

National Park Service  
U.S. Department of the Interior



## Long Range Transportation Plans (LRTPs)

- Five pilots underway: National, Northeast Region, Alaska Region, Intermountain Region and Golden Gate National Recreation Area.

\*\*The next LRTP is anticipated to be in the Southeast Region.

- LRTPs are required by law for federal land management agencies – similar to DOTs and MPOs

- The LRTPs are on a 20-year planning horizon (climate change is a **required** component.)

- The analysis will consider:

- how motorized transportation impacts the climate – and emissions mitigation strategies recommendations)

- how climate change is impacting the multimodal transportation systems –and adaptation strategies recommendations

- The recommended climate change mitigation and adaptation strategies will be included the development of alternative investment scenarios, in order to help identify funding resources to implement those strategies. SROI will be critical in the analysis of scenarios.

- Ongoing close coordination with various branches of NPS for review/input on processes and deliverables

EXPERIENCE YOUR AMERICA

National Park Service  
U.S. Department of the Interior



Draft CC Guidance for Long Range Transportation Plans

**Adaptation**

This section should be tied closely to the Climate Change Response Strategy (CCRS) and the Green Parks Plan (GPP), since the Call to Action doesn't address adaptation. However, the 2009 DOI Action Memorandum on the Interior's Climate Change Adaptation Plan does reference that adaptation planning for infrastructure is needed. Draw the connection between sustainable adaptation investments and the Capital Investment Strategy's financial sustainability goal, as well.

- A. Identify climate change trends within the geographic area that have historically affected the multimodal transportation system
- B. Through analysis, identify the multimodal transportation system assets that are vulnerable to climate change factors.
  - Work with SOCC's Risk Screening Tool to identify assets that may be vulnerable to sea level rise (SLR) and storm surge – the tool is in development to expand beyond these two factors
  - In lieu of having a complete tool that can analyze other climate change factors, obtain available/compiled data from federal, state or local agencies (e.g. fire, drought, etc.)
  - Identify the cultural/historical transportation assets that are vulnerable to climate change.
- C. Review existing Climate Change Action Plans or Environmental Management Systems to identify adaptation strategies already identified by the park units. Identify costs (environmental, social, & economical) to implement those strategies.
- D. Identify all of the potential investment strategies necessary to adapt to the climate change risks, as well as the costs to implement the strategies. The strategies should be incorporated into the financial scenarios to support the Sustainable Return on Investment (SROI) analysis.
- E. Provide conclusions and recommendations that are quantitative

National Park Service  
U.S. Department of the Interior



Draft CC Guidance for Long Range Transportation Plans

**Mitigation**

This section should be tied closely to the CCRS and GPP, as well as the Call to Action items. Specifically, where possible, identify and list strategies/opportunities and planned projects that will aid in achieving these goals. The LRTP must identify strategies to aid in Greenhouse Gas (GHG) reduction, and quantify those reductions for reporting.

- A. identify and analyze the GHG emissions data related to transportation, which can be found in the Climate Leadership in Parks (CLIP) tool
- B. Project future transportation volumes based on trends
- C. Compare baseline to future volumes and quantitatively compare the emission differences of the preferred investment strategy
- D. Quantify the emissions not released due to a modal shift from vehicles to non-motorized transportation, as a result of the preferred investment strategy.
- E. Review existing Climate Change Action Plans and/or Environmental Management Systems to identify any mitigation strategies already identified by the park units. Identify costs and SROI to implement those strategies
- F. Identify all of the potential investment strategies necessary to mitigate the GHG emissions, as well as the costs to implement the strategies
- G. Identify if the geographic planning region is in an Environmental Protection Agency (EPA) attainment or non-attainment area, and quantitatively describe the impacts that the preferred investment strategy is making within those geographic boundaries. Report anticipated impacts from the Preferred Investment Strategy to the appropriate state(s) for their respective State Implementation Plans.
- H. Provide conclusions and recommendations that are quantitative

National Park Service  
U.S. Department of the Interior



## Projects to support Long Range Transportation Plans

1. Southeast Region climate change tool project – NPS, FHWA and USFWS (*recently initiated*)
2. Cape Cod, MA – Multiagency project (*complete*)

National Park Service  
U.S. Department of the Interior



## Southeast Region CC Tool Project Partnership with FHWA, USFWS and NPS



Project was initiated  
11/4/11.

ICF International is  
the consultant

Task 1 Work Plan and Kickoff Meeting

Task 2 Multiagency Working Group Coordination and Project Meetings

Task 3 Synthesis Report of FLMA Climate Change Efforts

Task 4 Climate Change Scenario Planning

Task 5 Identify select/sample Parks and Refuges, likely to be impacted by Climate Change, for further examination for the purpose of testing/validating Best Practices/Tools identified under Task 3

Task 6 Test Best Practices on Units Identified in Task 5

Task 7 Southeast Region Multiagency Climate Change Tool

Task 8 Outreach Materials



National Park Service  
U.S. Department of the Interior

## Cape Cod CC Pilot Project

A federal interagency working group initiated the project (including FHWA, NPS, USFWS, EPA, NOAA, military, etc.)

The charge of the Committee was to explore interagency approaches to more effectively addressing the topic of Climate Change through existing agency transportation and land use policies and processes.

Transportation and land use were the focus for developing a preferred scenario for Cape Cod, with the intent of reducing future emissions and considering the potential impacts of sea-level rise (SLR) on the region.

The project team utilized a team of climate change experts to identify the sea level rise vulnerable areas of Cape Cod using advance technology to document their discussions/debates

10 scenarios were assessed using a set of performance measures that covered GHG mitigation, adaptation to SLR, transit access, and protection of natural ecosystems and other areas of significance.

The project team is continuing to work with the Cap Cod Commission to help municipalities implement the recommendations of the preferred scenario.

Project Website and **Final Report**

<http://www.volpe.dot.gov/publiclands/projects/interagencypilotproject.html>

EXPERIENCE YOUR AMERICA

National Park Service  
U.S. Department of the Interior



## Contact Information

*National Park Service, Washington Support Office (WASO)  
Park Facility Management Division/Facility Planning Branch*

### Bryce Lloyd – Program Manager of LRTPs

[Bryce\\_Lloyd@nps.gov](mailto:Bryce_Lloyd@nps.gov)

303-987-6877

### Amanda Rutherford – Transportation Planner

[Amanda\\_Rutherford@nps.gov](mailto:Amanda_Rutherford@nps.gov)

303-263-5871

EXPERIENCE YOUR AMER  
ICA