



Park Facility Management Division

Briefing Statement

Bureau: National Park Service
Issue: NPS Transportation Accomplishments and Needs Reports
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SAFETEA-LU Accomplishments: The NPS has participated in the Federal Lands Highway Program for over the life of SAFETEA-LU. NPS understands how important it is to be performance based and wish to highlight some of the programs more significant National accomplishments:

- Improved over 2,553 miles (upgraded 44% of the system) of paved roads (improved the PCR to 82)
- Rehabilitated 232 bridges (with 97% of the structurally sound)
- Constructed or improved 29 trails
- Completed 104 transit projects (implementation or planning)
- Completed 10 water infrastructure projects
- Updated the road inventory 2 times
- Updated the bridge inventory 3 times
- Began 4 regional, 1 unit and 1 national long range transportation plan
- Completed the Alaska long range transportation plan
- Sponsored 34 transportation scholars
- Obligated 97 percent of funds
- Directed 70 percent of all obligated funds to asphalt, stone and concrete
- Improved transportation assets by implementing over 1,131 projects in over 206 National Parks across the country in 47 States.

Background: The NPS has completed a draft Resource Paper, Appendices and SAFETEA-LU Accomplishments brochure for the upcoming reauthorization of the federal surface transportation program -Moving Ahead for Progress in the 21st Century Act (MAP-21) [Public Law 112-141]. The typical 8-12 month time required to prepare has been condensed to less than two months based on DOT need to submit early President's Budget by June 1, 2013.

National Parks are mainstay of the American tradition, embodying the pride American citizens have for a shared heritage. These amazing places and experiences weave a colorful tapestry and tell the complex stories of past generations—while remaining preserved for future generations. Accordingly, because of the intrinsic value the National Park System provides to all Americans, the care of these great lands and resources—and preservation of the public's access to them—is a Federal responsibility.

The National Park Service (NPS) is thankful for the \$3.3 billion of transportation funds authorized or awarded from all sources between Fiscal Years 2006-2012. Meanwhile, the changes between MAP-21 and SAFETEA-LU resulted in a roughly \$63 million per year loss in funding for the NPS transportation system, a 14 percent decline. National Park Service wants to emphasize the importance of continuing the Federal Lands Transportation Program to ensure America's great places are preserved for the use and enjoyment of future generations.

The National Park Service wishes to do our part to reignite this country's economic engine through tourism and jobs. The National Park Service units across the country are some of this country's biggest tourist attractions for those vacationing in the states and for international tourist. The National Park System received 278.9 million recreation visits in 2011. Park visitors spent \$12.95 billion in local gateway regions (within roughly 60 miles of the park). During the years 2006 through 2012, NPS SAFETEA-LU transportation authorizations and awards, and obligations from NPS programs totaled \$3.3 billion dollars, and thus created approximately 45,000 jobs.

Report Summary:

NPS recommends a total need of \$970 million per year from 2015 to 2020. The NPS has developed two broad "themes" to define and support its proposal for managing transportation assets and services:

Theme 1: Restore and Maintain Core Transportation Infrastructure — Sound Asset Management

\$770 million/year:

Category I [\$690 m/year]

Paved Roads	\$450 million/year
Paved Parking Areas	\$120 million/year
Bridges	\$120 million/year

Performance Goal: Pavement Condition Rating 85 (FCI .08)
Bridge Health Index 92 (FCI .08)

Category II [\$10 m/year]

Complete Foothills Pkwy	\$10 million/year
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Performance Goal: Complete the "missing link" and open to public 16 miles of parkway

Category III [\$70m/year]

Alternative Transportation System (ATS)	\$40 million/year
Intelligent Transportation Systems (ITS)	\$15 million/year
Trails	\$15 million/year

Performance Goal:

ATS: Repair existing systems, explore opportunities to enhance

ITS: Explore opportunities to relieve congestion and reduce greenhouse gas

Trails: FCI .10

Theme 2: Transportation Needs Beyond the Capacity of the Core Program \$250 million/year:

Group A: Rehabilitation of Large and/or Unique Transportation Assets

Group B: Functional Obsolescence of NPS Facilities

Group C: Projects of Significant Interest.

One example of such projects is the iconic Memorial Bridge across the Potomac River, which is on the list of National Register of Historical Places and evacuation route for the nation's capital. The bridge and was constructed in 1932, it carries some 35,000 cars daily and needs a major overhaul of the central bascule, which was permanently closed in 1961.

- The paper emphasizes the NPS transportation system is a Federal responsibility.
- Proposes 6 key legislative changes – program structure, restrictive caps and environmental protections

Funding Options and Needs: The recommended increase primarily covers funds needed to reduce the current backlog of deferred road maintenance needs and to preserve a system with a current replacement value of more than \$30 billion. Presently, transportation-related deferred maintenance constitutes nearly 60 percent of the total deferred maintenance (for all assets) in the National Park System. The NPS fixed asset portfolio is second only to the Department of Defense—a system of transportation assets representing 60 percent of total NPS deferred maintenance. Quality long-term roadway asset portfolio management calls for maintaining the system in an acceptable economic, efficient, and safe condition; this proposal will deliver this result. In addition, the requested funds will provide multi-modal transportation improvements to reduce congestion, protect the park resources, and provide for a more enjoyable visitor experience.

A system in “good condition” optimizes funding and allows the best opportunity for sound asset management. When assets are in good condition, a cost effective network life-cycle strategy can be applied, thereby protecting and extending the facility's useful life. FHWA analysis indicates that the cost of maintaining roads in good condition through preventive maintenance is less than one third the cost of allowing roads to deteriorate to the point that they require rehabilitation.

The National Park Service takes note of the dire Congressional Budget Office forecasts regarding the future financial sustainability of the Highway Trust Fund. In response to requests by Congress for agencies to seek innovative financing, the Volpe National Transportation Systems Center recently completed a study identified in the Resource Paper. The study revealed that the NPS is severely constrained in the number of finance options available because authorizing legislation is required to implement the many innovative financing techniques available to state and local governments. Furthermore, park entrance fees are unpopular and outside private-public-partnerships have been fully used. Therefore, funding for the NPS transportation system relies heavily on Highway Trust Fund as a critical source of support. Meanwhile, the National Park Service is willing to explore and showcase some of these innovative financing techniques give the legislative authority in the next transportation reauthorization bill.

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