delaware.

The ADT fulfills the primary objective of the National Trails System Act. The National Trails System Act's "Statement of Policy" clearly specifies that "in order to provide for the ever-increasing outdoor recreation needs of an expanding population ... trails should be established (i) primarily, near the urban areas of the Nation, and (ii) secondarily, within scenic areas and along historic travel routes of the Nation which are often more remotely located."

The National Park Service has long recognized the need for more trails closer to population centers, and as the National Park Service stated about congressionally designated trails in recent congressional testimony: "Currently, there are no trails that are primarily intended to tie together existing trails and urban areas into the national network envisioned by the National Trails System Act." In addition to those previously mentioned, the urban areas the ADT passes through include Sacramento, Kansas City, St. Louis, Omaha, Des Moines, and Washington, D.C.

The National Trails System Act specifies in its opening statement a goal "to establish a national trails system." Despite other long distance trails, the American Discovery Trail would be the first to span the entire nation, thus fulfilling the Act's original goal.

The route of the ADT was developed more than 22 years ago through the cooperative efforts of citizens working with federal, state, and local land managers; state and local planning and transportation departments; state departments of natural resources; and citizens' trail groups. The route is entirely on publicly accessible land. It incorporates existing hiking trails, towpaths, rail-trails, country roads, small town sidewalks, and big city greenways in a cooperative effort that leaves the management and maintenance of these segments in the hands of the existing local organizations and governments.

The American Discovery Trail has stood the test of time. It is now more than 22 years old and has been traveled continuously since its inception. The ADT Society has been publishing complete guidebooks for the entire route for many years. Recognition and use of the ADT continue to increase—each spring adventurers aspiring to travel coast to coast depart from the Atlantic or the Pacific. But more importantly, thousands of citizens have hiked smaller parts of it, many with the goal of sampling many different sections of the trail through diverse areas of America.

Many studies have found that trails and greenways positively affect property values, small business revenues, tourism, and even corporate relocations. Trails have shown again and again that they can be engines stimulating economic activity, as shown by the bike shops and inns along the North Bend Rail Trail in West Virginia and the Katy Trail in Missouri. Many studies have found that having a trail near one's home is an amenity that adds to property values.

Many localities support the American Discovery Trail because they recognize that trails benefit local economies. Because its route passes through many small towns and cities, the American Discovery Trail benefits local economies in ways that trails that avoid these areas do not. For example, the Quad Cities Convention and Visitors Bureau (Illinois and

Iowa) supports the ADT because it increases tourism in their area. As the executive director of the West Virginia Community Development Hub has written, the American Discovery Trail "brings much needed tourism dollars and jobs to West Virginia" and provides "development opportunities for communities along the trail." As a former mayor of Green Mountain Falls, Colorado, wrote: "The American Discovery Trail has been instrumental in assisting us in our local fund-raising efforts, supporting grant requests, and capturing the interest of state, county, and local officials."

In conclusion, S. 1573 does not ask for appropriations or additional funds. It does not spend tax dollars or budgetary outlays. It does not override any consistent federal policy on marking trails, but it does clarify a policy in a way that will benefit trail users and local economies. The effort to develop and constantly improve the American Discovery Trail has always been a public-private partnership spearheaded by the private sector, and we seek to strengthen that partnership.

We therefore ask for your support of S. 1573.

Eric Seaborg
President
American Discovery Trail Society
February 13, 2018

February 12, 2018

Statement for U.S. Senate Bill 2225 by the Blue Ridge National Heritage Area

The Blue Ridge National Heritage Area (BRNHA) was authorized on November 10, 2003 under Public Law 108-108; 117 Stat.1280. BRNHA board of directors, staff and partners support U.S. Senate Bill 2225 (the Blue Ridge National Heritage Area Reauthorization Act). BRNHA was established to preserve and develop the distinctive natural and cultural heritage of Western North Carolina to support the economy and ensure the cultural traditions of the region continue for future generations. This legacy includes the 10,000 year-old Cherokee heritage; the traditional music traditions that serve as the bedrock for bluegrass and country music; craft and agricultural heritage; and the region's stunning natural heritage, which offers more biodiversity than any other location in North America.

Background

The BRNHA region spans 25 counties, encompassing nearly 11,000 square miles (about 21% of the land area of North Carolina), with a population of 1.25 million people. These mountain and foothill counties are mostly rural, and 15 are classified as economically distressed or at-risk by the Appalachian Regional Commission. The region is home to the two most visited National Parks units in the United States, the Great Smoky Mountains and the Blue Ridge Parkway, and tourism is a cornerstone of the region's economy.

The Blue Ridge National Heritage Area Partnership operates as a 501(c)3 nonprofit, composed of five full-time and 4 part-time employees. The organization leverages a modest federal allotment with state, local and private funds to promote the region, preserve the unique Appalachian culture and create new economic possibilities for rural towns and communities.

Economic Impact and Solid Partnerships

The Blue Ridge National Heritage Area stands as the only regional steward preserving and promoting living Appalachian traditions in Western North Carolina. BRNHA provides a return on investments by preserving unique historical resources, creating cultural and natural heritage venues, supporting revitalization in small rural towns, educating youth, creating pride in the unique culture, and building regional heritage tourism to draw visitors and promote Western North Carolina as a travel destination.

In any given year, the Blue Ridge National Heritage Area and its 100+ regional heritage tourism partners contribute more than $2.3 billion to the regional economy, support more than 30,000 jobs and generate more than $176 millionin state and local tax revenue. In addition to economic impact, BRNHA works at a grassroots, community level.

The organization connects many types of partners together across many different disciplines, including arts and culture, tourism, land conservation, historic preservation, education, and recreation planning. More than 50% of the Blue Ridge National Heritage Area's partners have been connected with the organization for five years or more.

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www.BlueRidgeHeritage.com
www.BlueRidgeMusicNC.com

In addition, the Heritage Area also trains tourism, arts, and conservation partners in workforce skills and technical assistance so they can be more successful. It works closely with other organizations to conduct significant research, arming regional leaders and partners with data to make informed decisions that support economic growth. One example is the WNC Vitality Index, which provides hundreds of datasets focused on the built, human, natural and economic environment for 29 counties in the North Carolina mountains and foothills.

Matching Grant Investments

During the last 14 years, The Heritage Area has used its federal funds to leverage grants and major initiatives for heritage tourism-based economic and community development initiatives. Through its grants program alone, BRNHA has achieved more than a 2:1 match to its federal appropriation, awarding 154 grants totaling more than $2.1 million in direct investment in rural mountain communities and leveraging another $4.2 million for a total economic impact of $6.3 million.

Helping towns rebound from the Great Recession with training and investing in cultural assets, BRNHA has brought more visitors and jobs to Western North Carolina. Over the past few years, grants have:

- Put fiddles, banjos and guitars into the hands of hundreds of schoolchildren through Junior Appalachian Musician programs across the region, ensuring that a rising generation will keep playing traditional mountain music.
- Supported a traveling exhibit celebrating the rich musical traditions of African-American communities in the far western counties. The exhibit's groundbreaking research highlights the overlooked history of African-Americans in Appalachia.
- Assisted the Museum of Cherokee Indian in training enrolled members of the Eastern Band of Cherokee Indians as tour guides to historical Cherokee sites across the region. The guides discovered that their biggest audience has come from the Cherokee Nation in Oklahoma, returning more than 175 years after the Trail of Tears to experience their ancestral homeland in the Blue Ridge.
- Seeded the Southern Highland Reserve's ongoing project to replant red spruce seedlings in endangered spruce-fir forests high in the Balsams Mountains, protecting these "islands in the sky" that are home to rare species of birds and animals.
- Helped the community of Cowee to redevelop a WPA school gym and outdoor space into an authentic small town music venue that is attracting world-class bluegrass, folk, and Americana musicians and that has become a new tourist attraction for Macon County, an economically stressed county.

BRNHA grants have helped with small town economic development in places like Hayesville (population 370), the seat of Clay County. Hayesville's citizens' groups used $39,025 in six BRNHA grants awarded over a dozen years to develop tourism through heritage attractions. Local groups created a Cherokee Homestead exhibit with replicas of winter and summer homes used by the native tribe prior to Euro-American settlement.

Hayesville has also highlighted its traditional music as a stop on the Blue Ridge Music Trails, and now the town is renovating its historic courthouse as a center for craft and small business. "Hayesville was very much looking to reinvent itself. These projects improve the quality of life for locals as well as bring in more tourists," Mayor Harry Baughn said.

Major Initiative – Blue Ridge Music Trails of North Carolina

The Blue Ridge National Heritage Area has been involved in a variety of initiatives, but one of its most successful has been the Blue Ridge Music Trails of North Carolina. A joint program between BRNHA and the N.C. Arts Council since 2012, this program provides a centralized resource for Music Heritage Tourism in WNC, thus increasing economic impact on local economies, support traditional musicians through an online directory guiding event planners to their profiles, and preserving the music through renovation of traditional music venues and JAM programs for students. The program includes a guidebook, website and digital media activities, training for sites and communities, marketing material and product development. There are over 125 regional partners now participating in the program.

Recent analysis for the Blue Ridge Music Trails shows that:

- Visitors to Blue Ridge Music Trails sites spent more on rooms, food, souvenirs, recordings and transportation –up to $300 a day--, than other types of visitors.
- The Blue Ridge Music Trails website, guidebook, and promotional materials are influencing travel decisions to attend Blue Ridge Music Trails venues and events.
- 82% of BRMT venues responding to survey say their attendance is up, and 63% reported the BRMT initiative had either significantly or somewhat helped their site.

Support to NPS Partners in the Region

The Heritage Area works hand-in-hand with NPS partners, the Blue Ridge Parkway and the Great Smoky Mountains National Park, America's most visited National Park units. The organization has given grants to make improvements to the Smokies' Oconuluftee Visitor Center and its Mountain Farm Museum, and has provided a planning grant for the redevelopment of Waterrock Knob along the Parkway.

Nearly 15 percent of BRNHA's annual federal appropriation goes to support the operation of the Blue Ridge Parkway Regional Visitor Center in Asheville through a cooperative agreement and partnership with the Blue Ridge Parkway. Open 362 days a year, BRNHA, Blue Ridge Parkway and Eastern National staff have served nearly one million visitors during the facility's 10-year operation.

"Without the Heritage Area, neighboring communities, organizations, small businesses, and non-profits would each be on their own. BRNHA knits the communities together tying together natural and cultural heritage and has created a mechanism to pull those groups together in way that provides a high level of energy and support in this region," said Mark Woods, recently-retired superintendent Blue Ridge Parkway.

This letter outlines a robust sampling of the programs and activities undertaken and generated by the Blue Ridge National Heritage Area during its 14-year history. The Blue Ridge National Heritage Area is a catalytic organization that is connecting, building, and creating economic impact and helping to protect natural and cultural treasures for future generations. It is an organization that is vital to the continued growth of small rural communities in Western North Carolina.

February 14, 2018

Senate Committee on Energy and Natural Resources Subcommittee on National Parks

Legislative Hearing

Statement of Senator Roy Blunt regarding S. 1335, the Ste. Genevieve National Historic Park Establishment Act.

Chairman Daines, Ranking Member King, and members of the Subcommittee, I appreciate your consideration of S. 1335, a bill that I have introduced to authorize the Secretary of Interior to establish the Ste. Genevieve National Historic Park in Ste. Genevieve, Missouri. S. 1335 was introduced with the bipartisan support of Senator Claire McCaskill and is a companion to H.R. 2888, introduced by Congressman Jason Smith, which recently passed the House of Representatives by voice vote. An identical bill, S. 2954, was considered and reported out of the Senate Energy and Natural Resources Committee by voice vote during the 114th session of Congress.

Ste. Genevieve is a site of rich American history that tells the story of our nation's westward expansion and settlement of the new frontier. The town was founded in 1750 by French Canadian settlers, who were attracted primarily to the rich soil the area had to offer. It currently has about 4,400 residents and is located 60 miles south of St. Louis on the west bank of the Mississippi River.

The town is one of the oldest National Historic Landmark districts in the country, initially designated in 1960 to recognize the unique concentration of French vertical log architecture. In addition, the district contains nationally significant examples of early British-American and German-American architecture. The distinctive combination of these features helps paint the picture of French exploration prior to the Louisiana Purchase as well as the settlement of the American territory in the early 19th century.

The journey to where we are today began with the dedicated commitment of the community to preserving, interpreting, and sharing the history of this important site. In 2006, legislation was passed authorizing a Special Resource Study of the site. The first public meeting occurred in 2010 and has been followed by years of extensive community involvement and support.

The final study released in May 2016 found that Ste. Genevieve is nationally significant and eligible for addition as a new unit of the Park Service. It recommends a unit on St. Mary's Road at the Amoureaux House, its adjacent properties, and the Delassus-Kern House just up the road. In total, it would include about eight properties.

Many resources within the Historic District are cared for by owners and the historic preservation ordinances in place by the city. Existing nonprofits and the state of Missouri also own and operate several historic properties as museums. The study notes that making Ste. Genevieve a unit of the National Park Service offers an opportunity to educate the public on themes of French settlement, vernacular architecture, and farming practices.

However, the local community and the National Park Service have recognized unmet needs for resources, protection, and interpretation. As the National Park Service has stated, there is no comparably protected area interpreting the historic themes preserved at this site.

It is for these reasons, and the overwhelmingly positive public support for creation of the park, that I strongly support this addition to our national system. I appreciate your consideration of this bill and urge your support.

MURIEL BOWSER
MAYOR

February 9, 2018

The Honorable Lisa Murkowski
Chairman
U.S. Senate Energy and Natural Resources Committee
304 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member
U.S. Senate Energy and Natural Resources Committee
304 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Steve Daines
Chairman
U.S. Senate Energy and Natural Resources Subcommittee on National Parks
304 Dirksen Senate Office Building
Washington, DC 20510

The Honorable Angus King
Ranking Member
U.S. Senate Energy and Natural Resources Subcommittee on National Parks
304 Dirksen Senate Office Building
Washington, DC 20510

Dear Chairman Murkowski, Chairman Daines, Ranking Member Cantwell, and Ranking Member King:

Under current law, the National Park Service (NPS) is authorized to enter into a cooperative management agreement (CMA) with states or cities to allow third party management of NPS properties. However, authorization for Washington, DC to enter such CMAs is unclear. We are thankful to Chairman Murkowski for introducing S. 1956, companion legislation to Congresswoman Norton's H.R. 2897, to authorize Washington, DC to enter into CMAs for projects like Franklin Park. This legislation was adopted by voice vote on January 16, 2018 in the House of Representatives.

Washington, DC has experienced unprecedented economic growth and revitalization resulting from investments in infrastructure projects that boost the local economy and rejuvenate our green spaces. Our efforts have improved amenities enjoyed by local residents, businesses, and more than 20 million visitors each year. Currently, there remain many parcels of underutilized land in Washington that are ripe for revitalization. Recent examples of successful projects include Walter Reed, St. Elizabeths' campus, and the Navy Yard. In addition to these parcels, Washington, DC has more than 7,600 acres of park and other open spaces—one of the highest ratios of park acreage per resident in the country.

Franklin Park, located in the heart of our downtown, is one of our historic green spaces in desperate need of repair and restoration. We have developed a comprehensive plan for revitalization of the park and appropriated the necessary funding to move this project forward. This revitalization plan includes

building much needed recreational space and programming for children and families, and restoration of the historic water fountain. We are unable to move forward without the CMA legislation.

Once completed, the redevelopment of Franklin Park will be a prime example of a successful public-private partnership between NPS, our government, and the DowntownDC Business Improvement District (BID). We have allocated $13.8 million in our FY 2018 and FY 2019 Capital Budget for construction costs, and the BID has budgeted $750,000 annually to operate and maintain the park upon completion of the renovations. It is important to underscore that this project does not require federal funding. Our partnership with NPS and the BID is a critical tool to bridge resource gaps, which are often barriers to upgrading our nation's deteriorating infrastructure. NPS is currently facing a strain on its resources and has a maintenance backlog as it attempts to maintain parks under its authority.

It is my hope that S. 1956 will move swiftly out of the Senate Energy and Natural Resources Committee and to the Senate for a floor vote in the coming weeks. Again, thank you for your leadership on this issue and I look forward to working with you on other land issues in the future.

Sincerely,

Muriel Bowser
Mayor

SENATOR RICHARD BURR'S STATEMENT FOR THE RECORD ON THE LEGISLATIVE HEARING OF THE COMMITTEE ON ENERGY AND NATURAL RESOURCES, SUBCOMMITTEE ON NATIONAL PARKS

February 14, 2018

I would like to thank the committee for holding a hearing on S.2225, the Blue Ridge National Heritage Area Reauthorization Act. I co-sponsor this important legislation with my colleague from North Carolina, Senator Thom Tillis. Since its inception in 2003, the Blue Ridge National Heritage Area program has worked in collaboration with more than 300 local and private partners to preserve the unique heritage of Southern Appalachia.

Tourism is an important part of Western North Carolina's economy. The Heritage Area, which spans across 25 counties, continues to enrich visitors' Appalachian experience. Guests traversing both the Blue Ridge Parkway and Great Smoky Mountains National Park are likely to encounter one of the program's successful ventures, such as the Blue Ridge Music Trail or the historic downtown area of a small Appalachian village. To date, the Heritage Area has provided more than 154 grants to communities and organizations for heritage product development, educational programs, preservation and planning, with an economic impact of nearly $6 million.

Under the leadership of Angie Chandler and its board of directors, the Heritage Area has become an important part of Western North Carolina's economic engine. Its reauthorization is vital to the small communities that dot the region and to the preservation of the historic Appalachian Mountain culture. I appreciate the Committee's attention to the matter and look forward to getting S.2225 passed before the program sunsets on November 10th, 2018.

Testimony for the Record
Senator Shelley Moore Capito
Senator Chris Coons

Before the
Senate Energy and Natural Resources Committee
Subcommittee on National Parks

Hearing on National Parks Legislation

February 14, 2018

Thank you, Chairman Daines, Ranking Member King, and Members of the subcommittee for allowing us to provide input on the *American Discovery Trail Act of 2017* (S. 1573) included in this hearing. We strongly support this bill, which we introduced in the Senate last year.

This legislation would authorize the placement of signs, donated by the American Discovery Trail Society, along the American Discovery Trail (ADT). The ADT is America's only coast-to-coast, multi-use hiking trail. It connects trails through state parks and federal lands with county roads in rural areas and sidewalks in towns and communities from coast to coast.

The ADT begins in Delaware's Cape Henlopen State Park and stretches 6,800 miles through Maryland, West Virginia, Ohio, Indiana, Illinois, Iowa, Missouri, Nebraska, Kansas, Colorado, Utah, Nevada, and California, ending at Point Reyes National Seashore. The placement of signs on the Federal lands through which the trail passes would enhance the ADT by providing accurate navigation, making the trail safer for hikers and giving more Americans the opportunity to enjoy this unique network of trails.

We understand that the National Park Service (NPS) has concerns about requiring non-federal signage on federal lands. While we think it is valuable to have the entire trail marked, we also respect and value the input of federal land managers. Therefore, we are open to amending the bill to allow for the discretion of local land managers on a case-by-case basis.

We are strong believers in the value of trails and what they represent, including outdoor recreation, tourism, and economic development for local parks and towns. Trails like the ADT connect people, communities, and the outdoors. They help highlight some of the many natural gifts and man-made wonders that make the United States so special. We are proud to support this bipartisan legislation so more Americans can explore and enjoy the trail in Delaware, West Virginia and the many other states and communities it connects from coast to coast.

Testimony for the Record
Senator Chris Coons
Senator Shelley Moore Capito

Before the
Senate Energy and Natural Resources Committee
Subcommittee on National Parks

Hearing on National Parks Legislation

February 14, 2018

Thank you, Chairman Daines, Ranking Member King, and Members of the subcommittee for allowing us to provide input on the *National Emergency Medical Services Commemorative Work Act* (S. 1692) included in this hearing. We strongly support this bill, which we introduced in the Senate last year.

This legislation would authorize the National Emergency Medical Services Foundation to establish a public memorial in the District of Columbia to commemorate the commitment and service represented by the men and women of emergency medical services (EMS).

We have both frequently been impressed by the skill, dedication, and selflessness of the many EMS personnel who serve our local communities. Each year, across the nation, 850,000 EMS first responders answer more than 30,000,000 calls to serve 22,000,000 people in need of life-saving care and comfort. These men and women put their lives on the line to save the lives of their fellow citizens, and many of these people are alive today because of this selfless commitment. From a single person's medical emergency, to naturally occurring disasters such as the hurricanes and wildfires that ravaged our country

in the past year, to terrorist attacks that threaten the entire nation, the men and women of EMS respond across the spectrum of incidents.

Our EMS personnel are well trained, responsive professionals with a commitment to others that exemplifies the finest traditions of American spirit. However, when an EMS member is tragically killed while on duty, the families, friends, and colleagues they leave behind have no nationally recognized location to acknowledge their loved one and grieve. While fallen members may be recognized by local ceremonies and laid to rest in their hometown cemeteries, EMS members also deserve a nationally recognized location to commemorate the values that bind service members together, both living and deceased. It should be noted that unlike the equally important and noble protective forces of military personnel, law enforcement officers, or firefighters, EMS personnel still have no such commemorative location or memorial. Thus, a memorial commemorating the commitment and service of EMS professionals is well deserved.

This bill would authorize a memorial that commemorates the commitment and service represented by EMS personnel rather than the personnel themselves in accordance with the Commemorative Works Act. The Commemorative Works Act prevents a memorial to EMS professionals as a group because the memorialization of members of a group may not be authorized until after the 25th anniversary of the death of the last surviving member. This follows a precedent set for such commemoration by the National Peace Corps Memorial, which Congress authorized in 2014.

In closing, we would like to thank you again for your interest in the legislation. Congress has often recognized the heroic work of our military, police, and firefighting professionals. The men and women of EMS have also stepped up to assist their communities and their commitment and service deserves similar recognition, which the National Emergency Medical Services Memorial would provide.

President Street Station Study Act and
Justice Thurgood Marshall's Elementary School Study Act

Joint Statement for the Hearing Record: Senator Benjamin L. Cardin (D-MD) and Senator Chris Van Hollen (D-MD)
National Parks Subcommittee of the Senate Energy and Natural Resources Committee
115th Congress

Thank you Chairman Murkowski and Ranking Member Cantwell, and Members of the National Parks Subcommittee for holding this legislative hearing on February 14, 2018. We greatly appreciate the inclusion of two bills that we have introduced that will authorize the study of two historically and culturally significant structural resources in Baltimore City, Maryland. S. 1645, the Thurgood Marshall's Elementary School Study Act and S. 1646, the President Street Station Study Act both aim to evaluate whether these important places in Baltimore City should be incorporated into the National Park System.

The elementary school that Justice Marshall attended, known as PS 103, located in Baltimore, Maryland, is a place of national significance, because it marks the site where one of our nation's greatest legal minds began his education. Thurgood Marshall is well known as one of the most significant historical figures of the Civil Rights Movement. By the time he was thirty-two years of age, he was appointed the chief legal counsel for the National Association for the Advancement of Colored People (NAACP). He served at the NAACP a total of twenty-five years and was a key strategist to ending racial segregation throughout the United States.

Perhaps the greatest illustration of this effort was his victory before the Supreme Court of the United States overturning the Plessy doctrine, effectively ending school segregation with the landmark decision in *Brown v. Board of Education of Topeka, Kansas* in 1954. Not only did this case open up educational opportunity and sparked the Civil Rights Movement in this nation, it also marked the beginning of Thurgood Marshall's career, still a young attorney from Baltimore, as one of the greatest legal minds in all the land. This case was just one of the twenty-nine cases he won before the Supreme Court.

Fittingly, Thurgood Marshall was the first African American confirmed to the Supreme Court. He was nominated by President Lyndon B. Johnson in 1967 and served twenty-four years, until his retirement in 1991. On the high court, Justice Marshall continued his fight for the Constitutional protection of individual human rights.

But Thurgood Marshall was not always a legal giant. He was once a young boy growing up in West Baltimore. He received the first six years of his public education at Public School 103. An apocryphal story goes that a young Thurgood Marshall studied the U.S. Constitution in the basement of the building while serving detention. Regardless of whether or not this legend is true, the building powerfully tells the story of racial segregation in America. PS 103 was a segregated school when Justice Marshall was a student, and marks the academic beginning of one of the country's most brilliant legal thinkers and a pioneer of the Civil Rights Movement.

The building is located at 1315 Division Street in the Upton Neighborhood of Old West Baltimore. The building is part of the Old West Baltimore National Register Historic District, and is listed as a contributing historic resource for the neighborhood. The Old West Baltimore historic district is one of the largest predominately African American historic districts in the country, and its significance is centered on the African American experience in the area.

In Baltimore, we are fortunate to have the National Park Service operate two historical sites, Fort McHenry and the Hampton Mansion. Adding PS 103 is a unique opportunity for the National Park Service to work in Baltimore's inner-city and to reach out and engage people about African American history.

Needless to say, Thurgood Marshall's legacy is one that should be preserved. He was one of our country's greatest legal minds and a prominent historical figure of one chapter of our country's great history—the Civil Rights Movement. This bill authorizes the Secretary of the Interior to conduct a special resource study of PS 103 to evaluate the suitability and feasibility of establishing the building as a unit of the National Park Service. Preserving the building that was Justice Marshall's elementary school will give Americans insight into his early life.

The President Street Station Study Act centers on the same historic place, Baltimore, Maryland, but earlier in time. Our nation recently honored the sesquicentennial of the American Civil War. There are many landmarks Baltimore that are significant to Civil War history, which we believe are in the national interest to protect for future generations. As our nation pays tribute to this trying time in our history, the President Street Station Study Act would initiate the process for preserving one such landmark in the heart of Baltimore. President Street Station played a crucial role in the Civil War, the Underground Railroad, the growth of Baltimore's railroad industry, and is a historically significant landmark to the presidency of Abraham Lincoln.

The station was constructed for the Philadelphia, Wilmington, and Baltimore (PW&B) Railroad in 1849 and remains the oldest surviving big-city railroad terminal in the United States. This historical structure is a unique architectural gem, arguably the first example and last survivor of the early barrel-vault train shed arches, also known as the Howe Truss. The arch-rib design became the blueprint for railroad bridges and roofs well into the 20th century and was replicated for every similarly designed train shed and roof for the next 20 years.

The growth of President Street Station and the PW&B railroad mirror the expansion of the railroad industry throughout the country in the latter half of the 19th century. This station played an essential role in making Baltimore the first railroad- and sea-rail link in the nation and helped the city become the international port hub it is today.

In its heyday, President Street Station was the key link connecting Washington, D.C. with the northeast states. Hundreds of passengers traveling north passed through this station and, by the start of the Civil War, Baltimore had become our nation's major southern railroad hub. Not surprisingly, the station played a critical role in both the Civil War and the Underground Railroad.

Perhaps the most famous passenger to travel through the station was President Abraham Lincoln. He came through the station at least four times, including secretly on his way to his first inauguration in 1861. President-elect Lincoln was warned by a PW&B private detective of a possible assassination plot in Baltimore as he transferred trains. While it is unclear if this plot existed and if so, whether it posed a serious threat, the President-elect nevertheless was secretly smuggled aboard a train in the dead of night to complete his trip to Washington.

Just months later, President Street Station served as a backdrop for what many historians consider to be the first bloodshed of the Civil War. The Baltimore Riot of 1861 occurred when President Lincoln called for Union volunteers to quell the rebellion at Fort Sumter in Charleston, South Carolina. On April 19, 1861, Massachusetts and Pennsylvania volunteers were met and attacked by a mob of secessionist and Confederate sympathizers. The bloody confrontation left four dead and thirty-six wounded. As the war continued, the station remained a critical link for the Union. Troops and supplies from the north were regularly shuttled through the station to support Union soldiers.

It is well known that Maryland was a common starting point along the Underground Railroad and that many escaped slaves from Maryland's Eastern Shore plantations were destined for Baltimore and the President Street Station to travel north to freedom. Last year, Congress acted to honor Maryland's own Harriet Tubman, the Underground Railroad's most famous conductor, by enacting the Harriet Tubman National Historical Parks Act, establishing the first set of National Historical Parks to commemorate the life of an African American Woman. While Harriet Tubman personally led dozens of people to freedom, her courage and fortitude also inspired others to find their own strength to seek freedom. President Street Station was indeed a station on this secret network. Prior to emancipation in 1863, several renowned escapees, including Frederick Douglass, William and Ellen Craft, and Henry "Box" Brown, traveled through the station, risking their lives for a better and freer life.

Others' journeys for a better life also passed through President Street Station. From its beginning and into the 20th century, Baltimore was both a destination and departure point for immigrants. New arrivals to the Eastern seaboard from Ireland, Russia, and central Europe traveled by way of the PW&B railroads to the West.

For decades, President Street Station has long been recognized as having an important place in history. In 1992, it was listed on the National Register of Historic places, and the City of Baltimore has dedicated it a local historical landmark. For many years it served as the Baltimore Civil War Museum, educating generations of people about the role Maryland and Baltimore played in the Civil War and the early history of the city. In recent years, the museum, run by dedicated volunteers from the Maryland Historical Society and Friends of President Street Station, have struggled to keep the station's doors open and keep the station's character true to its historic roots. The area around President Street Station has changed dramatically over the decades, but the station's stewards have worked to preserve its place in history. It has been many years since trains passed through the President Street Station and it is clear that today the best use for this building is to preserve the building and use it tell the station's American story.

President Street Station was a contributor to the growth of the railroad and a vital player in the Underground Railroad, the Presidency of Abraham Lincoln, and the Civil War. S. 1646 authorizes the Secretary of the Interior to conduct a special resource study of President Street Station to evaluate the suitability and feasibility of establishing the Station as a unit of the National Park Service. S. 1645 authorizes the same analysis for PS 103, which was a contributor to the education and early life of Supreme Court Justice Thurgood Marshall. We urge our colleagues to join us in giving both sites the recognition they deserve and support these two bills.

We thank the Subcommittee for the opportunity and look forward to working with the Committee to advance these bills through the Committee's process.

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SENATOR MAZIE K. HIRONO
COMMITTEE ON ENERGY AND NATURAL RESOURCES
SUBCOMMITTEE ON NATIONAL PARKS
LEGISLATIVE HEARING
February 14, 2018

Statement for the Record
on
S. 2213/H.R. 4300, the Admiral Lloyd R. "Joe" Vasey Pacific War Commemorative Display Establishment Act

Chairman Daines, Ranking Member King, thank you for holding this legislative hearing to consider a number of National Park-related bills, including S. 2213, the Admiral "Joe" Vasey Commemorative Display Act.

My colleague in the House, Representative Hanabusa, and I have introduced this bill to establish a display at Pearl Harbor that would tell the complete story of the Pacific War. Currently at Pearl Harbor there is the USS *Arizona*, which symbolizes the beginning of World War II for the United States, and the USS *Missouri*, which symbolizes the end of World War II. Yet, there is nothing to symbolize the many battles fought following the bombing of Pearl Harbor in 1941 and prior to the end of the war in 1945.

Adding this display would not only provide our veterans and their families a place to mourn those lost in the Pacific War, but would also educate the public about the many battles fought in the Pacific Theater and the more than 150,000 brave men and women who paid the ultimate sacrifice.

This bill is inspired by one of those veterans of the Pacific War, Admiral "Joe" Vasey. Admiral Vasey, who celebrated his 101st birthday last month, served on the USS *Gunnel* under Senator John McCain's father, Admiral John S. McCain, Jr. Admiral Vasey has dedicated his life to promoting peace in the Asia-Pacific, through both his military service and his founding of the Pacific Forum Center for Strategic and International Studies.

Pacific Historic Parks, a non-profit in Honolulu, would be wholly responsible for designing and establishing the commemorative display in coordination with the National Park Service, so no federal funds would be utilized.

I appreciate the committee's consideration of this bill today and the administration's testimony in support of the bill. I look forward to working with the administration and committee on the clarifying language and hope that this bill gets quickly reported out of committee and passed by the Senate so that Admiral Vasey, his fellow veterans, and their families have a Pacific War display to visit.

Thank you.

Statement for the Record on S. 1956, D.C. Cooperative Management Agreements
Committee on Energy and Natural Resources
National Parks Subcommittee Hearing on Pending Legislation
Chairman Lisa Murkowski
February 14, 2018

I'd like to thank Chairman Daines for including S. 1956 on the Subcommittee on National Parks hearing today. This legislation, which I introduced as a Senate companion to Rep. Norton's H.R. 2897, would allow for greater cooperation between the National Park Service and the District of Columbia.

Although it may not be widely known, States and local government agencies already have the authority to enter into cooperative management agreements with the National Park Service. Such management agreements are required by the underlying statute to allow for more effective and efficient management of the National Park System unit and a State or local park.

While Congress clearly gave the authority for states and local government agencies to sign these agreements, which are being used across the country today, the District of Columbia feels that they were inadvertently left out of the definition of "state" or "local unit of government." S. 1956 would clarify that the definition of "State," for purposes of cooperative management agreements with the National Park Service, includes the District of Columbia.

In practical application, this will allow for the District of Columbia to invest, maintain, and improve urban parks administered by the National Park Service. The Park Service and the City of D.C. share a mutual goal of providing better, more cost-effective management of our park sites across the nation's capital.

The NPS and the District of Columbia are ready to sign a cooperative management agreement to work together on Franklin Park, as soon as this legislation is signed into law. The District of Columbia has stated its intent to invest over $13 million in rehabilitating Franklin Park, as well as announcing the creation of a fund for ongoing maintenance of the park. S. 1956 not only

represents good government, but an opportunity, if only on a small scale, to being to chip away at the deferred maintenance backlog in our national parks through innovative and cost-effective solutions.

Any progress that can be made to streamline inefficiencies and improve visitor experiences to our nation's parks is good policy, in my book. S. 1956 will create a win-win for the NPS, the District of Columbia, residents, and visitors alike. It is my hope that we see additional efforts like this in the future. Thank you again, Chairman Daines, for including this bill in the hearing.

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Katie Orsino
Executive Director
National EMS Memorial Foundation
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Subcommittee on National Parks
Legislative Hearing: February 14, 2018
S.1692 National Emergency Medical Services Commemorative Work Act

Mr. Chairman and Members of the National Parks Subcommittee,

Thank you for the opportunity to address the Subcommittee on National Parks as it considers pending legislation. My name is Katie Orsino and I am honored to serve as the Executive Director of the National EMS Memorial Foundation.

On behalf of the Foundation I am asking for your favorable consideration of S. 1692 "National Emergency Medical Services Commemorative Work Act; To authorize the National EMS Memorial Foundation to establish a commemorative work in the District of Columbia and its environs and for other purposes" this bipartisan bill was introduced by Senator Christopher Coons of Delaware and Senator Shelley Moore Capito of West Virginia.

The National Emergency Medical Services Memorial Foundation hopes to establish a permanent commemorative work to honor the commitment, service and sacrifice of our Nation's EMS providers who have lost their lives in the line of duty and for those who continue to serve. Consistent with the Commemorative Works Act (Public Law 99-652; 40 U.S. Code Chapter 89) the National EMS Memorial would be established without any cost to the Federal government.

It is important to note that National Capital Memorial Advisory Counsel (NCMAC) gave their approval on September 14, 2015 as required by the Commemorative Works Act. The National EMS Memorial would recognize the commitment, service and sacrifice of

both volunteer and paid providers, across all of the various service delivery models including federal, tribal, state, local and private EMS providers.

Along with our appreciation, the approval from the NCMAC came a reality. The CWA "precludes establishing a memorial to members of Emergency Medical Services as a group because the memorialization of members of a group may not be authorized until after the 25th anniversary of the death of the last surviving member". There will never be a time when EMS providers stop dying in the line of duty. As I travelled to the Subcommittee hearing another EMS provider lost his life in a line of duty death in Nevada.

We are seeking to establish this commemorative work to honor The ideals of "commitment, service and sacrifice" demonstrated by the Nation's Emergency Medical Services every second of every day. Today there are over 850,00 EMS providers who continue to make this choice to commit to you, to me and to every single person across the nation, residents and visitors alike. To the farthest reaches, the citizens of this nation rely on these ideals for every moment and will continue to do so into the future.

A national study estimated "that there were at least 67 ground transportation-related fatalities, 19 air ambulance crash fatalities, 13 deaths resulting from cardiovascular incidents, 10 homicides, and 5 other causes, resulting in 114 EMS worker fatalities during the study. We estimated a rate of 12.7 fatalities per 100,000 EMS workers annually, which compares with 14.2 for police, 16.5 for firefighters, and a national average of 5.0 during the same time period." This study identifies an occupational fatality rate for EMS workers that exceeds that of the general population by more than double and is comparable with that of other emergency public service workers.

According to the Center for Disease Control/National institute For Occupational Safety and Health (CDC NIOSH) in 2014, 21,300 EMS Providers were treated Emergency Departments for injuries suffered in the line of duty. Of note, 12% of these injuries sustained through acts of violence. On an annual basis 25% of all EMS providers will be injured in the line of duty. All EMS providers are virtually ensured to be injured at some point during their career.

EMS providers choose to do this despite the dangers they may face and without regard to their personal safety. Despite the dangers and the almost absolute guarantee of injury during their career their commitment, service and sacrifice to this nation continues. Not only do these providers deserve recognition and acknowledgment for continuing to sacrifice their lives so that others might live but also be recognized for saving lives every day.

While I have a professional understanding of the commitment and service of the Emergency Medical Services I have a personal understanding of the sacrifice. On

February 18, 2018, I visited my little brother Matthew's grave with my parents for his three year anniversary. Matthew was an EMT for Boston EMS and we lost him when he was only 27 years old. Matthew was injured at work while helping a total stranger and died at home alone the next day. I know that for the families, the memory of their death will be with us forever and will forever be the most devastating moment of our lives.

That moment is filled with anger, sadness, and complete loss. But the remembrance for the families of these lives is filled with smiles, laughter and love. It is not enough to just honor them because of the way they died they should be honored because of the way they lived, as heroes to this nation, not just for a moment but for a lifetime.

It's not just about the ultimate sacrifice that my brother and hundreds of others have made. It's about the commitment and service that they and those that served before them and those that will serve after them chose and will choose to make for this nation knowing that some of them will die for this choice, but they continue to do so because these are the ideals of Emergency Medical Services Providers.

Today you are presented with a choice, the choice to be the ones who extend these men and women the recognition that they deserve or continue to let them go unrecognized and unremembered. You have the privilege of making the choice to honor these ideals of commitment, service and sacrifice or to say to the over 850,000 EMS providers and their families that they just don't matter.

Thank you for your time, attention and leadership regarding this important piece of legislation.

Sincerely,

Katie

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NPCA Positions for Senate Energy and Natural Resources Subcommittee on National Parks Legislative Hearing on February 14, 2018

February 13, 2018

Dear Senator,

Since 1919, National Parks Conservation Association (NPCA) has been the leading voice of the American people in protecting and enhancing our National Park System. On behalf of our more than 1.3 million members and supporters nationwide, please consider our positions on the following bills when they come up at the Energy and Natural Resources National Parks Subcommittee hearing on February 14, 2018.

S. 400: Susquehanna National Heritage Area Act – NPCA **supports** this legislation which will support place-based heritage tourism and recreation, advance conservation initiatives that protect the Susquehanna River and Chesapeake Bay, and lead to much needed job growth in the Lower Susquehanna Region. The lower Susquehanna River region reveals unique and iconic stories in American history from the site of Native American villages to pivotal Civil War battles. The passage of this legislation, with sufficient investment in the National Heritage Area Program, can support local businesses and leverage federal investments into the National Park Service's (NPS) Captain John Smith Chesapeake National Historic Trail.

NPCA supports the judicious expansion of the National Heritage Area program. We do, however, have grave concerns about the unintentional and adverse impacts adding new heritage areas, no matter how worthy of designation, will have on the 49 that currently exist without an increase to the program's operating budget. Heritage areas must match federal funding dollar for dollar with non-federal support. On average, most heritage areas deliver a four to one return on their federal investment. Increasing the program's budget will protect stories and lifeways, generate heritage tourism, and create jobs. And it is the only way to ensure that new areas can thrive without undermining the performance of those that already exist.

S. 1160: Abraham Lincoln National Heritage Area Amendment Act – NPCA **supports** this legislation that would add Livingston County, the City of Jonesboro in Union County, and the city of Freeport in Stephenson County, to the boundary of the Abraham Lincoln National Heritage Area. Livingston County is the only county in the 8th Judicial Circuit (Lincoln's law circuit) not currently within the boundary of the National Heritage Area. The cities of Jonesboro and Freeport were both sites for Lincoln-Douglass debates of 1858. Their inclusion in the boundary will enable the Abraham Lincoln National Heritage Area and its partners to tell a more complete story about Lincoln's time in Illinois prior to his election as president of the United States.

S. 1335: Ste. Genevieve National Historical Park Establishment Act – NPCA **supports** this legislation to establish a new unit of the National Park System in the

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state of Missouri. Established in the mid-1700s, Ste. Genevieve was the first settlement on the west bank of the Mississippi River and is still the only surviving French Colonial village in the U.S. The NPS Special Resource Study of the site found that a portion of the Ste. Genevieve historic district meets criteria for national significance and suitability, and that certain resources within the district are feasible to manage as a unit and would benefit from direct NPS management.

S. 1446/H.R. 1135: To reauthorize the Historically Black Colleges and Universities Historic Preservation program – NPCA **supports** this bill to amend the Omnibus Parks and Public Lands Management Act of 1996 to reauthorize Historic Preservation Fund (HPF) grants for Historically Black Colleges and Universities (HBCUs) from FY2018 through FY2024. HPF funds will be used to support preservation and restoration of buildings and structures at HBCU campuses across the nation.

S. 1472: A bill to reauthorize the Tennessee Civil War Heritage Area – NPCA **supports** this bill. The Tennessee Civil War National Heritage Area has produced an Emmy award winning documentary on the Civil War in Tennessee, collaborated with the Center for Historic Preservation to preserve the Web School and Museum, and helped to facilitate discussions about emancipation, Reconstruction and the broader meaning of the American Civil War. The extension of their authorization to receive federal funding ensures that this rich tradition of bringing communities together over a war that split the nation in two will continue for years to come.

S. 1602: Finger Lakes National Heritage Area Study Act – NPCA **supports** this legislation, which authorizes the Secretary of the Interior to conduct a study to assess the suitability and feasibility of designating certain land as the Finger Lakes National Heritage Area. The historic Finger Lakes Region of New York is a 9,000 square mile, four-season playground, set against a backdrop of Mother Nature's best work – from waterfalls and gorges to thick, cool woods to rolling hills to miles of spectacular shoreline on 11 glacial lakes and one Great Lake. It also includes the Women's Rights National Historical Park that tells the story of the first Women's Rights Convention held in Seneca Falls, NY on July 19-20, 1848. Should the final study recommend the designation of a Finger Lakes National Heritage Area, NPCA hopes it will also recommend the best methods for ensuring the fiscal well-being of the new area and of the existing National Heritage Area program.

As noted above, NPCA supports the judicious expansion of the National Heritage Area program. We do, however, have grave concerns about the unintentional and adverse impacts adding new heritage areas, no matter how worthy of designation, will have on the 49 that currently exist without an increase to the program's operating budget. Heritage areas must match federal funding dollar for dollar with non-federal support. On average, most heritage areas deliver a four to one return on their federal investment. Increasing the program's budget will protect stories and lifeways, generate heritage tourism, and create jobs. And it is the only way to ensure that new areas can thrive without undermining the performance of those that already exist.

S. 1645: Thurgood Marshall's Elementary School Study Act – NPCA **supports** this legislation that would study P.S. 103 and the surrounding neighborhood of West Baltimore, Maryland in order to determine significance, suitability and feasibility of being a unit of the National Park System. Former Supreme Court Justice Thurgood Marshall attended the public school as a youth and lived in the neighborhood throughout his childhood.

S. 1646: President Street Station Study Act – NPCA **supports** this legislation that would study the President Street Station in Baltimore, Maryland in order to determine significance, suitability and feasibility of being a unit of the National Park System. The former train station was an important rail transportation link during the Civil War and is the oldest surviving big-city railroad terminal in the United States.

S. 1956/H.R. 2897: A bill to authorize the Mayor of the District of Columbia and the Director of the National Park Service to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia - NPCA is concerned that the language outlined in Section 1(a) expands the District of Columbia's role in park management by allowing the city unprecedented oversight of management, operation, and design and construction of improvements of park units. Cooperative agreements are intended to introduce shared responsibility for the protection and preservation of national parks but they cannot relieve the Park Service of their stewardship duties. We encourage the committee to consider inserting the District of Columbia into the current code instead of inserting the language as outlined in Section 1(a).

S. 2102: Acadia National Park Boundary Clarification Act –NPCA **supports** this bill to address the boundary of Acadia National Park and provide for some additional administrative provisions. The bill would codify the Schoodic Peninsula addition to the park, an area of pristine beauty and with improved public amenities to allow visitors to camp, bike and hike the Schoodic Woods while finding peace and solitude along Maine's stunning and undeveloped coastline. NPCA also supports the permanent authorization of the Acadia National Park Advisory Commission as it plays an integral role in providing local feedback to creatively problem solve and move toward successes at Acadia National Park. We also support the modification of the land use designation for the Tremont School to allow for public uses. NPCA supports language to allow the park to transfer or exchange land up to 10 acres on a case-by-case basis, including when there are land survey errors or road realignments.

NPCA is however concerned with Section 8 of S. 2102: Continuation of Certain Traditional Uses as it lists specific organisms that would be allowed for harvesting, as regulated by the State of Maine. NPCA supports allowing the Park Service at Acadia to monitor and regulate harvesting practices in the inter-tidal zone surrounding the park, though only using traditional methods. NPCA seeks a clarification of legislative intent that "traditional" does not include mechanized harvesting, but rather "non-mechanized" or "by-hand" methods.

S. 2225: Blue Ridge National Heritage Area Reauthorization Act of 2017 – NPCA **supports** this legislation. The Blue Ridge National Heritage Area has been an integral part of the growth of heritage and recreation tourism in western North Carolina. By extending the authorization for four years Blue Ridge will continue to protect the landscapes and cultures beloved by North Carolinians and visitors from all over the world.

Thank you for considering our views. For further information, please contact Christina Hazard at 202.419.3719 or chazard@npca.org.

Sincerely,

Ani Kame'enui
Director of Legislation & Policy, Government Affairs

February 14, 2018

The Honorable Lisa Murkowski
Chairman, Committee on Energy & Natural Resources
United States Senate
522 Hart Senate Office Building
Washington, DC 20510

The Honorable Maria Cantwell
Ranking Member, Committee on Energy & Natural Resources
United States Senate
511 Hart Senate Office Building
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The Honorable Steve Daines
Chairman, Subcommittee on National Parks
United States Senate
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The Honorable Angus King
Ranking Member, Subcommittee on National Parks
United States Senate
133 Hart Senate Office Building
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Dear Chairman Murkowski, Ranking Member Cantwell, Chairman Daines, and Ranking Member King:

The Wilderness Society (TWS) writes to express views on the legislation being heard on Wednesday, February 14, 2018 in the Subcommittee on National Parks and we respectfully request that this letter be included in the hearing record.

S. 2102 the Acadia National Park Boundary Clarification Act
The Wilderness Society is concerned with the addition of the Continuation of Certain Traditional Uses, in Section 8 of the bill. This section lists specific organisms that would be allowed for harvesting, as regulated by the State of Maine. TWS supports allowing NPS to monitor and regulate harvesting practices in the inter-tidal zone surrounding the park through traditional methods if those do not include mechanized harvesting. TWS would like clarification that "traditional" is intended to mean "non-mechanized" or "by-hand" methods.

S. 1956/H.R. 2897 A bill to authorize the Mayor of the District of Columbia and the Director of the National Park Service to enter into cooperative management agreements for the operation, maintenance, and management of units of the National Park System in the District of Columbia
The Wilderness Society is concerned that, as written, S. 1956 could give the District of Colombia, a non-federal entity, decision-making authority over units of the NPS system in the District. Cooperative management agreements are intended to allow for shared responsibility for the protection and preservation of NPS units and, under section 101703 of title 54, United States Code, the Secretary of Interior may not transfer administration responsibilities for any NPS unit. The Wilderness Society recommends adding language to clarify that decision-making authority still resides with NPS and/or inserting the District into the current code instead of the language outlined in Section 1(a).

We hope the Committee will address these concerns as both bills advance in Committee. Thank you for considering TWS's views.

Sincerely,

Drew McConville
Senior Managing Director for Government Relations
The Wilderness Society