List of Tables

Impacts of climate change on transportation identified in the literature, 1987-2006	1 T- 1
Study area counties and Federal Information Processing Standard (FIPS) codes	2T-1
Gulf Coast study area centerline miles of highway, by classification and ownership. (Cambridge Systematics from 2004 Highway Performance Monitoring System database for Gulf Coast Study supplied by the Bureau of Transportation Statistics)	2T-2
Equipment, annual service, and passengers for fixed-route bus operations in the study area, 2004. (Cambridge Systematics from 2004 National Transit Database)	2T-3
Freight railroads in the Gulf Coast study area. (Bureau of Transportation Statistics, 2004)	2T-4
Domestic and international waterborne tonnage of study area ports, 2003. (U.S. Army Corps of Engineers, Navigation Data Center)	2T-5
Tonnage on study area inland and coastal waterways, 2003. (U.S. Army Corps of Engineers, Waterborne Commerce of the United States, 2003)	2T-6
Passenger enplanements and cargo tonnage for select commercial service and industrial airports in the study area, 2005	2T-7
Land use of the central Gulf Coast study area as defined by the 1992 National Land Cover Dataset. (National Land Cover Dataset, USGS)	2T-8
Top 10 industries in the study area by employment percentage, 2000. (United States Census 2000, U.S. Census Bureau, 2007)	2T-9
Projected global average surface warming and sea level rise at the end of the 21 st century (IPCC, 2007). These estimates are assessed from a hierarchy of models that encompass a simple climate model, several Earth Models of Intermediate Complexity (EMIC), and a large number of Atmosphere-Ocean Global Circulation Models (AOGCM). Sea level projections do not include uncertainties in carbon-cycle feedbacks, because a basis in published literature is lacking (IPCC, 2007).	3T-1
	 1987-2006

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study Phase I List of Tables Draft 10/05/07

List of Tables (continued)

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. Not all model runs were available from the IPCC Data Centre for each SRES scenario	3T-3
3.4	Scenarios of temperature change 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, in degrees Celsius	3T-4
3.5	Scenarios of precipitation change 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, in percent	3T-4
3.6	Scenarios of temperature change 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, in degrees Celsius.	3T-5
3.7	Scenarios of precipitation change 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, in percent.	3T-5
3.8	Scenarios of temperature change 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, in degrees Celsius	3T-6
3.9	Scenarios of precipitation change 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, in percent	3T-6
3.10	Days above 32.2°C (90°F) and mean daily temperature in the study area for datasets running through 2004. The start date varies by location (note the number of years of observed data)	3T-7
3.11	Potential temperature increase scenarios for August. Modeled outputs shown in Celsius and Fahrenheit	3T-8
3.12	Saffir-Simpson Scale for categorizing hurricane intensity and damage potential. Note that maximum sustained wind speed is the only characteristic used for categorizing hurricanes	3T-8

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study Phase I List of Tables Draft 10/05/07

List of Tables (continued)

3.13	GCM model selection options based on data availability for the USGS SLRRP model and CoastClim model for generating future sea level rise projections. There are 3 GCM model data sets shared between SLRRP and CoastClim and a total of 11 GCM models and data sets altogether	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 under a high, mid, and low scenario based on combined output for all 7 GCM models for the A1F1, B1, A1B, and A2 emission scenarios, in centimeters (NAVD88)	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 for the Gulf Coast region by 2050 and 2100 under a high, mid, and low scenario based on combined output for all 7 GCM models for the A1F1, B1, A1B, and A2 emission scenarios, in centimeters	3T-11
3.17	Seven SLOSH basin codes, name descriptions, and storm categories included in the central Gulf Coast study region and simulation trials from Mobile, Alabama to Galveston, Texas	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 under a high, mid, and low scenario based on combined output for all 7 GCM models for the A1F1 emission scenario	3T-12
4.1	Relative sea level rise (RSLR) modeled using SLRRP	4 T- 1
4.2	Relative sea level rise (RSLR) modeled 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

Impacts of Climate Change and Variability on Transportation Systems and Infrastructure: Gulf Coast Study Phase I List of Tables Draft 10/05/07

List of Tables (continued)

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	Freight railroad-owned and served facilities in the Gulf Coast study region at elevation of 122 cm (4 feet) 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 meters (18 and 23 feet)	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. (Federal Aviation Administration, Airport Design Version 4.2D, U.S. DOT)	4T-6
4.15	Summary of impacts of temperature change to runway length (general aviation) under three climate scenarios (SRES Scenarios A2, B1, and A1B). (Federal Aviation Administration (FAA) Airport Design Version 4.2D, U.S. DOT)	4T-7
4.16	Commercial aircraft runway length takeoff requirements	4T-8
4.17	Airports located on 100-year flood plains. (Wilbur Smith Associates; USGS)	4T-9
4.18	Gulf Coast study area airports vulnerable to submersion by relative sea level rise of 61 to 122 cm (2 to 4 feet)	4T-9
4.19	Gulf Coast study area airports vulnerable to storm surge. (FAA Records, April 2006. FEMA Storm Inundation Data)	4T-10
4.20	Hurricane impacts on toll revenue in Florida. (Ely 2005)	4 T- 11
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