Executive Summary

This National Park Service (NPS) Alaska Region long range transportation plan (LRTP) is intended to guide long-term transportation planning and decisions to support efforts that are the most beneficial to the core vision and mission of the agency over the next 20 years and beyond. This is accomplished by defining long range transportation goals that respond to NPS agency-wide vision and mission. LRTP goals serve as the basis for determining transportation conditions, needs, and gaps. Funding scenarios that emphasize each goal area are devised for addressing needs and gaps. This LRTP is also a means to track progress or performance in addressing the needs and gaps identified in this plan, over time.

Each component of this plan has been developed for the purpose of creating a useful and usable document to guide transportation decision-makers at multiple levels within the agency. The guiding LRTP mission developed to meet this end is:

Implement an overarching transportation strategy that is compatible with the missions of the National Park Service and individual Alaska National Parks

Through analysis of existing conditions, needs and gaps, funding processes and availability, this LRTP offers the subsequent key findings:

- Participating in the joint actions identified in the *Alaska Federal Lands LRTP* will benefit all Alaska Federal land management agencies (FLMA), including the NPS.

- Planning and management documents indicate that known future events and opportunities could change access to Federal public lands, but these factors

NPS Alaska Region LRTP Goals

System Management: Develop a long-term transportation system to satisfy Resource Protection: Protect parks' natural, cultural, and subsistence resources.

Mobility: Provide safe, efficient, and appropriate access to and through NPS lands

User Experience: Proactively enhance the Alaskan multimodal experience.

Resource Protection: Protect parks' natural, cultural, and subsistence resources.

Climate Change: Plan for impacts of climate change to park transportation systems and impacts of park transportation systems on climate through science, adaptation, mitigation, and communication.
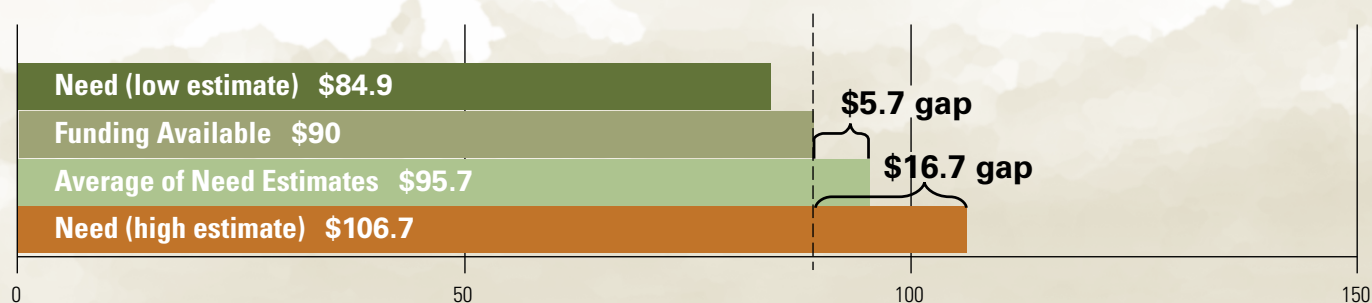
are being monitored and planned for accordingly.

- Needs and strategies associated with the goal of system management account for 78 percent of total projected transportation costs.

- Projected funding levels may be significantly lower than is necessary to satisfy anticipated need. As illustrated in Figure 1, the gap between needs and available funding is as high as $16.7 million less than the identified need.

- The preferred funding scenario (which emphasizes the LRTP goal of user experience) funds operation and maintenance for all high priority assets over seven years and a cost of $63 million. The remaining $27 million is applied to other goal areas, and ensures that user experience related needs are address such as collecting baseline park visitation information and transportation planning data, addressing user safety, improving wayfinding and traveler information, addressing crowding and congestion, and mitigating negative wilderness experience impacts.

This plan is implemented over the long-term as projects which address long range LRTP goals are selected and completed over the next 20 years. Once public comments are received on this public draft of the LRTP, Chapter 5 will summarize the actions and other recommendations that will assist the Alaska Region advance the long range transportation goals and objectives established in Chapter 1. Actions and recommendations are based on the needs and gaps identified in Chapter 2 as they relate to each goal area. Scenarios for Implementation these actions and recommendations are presented in Chapter 4. The resulting actions fall within two categories: first, actions that address needs and gaps by achieving outcome-based performance measures; and second, actions that resolve needs and gaps, but are not directly quantified in LRTP performance measures. Performance measures embody outcomes that, once fully achieved, represent major milestones in meeting the long range goals and objectives expressed in this LRTP. The intent is to report progress in meeting these performance measures each year to national leaders and other interested parties.

Figure 1
Needs and Gaps (in millions)

Need (low estimate) $84.9	
Funding Available $90	$5.7 gap
Average of Need Estimates $95.7	$16.7 gap
Need (high estimate) $106.7	

0   50   100   150

Plan Benefits

This plan was developed to provide multiple benefits, including:

- Illustrate the unique nature and role of transportation in the Alaska Region.

- Establish Alaska Region specific mission, goals, and objectives for transportation planning as it pertains to system management, mobility, user experience, resource protection, and climate change.

- Strengthen the ability to partner with other agencies and organizations to improve NPS transportation infrastructure.

- Define transportation assets in NPS asset databases or management plans.

- Provide direction on long-term issues like climate change and sustainability.

- Identify possible transportation funding sources.

- Provide an understanding of transportation assets and how to determine and illustrate need.

- Strengthen the Alaska Region's defensible structure for sound transportation planning and decision making.

- Develop performance measures to monitor transportation improvements on NPS lands.

- Enable leaders to synchronize transportation planning with General Management Plans (GMP), Park Asset Management Plans (PAMP), and Resource Management Plans (RMP).

- Provide a platform for individual parks to communicate needs and gaps to regional and national decision makers.

- Equip leaders with the needed information to make informed decisions based on the long-term transportation mission, goals, and objectives.

- Enable decision-makers to direct funding to the highest priority and most beneficial transportation projects.

Alaska Federal Lands LRTP

In addition to being a LRTP for the Alaska Region of the NPS, this plan is a "drop-down plan" to the *Alaska Federal Lands LRTP* (as illustrated in Figure 2). As a drop-down plan, this document elaborates upon topics discussed in the *Alaska Federal Lands LRTP* with NPS-specific details regarding existing baseline conditions, identified transportation deficiencies and system needs, projections for desired improvements, and a summary of possible funding sources. This information allows the NPS and other FLMAs participating in the *Alaska Federal Lands LRTP* to identify gaps in the statewide transportation network that serves Federal public lands and to develop better interagency coordination in leveraging project funds and addressing high-level priorities. The *Alaska Federal Lands LRTP* is a unique opportunity afforded Federal lands management agencies in Alaska because of the shared regional boundaries of the state. Like this *NPS Alaska Region LRTP*, the *Alaska Federal Lands LRTP* plan is also a first-of-a-kind effort.

Figure 2
Alaska Federal Lands LRTPs