List of Tables

1.1	Impacts of climate change on transportation identified in the literature, 1987-2006	1 T- 1
2.1	Study area counties and Federal Information Processing Standard (FIPS) codes	2T-1
2.2	Gulf Coast study area centerline miles of highway, by classification and ownership	2T-2
2.3	Equipment, annual service, and passengers for fixed-route bus operations in the study area, 2004	2T-3
2.4	Freight railroads in the Gulf Coast study area	2T-4
2.5	Domestic and international waterborne tonnage of study area ports, 2003	2T-5
2.6	Tonnage on study area inland and coastal waterways, 2003	2T-6
2.7	Passenger enplanements and cargo tonnage for select commercial service and industrial airports in the study area, 2005	2T-7
2.8	Land use of the central Gulf Coast study area as defined by the 1992 National Land Cover Dataset	2T-8
2.9	Top 10 industries in the study area by employment percentage, 2000	2T-9
3.1	Projected global average surface warming and sea level rise at the end of the 21 st century	3T-1
3.2	United States Historical Climatology Network (USHCN) stations within the seven climate divisions of the central Gulf Coast region	3T-2
3.3	List of GCMs run with the three SRES emission scenarios (A1B, A2, and B1) for this study	3T-3
3.4	Scenarios of temperature change (°C) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the A1B scenario for 2050 relative to 1971-2000 means	3T-4

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Tables

List of Tables (continued)

3.5	Scenarios of precipitation change (percent) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the A1B scenario for 2050 relative to 1971-2000 means	3T-4
3.6	Scenarios of temperature change (°C) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the A2 scenario for 2050 relative to 1971-2000 means	3T-5
3.7	Scenarios of precipitation change (percent) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the A2 scenario for 2050 relative to 1971-2000 means	3T-5
3.8	Scenarios of temperature change (°C) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the B1 scenario for 2050 relative to 1971-2000 means	3T-6
3.9	Scenarios of precipitation change (percent) from an ensemble of GCMs for the 5 th , 25 th , 50 th , 75 th , and 95 th percentiles for the B1 scenario for 2050 relative to 1971-2000 means	3T-6
3.10	Days above 32.2 °C (90 °F) and mean daily temperature in the study area for datasets running through 2004	3T-7
3.11	Modeled outputs of potential temperature increase (°C [°F]) scenarios for August	3T-8
3.12	Saffir-Simpson Scale for categorizing hurricane intensity and damage potential	3T-8
3.13	GCM model-selection options based on data availability for the USGS SLRRP and CoastClim models for generating future sea level rise projections	3T-9
3.14	USGS SLRRP model results showing the mean land surface elevations subject to coastal flooding for the Gulf Coast region by 2050 and 2100	3T-10
3.15	Regional grid cell counts and normalized indices of sea level rise relative to global mean sea level projections for northern Gulf Coast tide gage locations by different GCM models used in CoastClim simulations	3T-10
3.16	CoastClim model results showing the mean sea level rise (cm) for the Gulf Coast region by 2050 and 2100	3T-11

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Tables

List of Tables (continued)

3.17	Seven SLOSH basin codes, name descriptions, and storm categories included in the central Gulf Coast study region and simulation trials from Mobile, AL, to Galveston, TX	3T-12
3.18	SLRRP model parameters and results showing the mean sea level rise projections for the Gulf Coast region by 2050 and 2100	3T-12
4.1	Relative sea level rise (RSLR) modeled by using SLRRP	4 T -1
4.2	Relative sea level rise (RSLR) modeled by using CoastClim	4 T -1
4.3	Relative sea level rise impacts on Gulf Coast transportation modes: percentage of facilities vulnerable	4T-1
4.4	Storm surge impacts on Gulf Coast transportation modes: percentage of facilities vulnerable	4T-2
4.5	Relative sea level rise impacts on highways: percentage of facilities vulnerable	4T-2
4.6	Storm surge impacts on highways: percentage of facilities vulnerable	4T-2
4.7	Relative sea level rise impacts on rail: percentage of facilities vulnerable	4T-2
4.8	Railroad-owned and -served freight facilities in the Gulf Coast study region at elevation of 122 cm (4 ft) or less	4T-3
4.9	Vulnerability from sea level rise and storm surge by rail distance and number of facilities	4T-4
4.10	Storm surge impacts on rail: percentage of facilities vulnerable	4T-4
4.11	Amtrak stations projected to be impacted by storm surge of 5.5 and 7.0 m (18 and 23 ft)	4T-5
4.12	Relative sea level rise impacts on ports: percentage of facilities vulnerable	4T-5
4.13	Storm surge impacts on ports: percentage of facilities vulnerable	4T-5
4.14	FAA recommended runway lengths for hypothetical general aviation airport	4T-6

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Tables

List of Tables (continued)

4.15	Summary of impacts of temperature change to runway length (general aviation) under three climate scenarios	4T-7
4.16	Commercial aircraft runway length takeoff requirements	4T-8
4.17	Airports located on 100-year flood plains	4T-10
4.18	Gulf Coast study area airports vulnerable to submersion by relative sea level rise of 61 to 122 cm (2 to 4 ft)	4T-10
4.19	Gulf Coast study area airports vulnerable to storm surge	4 T- 11
4.20	Hurricane impacts on toll revenue in Florida	4T-12
5.1	Urbanized area metropolitan planning organizations (MPO) in the Gulf Coast study area	5T-1
5.2	Level of decision maker concern about climate stressors	5T-2

List of Figures

1.1	Gulf coast study design	1F-1
1.2	Lexicon of terms used to describe the likelihood of climate outcomes	1F-2
2.1	Map of study area, which extends from Mobile, AL, to Houston/Galveston, TX	2F-1
2.2	Study area counties and Federal Information Processing Standard (FIPS) codes	2F-2
2.3	Metropolitan planning organizations (MPO) in the study area	2F-3
2.4	Combined truck flows shipped domestically from Louisiana, 1998	2F-4
2.5	Navigable inland waterways impacting the study area, shown as named waterways	2F-5
2.6	National network of Class I railroads	2F-6
2.7	Intermodal facilities in the study area	2F-7
2.8	Highways in the study area	2F-8
2.9	Total and truck annual vehicle miles of travel (VMT) on nonlocal roads, 2003.	2F-9
2.10	Nonlocal bridges in the study area	2F-10
2.11	Freight railroad traffic density (annual millions of gross ton-miles per mile) in the study area	2F-11
2.12	Sunset Limited route map, Houston, TX, to Mobile, AL, segment	2F-12
2.13	Freight handling ports and waterways in the study area	2F-13
2.14	Barge tow on the Mississippi River	2F-14
2.15	Study area airports	2F-15
2.16	Surface geology of the southeastern United States	2F-16

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Figures

2.17	Relative elevation of counties in the study area	2F-17
2.18	Map of terrestrial ecoregions within and adjacent to the study area	2F-18
2.19	U.S. Census Bureau Metropolitan Statistical Areas within the study area	2F-19
2.20	Population density in study area, 2004	2F-20
2.21	Estimated population change in study area, 2000 to 2005	2F-21
2.22	Mean travel time to work in the study area	2F-22
2.23	Manufacturers' shipments in thousands of dollars, 1997	2F-23
2.24	Social vulnerability index for the study area	2F-24
2.25	Persons in poverty in the study area	2F-25
2.26	Persons aged 65 and older in the study area	2F-26
3.1	CO ₂ emissions, SO ₂ emissions, and atmospheric CO ₂ concentration through 2100 for the six "marker/illustrative" SRES scenarios and the IS-92a scenario	. 3F-1
3.2	United States climate divisions of the central Gulf Coast study area	3F-1
3.3	Grid area for the GCM temperature and precipitation results presented in Section 3.1.5 of this report	3F-2
3.4	Scatterplot of seasonal temperature and precipitation predictions by an ensemble of GCMs for the Gulf Coast region in 2050 created by using the SRES A1B emissions scenario	3F-3
3.5	Temperature variability from 1905 to 2003 for the seven climate divisions making up the Gulf Coast study area	3F-4
3.6	Precipitation variability from 1905 to 2003 for the seven climate divisions making up the Gulf Coast study area	3F-5
3.7	Variability and trends in model-derived surplus (runoff) and deficit from 1919 to 2003 for the Gulf Coast study area	3F-6

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Figures

3.8	Probability density functions for seasonal temperature change in the Gulf Coast study area for 2050 created by using the A1B emissions scenario	3F-7
3.9	Probability density functions for seasonal precipitation change in the Gulf Coast study area for 2050 created by using the A1B emissions scenario	3F-8
3.10	Quantile estimates of monthly precipitation for the 2- to 100-year return period	3F-9
3.11	Quantile estimates of monthly average runoff for the 2- to 100-year return period	3F-10
3.12	Quantile estimates of monthly average deficit for the 2- to 100-year return period	3F-11
3.13	The change in the warmest 10 percent of July maximum and minimum temperatures at each station across the entire United States, for 1950-2004	3F-12
3.14	Historical time series from stations within 500 km of Dallas, TX, showing anomalies of the number of days above $37.7^{\circ}C$ (100°F), for 1950-2004	3F-13
3.15	The current and future probabilities of having 1 to 20 days during the summer at or above $37.8^{\circ}C$ (100°F) in or near Houston, TX	3F-14
3.16	Mean model predicted change (°C) of the 20-year return value of the annual maximum daily averaged surface air temperature	3F-15
3.17	Number of times on average, over a 20-year period, that the 1990-1999 annual maximum daily averaged surface air temperature 20-year return value levels would be reached	3F-16
3.18	Mean model-predicted fractional change of the 20-year return value of the annual maximum daily averaged precipitation	3F-17
3.19	Geographic distribution of hurricane landfalls along the Atlantic and Gulf Coast regions of the United States, from 1950 to 2006	3F-18
3.20	Frequency histogram of landfalling storms of tropical storm strength or greater in Grand Isle, LA, summarized on a 5-year basis, for the period 1851-2005	3F-19
3.21	Hemispherical and global mean sea surface temperatures for the period of record 1855 to 2000	3F-20

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Figures

3.22	Sea surface temperature trend in the main hurricane development region of the North Atlantic during the past century	3F-21
3.23	Sea surface temperature trend in the Gulf of Mexico region produced by using the ERSST v.2 database	3F-22
3.24	The location and intensity of Hurricane Katrina at intervals of 6 hours show two intensification events	3F-23
3.25	Frequency histogram of tropical storm events for coastal cities across the Gulf of Mexico region of the United States over the period of record from 1851 to 2006	3F-24
3.26	Frequency analysis of storm events exhibiting Category 1, 2, and 3 winds or higher across the Gulf Coast study area	3F-25
3.27	Latitudinal gradient of declining storm frequency of Category 1 hurricanes or greater from Grand Isle, LA, inland	3F-26
3.28	Storm frequency variation for 15-, 30-, and 50-year intervals for Category 1 storms or greater for the most active grid location across the Gulf Coast study region.	3F-27
3.29	Simulated wind rows and direction of wind force derived from the HURASIM model for one of the most active grid cell locations in the study area at Grand Isle, LA	3F-28
3.30	Potential increase in the number of hurricanes by the year 2050 and 2100	3F-29
3.31	Tide gauge records and mean sea level trend line for three northern Gulf Coast tide stations at Pensacola, FL, Grand Isle, LA, and Galveston, TX	3F-30
3.32	Merged results of Category 2 through 5 hurricane surge simulations of a slow- moving storm approaching from the southeast	3F-31
3.33	Color schemes illustrate the difference in surge inundation between a Category 3 and Category 5 storm approaching the southeastern Louisiana coast from the southeast.	3F-32
3.34	Comparison of lidar and National Digital Elevation Data (DEM) for eastern Cameron Parish, LA.	3F-33
3.35	Trend in summer wave height (1978-2005) in the mid-Gulf of Mexico	3F-34

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Figures

4.1	Highways at risk from a relative sea level rise of 61 cm (2 ft)	4F-1
4.2	Highways at risk from a relative sea level rise of 122 cm (4 ft)	4F-2
4.3	National Highway System (NHS) Intermodal Connectors at risk from a relative sea level rise of 122 cm (4 ft)	4F-3
4.4	Hurricane Katrina damage to U.S. Highway 90 at Bay St. Louis, MS	4F-4
4.5	Highways at risk from storm surge at elevations currently below 5.5 m (18 ft)	4F-5
4.6	Highways currently at risk from storm surge at elevations currently below 7.0 m (23 ft)	4F-6
4.7	National Highway System (NHS) intermodal connectors at risk from storm surge at elevations currently below 7.0 m (23 ft)	4F-7
4.8	Fixed bus routes at risk from a relative sea level rise of 122 cm (4 ft), New Orleans, LA	4F-8
4.9	Fixed transit guideways at risk from a relative sea level rise of 122 cm (4 ft), Houston and Galveston, TX	4F-9
4.10	Fixed transit guideways at risk from storm surge at elevations currently below 5.5 m (18 ft), New Orleans, LA	4F-10
4.11	Fixed transit guideways at risk from storm surge at elevations currently below 5.5 m (18 ft), Houston and Galveston, TX	4 F- 11
4.12	Fixed bus routes at risk from storm surge at elevations currently below 5.5 m (18 ft), New Orleans, LA	4F-12
4.13	Fixed bus routes at risk from storm surge at elevations currently below 5.5 m (18 ft), Houston and Galveston, TX	4F-13
4.14	Rail lines at risk due to relative sea level rise of 61 and 122 cm (2 and 4 ft)	4F-14
4.15	Railroad-owned and -served freight facilities at risk due to relative sea level rise of 61 and 122 cm (2 and 4 ft)	4F-15
4.16	Rail lines at risk due to storm surge of 5.5 and 7.0 m (18 and 23 ft)	4F-16

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study, Phase I List of Figures

4.17	Railroad-owned and -served freight facilities at risk due to storm surge of 5.5 and 7.0 m (18 and 23 ft)	4F-17
4.18	Amtrak facilities at risk due to storm surge of 5.5 and 7.0 m (18 and 23 ft)	4F-18
4.19	Freight handling ports facilities at risk from relative sea level rise of 61 and 122 cm (2 and 4 ft)	4F-19
4.20	Freight handling ports facilities at risk from storm surge of 5.5 and 7.0 m (18 and 23 ft)	4F-20
4.21	Boeing 757-200 takeoff runway requirements for design purposes	4F-21
4.22	Gulf Coast study area airports at risk from storm surge	4F-22
4.23	Landside pipelines having at least one GIS link located in an area of elevation 0 to 91 cm (3 ft) above sea level in the study area	4F-23
4.24	Evacuation route highways potentially vulnerable from storm surge of 5.5 m (18 ft)	4F-24
4.25	Risks to Amtrak Facilities due to relative sea level rise and storm surge	4F-25
4.26	Population over age 65 impacted by Hurricane Katrina	4F-26
4.27	Airports affected by Hurricane Katrina winds.	4F-27
5.1	How will climate change affect transportation decisions?	5F-1
5.2	SAFETEA-LU planning factors	5F-2
5.3	Steps in the transportation planning process	5F-3
5.4	Relationship of transportation planning timeframe and infrastructure service life to increasing climate change impacts	5F-4
5.5	A risk-assessment approach to transportation decisions	5F-4
5.6	Degree of risk and importance of system or facility performance inform the level of adaptation investment	5F-5