

The National Park Service

NATIONAL LONG RANGE TRANSPORTATION PLAN



October 2014



Presentation Overview

- ❑ Transportation in the National Park Service
- ❑ National Long Range Transportation Plan Overview
- ❑ Need for a NPS Transportation Investment Strategy
- ❑ Plan Review and Next Steps





Transportation in the National Park Service

Transportation in the National Park Service

A scenic view of a canyon with a wooden walkway and people walking across it. The canyon walls are made of reddish-brown sandstone with vertical erosion patterns. The walkway is made of wooden planks and has metal railings. Three people are walking away from the camera on the walkway. The sky is clear and blue.

NPS transportation is more than systems and facilities; it connects 430 million annual visitors to the wondrous experiences found in America's national park units, and therefore plays a critical role in serving the agency's mission. Transportation can also, at times, negatively affect the integrity of natural and cultural resources. Transportation planning in the NPS is fundamentally about striking a balance between visitor access and resource protection while operating within fiscal constraints. Achieving balance ingrained in the NPS mission is part of what makes the agency a unique transportation manager.

5,500 miles of Paved Roads
of which 1,100 miles are Parkways



7,000 miles of Unpaved Roads



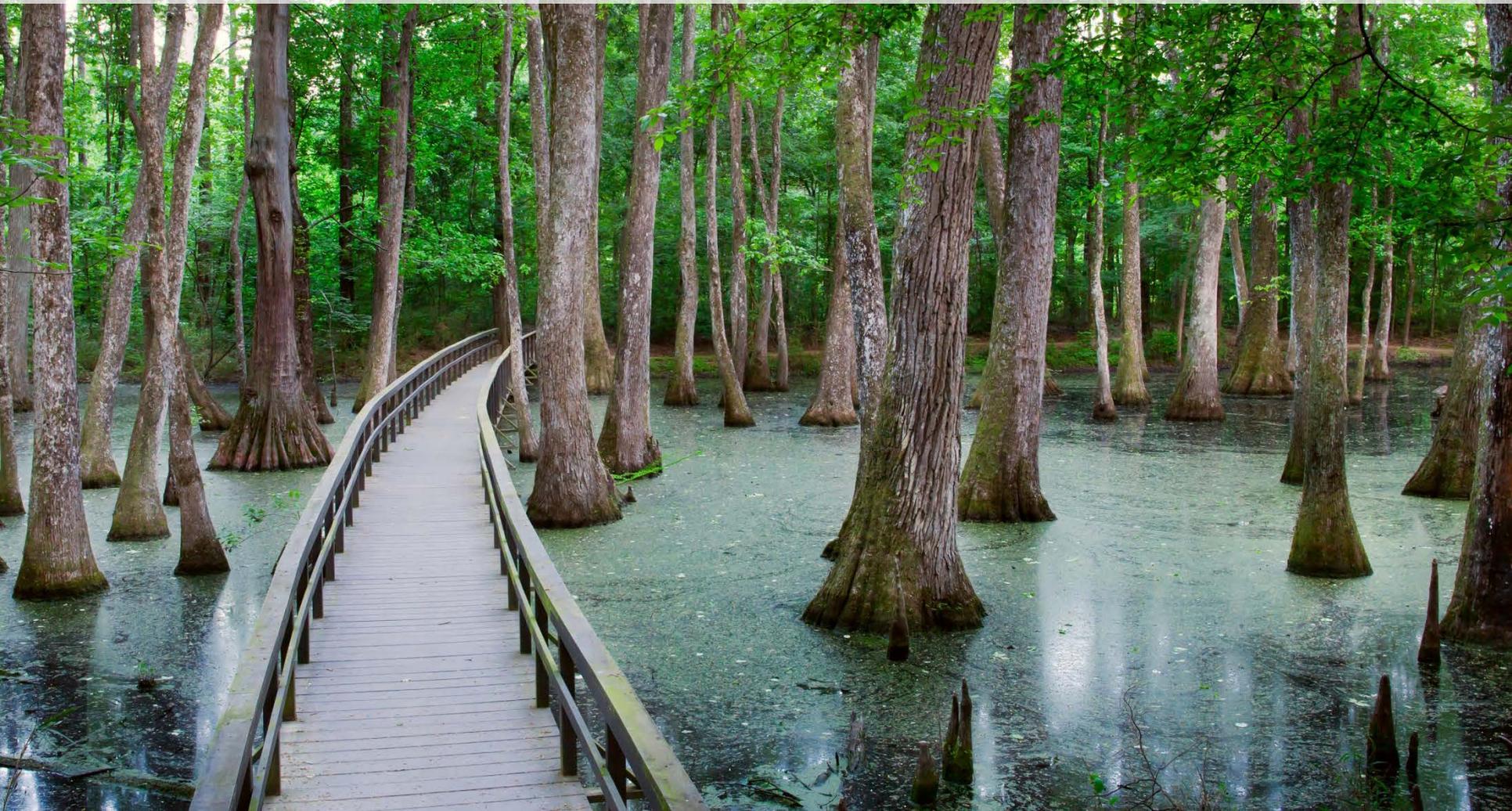
6,200 Paved Parking Areas (120 Million SF)
1,800 Unpaved Parking Areas (25 Million SF)



1,400 Bridges



4,600 Miles of Front Country Trails
950 Trail Bridges
40 Trail Tunnels



131 Transit Systems in 66 Park Units



1,000 Marina/Waterfront Systems 30 Constructed Waterways



250 Railroad Systems



60 Aviation Systems



450 Fuel Systems



275 Transportation Buildings



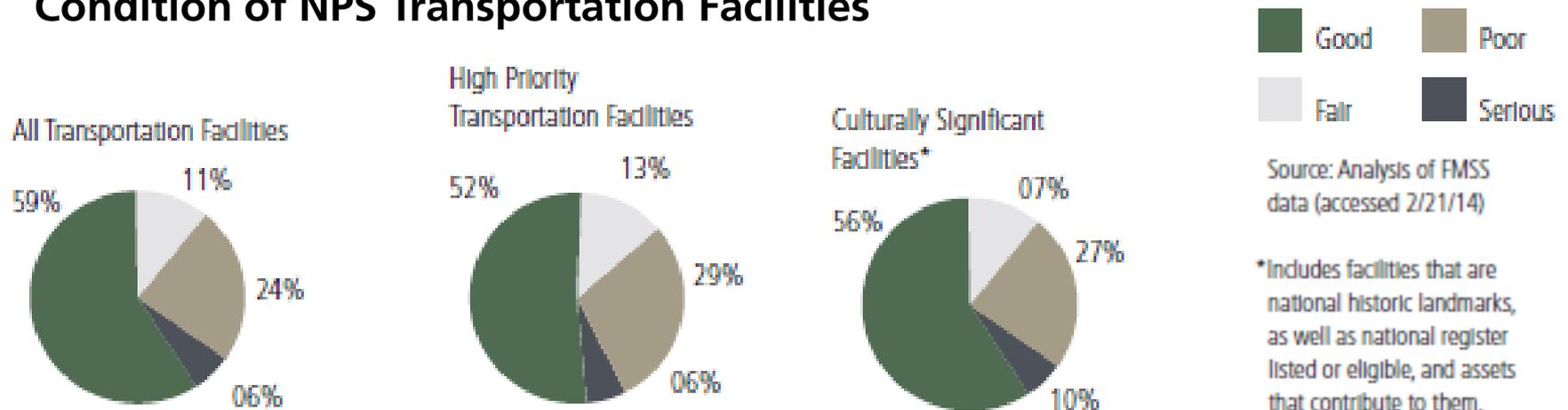
12,000 Fleet Vehicles



Transportation in the National Park Service

- Together, these facilities and systems make up 21% of all NPS facilities (by current replacement value)
- A majority of transportation facilities are in good condition
- Extent and diversity of the NPS transportation portfolio results in widely varied priority needs across parks units and regions

Condition of NPS Transportation Facilities

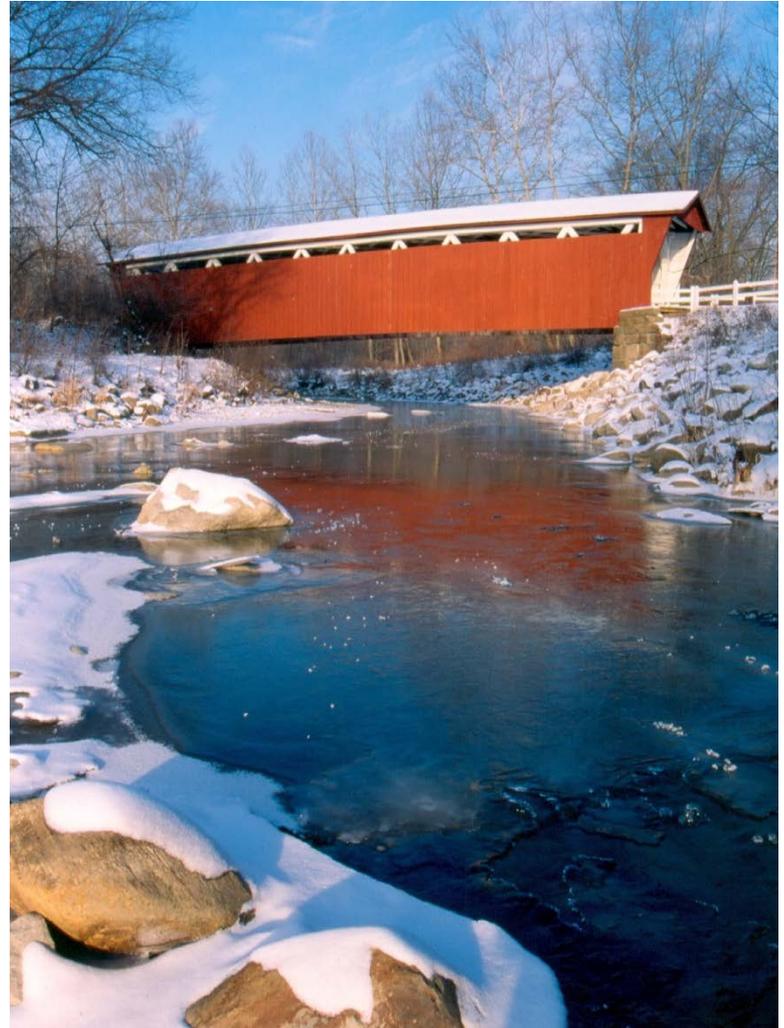




National Long Range Transportation Plan

Performance-based Transportation Planning

- Long range transportation plans are a legal requirement tied to transportation funding
- Current surface transportation bill (MAP-21) places high emphasis on performance management
- 20 year planning horizon with 5 year updates and bi-annual performance measure reporting
- Includes performance measures and financially realistic targets to demonstrate progress toward meeting strategic goals
- Provides alignment between long-term transportation policy and short-term project delivery



NPS LRTP Program Status

National

National LRTP – Agency Review

Regional

Alaska – Complete

Intermountain – Complete

Midwest – FY 15

National Capital – FY 15

Northeast – Complete

Pacific West – TBD

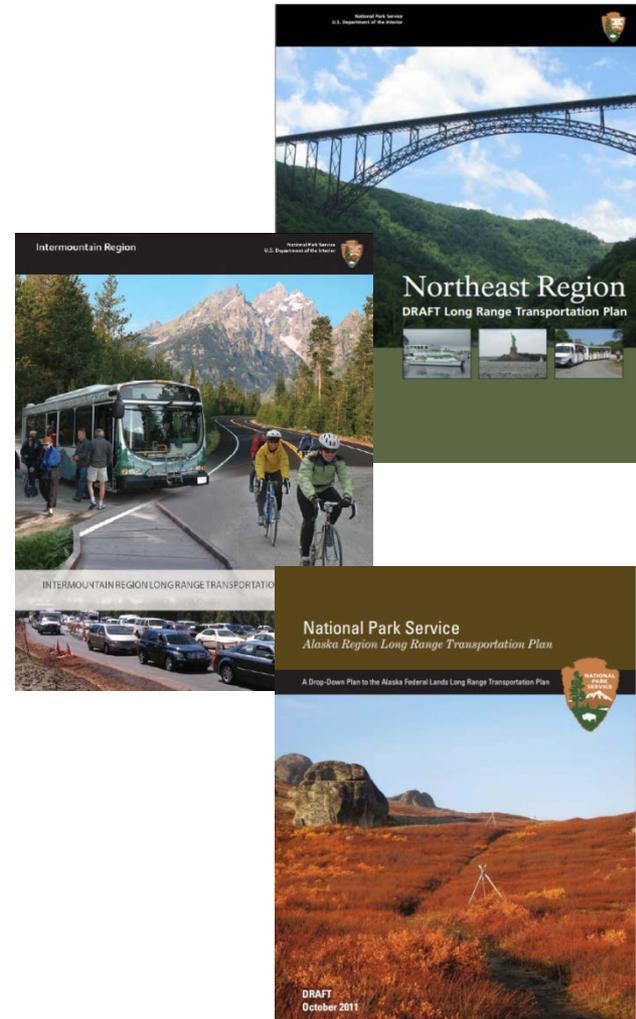
Southeast – Underway

Park Unit

Golden Gate NRA – Finalizing

Acadia NP – FY 15

Denali NP – FY 15



Planning Process, Agency/Partner Involvement



- Developed with a continuing, comprehensive and cooperative (3C) planning process
- Consistent with MAP-21 and Federal Lands Highway Planning and Performance Management Guidance
- Mission-driven
- Financially constrained, grounded in financial sustainability and asset management principles
- Driven by input of 80+ Subject Matter Experts
- Advisory group provided direction at critical milestones

National LRTP Achievements Upon Completion

- ❑ Defined national goals and objectives; identified implementation strategies and performance measures
- ❑ Confirmed importance of transportation portfolio as it relates to the full range of NPS program areas
- ❑ Compiled comprehensive national inventory of transportation assets
- ❑ Developed understanding of total cost of facility ownership, transportation spending, forecasted funding, investment needs and gaps



National LRTP Document Roadmap

- **Chapters ordered by “Goal Areas”**
 - Facility Management
 - Transportation Finance
 - Resource Protection
 - Visitor Experience
 - Safety

- **Each goal area chapter includes**
 - Baseline Conditions and Macro Trends
 - Meeting (Goal Area) Objectives
 - Measuring Performance

- **Investment Strategies Chapter – conceptually similar to NEPA alternatives**
 - Investment strategies in this review round are presented with pros/cons without preference. Working with NPS managers, a “preferred” course of action will be identified in final plan

Industry Standard vs NPS LRTP

Facility Management

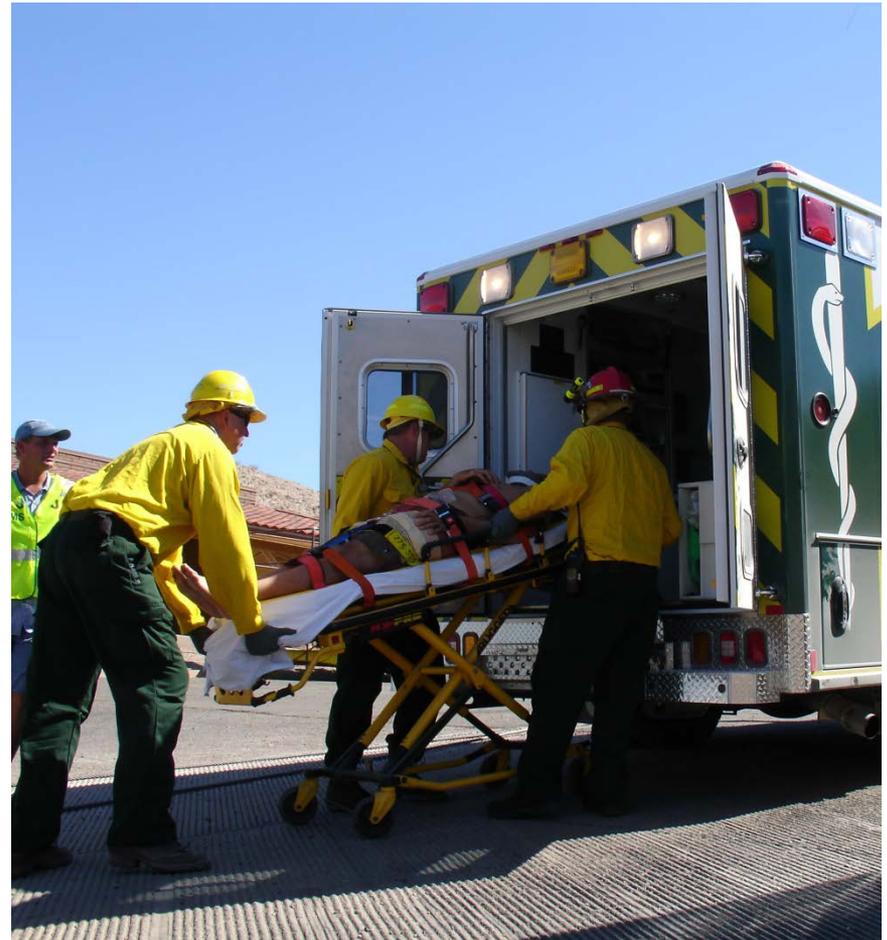
- ✓ Inventory of assets
- ✓ Pavement condition
- ✓ Bridge condition
- Climate change adaptation

Transportation Finance

- ✓ Funding source inventory
- ✓ Funding needs

Safety

- ✓ Fatal, injury, and total motor vehicle crashes
- ✓ Emergency response and evacuation



Industry Standard vs NPS LRTP

Natural Resources

- Air quality and scenic views
- Habitat fragmentation
- Wildlife-vehicle collisions
- Vegetation management
- Acoustic environment
- Night sky resources
- Geologic resources
- Water resources
- Erosion

Cultural Resources

- Identification and condition of culturally significant transportation assets

Climate Change

- Transportation greenhouse gas emissions inventory
- GHG mitigation

Visitor Experience

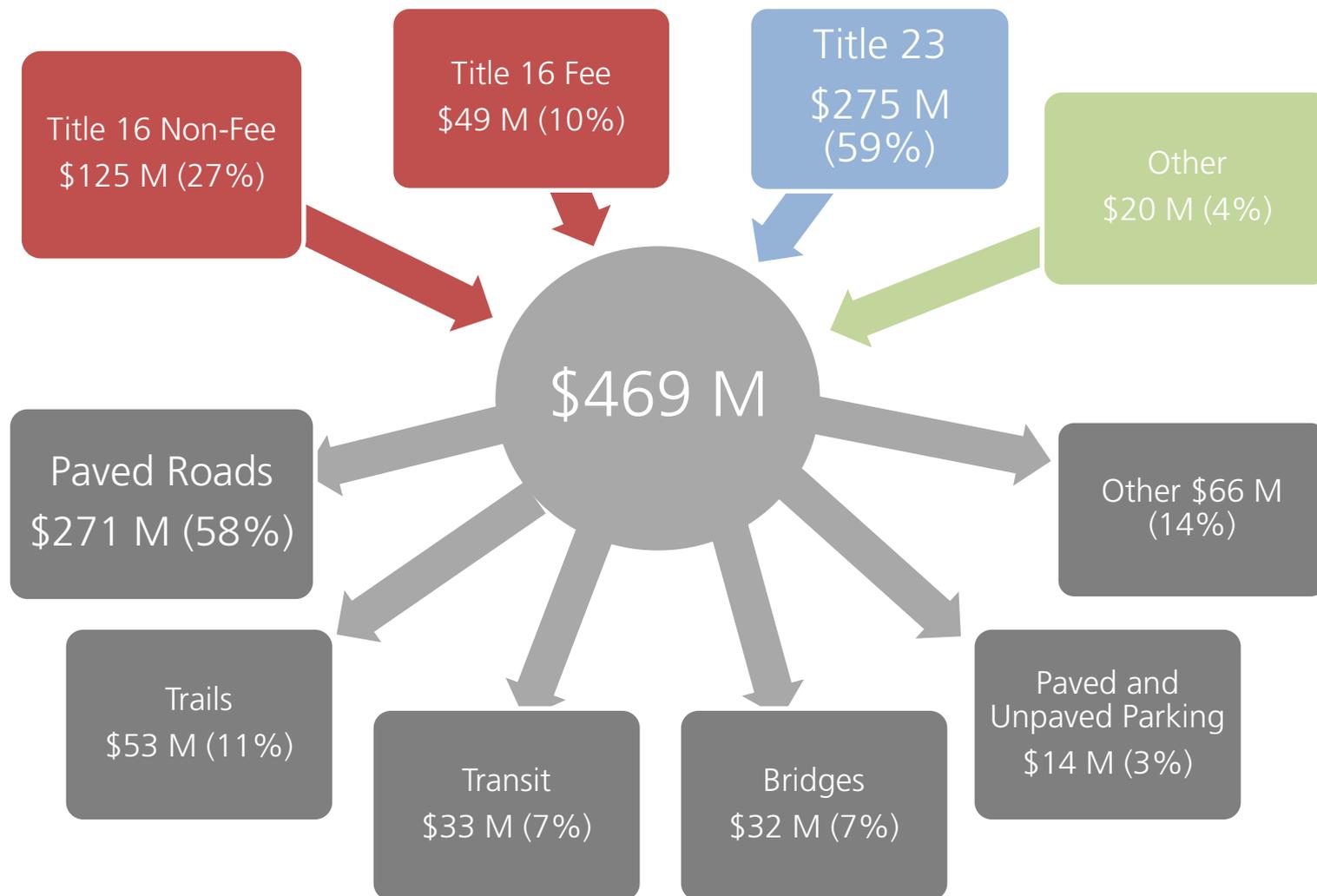
- Ease of access for all
- Congestion
- Range of travel options
- Tailored experiences
- Pre-trip, en-route, and in-unit traveler information
- Technology and communications



Need for an NPS Transportation Investment Strategy

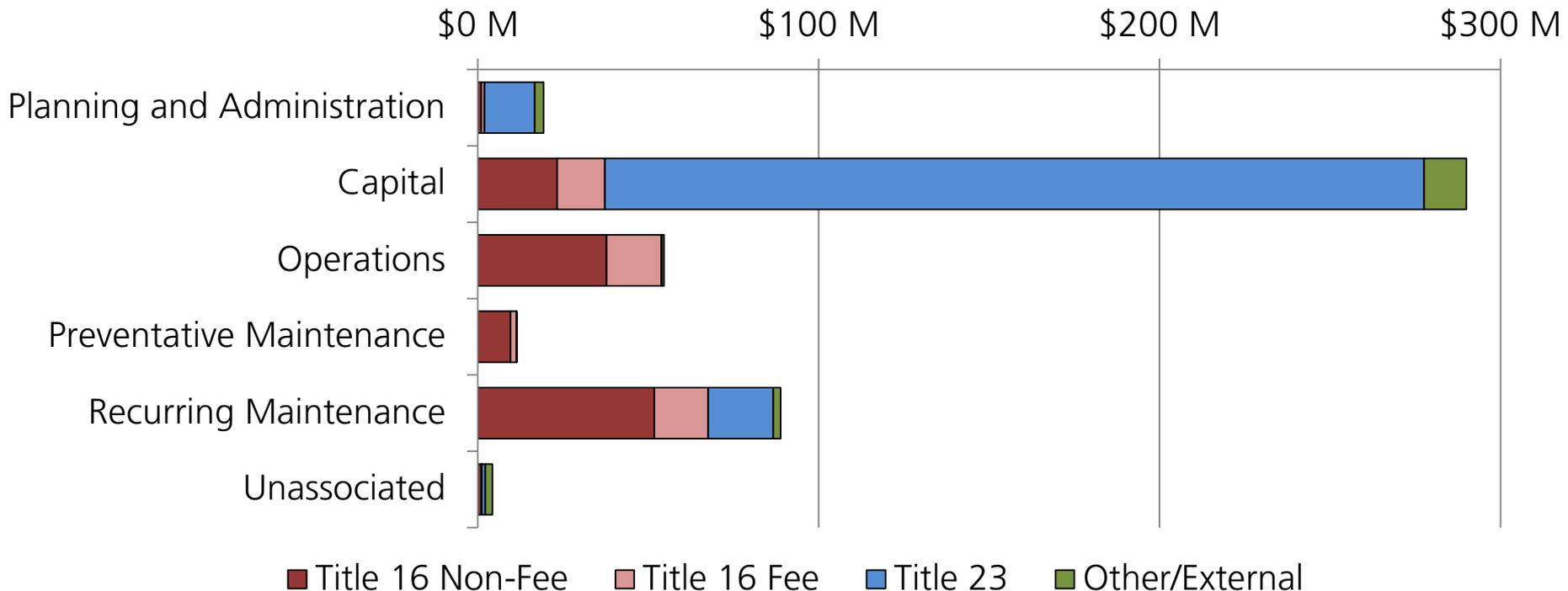
Transportation Funding Sources

Average Annual NPS Transportation Funding by Source and Asset Category, FY06-FY12
Source: NPS Administrative Finance System



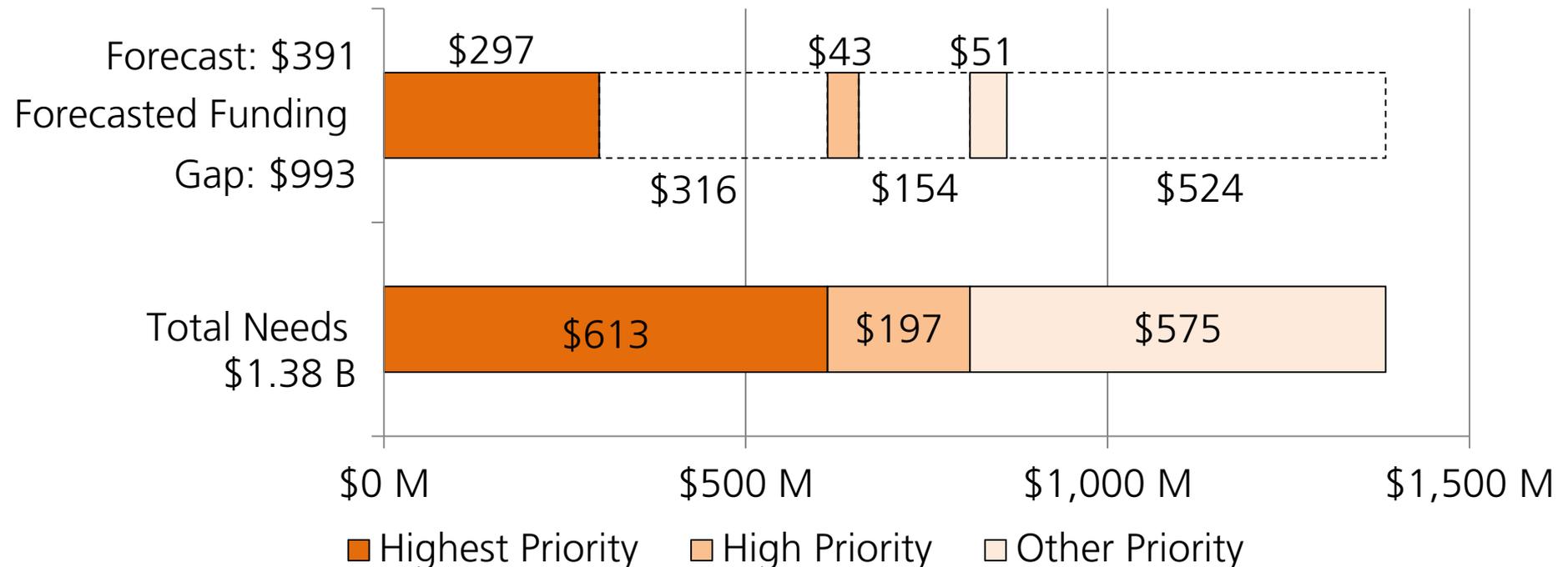
Transportation Investments

- Funding for Capital Investments comes largely from DOT sources.
- Funding for operations and maintenance comes primarily from NPS fund sources and is largely controlled by units.
- **The NPS underinvests in road operations and maintenance.**
 - NPS spends less in actual dollars and as a % of requirements than its state counterparts
 - Parks plan to spend 50-75% of what is required to maintain paved roads in good condition



Funding Gap

NPS doesn't have enough funding overall, not even enough to fund highest priority assets



Need for NPS Transportation Investment Strategy

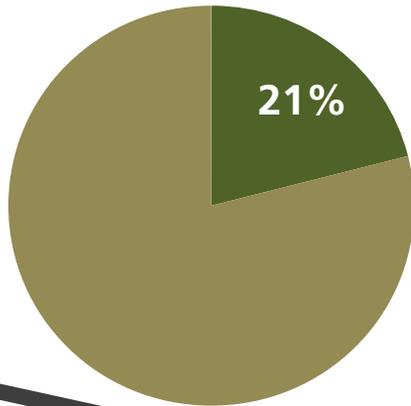
- Annual funding estimated to decrease 15-20% (from 2006-2012 baseline – excluding ARRA)
- Annual unconstrained needs 3.5 times forecasted funding
- Forecasted funding will meet only 25-30% of total need, 60-65% of highest priority needs



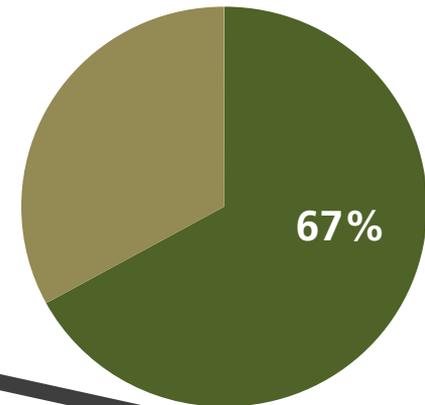
Need for NPS Transportation Investment Strategy

Transportation facilities and systems make up 21% of all NPS facilities (by replacement value) and 67% of all NPS Deferred Maintenance

Transportation as % of all NPS Facilities



Transportation as % of all NPS Deferred Maintenance



Need for NPS Transportation Investment Strategy

- The majority of NPS transportation facilities are currently in good condition; not sustainable with decreasing future funding levels
- Addressing transportation deferred maintenance is critical in implementing the Capital Investment Strategy
- With funding constraints, it is more important than ever to align project priority and selection with strategic goals



NPS Capital Investment Strategy Alignment



- The NPS deferred maintenance backlog is at an all-time high and the construction budget is at a 30-year low
- The NPS Capital Investment Strategy is the implementation tool for *A Call to Action "Invest Wisely"*
 - focuses limited capital to highest priority facilities (highest optimizer bands)
 - allows a lower standard of maintenance for lower priority facilities
 - promotes disposition of non-essential facilities
- NLRTP Investment Strategies align directly with the CIS

National LRTP Investment Strategies

- **Business as usual**

 - Continuation of historic spending patterns

- **Capital Investment Strategy**

 - Strictly invests in highest priority assets first

- **Address Deferred Maintenance + Capital Investment Strategy**

 - Shift \$ from planning, capital, operations, and preventative maintenance to heavy maintenance and replacement

- **Address Preventative Maintenance + Capital Investment Strategy**

 - Shift \$ from capital to operations and preventative maintenance

- **Multimodal + Capital Investment Strategy**

 - Shift \$ from high and other priority roads and bridges to highest priority non-paved assets

National LRTP Investment Strategies

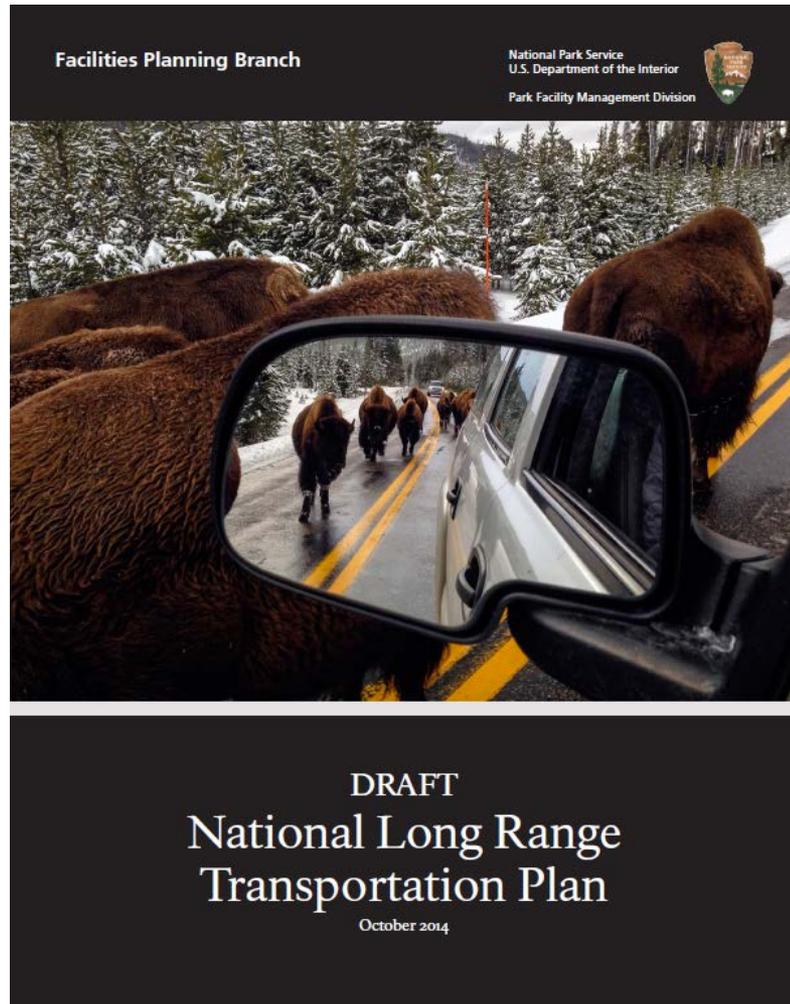


- ❑ Direct funding to the highest priority assets and services
- ❑ Direct funding to deferred maintenance needs
- ❑ Meet operations and preventative maintenance needs
- ❑ Coordinate financial strategies among different levels of the National Park Service (unit / region / national) and among different funding program managers



Plan Review
and Next Steps

Draft Review/Outreach Process



- Oct 2014 – NPS / FHWA stakeholder review (SMEs, FLTP, Program Managers, Branch Managers)
- Jan 2015 – NPS senior management review
- Mar 2015 - external review (FHWA, State DOTs via FHWA, FLMAs, public notice)
- May 2015 - Post Final Draft

We want your input!

**Document is available on PEPC
through November 7, 2014**

<http://parkplanning.nps.gov/lrtp/>

- ❑ Subject area expertise
- ❑ Performance measures
- ❑ Park, Regional, and WASO
perspective on Investment Strategies
- ❑ Are we highlighting the most
important transportation needs?



Thank You!

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