Advisory Council on Historic Preservation

The Advisory Council on Historic Preservation (ACHP) is an independent federal agency that promotes the preservation, enhancement, and sustainable use of our nation’s diverse historic resources and advises the President and the Congress on national historic preservation policies.

**Background**

The ACHP is a linchpin in implementing our nation’s historic preservation programs. ACHP administers the rulemaking process for preservation law, assists in the resolution of conflicts arising from Section 106 historic resource reviews of federal undertakings, identifies efficiencies in the infrastructure project review process, and participates in other preservation issues.

The ACHP is responsible for advising the Administration, Congress, and state agencies on legislative, regulatory, and administrative policies related to historic preservation, including the implementation of recommendations for improving the national historic preservation program adopted following the 50th anniversary of the National Historic Preservation Act.

In FY 2020, the ACHP will focus on developing efficiencies for Section 106 review of federal and federally assisted projects. As a member of the Federal Permitting Improvement Steering Council established in the Fixing America’s Surface Transportation (FAST) Act of 2015, the ACHP will continue to play an important role in the Administration’s efforts to improve the delivery of major infrastructure projects. Similarly, the ACHP will continue to focus on improving consultation with tribes to make environmental reviews more efficient and expeditious for infrastructure projects.

The ACHP also performs a critical role in the emergency response to natural disasters, as well as long-range planning and recovery from natural disasters.

**FY 2021 Appropriations Request**

Please support $7.878 million for the Advisory Council on Historic Preservation in the FY 2021 Interior Appropriations bill.

**APPROPRIATIONS BILL: Interior, Environment, and Related Agencies**

**AGENCY:** Advisory Council on Historic Preservation

**Recent Funding History:**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Enacted Funding</th>
<th>President’s Budget Request</th>
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</thead>
<tbody>
<tr>
<td>FY 2018</td>
<td>$6.4 million</td>
<td>$7.400 million</td>
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<tr>
<td>FY 2019</td>
<td>$6.89 million</td>
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<tr>
<td>FY 2020</td>
<td>$7.378 million</td>
<td>$7.400 million</td>
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<td><strong>FY 2021</strong></td>
<td><strong>$7.878 million</strong></td>
<td><strong>$7.878 million</strong></td>
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**JUSTIFICATION:** An increase in funding would enhance the ACHP’s performance of its essential roles in ensuring that the nation’s historic and cultural resources are protected while also advancing timely delivery of major infrastructure projects and improving consultation with Indian Tribes. The increase would also support the ACHP’s efforts to promote enhanced mapping and digitization of cultural resources.
INDEPENDENT AGENCIES

Section 106 Success Stories

TWA TERMINAL AT JFK INTERNATIONAL AIRPORT, NEW YORK

The Trans World Airlines Flight Center (known as the TWA Terminal) at New York’s John F. Kennedy International Airport is an icon of modern expressionistic architecture that embodies the romance of flight as well as the jet age aesthetic of the 1960s. The building opened as a hub terminal for TWA in 1962, and its architectural significance led to the building’s designation as a New York City Landmark when it was only 32 years old. It was subsequently listed in the National Register of Historic Places.

However, over time the terminal grew functionally obsolete. By the time TWA went out of business in 2001, the terminal had significant operational and capacity deficiencies that led the Port Authority of New York and New Jersey to propose replacing the terminal. The Port Authority planned construction of a large new terminal behind the TWA Terminal that included demolishing aspects of the historic terminal. The Section 106 process included 13 consulting parties, including the ACHP, who worked together to revise the new terminal’s design and fully protect the historic TWA Terminal. As part of the process, the Port Authority agreed to seek an adaptive reuse developer for the historic terminal and fund interim maintenance to stabilize and maintain the structure. Further, the Section 106 Memorandum of Agreement for the project established a Redevelopment Advisory Committee that would review and consult on future plans and designs as they were developed.

The new terminal building was completed in 2008, and the Port Authority agreed to fund a $19 million restoration of the building. That investment led to significant adaptive reuse developer interest, and the new TWA Hotel, centered on the historic terminal, opened in spring 2019.

BELOW: Back courtyard at the rehabilitated Waterbury State Office Complex in Vermont. PHOTO COURTESY VERMONT STATE HISTORIC PRESERVATION OFFICE

WATERBURY STATE OFFICE COMPLEX, WATERBURY, VERMONT

Following severe flooding in 2011, state and federal officials undertook a massive rehabilitation of the state office complex in Waterbury, Vermont. The project restored and reused 13 historic core buildings and added new, resilient office space and a heating and cooling plant. A successful Section 106 consultation process helped preserve the character of the historic campus while enhancing energy efficiency and climate resilience. Increasing resilience to future flood events required changing the interior of most buildings, including filling basements and old heating tunnels and elevating first floors. Demolished buildings have given way to courtyards and open spaces.

According to the ACHP, the completed project has increased public awareness of the historic complex and illustrated how disaster recovery activities and flood mitigation best practices can be used to foster local redevelopment sensitive to historic preservation.

LEFT: Interior of the TWA Hotel which opened in 2019. PHOTO BY CHRISTOPHER MICHEL

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