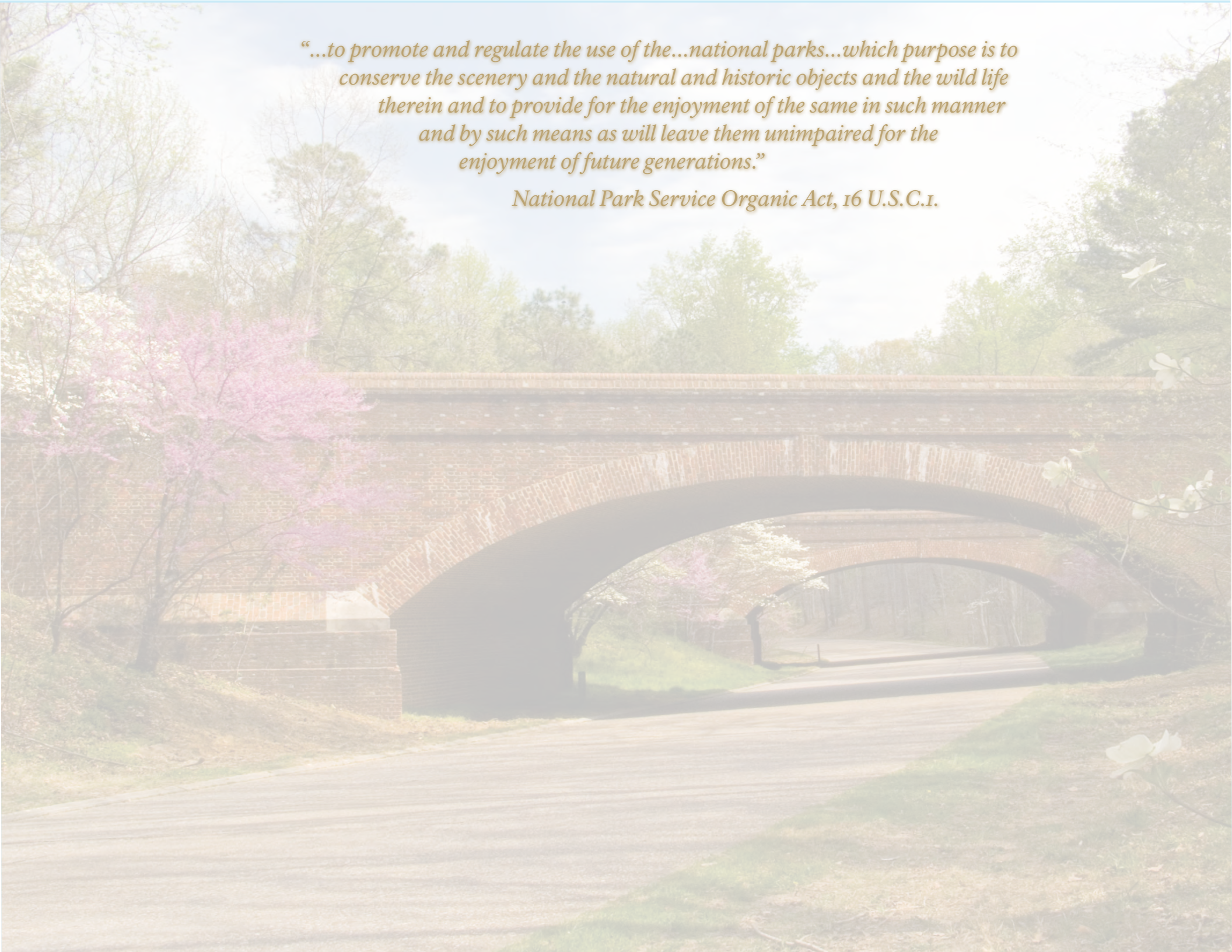
2006–2012

National Park Service

Accomplishments in Transportation



"...to promote and regulate the use of the...national parks...which purpose is to conserve the scenery and the natural and historic objects and the wild life therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

National Park Service Organic Act, 16 U.S.C.1.

Every day, hundreds of thousands of people visit America's 401 national parks units. Park visitors travel on roads in cars, buses, and on bikes. They traverse through tunnels and over bridges. They arrive at docks and board ferries. In the most difficult-to-reach parks, visitors take planes to remote airstrips.

This unique and complex transportation system is designed to connect people to parks while lying lightly on the land, having minimal impact to the natural and cultural resources that the National Park Service (NPS) preserves and protects.

This brochure highlights NPS transportation accomplishments achieved under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) from September 2006 though September 2012. During this period, NPS, in partnership with the Federal Highway Administration (FHWA), rehabilitated approximately 2,553 miles of park roads and parkways and 232 bridges.

In 2012, the National Park Service recorded:

283 million
visitors

775,000
daily average number of visitors

Put another way, the daily average number of visitors to National Parks, 775,000, is the same as:

- *The number of daily riders on the Washington Metrorail*
- *The population of the state of Alaska*
- *3 times the daily number of passengers at Hartsfield-Jackson Atlanta International Airport*
- *17 times the number of daily visitors to Disneyland*

Transportation Asset Overview

NPS owns, operates, and maintains an extensive inventory of transportation assets. Many assets are located in hilly or mountainous terrain, low-lying coastal areas, or in areas of extreme climatic conditions. Thoughtful planning and maintenance activities ensure that visitors can safely access the national parks and that the transportation infrastructure has minimal impact on natural and cultural resources.

The NPS transportation inventory, which has a current replacement value of $38.1 billion, includes the following assets:

- **4,500** centerline miles of paved roads
- **1,100** centerline miles of parkways
- **4,500** centerline miles of unpaved roads
- **1,385** acres of parking lots
- **1,442** motor vehicle bridges
- **72** motor vehicle tunnels
- **147** transit systems
- **4,600** miles of front-country trails
- **1.8** million square feet of transportation buildings
- **130** miles of constructed waterways
- **435** docks, marinas, and waterfront systems
- **130** miles of railroad tracks
- **29** airstrips

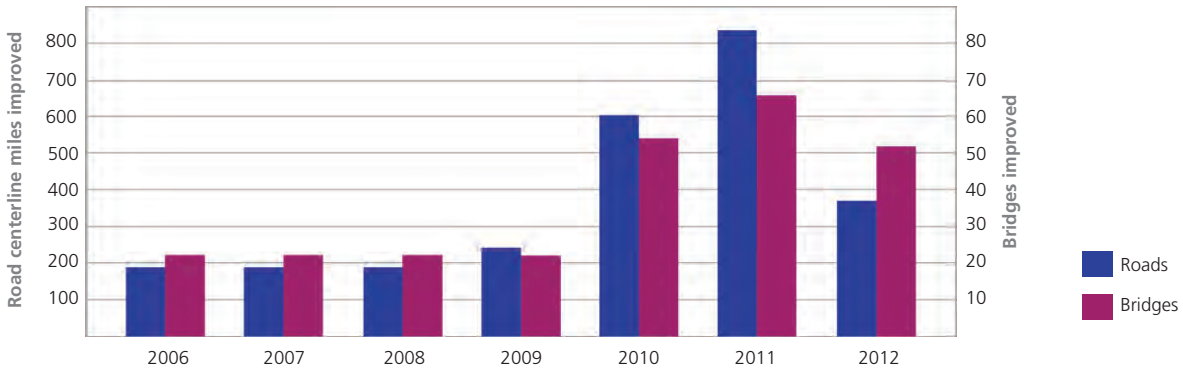
Everett Road Covered Bridge (Cuyahoga Valley National Park)

Multi Use Trail (Sleeping Bear Dunes National Lakeshore)

During the seven years of SAFETEA-LU, NPS and its partners, FHWA and the Federal Transit Administration (FTA), invested in preservation and improvement of NPS transportation infrastructure. NPS strengthened its road and bridge inventory, preserved and expanded non-motorized access and transit systems, and invested in technology to improve efficiency and communications. Specifically, NPS:

- Improved over 2,553 centerline miles of paved roads in 100 park units in 45 states
- Rehabilitated 232 bridges, making 97% of bridges structurally sound
- Constructed or improved 29 non-motorized trails
- Completed 104 transit implementation and planning projects
- Completed 10 water infrastructure projects
- Updated road inventory 2 times
- Updated bridge inventory 3 times
- Began 4 regional, 1 unit, and 1 national long range transportation plan (LRTP)
- Completed the Alaska Region LRTP
- Sponsored 34 transportation scholars

Road and Bridge Improvements, 2006-2012



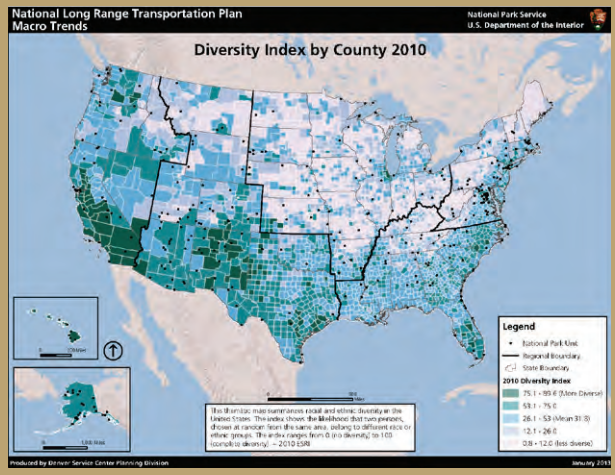
Long Range Transportation Planning

The NPS is in the process of creating national, regional, and in some cases, unit long range transportation plans (LRTPs).

These plans have a twenty-year horizon and seek to formalize goals, objectives, strategies, and performance measures to guide transportation investments, support informed decision-making, and improve return on investment.

NPS planning efforts have adopted many best practices from state and metropolitan planning, particularly the '3C' process by which plans are produced in a way that is Continuing, Cooperative, and Comprehensive.

Several regional plans will be complete by the end of FY 2013, while the national LRTP is scheduled for completion by during FY2014.



Diversity Index Map for use in NPS national LRTP

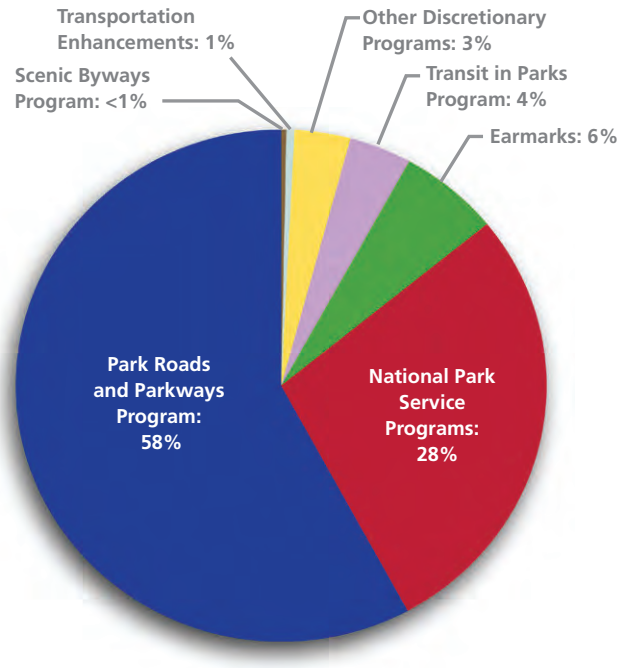
NPS Funding Sources

NPS targets its investments to shape a mission-driven transportation system that provides visitor access while preserving natural and cultural resources. These investments often result in many individual project successes, some of which are described in this brochure.

Yet the annual total investment need for the system as a whole greatly exceeds available funding. Even though funding decisions are made on the basis of maximizing the utility of every dollar spent, many critical needs go unfunded.

Funding for the NPS transportation system comes from multiple sources. A significant source authorized under Title 23 of the U.S. Code was Park Roads and Parkways Program (PRPP).

Sources of NPS Transportation Funding

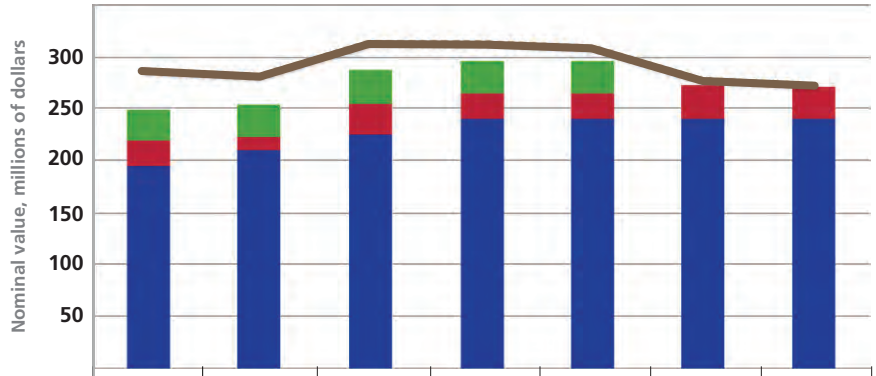


SAFETEA-LU also authorized many discretionary award programs that have benefited transportation on public lands, including the following:

- Scenic Byways Program
- Transportation Enhancements
- Public Lands Highway Discretionary Program
- Ferry Discretionary Program
- Emergency Relief for Federally Owned Roads
- Paul S. Sarbanes Transit in Parks Program (TRIP)

These funding sources provided $1.8 billion (in nominal terms) over the seven-year period of SAFETEA-LU. Congressional earmarks provided an additional $161 million during the same period. During 2009 and 2010, the American Recovery and Reinvestment Act of 2009 (ARRA) provided additional funding of $318 million. Virtually all of these funds were spent on capital, infrastructure replacement, rehabilitative maintenance, and recovery projects. Together, these funding sources provided a nominal annual average of $321 million ($275 million, excluding ARRA).

NPS Transportation Authorizations and Awards



	2006	2007	2008	2009	2010	2011	2012
Earmarks (authorizations)	$ 30	$ 32	$ 33	$ 33	$ 33	$ -	$ -
Discretionary Programs (awards)	$ 24	$ 12	$ 29	$ 23	$ 24	$ 33	$ 32
PRPP/FLTP (authorizations)	$ 195	$ 210	$ 225	$ 240	$ 240	$ 240	$ 240
Real total (2012 dollars; does not include ARRA)	$ 286	$ 282	$ 313	$ 314	$ 309	$ 278	$ 272

All figures represent millions of dollars.

Total NPS & Partner Authorizations and Awards under SAFETEA-LU, 2006-2012

SAFETEA-LU - NPS	2006	2007	2008	2009	2010	2011	2012	Total
PRPP - Authorized	$ 195	$ 210	$ 225	$ 240	$ 240	$ 240	$ 240	$ 1,590
Earmarks - Authorized	$ 30	$ 32	$ 33	$ 33	$ 33	$ -	$ -	$ 161
PLHD Program - Awarded	$ 15	$ 1	$ 17	$ 8	$ 14	$ 16	$ 18	$ 89
Ferry Discretionary Program - Awarded	$ -	$ 1	$ -	$ 2	$ -	$ -	$ -	$ 3
TRIP - NPS - Awarded	$ 7	$ 7	$ 8	$ 11	$ 8	$ 8	$ 13	$ 62
Transportation Enhancements - Awarded	$ 1	$ 2	$ 3	$ -	$ -	$ 9	$ -	$ 15
Scenic Byways - Awarded	$ 1	$ 1	$ 1	$ 2	$ 2	$ -	$ 1	$ 8
Total SAFETEA-LU - NPS	**$ 249**	**$ 254**	**$ 287**	**$ 296**	**$ 297**	**$ 273**	**$ 272**	**$ 1,928**

SAFETEA-LU - Partners	2006	2007	2008	2009	2010	2011	2012	Total
TRIP - NPS Partners - Awarded	$ 5	$ 5	$ 2	$ 8	$ 11	$ 12	$ 4	$ 46
TIGER Grants - Partners - Awarded	$ -	$ -	$ -	$ -	$ 6	$ 20	$ 10	$ 36
Total SAFETEA-LU - Partners	**$ 5**	**$ 5**	**$ 2**	**$ 8**	**$ 17**	**$ 32**	**$ 14**	**$ 82**

ARRA	2006	2007	2008	2009	2010	2011	2012	Total
Title 23 - Highways (DOT)	$ -	$ -	$ -	$ 170	$ -	$ -	$ -	$ 170
Title 16 - NPS (DOI)	$ -	$ -	$ -	$ 118	$ 30	$ -	$ -	$ 148
Total ARRA	**$ -**	**$ -**	**$ -**	**$ 288**	**$ 30**	**$ -**	**$ -**	**$ 318**

Grand Totals	2006	2007	2008	2009	2010	2011	2012	Total
SAFETEA-LU & ARRA - NPS Only	$ 249	$ 254	$ 287	$ 584	$ 327	$ 273	$ 272	$ 2,246
SAFETEA-LU & ARRA - NPS & Partners	$ 254	$ 259	$ 289	$ 592	$ 344	$ 305	$ 286	$ 2,328

All figures represent millions of dollars.

As funding levels for PRPP have held steady under continuing resolutions, and as the use of earmarks and discretionary grants has been discontinued, both the nominal and real buying power of NPS transportation funding has steadily decreased in recent years. Not including ARRA, earmarks and funding authorized and awarded under SAFETEA-LU decreased in real 2012 dollars from $313 million in 2008 to $272 million in 2012, a difference of roughly $40 million.

In addition to SAFETEA-LU funding, the NPS invested roughly $152 million annually of its own authorized fund sources such as fee programs, construction and maintenance programs, and park operating funds. NPS fund sources are used for the operations and regular and preventative maintenance of transportation infrastructure.

Still, the total available funding from SAFETEA-LU and NPS fund sources, a nominal annual average of $434 million ($436 million in real 2012 dollars), has not been enough to meet current investment needs. Cumulative deferred maintenance of NPS transportation assets is $6.9 billion and will continue to grow by hundreds of millions each year unless significantly more funding is invested annually.

Economic Impacts

The Federal Highway Administration reports that every $1 billion invested in highway construction yields 13,861 jobs for on-site construction and direct and indirect suppliers. During the years 2006 through 2012, NPS SAFETEA-LU transportation authorizations and awards, and obligations from NPS programs totaled $3.3 billion dollars and created roughly 45,000 jobs.

$3.3 billion

dollars invested by NPS programs

45,000

jobs created

"In 2010, national park visitors – 281 million of them – were responsible for a $31 billion impact on the nation's economy. From motel rooms to gas for the car and souvenirs, visitor spending supported more than 258,400 American jobs."

- National Park Service Director Jonathan B. Jarvis

Roads

The majority of visitors to the national parks travel on the many miles of roads, bridges and tunnels in the NPS system.

During SAFETEA-LU, NPS improved or rehabilitated over 2,553 miles of roads, completed several large scale, iconic roads and parkways, and completed numerous projects helping people conveniently access over 100 national parks in 45 states and territories.

The NPS has also continued progress on two important parkways: the Foothills Parkway and the Natchez Trace Parkway, working towards completing the system as intended.

Going-to-the-Sun Road

Glacier National Park, Montana

The Going-to-the-Sun Road is a 50-mile, two-lane highway that winds through the heart of Glacier National Park, Montana. Built into the sides of near-vertical cliffs, it has been described as "the most beautiful piece of mountain road in the world." NPS began a major rehabilitation to ensure that the road continues to be safe and accessible. A successful shuttle system was implemented to help mitigate the congestion impacts during construction. (In progress)

Kennel Access Road

Denali National Park & Preserve, Alaska

This access road was constructed to allow visitors to visit the sled dog kennel at Denali National Park. There are few access roads in the park due to harsh weather conditions. (2010)

Badlands Loop Road

Badlands National Park, South Dakota

This ARRA-funded project improved 14.5 miles of a major tourism road, including 29 culvert replacements and eight parking lot and walkway replacements. (2010)

Skyline Drive

Shenandoah National Park, Virginia

Running along the crest of the Blue Ridge Mountains for over 100 miles, Skyline Drive in Shenandoah National Park, Virginia, is known for its panoramic views of the Shenandoah Valley to the west and the rolling piedmont to the east. Over a period of three years, NPS rehabilitated over 70 miles and 32 overlooks on Skyline Drive, including most parking areas and access roads within the park's central district. The construction work was accomplished through nine separate contracts to five different contractors, providing a valuable economic boost to the local community. (2009-2011)

Approach Road and Ring Road

Flight 93 National Memorial, Pennsylvania

NPS built a 2.5 mile access road from the entrance to the site to the Flight 93 Memorial and a one mile ring road circling the Memorial, built for the 10 year anniversary of the 2001 Flight 93 crash. (2011)

Cactus Forest Drive

Saguaro National Park, Arizona

NPS resurfaced Cactus Forest Drive using a chip seal pavement preservation process to extend the lifecyle of the road. Safety improvements, scenic pullovers, and drainage ditches were all addressed during this project. (2006)

2,553

miles of road rehabilitated or improved

100

National Park sites with road improvements

45

states and territories with road improvements

"It is essential that we maintain those roads and by investing in valuable road repair projects, we not only uphold a promise to our citizens that parks will be accessible to all, but we help create jobs and stimulate our economy."

Former U.S. Secretary of the Interior
Ken Salazar

Between 2006 and 2012, NPS rehabilitated 232 bridges in the United States and territories, making 97% of bridges structurally sound. Several NPS bridges not only provide access to NPS sites, but also support the daily travel of millions of commuters each year.

Humpback Bridge

George Washington Memorial Parkway, Virginia

The Humpback Bridge on the George Washington Memorial Parkway carries the Parkway over the Boundary Channel. More than 75,000 vehicles cross it every day, far more than it was designed to carry when it was built in 1932. For this reason, the bridge was replaced to meet current traffic demands. To retain the historic look of the bridge, which is located on the National Register of Historic Places, the new bridge incorporates many of the stone face materials from the original structure. (2012)

Craggy Pinnacle Tunnel

Blue Ridge Parkway, North Carolina

This rehabilitation project of one of the 26 tunnels on the Blue Ridge Parkway corrected structural problems resulting from erosion. (2007)

Beaver Creek Bridge

Wind Cave National Park, South Dakota

NPS rehabilitated this historically significant bridge to improve its structural integrity. The bridge provides access to Wind Cave via Scenic Highway 87. (2007)

Foothills Parkway "Missing Link"

Great Smoky Mountains National Park, Tennessee

Congress authorized construction of the 72-mile Foothills Parkway in 1944 to provide vistas of the Great Smoky Mountains. Presently three of the eight segments of the parkway totaling 22.5 miles are completed and open to the public. From 1966 to 1989, construction commenced on two sections totaling a little over 16 miles; however, construction was suspended due to erosion problems. A 1.65-mile segment, known as the "Missing Link", was never started.

Under SAFETEA-LU work continued on the Missing Link thanks to funding from Title 23, ARRA, earmarks, advances in engineering and construction practices, and context sensitive planning. Redesign by FHWA to complete the Missing Link using bridges, walls, and fills to minimize environmental impacts helped to advance the construction of the needed bridges and wall systems. Construction entailed the use of a gantry crane (shown to the left), which placed pre-case bridge sections along the precarious ridge. The crane built the bridge from the "top down," minimizing the need for construction-related access roads. (In progress)

232

bridges rehabilitated

97%

bridges structurally sound

In 2009, Blue Ridge Parkway accommodated nearly 16 million recreational visits. Visitors spent more than $315 million, supporting more than 4,000 jobs.

In the same year, there were more than 9 million recreational visits to the Great Smoky Mountains National Park. Visitors enjoyed more than 400,000 overnight stays and spent nearly $800 million, supporting more than 11,000 jobs.

- NPS Made in America report, 2011

Of the 147 transit systems in the national park system, 94 are operated by concessioners, 15 are operated in partnership with local public transit agencies, and 15 operate under service contract. Transit provides the sole means of access to 45 NPS sites. Transit systems also are among the few options available to mitigate inadequate parking and roadway congestion in parks. Many transit systems are free of charge to visitors.

Island Explorer Intermodal Facility

Acadia National Park, Maine

In cooperation with the Federal Transit Administration, Downeast Transportation, Inc., and NPS, the Maine Department of Transportation constructed a new LEED certified bus operations facility as part of a planned intermodal transportation center in Trenton, Maine. The facility is home to the Island Explorer, Acadia National Park's seasonal propane-powered bus system. The fare-free Island Explorer has carried more than 4.5 million riders since 1999. More than one hundred employees operate the transit system during the summer months. The new operations facility includes a state-of-the-art bus wash and maintenance garage that reuses 90% of all water and reduces energy use through efficient building systems. (2012)

Giant Forest Shuttle
Sequoia and Kings Canyon National Parks, California

The service expansion of the Sequoia Shuttle to the Giant Forest was part of a cooperative agreement with the City of Visalia to improve access to gateway communities. (2007)

Charm City Circulator
Fort McHenry National Monument and Historic Shrine, Maryland

Approximately 150,000 riders used a new hybrid shuttle operated by the City of Baltimore to access Fort McHenry for the War of 1812 bicentennial. (2012)

Fort Pickens Ferry Pier

Gulf Islands National Seashore, Florida

Gulf Islands National Seashore, in partnership with the City of Pensacola and Pensacola Beach, are in the process of developing ferry service between downtown Pensacola, Pensacola Beach, and the historic Fort Pickens area, part of the National Seashore. While it is possible to drive between all three locations, many studies have identified a need for alternative transportation to mitigate traffic congestion. Gulf Islands used a Transit in Parks grant to contruct the Fort Pickens Ferry Pier, which will serve as a ferry stop once the ferry service is implemented.

Stehekin Winter Dock
North Cascades National Park, Washington

Ferry dock upgrades were part of a series of improvements to create universal access in the North Cascades. (2011)

Gustavus Dock
Glacier Bay National Park & Preserve, Alaska

In partnership with the town of Gustavus, the Gustavus dock improved access to Glacier Bay and created a positive economic benefit to the town. (2011)

147
transit systems in the National Park System

36,000,000
passenger trips provided by NPS transit systems in 2012

175
alternative fuel vehicles in the NPS transit fleet

104
transit projects completed

10
ferry and water infrastructure projects completed

"To connect people to parks in the next century, the NPS must connect urban communities to parks, trails, waterways, and community green spaces that give people access to fun outdoor experiences close to home."

-2012 NPS Call to Action

Nonmotorized Trails and Rail

Nonmotorized Trails

Many NPS sites provide nonmotorized connections to nearby communities, reducing the need to rely on a private car or transit to access the parks.

These transportation trails connect to internal recreation trails, adding to the overall experience of the park.

Transportation trails encourage physical activity and help strengthen connections between the parks and gateway communities.

Rail

The NPS has five rail systems within its parks. These rail systems provide access to and within national parks and often serve as an interpretive element for visitors.

Sleeping Bear Heritage Trail

Sleeping Bear Dunes National Lakeshore, Michigan

The Sleeping Bear Heritage Trail is a partially completed 27-mile hard-surface, multi-use trail that connects the National Lakeshore to gateway communities. The first segment of the trail, which was completed in June of 2012, is approximately four miles long and connects the National Lakeshore's Dune Climb, D.H. Day Campground, and historic Glen Haven Village to the nearby community of Glen Arbor. When fully completed, the trail will run from the southern edge of Leelanau County through the National Lakeshore, Empire, and Glen Arbor, to Good Harbor Bay. Approximately 3,000 people used the trail each week during the first summer that the trail was open. (2012)

Golden Gate Conservancy Trails

Golden Gate National Recreation Area, California

Trail improvements including upgraded surfaces and signage made NPS sites in the San Francisco Bay area more accessible. (2011)

Blackstone River Bikeway

Blackstone River Valley National Heritage Corridor, Rhode Island / Massachusetts

NPS completed 13 miles of the planned 48 mile bike path to serve as a connection between sites in a historic corridor. (2012)

Cuyahoga Valley Scenic Railroad

Cuyahoga Valley National Park, Ohio

The Cuyahoga Valley Scenic Railroad Bike Aboard! is a spectacularly successful program that encourages active transportation and recreation. It provides one-way service and bicycle transport around the Cuyahoga Valley National Park. Cyclists can bike between the different stations and sites within the park and have the option to ride the train for part of their trip. Bike Aboard annual ridership has increased over threefold from 5,800 in the inaugural year of the program, 2007, to 21,800 in 2012. (2007)

Infrastructure Improvements

Cuyahoga Valley National Park, Ohio

Cuyaghoga Valley has upgraded signals and grade crossings, rehabilitated rail bridges, built a pedestrian bridge, rehabilitated rolling stock, and purchased track maintenance vehicles to improve asset conditions and passenger safety. (2012)

Lowell Trolley Extension

Lowell National Historical Park, Massachusetts

The Lowell National Historical Park is working to expand trolley service to the University of Massacusetts Lowell, South Campus to create a "Trolley Corridor." (In progress)

29

nonmotorized trails built or improved with grants from Transit in the Parks

10

rail projects completed

"It is essential that we maintain those roads and by investing in valuable road repair projects, we not only uphold a promise to our citizens that parks will be accessible to all, but we help create jobs and stimulate our economy."

Former U.S. Secretary of the Interior
Ken Salazar

NPS has implemented Intelligent Transportation Systems (ITS) to provide traveler information, manage congestion on roads and parking lots, provide real-time updates to visitors, and improve operations at park entrances. These systems offer attractive and convenient public access for visitors and park employees. They contribute to preserving resources, such as improvements to air quality and soundscapes, and they reduce wildlife and auto collisions. Implementation and use of these systems demonstrates NPS leadership in efforts to reduce fossil fuel consumption and greenhouse gas emissions.

136

NPS units with at least one ITS deployment

Intelligent Transportation Systems

Rocky Mountain National Park, Colorado

In an effort to reduce congestion and improve visitor experience, a pilot project using Dynamic Message Signs (DMS) and Highway Advisory Radio (HAR) was implemented during the summer of 2011. The signs and radio reported the availability of parking spaces, giving visitors information to drive to alternative parking locations. Additionally, the park implemented an automated entrance control system which provides express passage for travelers holding an annual pass and passage for authorized vehicles in transit equipped with a system-provided transponder. (2011)

Dynamic Message Sign
Muir Woods National Monument, California

28% of visitors chose to take a shuttle to the park to avoid congestion when learning about the option from Muir Woods' DMS. (2008)

Highway Advisory Radio
Grand Canyon National Park, Arizona

The Highway Advisory Radio helps reduce congestion by providing information about parking conditions and free shuttle bus options. (2008)

Pavement Preservation Project

Lake Mead National Recreation Area, Nevada/Arizona

A pavement preservation project was completed at Lake Mead NRA, consisting of 55 miles of roads and parking areas throughout the park. A cape seal, which is a chip seal placed on top of a micro-surfacing, was used to improve the level of service on a low traffic route that would otherwise have been a low priority for rehabilitation funds. While the cape seal does not correct pavement deficiencies, it does provide some temporary benefit in terms of level of service (2010)

Pavement Preservation
Great Smoky Mountains National Park, Tennessee/North Carolina

Two pavement preservation projects - one on the Foothills Parkway and the other on the Gatlinburg Bypass - extended the service life of each highway's pavement by five years. (2010, 2011)

Pavement Preservation
Redwood National Park, California

A specialized type of pavement preservation treatment, Type III Micro-Surfacing was used to treat six miles of road. This treatment restored the paved surface from fair to good condition and added about six to eight years of life to the road. (2009)

The NPS transportation program has adopted the proactive maintenance approach of pavement management. This approach calls for keeping good roads in good condition, rather than allowing them to fully deteriorate through their lifecycle. It focuses on strategies that preserve and maintain existing good roads, extending their lifespan.

With timely applications of carefully selected treatments to maintain and extend a pavement's service life, more resources can be devoted to other transportation infrastructure needs, while maintaining safe, efficient roads for park visitors.

1,500
miles of pavement preservation work completed

Transportation Scholars

The Transportation Scholars Program, jointly administered by NPS and the National Park Foundation, provides individual park units with dedicated transportation expertise while providing unique development opportunities for recently-graduated professionals. NPS derives significant advantages from having on-site Transportation Scholars who can serve as single points of contact on transportation matters for consultants, contractors, and local communities. Scholars bring a fresh perspective to NPS, while gaining valuable personal and professional experiences.

34
NPS transportation scholars

31
parks with transportation scholars projects

Arches Alternative Transportation Feasibility Study

Arches National Park, Utah

A Transportation Scholar helped complete an alternative transportation feasibility study at Arches National Park. The study investigated opportunities for providing visitors more information to make destination choices, improved transportation options for visiting the park, better information on what to expect when visiting, increased contact and education opportunities with park personnel, and increased safety when traveling in the park. (2011)

Greenway Design Proposal
Big Cypress National Preserve, Florida

A 2008 Scholar wrote a successful $1 million proposal for putting together a feasibility study and master plan, to include preliminary engineering and design. (2008)

Fort Pickens Dock Proposal
Gulf Islands National Seashore, Florida

A scholar wrote a successful $2.8 million proposal for constructing passenger ferry dock facilities at Fort Pickens. (2008)

"In these tough economic times we recognize the value the 397 national parks provide all Americans – as places of introspection and recreation and as economic engines that create jobs and help our gateway communities thrive."

National Park Service Director
Jonathan B. Jarvis.

Looking to the Future

On the cusp of celebrating its centennial anniversary, the National Park Service is at an exciting moment in its history.

The monumental "Call to Action" is focusing the agency's efforts on connecting people to parks, advancing education, preserving special places, and enhancing organizational excellence.

The Green Parks Plan has set forth guidance and performance targets related to climate change.

A Capital Investment Strategy has been developed to focus investments on the agency's top priorities.

Transportation, a vital function for the National Park Service and its visitors, is an integral element of each of these efforts. National, regional, and unit long-range transportation plans are being developed to better plan transportation systems in line with agency goals.

Building on the transportation successes under SAFETEA-LU, NPS and its partners, including the Federal Highway Administration, seek to continue connecting people to national parks within the framework of the new surface transportation law, Moving Ahead for Progress in the 21st Century (MAP-21), enacted in 2012.

Under MAP-21, the National Park Service will strive to meet the transportation challenges of the second century based on the strong successes of its first.

For more information, contact:

NPS Transportation Program
National Park Service
Department of the Interior
1849 C Street NW (2420)
Washington, DC 20240-0001

Phone: (202)513-7021

Visit the NPS Transportation Program website for more information about the NPS transportation program:
http://www.nps.gov/transportation

Prepared for the National Park Service by the
U.S. Department of Transportation
John A. Volpe National Transportation Systems Center

© 2013 National Park Service