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Executive Summary

Travel and Tourism are Vital to America’s Economy

Every element of modern life is touched by the U.S. travel and tourism industry. Travel plays a vital role in interstate commerce; it improves our nation’s quality of life; it makes substantial contributions to U.S. Gross Domestic Product (GDP); and it supports millions of American jobs. The numbers speak for themselves:

- **Travel is America's seventh largest industry in terms of employment.** Travel spending supports nearly 16 million (or one out of nine) American jobs, making it a top-10 employer in 49 states and the District of Columbia, and a top-10 employer of middle-class earners.
- **Travel and tourism directly produce 2.7% of U.S. GDP.** In 2017, travel generated $1 trillion in direct spending, which produced $2.4 trillion in total economic output.
- **Inbound international travel is America’s second largest industry export.** In 2017, international visitors spent $251 billion in the U.S. on travel-related goods and services, which generated a $77 billion travel trade surplus and accounted for 11 percent of all U.S. exports of goods and services.

The National Travel Infrastructure Network

Travel's economic benefits depend on the condition and performance of the national transportation network. The American transportation system supports each of the 3 billion long-haul trips to and within the U.S. each year – making it the travel industry's most important asset. The national transportation network provides for the safety, efficiency, resilience, and viability of long-haul travel to and within the U.S. This also means the travel industry’s economic contributions, global competitiveness, and future vitality all depend entirely on the condition and performance of the national transportation network.

Aging infrastructure, increased demand, growing congestion, poor or no multimodal connectivity, and a multitude of other challenges are putting extraordinary strain on the NTIN. This is already causing economic harm to America’s travel and tourism industry, by significantly reducing mobility to and within the U.S., dampening demand for travel and cutting productivity.

The great jobs engine that is the U.S. travel and tourism industry is at risk. Without specific focus and significant action at all levels of government to maintain and modernize the NTIN, the 15.6 million American jobs, $216 billion in U.S. exports, and $1 trillion in annual GDP that depend on travel are in jeopardy.

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¹ For the purposes of this report, “travel” or “long-haul travel” are defined as a domestic or international person trip to or within the United States of at least 50 miles or more away from home that includes at least one overnight stay.
The Need for a National Travel Infrastructure Strategy

The Federal role in transportation is to facilitate the movement of people and commerce, strengthen and enhance economic activity, and ensure safety and quality of life through transportation. Federal policies are geared towards making strategic investments in our transportation network that drive GDP.

Despite the economic importance of travel and its direct dependence on the national transportation network, the Federal government has made no serious effort to better understand the specific infrastructure and transportation challenges facing America’s travel industry. Moreover, there are no specific U.S. DOT-administered programs or national policies specifically focused on removing barriers to, and enhancing the economic contributions of, long-haul travel and tourism. But opportunities do exist.

In recent years, Congress and U.S. DOT have improved policies and better targeted resources towards enhancing national freight mobility. Since the movement of people and freight follow similar patterns and are of equal economic importance, the National Freight Strategy and National Freight Policy provide a model for success.

A Big Step Forward: The National Travel and Tourism Infrastructure Strategic Plan

The Fixing America’s Surface Transportation (FAST) Act directed the U.S. DOT to develop a National Travel and Tourism Infrastructure Strategic Plan (NTTISP). Under the FAST Act, the NTTISP must assess the condition and performance of our national transportation network; identify issues that create congestion and barriers to travel and tourism; and develop goals and strategies for improving vital travel infrastructure.

The FAST Act also established our Committee, the National Advisory Committee on Travel and Tourism Infrastructure (NACTTI), which is charged, among other responsibilities, with developing recommendations that can inform U.S. DOT’s development of the NTTISP.

Recommendations for Developing a National Travel and Tourism Infrastructure Strategic Plan

As a result of the NACTTI’s work over the past nine months, the Committee identified several key recommendations that U.S. DOT and Congress should pursue to develop a NTTISP and ultimately achieve its goals. In each area, the NACTTI provided its own analysis and recommendations to assist the U.S. DOT in this important work.

Specifically, the NACTTI recommends that the U.S. DOT and Congress take the following steps:

Establish a National Travel Infrastructure Network (NTIN).

The U.S. DOT should identify and officially designate a NTIN comprised of the facilities, corridors and systems that accommodate a significant portion of long-haul travel and multimodal connectivity to
major destinations and attractions. Establishing a NTIN can inform planners, private-sector stakeholders, and the public about where major travel flows occur and can be used to prioritize investments, guide federal policy development, and encourage collaboration across modes. The NACTTI recommends that major elements of the NTIN include:

- **National Highway System** corridors serving top U.S. drive market destinations;
- **Commercial service airports** handling a majority of domestic and international enplanements;
- **Passenger rail networks** including Amtrak, state-supported and private-sector lines;
- **Seaports** that accommodate significant volumes of cruise line passengers;
- **Unique assets** such as the Alaska Marine Highway system;
- **Rural and urban roads** that provide access to Federal and tribal lands, National Parks, coastal communities, and other major attractions; and
- **Multimodal systems and connections**, including rail transit and bus systems, rental car facilities, rideshare services, autonomous vehicles, and new or innovative transportation technologies.

### Assess the condition and performance of the NTIN.

The U.S. DOT should perform an analysis of the NTIN to determine:

- How effectively the NTIN provides for the safety, efficiency, resiliency and future growth of long-haul travel to and within the United States;
- How congestion and capacity constraints on the NTIN restrict long-haul travel mobility and future demand; and
- Critical travel infrastructure projects and mobility gaps along the NTIN that must be addressed to ensure the future growth and vibrancy for long-haul travel.

### Align Federal policies, programs and resources towards achieving the goals of the NTTISP.

Congress and U.S. DOT should implement policy changes to ensure that adequate levels of investment at the Federal, state and local levels are targeted towards achieving the goals of the NTTISP. These policy changes should include:

- Strengthening overall levels of federal investment by modernizing funding mechanisms, updating formula factors, and encouraging the use of public-private-partnerships and innovative financing tools; and
- Ensuring U.S. DOT discretionary grant programs provide specific consideration for critical travel infrastructure projects that achieve the goals of the NTTISP.

### Provide State and local agencies with resources to achieve the NTTISP.

Congress and U.S. DOT should implement policy changes to ensure State and local transportation agencies align long-term planning and investments towards achieving the goals of the NTTISP. Specifically, Congress and U.S. DOT should:

- Establish a National Travel Mobility Program that provides States and Metropolitan Planning Organizations (MPOs) with funding, through a visitation-based formula, for multimodal capital and operational improvements that contribute to the efficient movement of people on the NTIN and are identified by states or MPOs as critical to enhancing travel mobility and tourism;
Provide planning funds to States and MPOs to develop projects and strategies that ensure long-haul travel mobility and enhance the economic contribution of travel within their region; and

Recommend the establishment of State Travel Advisory Committees.

**Leverage existing U.S. DOT initiatives and programs to improve travel and tourism.**

U.S. DOT should identify how existing policy priorities, programs and initiatives can be leveraged to enhance the economic contributions of travel and tourism, including:

- Streamlining the federal permitting and environmental review process;
- Expanding the use of biometrics for security and facilitation; and
- Developing regulatory guidelines for the testing and implementation of new and innovative transportation technologies.

The NACTTI strongly urges the Department to consider the Committee’s work as it undertakes the creation of the National Travel and Tourism Infrastructure Strategic Plan. As representatives of the industries that power travel in this country – in the air, on the roads, afloat and on the rails – we believe the U.S. economy’s future depends on a focused, national effort to grapple with our infrastructure shortcomings. The Members below thank the Department for its support, and look forward to continuing the work we have begun.

*The National Advisory Committee on Travel and Tourism Infrastructure*

**Subcommittee 1 – Improvements to Critical Infrastructure**

Ms. Rosemarie Andolino, Chairman & CEO International Development, MAG USA
Mr. Sean Fitzgerald, Vice President, Enterprise Holdings, Inc.
Mr. Steve Hill, President and COO, Las Vegas Convention and Visitors Authority
Mr. Jim Mathews, President & CEO, Rail Passengers Association/NARP
Mr. Sean Menke, President & CEO, Sabre
Mr. Peter Pantuso, President & CEO, American Bus Association
Ms. Valarie Segarra, Executive Director of Strategic Initiatives, Las Vegas Convention and Visitors Authority

**Subcommittee 2 – Impediments to Critical Infrastructure**

Mr. Andrew Cook, Mayor, City of Westfield Indiana
Mr. James Dubea, Vice President, TranSystems
Ms. Camille Ferguson, Executive Director, American Indian Alaska Native Tourism Association
Mr. Bryan Grimaldi, Special Advisor, NYC & Company, Inc.
Mr. David Harvey, Vice President of Corporate Sales, Southwest Airlines
Ms. Sharon Pinkerton, Senior Vice President, Airlines for America
Mr. John Potter, President and CEO, Metropolitan Washington Airports Authority

Mr. Mufi Hannemann, President and CEO, Hawaii Lodging and Tourism Association
Definitions
For the purposes of this report, these terms have the following definition:

- “Travel”, “Long-Haul Travel”, or “Person Trip” means one person on a trip away from home overnight in paid accommodations or on a day or overnight trip to places 50 miles or more [one-way] away from home using any mode of transportation;
- “Domestic Travel” means travel by an American citizen within the United States;
- “International Travel” means travel to or within the United States by a citizen of a foreign country through a nonimmigrant visa.
INTRODUCTION: Travel & Tourism Is an Economic Engine for The U.S.

Travel Enables Work, Play And Everything In-Between: The Role Of Travel In Society

Mobility is essential to a growing, healthy economy and vibrant communities. Vital business meetings keep commerce moving. Conventions and conferences help share our innovative American spirit with investors at home and from overseas. Friends and families travel to spend time together. Students travel to further their education. There isn’t a single element of modern life that isn’t touched by the U.S. travel industry, which generates more than $2 trillion in economic output, supports nearly 16 million American jobs and shapes the communities in which we all live and work.2

Travel Volumes Are Large And Growing, To And Within The U.S.

The sheer scale of travel in the U.S. dwarfs that of many other countries and regions. In 2017, Americans took 2.3 billion person-trips, either for business or leisure.3 The FAA reports that each day air-traffic controllers manage 42,000 flight operations, including 27,000 daily commercial flights to or from more than 800 airports in nearly 80 countries.4 On Amtrak, in an average day passengers make nearly 87,000 trips. If it were an airline, it would rank as the fifth-largest in the U.S. In 2014, the American Bus Association reported that travelers took 604 million passenger trips, nearly two-thirds of which were for tours or sightseeing. Car rental accounts for over 110 million transactions per year. Enterprise Holdings, which operates Alamo, Enterprise and National car rental, reports that their vehicles travel more than 30 billion miles each year.

More Americans are traveling each year, and travel overall continues to grow. Americans are clearly on the move.

In 2017, Americans took 37.8 million more leisure travel trips than a year earlier, logging nearly 1.8 billion person-trips. Tourism travel accounted for 80% of all domestic U.S. travel in 2017. Business travel was up as well, rising by more than six million person-trips to reach 462 million person-trips. International visitation is up, but the rate of growth is slowing. Overnight visits to the U.S. were up less than one percent in 2017 at 76.9 million.

As for international travel volume, despite a dip in market share and visitors, the U.S. remains the single largest destination for global long-haul travel and the third-largest destination for overall global travel. Some 77 million international visitors traveled to the U.S. for leisure or

2 U.S. Travel Association 2017
3 U.S. Travel defines a person-trip as one person on an overnight trip away from home in paid accommodations, or on a one-way overnight trip to places 50 miles or more away from home.
4 FAA, Airlines 4 America Industry Review and Outlook
work in 2017, about 5.8% of all international travel worldwide. But this is down from a 6.5% market share in 2015.

Canada supplied roughly 26% of all U.S. visitors in 2017, and Mexico accounted for 23%. In the year 2000, China ranked 22nd as a source market for tourists in the U.S. but became the third-largest in 2016 and is poised to be the second-largest in 2019.

Business And Leisure Travel Drive Prosperity: Economic Impact

While leisure travel may mean fun and relaxation, it’s also serious business: In 2017, domestic and international visitors spent $1.36 billion in the U.S. Direct spending on leisure travel by domestic travelers and international visitors in the U.S. totaled $718.4 billion. Business travelers spent $317.2 billion during the same period, doing business face to face, closing deals, maintaining relationships or attending meetings or events. This spending supported almost 8.8 million jobs, making travel the seventh largest private industry in terms of employment. Including both direct and indirect economic impact, travel generates more than $2 trillion in total economic output, supports nearly 16 million American jobs and directly and accounted for 2.7% of the nation’s gross domestic product (GDP).

All of this travel creates a multiplier effect, rippling through the U.S. economy to support one out of every nine U.S. jobs, making travel and tourism the nation’s seventh-largest overall employer. The percentage of the U.S. gross domestic product that can be tied to travel and tourism is 2.7%.

Leisure and business travelers together spent $258 billion on food during their journeys in 2017, along with $220.4 billion on lodging, $192 billion on transportation itself (air fares, rail fares), $151.4 billion on driving and $106.8 billion on recreation. Travel also generated $106.9 billion in retail spending. Overall, travelers spent $1.036 trillion, generating a total of $2.4 trillion in economic output.

This is a powerful jobs engine—much more powerful than that of other industries. “On average, every $1 million in sales of travel goods and services directly generates eight jobs for the industry,” compared with five jobs for every $1 million in total non-farm industry sales, U.S. Travel reports.

Leisure travelers’ $718.4 billion in 2017 spending supported 6.2 million American jobs. Travelers visited family and friends, and everywhere they went, they shopped, enjoyed fine dining and food destinations, or spent time enjoying attractions such as amusement parks and resorts or visiting destinations in rural areas, such as America’s great National Parks. Their spending also raised $112.3 billion in tax revenue for federal, state and local governments. Leisure travelers spent $33.8 million more in 2017 than a year earlier.

5 Fact Sheet: International Inbound Travel To The U.S. (2017), U.S. Travel Association
Last year, business travelers spent $317.2 billion on their travel, supporting 2.6 million jobs and raising $52.5 billion in tax revenue. Just under 40% of U.S. business travel was for meetings and events, supporting more than a million jobs in that arena alone.

Growth in travel spending remains staggering, and an enormous driver of the overall U.S. economy. In 2017, domestic travelers spent $880 billion, $45.8 billion more than they did a year earlier. International travelers’ spending in the U.S. held steady at $156 billion. Putting these large figures into perspective, U.S. travelers and foreign visitors to the U.S. averaged $2.8 billion in spending every day in 2017. That’s $118.2 million per hour, $2 million per minute, or $32,800 every second.

Despite international travelers’ relatively small share of the overall travel picture, they nonetheless directly supported about 1.2 million U.S. jobs and $33.7 billion in U.S. wages. They also spend freely while visiting the U.S., staying an average of 18 nights in this country and spending $4,360 per trip. These visitors’ top activities were shopping, sightseeing, fine-dining, visiting National Parks or monuments, and visiting theme parks.

America’s Crumbling Travel Infrastructure Puts Our Prosperity At Risk

It’s clear that America’s travel infrastructure supports travel in the U.S. at an impressive scale, powering economic growth and social benefits. Crumbling and outdated infrastructure threatens to shut off this vital economic engine.

Our transportation infrastructure is vast and helps us compete in the world economy. More than 200,000 miles of federally supported roadways, 5,000 public-use airports, tens of thousands of bridges, and nearly 25,000 track-miles of intercity and commuter rail each year support billions of journeys throughout the country.

As the U.S. Travel Association notes, “modern, efficient travel infrastructure facilitates economic growth and competitiveness, improves our quality of life and strengthens our national security.”

And yet, our travel and tourism industry faces a serious and worsening threat. Aging infrastructure, deteriorating highways and bridges, outdated support systems and a bygone regulatory framework are all eating away at our competitiveness. As surely as mobility spurs growth, congestion and deterioration constrain it. Other nations are modernizing their airports, expanding and repairing their roadways to dramatically increase volume and capacity, and investing in and improving already-extensive passenger rail networks, including high-speed rail.

7 U.S. DOT Bureau of Transportation Statistics
8 Amtrak, American Public Transportation Association
9 USTA, ‘Building The Next Generation Of Travel Infrastructure’
Ranked first by the World Economic Forum in economic infrastructure in 2005, the U.S. has now slipped to 14th. The U.S. is being left behind, and we are paying a price.

The role of travel in our society is profound; the cost of doing nothing to address our serious travel and tourism infrastructure challenges is unthinkable.

**Establishing a National Travel and Tourism Infrastructure Strategic Plan**

While our vital travel infrastructure has fallen into disrepair, opportunities still exist to regain America’s leadership role in travel mobility. MAP-21, the Moving Ahead for Progress in the 21st Century Act (P.L. 112-141) and its National Freight Policy, offer a model for success. In 2015, DOT issued a National Freight Strategic Plan (NFSP) to tackle challenges much like those our travel industry faces today.

The NFSP:
- describes the freight transportation system and future demands on it;
- identifies major corridors and gateways;
- assesses physical, institutional, and financial barriers to improvement;
- and specifies best practices for enhancing the system.

These efforts and others led to more coordinated planning for freight movement at the local, state and federal level, and they also led to important policy changes to federal-aid highway programs so that states can achieve the freight strategic plans’ goals.

America’s national transportation network is responsible for more than the long-haul movement of freight. Its other primary purpose is to help move people to and within the U.S. – which is equally important to commerce, society and global competitiveness. Given this importance, it only makes sense that our federal government would also develop strategies and policy changes similar to those in the NFSP to ensure the efficient movement of people and secure this $2 trillion industry.

We took a crucial step forward in late 2015 with passage of the Fixing America’s Surface Transportation (FAST) Act, which directed the Department of Transportation to develop a **National Travel and Tourism Infrastructure Strategic Plan (NTTISP)**.

The NTTISP will:
- Assess the condition and performance of our national transportation network with respect to travel and tourism;
- Identify issues that create congestion and barriers to travel and tourism;
- Forecast travel and tourism volume for the following 20 years;
- Assess our statutes, regulations, technologies, and other barriers to improved long-haul travel performance for travelers and tourists;
• Identify best practices for improving transportation performance for travelers and tourists; and
• Identify strategies to improve intermodal connectivity for travelers and tourists.

The FAST Act also established the National Advisory Committee on Travel and Tourism Infrastructure to give the Secretary of Transportation information, advice, and recommendations on matters relating to the role of intermodal and multimodal transportation in fostering mobility to support travel and tourism.

We applaud Congress for its vision in establishing a NACTTI and ensuring the development of a NTTISP. We also applaud Secretary Chao and the DOT for recognizing the importance of travel mobility, reconvening the NACTTI in 2018, and devoting the Department’s time, resources and expertise to the development of the NTTISP.

DOT’s Charge To The Committee

One of the many areas in the Committee’s charter is to contribute to the NTTISP. Once the Committee’s charter was renewed in May of 2018, this assignment took on special urgency, and Members were asked to accelerate reviews of “issues that create congestion and barriers to travel and tourism,” as well as to “assess the condition and performance of our national transportation network with respect to travel and tourism.” An important dimension of this assignment was to reach consensus among the Committee’s principals to define “critical” infrastructure to carry out our review.

To respond to DOT’s request within the short time frame made available, the NACTTI focused on developing and identifying strategies, methodologies and resources DOT can use to develop the NTTISP, as well as specific recommendations DOT should consider incorporating into the Plan itself.

The Committee’s work appears in two Sections:

**Section One** provides the NACTTI’s guidance and recommendations for how the DOT can identify critical travel infrastructure and establish a National Travel and Tourism Infrastructure Network (NTTIN), measure the Network’s performance and identify major mobility gaps, and identify critical travel infrastructure projects essential for facilitating and enhancing long-haul mobility.

**Section Two** identifies barriers to improving critical infrastructure. Section Two recommends several potential solutions for DOT to consider, centering on funding, organizational issues and regulatory hurdles.
SECTION ONE

Identifying Critical Travel Infrastructure and Recommendations for Establishing the National Travel and Tourism Infrastructure Network

Most long-haul travel to and within the U.S. takes place over roads (80%), airports (18%), and passenger rail (2%). The NACTTI compiled and reviewed data on travel volumes and system performance for each of these three modes to inform its recommendations.

In addition, the DOT directed the NACTTI to define “critical travel infrastructure” and identify essential infrastructure assets and corridors that meet this definition. NACTTI members developed the following consensus definition for “critical travel infrastructure”:

“Critical Travel Infrastructure” consists of the fixed installations, including but not limited to roads, railways, airways, waterways, and terminals such as airports, railway stations, bus stations and seaports, that enable long-haul travel mobility to and within the United States. Whether physical or virtual, these systems and assets are so vital to the large-scale movement of people that the incapacity, inefficiency or absence of such systems and assets would debilitate travel and tourism and endanger security, safety, economic growth, or any combination of those matters. When determining if systems or assets qualify as Critical Travel Infrastructure, consideration should be given to alleviating congestion and accommodating future growth along major corridors for long-haul travel (surface, air, rail) and enhancing connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets (AV’s, TNC’s, transit).”

This rest of this section analyzes industry data and existing research to identify the major assets and corridors that account for a significant volume of long-haul travel within each mode, and meet the NACTTI’s definition of “critical travel infrastructure.” Taken together, these assets and corridors provide a wide-ranging, although still incomplete, picture of the major elements of a truly National Travel and Tourism Infrastructure Network.

NACTTI Recommendation

To support a sound and effective travel and tourism strategic plan, the NACTTI recommends that DOT develop a multimodal travel and tourism network vision that can inform planners, private-sector stakeholders, and the public about where major travel flows occur and where special attention to travel and tourism issues may be most warranted. The National Travel and Tourism Infrastructure Network (NTTIN) can be used as a way to prioritize investments, guide federal policy development, and encourage collaboration across all transportation modes.

In many cases, the NTTIN will overlap with the National Freight Network, as both goods and people share vital corridors and travel patterns. However, it is nevertheless important to
identify and establish a separate NTTIN because passenger rail lines, airport terminals, transit systems, highways and roads are in many cases predominately or exclusively devoted to moving people.

Breakdown of Critical Travel Infrastructure by Mode

Roads
America boasts one of the most robust road networks on the planet. So it’s no surprise that by far, Americans make most of their trips by automobile – about 80% of all domestic U.S. travel is by car, either a personal auto or a vehicle rented from one of the major auto-rental companies. Data from the TravelTrak America Survey\textsuperscript{10} show that Americans make more than 1 billion person-trips each year by car.\textsuperscript{11} And even though personal autos can be found in towns and hamlets of every size, a lot of that travel is concentrated in a few highly congested areas. In fact, the Top 30 drive markets account for nearly 40% of all U.S. person-trips.

\begin{table}[h]
\centering
\begin{tabular}{|c|l|c|l|}
\hline
\textbf{Rank} & \textbf{Destination} & \textbf{Rank} & \textbf{Destination} \\
\hline
1 & Los Angeles-Long Beach-Santa Ana, CA MSA & 16 & Phoenix-Mesa-Scottsdale, AZ MSA \\
2 & Orlando-Kissimmee, FL MSA & 17 & Austin-Round Rock, TX MSA \\
4 & Washington-Arlington-Alexandria, DC-VA-MD-WV MSA & 19 & Columbus, OH MSA \\
5 & Dallas-Fort Worth-Arlington, TX MSA & 20 & Kansas City, MO-KS MSA \\
6 & Houston-The Woodlands-Sugar Land, TX MSA & 21 & San Antonio-New Braunfels, TX MSA \\
7 & Sacramento-Arden Arcade-Roseville, CA MSA & 22 & Indianapolis-Carmel-Anderson, IN MSA \\
8 & Chicago-Naperville-Elgin, IL-IN-WI MSA & 23 & Virginia Beach-Norfolk-Newport News, VA-NC MSA \\
9 & Sevierville, TN Metropolitan SA & 24 & Nashville-Davidson–Murfreesboro–Franklin, TN MSA \\
10 & Miami-Fort Lauderdale-West Palm Beach, FL MSA & 25 & Cincinnati, OH-KY-IN MSA \\
11 & Boston-Cambridge-Newton, MA-NH MSA & 26 & Minneapolis-St. Paul-Bloomington, MN-WI MSA \\
12 & Las Vegas-Henderson-Paradise, NV MSA & 27 & Mobile, AL MSA \\
13 & San Diego-Carlsbad-San Marcos, CA MSA & 28 & Jersey Shore (No MSA) \\
14 & Atlanta-Sandy Springs-Roswell, GA MSA & 29 & Baltimore-Columbia-Towson, MD MSA \\
15 & San Francisco-Oakland-Hayward, CA MSA & 30 & Flagstaff, AZ MSA \\
\hline
\end{tabular}
\caption{Top 30 Destination Drive Markets}
\end{table}

Top 30 Drive Markets
The corridor linking Los Angeles to Santa Ana via Long Beach is the largest single drive market, accounting for 37.5 million person-trips and nearly 4% of the person-trips made in the entire country. Folks making that drive spend an estimated $644 for each trip as a household – 45% more than the U.S. average. Nearly three-quarters of those drivers originate inside California, while Nevada and Arizona each generate about 4% of the journeys on to that corridor.

The perennially appealing vacation allure of Orlando-Kissimmee, FL, helps it take the second overall spot, with some 23 million person-trips, or 2.3% of all U.S. trips. The benefits of tourism

\textsuperscript{10} TravelTrak data compiled by U.S. Travel for NACTTI
\textsuperscript{11} Note: The number of person trips only
spending are especially evident here: household trip spending for those Orlando trips is nearly 2.5 times the national average, at $1,109 per journey. Roughly half of those trips originate in Florida, while the rest come from outside the state. The top origin markets are Georgia and Texas.

The busy financial aorta of the country rounds out the top three. The giant Metropolitan Statistical Area covering New York-Northern New Jersey-Long Island and Pennsylvania comes in just a bit behind Central Florida, at 2.2% of total U.S. person-trips, or more than 22 million. Like the other top destinations, spending on these trips exceeds the national average – in this case, by about $100 more per trip.

Although a quick look at the top three markets might lead an observer to think that traffic volumes and congestion are spread throughout the U.S., a scan beyond the top few lines tells a very different story. Most of the top U.S. drive markets are concentrated in the Southeast and Southwest. In fact, nearly a quarter of all U.S. person-trips were to destinations in one of those two regions. California destinations, along with Las Vegas, Phoenix and several Texas cities, by themselves account for 15% of all U.S. person-trips, or 151 million.

An important element of the extensive U.S. road network is the essential travel provided by America’s bus operators – the motorcoach industry’s roughly 3,000 companies. More than 90% are small businesses, and together they operate some 34,000 motorcoaches of all kinds across the U.S. interstate highway system.

In addition, motorcoach travel is a significant driver of travel and tourism revenue, directly contributing $88.74 billion to the U.S. economy. After accounting for suppliers and induced economic benefits, overall buses contribute $228.23 billion, creating as many as 180,157 hotel jobs, 281,488 jobs in local restaurants and another 188,997 jobs in tourist venues and attractions.

(See Map 1)
It’s no secret: America’s airports are as crowded as its skies. Deregulation unleashed the competitiveness of the country’s airlines, and today it’s easier and less expensive for Americans to fly than it has ever been. At the same time, that popularity has led to strains, particularly as airlines have focused their attention and operations on a handful of airports.

The Top 30 U.S. domestic airports, as ranked by point of origin and destination passengers, look a little bit like the drive markets – they reflect where people want to go. Despite the hundreds of airports in the U.S., the Top 30 account for nearly two-thirds of all domestic passengers, and fully two-thirds once international arrivals are factored in. Los Angeles International (LAX) leads the pack at nearly 22 million arriving domestic passengers in 2017, followed closely by Las Vegas McCarran (LAS) at 17.1 million and Chicago O’Hare (ORD) at 17 million. Including international visitors, Los Angeles remains on top at nearly 32 million, followed by New York’s John F. Kennedy International (JFK) at 24 million and O’Hare at 21.6 million.

Eye-popping as those numbers may be, they don’t even begin to capture the growth being forecast for America’s airport gateways. Forecaster The Boyd Group puts 19 of the Top 30 U.S. airports (by arriving passengers) on its list of airports expected to see the highest growth in enplanements. Four important airports that Boyd tags as among those growing the most don’t even make the Top 30 list, but are poised to crack the Top 30 soon. Thanks to connecting traffic, Boyd forecasts Houston Hobby (HOU) enplanements to grow 7.9%, along with St. Louis-Lambert (STL) at 5.8%, Dallas-Love (DAL) at 4.9% and Charlotte (CLT) up 1.9%. Charlotte is an example of an airport in which the connecting traffic dominates, which means investments
there, like in any other connecting airport, would ripple through the entire U.S. travel market.12

(See Map 2)

MAP 2: Top 30 Airports by O&D Passengers Total, Domestic, International

Passenger Rail
Passenger rail accounts for just 2% of the overall travel picture in the U.S., but that percentage masks the important role passenger rail plays in critically underserved areas of the country, as well as relieving congestion in some of America’s most crowded travel corridors. Some 12 million passengers rode Amtrak’s Northeast Corridor service between Boston and Washington, DC, in Fiscal 2018 and another 15 million rode trains supported in a joint arrangement between the States and Amtrak. Amtrak’s long-distance services carried more than 4.5 million Americans, mostly between rural destinations and a large number of whom were elderly or disabled and therefore shut out of other transportation options.13

Amtrak’s top city pairs mostly reflect the top destinations of other modes, but with a handful of exceptions, demonstrating the degree to which rail connects areas of the country which don’t

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12 Boyd Group International Airports: USA Forecast, November 2018
13 Amtrak Fiscal 2018 Financial Results and Ridership Report, Nov. 19, 2018
otherwise have ready or easy connections. About 2.3 million passengers took Amtrak between New York City and Washington, DC, and another 1.7 million traveled between New York and Philadelphia. Boston to New York was the third-highest at 1.5 million travelers. Among the Top 20 city-pairs, however, were Chicago-Milwaukee (686,775), the car-chocked corridor between Los Angeles and San Diego (409,204), Portland, OR, and Seattle, WA, at 254,100 and Chicago and St. Louis, at 207,325.

Western states are outsize users of Amtrak’s state-supported network, accounting for 6.5 million riders or 21% of Amtrak’s overall ridership – some 43% of the state-supported network total. In addition, the Western states rely very heavily on the long-distance National Network trains. A 2017 analysis of 2016 data found 15 communities, mostly in the remote West, generated more trips than residents. These small, relatively isolated communities rely on these trains as a lifeline, as well as a steady means of delivering tourists to National Parks. East Glacier, MT, for example, generates 1.44 times as many passengers as residents, reflecting its status as a gateway to Glacier National Park.

Long-distance trains punch well above their weight as economic engines in the communities they serve. Rail Passengers Association’s recent study of the economic contributions of Amtrak’s Southwest Chief showed that in Kansas, Colorado and New Mexico alone, the train contributes $180 million per year to the local economies – more than three times what Amtrak spends to operate the entire 10-state route.

The Midwest accounted for 19% of Amtrak’s state-supported total in Fiscal 2018, and the Northeast took a 29% share, not counting the Northeast Corridor.

Taken together, all trains operating in the Northeast (either the NEC or beyond, such as the Downeaster to Maine or the newly launched New Haven-Springfield service) accounted for just over half of Amtrak’s overall ridership. As is the case for airports and NextGen, the Northeast Corridor is another example of a vital national resource whose needs go well beyond local concerns. NEC-connected communities generate $2.6 trillion of annual economic activity. That means the New York tunnels represent a single point of failure for 20% of the nation’s economy. Some 2,000 trains traverse the Corridor each day, hosting 260 million annual passenger trips – a number projected to rise to 500 million by 2040. Likewise, by closing a single gap of just more than one mile, the North-South Rail Link project in Boston will fully connect the entire East Coast from Maine to North Carolina and beyond.

14 Rail Passengers Association analysis of Amtrak Fiscal 2017 ridership data by station
MAP 3: Major Rail Corridors

2018 Riders per Departure

Source: AMTRAK, 2019
Seaports

According to a recent Cruise Lines International Association (CLIA) report, cruise passenger embarkations from U.S. ports rose 5.4 percent from 2014 to 2016, to 11.66 million – a new high. Passenger growth produced economic gains: spending by the cruise lines and their passengers and crew in the U.S. rose 3.2 percent to $21.69 billion in 2016. This is 15 percent higher than it was in 2011, and a new peak in cruise industry expenditures in the U.S.\textsuperscript{15}

Demand for cruising has increased 20.5\% in the period 2011-2016. Consumer demand for multi-day cruises is driving the design and development of larger, more sophisticated cruise vessels. Cruise Industry News reports 120 ocean ships are on order and slated for delivery between 2018 and 2027 with an average capacity of 2,356 passengers each.\textsuperscript{16} This represents a $69.1 billion investment by cruise lines in new vessels.

To keep pace with that demand, seaports serving the cruise industry must invest in infrastructure to accommodate new vessel designs, greater numbers of passengers per sailing, and the growing use of LNG (liquified natural gas) as a maritime fuel to power cruise ships to meet new global emissions standards taking effect in January 2020.\textsuperscript{17} Of the total number of cruise ships on order and scheduled to enter service by 2027, 26 will be LNG-powered.\textsuperscript{18}

U.S. seaports play a critical role in sustaining the economic vitality of the travel and tourism industry, both domestically and worldwide. The pace of growth in the cruise industry over the last few years is significant and provides substantial benefit to the U.S. economy. Globally, the cruise industry reports $126 billion total output and 24.7 million passengers for 2017, with 11.5 million of those cruise passengers coming from the U.S..\textsuperscript{19} In 2018, 27.2 million passengers are projected.

Port Canaveral, FL, offers a glimpse into the scale of this industry’s contribution to the travel and tourism economy. Port Canaveral is a world-class gateway for Central Florida, now the nation’s tenth largest consumer market with economic growth well above the national average. With 4.5 million multi-day cruise passenger movements in 2018, Port Canaveral is the second-busiest cruise port in the world and Florida’s third largest by operating revenue.

This facility, known as “Orlando’s Port,” is home for ten year-round and seasonal cruise ships, operated by Carnival Cruise Line, Disney Cruise Line, Norwegian Cruise Lines and Royal Caribbean International and sailing 3- to 8-day itineraries to the Eastern and Western Caribbean. Additionally, the Port is a popular port of call for over 20 cruise ships sailing seasonal itineraries from/to mid-Atlantic and Northeast U.S. ports. The Port is also less than an hour’s

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drive from/to four international airports: Orlando International (OIA), Sanford International (SFB), Daytona International (DAB) and Orlando Melbourne International (MLB). Orlando International, one of the 15 busiest airports in the U.S., is now the busiest airport in Florida with 44.7 million total passengers in 2017.

In Florida alone, seaports have invested billions in seaport mobility infrastructure to increase the flow of cruise passengers and goods through Florida. These investments support an industry providing over 900,000 jobs in Florida and generating $117.6 billion in economic activity. Florida seaports process over 16.1 million cruise passengers, over 62 percent of all cruise passengers visiting the U.S.20

Intermodal connections to and from seaports from other transportation modes are vital and growing roadway and airspace congestion threaten the growth of the cruising industry.

Multimodal Systems and Connections

With a national transportation network diversifying away from car-centered infrastructure, private companies and DOTs are exploring how to improve their tourism destinations through multimodal systems to ensure a seamless travel experience for visitors.

Whether autonomous vehicles, zero-emission buses, or rail transit, there is still a need to invest in reliable, quick, and cost-competitive transportation options that provide travelers with access to travel destinations. There is also a need to invest in the infrastructure that supports these systems. From bus lanes, to fixed guideways, to recreational trails, alternative and last-mile transportation options provide increase connectedness between modes and help bridge the rural and urban divide.

(See Map 4)

Tribal Lands And National Parks: A Major Tourism Infrastructure Gap

The National Congress of American Indians, or NCAI, examined the growing chasm between the needs of travelers within, through and to tribal lands. The Congress found that “despite the importance, potential, and influence of tribal nations, the history of tribal transportation infrastructure is one of unmet needs that grow larger each year.”

With the enormous and unique draw of tourism to tribal lands, NACTTI believes it’s vital to consider the unique challenges to travel and tourism infrastructure on reservations, in National Parks, and in our wilderness and rural attractions. NCAI developed several compelling recommendations in its Transportation Infrastructure Recommendations and Summary Report.

NCAI recommended expanding tribal transportation infrastructure investment, to include expanded funding for Tribal Transportation Planning and capacity building. This is important to ensure a regional approach in each of the 12 Bureau of Indian Affairs regions and sufficient resources to support long-term and effective transportation planning.

21 NCAI Tribal Transportation Report, Nov 2013
It’s also important to focus on the ways transportation investment can create jobs and healthier economies on tribal lands, and to avoid considering transportation on tribal lands in a vacuum. Instead, policies need to reflect how transportation planning supports economic planning, education, housing, and other industries, particularly those that are common in tribal areas, including tourism, gaming, hotels and recreation.

Working across jurisdictions is also a key consideration in ensuring smooth, fluid and safe access to and through the attractions on tribal lands.

**Measuring System Performance and Identifying Critical Infrastructure Projects**

Measuring System Performance Through the Eyes of the Traveler

When it comes to travel infrastructure, very few Americans would describe its impact on their lives in terms of report cards, budget deficits, dedicated funding streams or distribution formulas. Most Americans are likely experiencing its decline in terms of travel times, congestion, delays, cancellations, hassle or lack of alternative transportation options.

For example, our travel infrastructure is often pushed to maximum capacity during peak travel times. Almost any person that has taken a long-distance car trip over the Labor Day weekend can describe the bottlenecks, car accidents, and increased travel times that result from huge spikes in traffic volumes. Similarly, anyone who has passed through a major U.S. airport over Thanksgiving weekend will likely recount stories of long lines at security checkpoints, overcrowded terminals and rampant flight delays caused by the enormous spikes in passenger volumes.

NACTTI Members worked to understand the condition and performance of Critical Travel Infrastructure through the perspective of the traveler and America’s travel industry. For the major corridors and infrastructure assets, NACTTI examined existing data and research to assess the network today for its performance and ability to safely and efficiently handle current, and future, travel volumes. NACTTI also identified significant performance or infrastructure gaps in the network, as well as critical travel infrastructure projects that can address the challenges we found.

**Identifying Critical Infrastructure Projects and Gaps in the National Network**

As noted earlier, the NACTTI’s consensus definition of critical travel infrastructure included special consideration for infrastructure projects to ease congestion and accommodate future growth along major corridors for long-haul travel (surface, air, rail) and enhance connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets (AV’s, TNC’s, transit).

Using this definition, the U.S. Travel Association surveyed more than 500 tourism and transportation stakeholders to ask them to identify critical travel infrastructure projects in their
regions. U.S. Travel and the NACTTI received more than 300 projects in response. The list of projects is included in Appendix XXX.

It’s important to note that the data and analysis below, along with the list of critical infrastructure projects provided in the report, is not comprehensive. The NACTTI recommends that DOT conduct additional research and further analysis to better understand how the performance of the NTTIN is impacting mobility and long-haul travel. The NACTTI also recommends that DOT conduct a more comprehensive solicitation for critical travel infrastructure projects that are needed at the state and federal levels to ensure the efficient and safe movement of long-haul travelers throughout the U.S.

Highways, Roads and Bridges

System Performance
The U.S. Travel Association recently issued a compelling report concluding that within just a few years, everyday congestion on the nation’s highways would equal that of the Labor Day holiday weekend.

The study team identified a series of critical highway corridors connecting major metropolitan regions to capture longer distance passenger travel. No national personal travel demand model nor database exists that focuses on such scale and use. However, the study team identified a set of 223 permanent Automatic Traffic Recorders (ATRs), maintained for major highways and reported to the Federal Highway Administration (FHWA) as part of the Vehicle Travel Information System (VTRIS) database, that had sufficient data to determine daily fluctuations in such highway traffic.

Of course, obtaining this sort of data merely scratches the surface of what’s possible. Addressing safety and congestion are critical to the future of over-the-road travel. Technology has already been developed to connect the car to the road, traffic signals and other cars. There is promising work already underway in vehicle-to-infrastructure (V2I). These types of systems capture traffic-data generated by the vehicles themselves, collectively aggregating and sharing important advisories directly to drivers on safety issues, blockages, or the local environment. This can greatly reduce congestion while improving safety.

The NACTTI strongly supports efforts to ensure that V2I deployments qualify for the same kinds of federal aid as Intelligent Transportation Systems (ITS) programs have in the past. The networked effects of such systems will provide tremendous benefits to the entire highway and road network, and not just the states and localities paying to install and deploy V2I.

Estimated growth rates in traffic were derived from state DOT forecasts were used to determine when the average day would begin to look like the observed peak days on the highway corridors. State DOT forecasts, normalized to common forecast years by FHWA, were weighted and averaged by U.S. Census Divisions.
On routes known to be important to longer distance travel, the numbers systematically arrayed in the study provide evidence of how close the Nation is to completely using this component of its highway capacity. The data confirms that Labor Day weekend is among the busiest travel periods on longer distance highway travel corridors in the U.S. and is frequently the peak day on certain corridors. Other peak highway travel periods include the 4th of July, Thanksgiving, and Memorial Day Weekends.

Peak period traffic volumes are commonly 140 -160% or more of average daily demand. These corridors were selected due to the character of their travel and availability of data. They are not statistically representative and cannot be combined to be considered a measure of national performance. Nor can these attributes alone be ranked to present investment priorities. However, they do represent the stress that is placed on these facilities routinely and have a significant impact on the mobility of travelers.

At current rates of highway traffic growth, unless additional capacity for transportation is created through expansion of existing infrastructure, new facilities, or innovative techniques, the typical day will approach Labor Day peaks. Several major corridors will carry as much traffic on a normal day in the near future as they carry today on Labor Day. For example,

- I-95 between Palm Beach and Melbourne, Florida as soon as 2020.
- I-5 between Los Angeles and San Diego, I-70 between Columbus and Pittsburgh, and I-95 between New York and Washington as soon as 2024.
- I-15 between Southern California and Las Vegas will feel like Labor Day weekend on a typical day as soon as 2027.

This level of congestion would significantly reduce national travel mobility and cause severe economic harm the U.S. travel and tourism industry. According to a U.S. Travel survey, this level of congestion would discourage nearly 60% of surveyed travelers from taking the trips they typically take. “If travelers avoided just one auto trip per year” and did not replace that trip with another form of transportation, “the U.S. economy would lose $23 billion in spending that would directly support 208,000 American jobs,” the Association said.

Examples of Critical Infrastructure Projects and Gaps in the National Network
These examples of highway, road and bridge projects meet the NACTTI’s definition of “critical travel infrastructure” and illustrate how focus on critical projects could address congestion or significant performance gaps in the national travel infrastructure network. These examples are not exhaustive. A more detailed project list is included as an appendix to this report.

Completion of Interstate-73: The proposed route traverses the northeastern part of the state through Dillon, Marion, Marlboro and Horry Counties. I-73 will connect Myrtle Beach with I-95 and I-74 in North Carolina. The completion of I-73 in South Carolina will provide a direct route from Myrtle Beach to Michigan and the Great Lakes. During the summer months, visitors from Ohio are the third largest amount of visitors per state that the Myrtle Beach area sees (only behind SC and NC). I-73 completion will provide a direct route for those Ohio visitors to make
for a more enjoyable travel and tourism experience. In the event of a hurricane during peak travel season, studies have shown that it would take nearly 50 hours to evacuate the Myrtle Beach area. I-73 would cut that time dramatically. The project has critical local buy in – Horry County recently voted to dedicate up to $25 million each year towards the construction of I-73.

**Interstate-11:** The new proposed Interstate 11 would connect Las Vegas, Nevada and Phoenix, Arizona, the only cities in the country with populations of over one million people not connected by an interstate highway. Recognizing the importance this corridor to interstate travel and freight movement, Congress formally designated this corridor as future the Interstate 11 in 2012. Both the Nevada Department of Transportation and Arizona Department of Transportation have been working on completing improvements to segments of the corridor and continue working on planning and environmental reviews for future segments of this corridor. Additional federal funding is necessary to allow state and local partners to complete the planning, engineering, and construction of the roadway to address the significant safety and mobility needs in this corridor.

**Interstate-15:** The I-15 corridor is a vital commercial and tourism route serving multiple states in the western part of the country, moving people and goods to and from major trade gateways, tourist destinations, and population centers. Overall, the I-15 corridor moves more that 46 million vehicles annually, including 2 million tons of freight valued at $108 billion. According to the Federal Highway Administration, I-15 is the primary access route between Southern California and Las Vegas with more that 25 million people driving this corridor annually. In the high desert of California between Hesperia and the state line of California and Nevada has become a major chokepoint for goods movement, travel and tourism. Unfortunately, congestion delay during peak travel times on I-15 between Southern California and Las Vegas is projected to grow from 3.19 hours per vehicle in 2012 to 7.03 hours in 2022. This congestion has the potential to deter travel, costing billions in lost spending and growth in both the region’s and the nation’s economy growth.

The multimodal capacity of transportation options in the I-15 corridor must expand to ensure a chokehold is not placed on commerce, commuters, or visitors. Multimodal upgrades and improvements are necessary in this corridor to improve travel time reliability, eliminate traffic congestion, and provide safety enhancements to ensure that economic growth is not undermined by inadequate infrastructure.

**Brent Spence Bridge:** The Brent Spence Bridge carries both I-75 and I-71 traffic through the Greater Cincinnati and Northern Kentucky area. As a key segment of the Interstate System, it connects 10 States (including Kentucky and Ohio) from Michigan to Florida. The bridge was listed as "functionally obsolete" in the National Bridge Inventory in 1998 due to its inadequate capacity and sight distance and safety design.

Each day, more than 170,000 motor vehicles cross the bridge, more than double its original design capacity of 80,000. Due to the obsolete design and capacity, motorists are three to five times more likely to have a crash in this corridor than on any other portion of the interstate
systems in Ohio, Kentucky, or Indiana. Traffic congestion in the corridor results in an average of 3.6 million hours of delay for passenger cars annually. The bridge is also on one of the busiest freight corridors in the Nation, carrying over $417 billion in goods annually.

Ohio and Kentucky are working on a project to rehabilitate the existing bridge and build a new span. The estimated cost of the project is more than $2.5 billion, but the funding to pay for the project has not yet been identified.

**Airports and Air Traffic Control**

*System Performance*

There’s a saying among airport professionals: “If you have seen one airport, then you have seen ...one airport.” Just as airports differ in size, market type (Origin & Destination or Connecting), community and economic impacts, one thing is certain: they all have infrastructure needs. Some 75 percent of all U.S. air travelers either travel to, or connect through, one of the Top 30 airports, and as travel growth continues apace, those airports will account for more than 60 percent of the overall need for infrastructure.

Many airports have tried to respond aggressively to the need. Since 2008, there have been multiple new runways at Chicago O’Hare, and new runways have gone in at Fort Lauderdale, Washington-Dulles, Seattle and Charlotte. There are also new, expanded or modernized terminal facilities in New York, Miami, Las Vegas, Orlando, Honolulu, Houston, Denver, Salt Lake City, Seattle and San Francisco, plus international facilities in Atlanta, Boston and Los Angeles. Smaller airports, more challenged, are still trying to respond. For example, there have been runway projects in Columbus, Des Moines, Erie, Nashville, Providence and Sioux Falls, as well as terminal projects at many smaller airports.

While over $130 billion of capital projects have been completed, are underway or approved at those 30 largest airports in the past decade – which is an 86% increase since 2015 – more needs to be done. America’s airports face nearly $100 billion in infrastructure needs through 2021. Airports must absorb tremendous growth in passenger and cargo activity, rehabilitate and expand facilities, enhance the passenger experience. Most U.S. airports have seen passenger numbers grow year over year. On November 25 of this year, the Transportation Security Administration handled 2.7 million people in a single day. For travelers, this can mean that air travel – already frustrating enough to discourage some travel – may become even more frustrating without additional investment. Today’s investment is not anticipating tomorrow’s growth. Modernizing and maintaining these vital travel infrastructure assets is particularly challenging, but vitally important.

Airports provide some of the clearest examples of investments that appear to be local, but which actually benefit the entire nation and should be considered accordingly. Certain investments – such as the national airspace system upgrades taking place under the NextGen initiative – produce benefits throughout the country, and thus justify a federal investment and oversight role.
Apart from generating more than $1.4 trillion in annual economic activity and supporting 11.5 million jobs, airports are often the first, and last, impression travelers have of a community. And that impression can determine whether the traveler will return to spend more or avoid that destination altogether. Decaying, overcrowded terminal facilities make air travel inconvenient, arduous and unappealing.

Infrastructure in this instance, however, means more than just traditional roads and runways. Our definition must adopt a more holistic approach that also includes terminals, facilities, mobility centers, technology and, of course, safety and security. The DOT needs to provide greater flexibility in how it defines infrastructure to help airports meet their growing demands to modernize and add capacity to meet travelers’ needs.

**Examples of Critical Infrastructure Projects and Gaps in the National Network**

These selected examples of airport and air traffic control projects meet the NACTTI’s definition of “critical travel infrastructure,” and highlight how the critical infrastructure projects would address congestion or significant performance gaps in the national travel infrastructure network. These examples are not exhaustive. A more detailed project list is included as an appendix to this report.

**NextGen Air Traffic Control System:** One of the most important programs for improving travel and tourism in the U.S. is the FAA’s ambitious NextGen. Launched in 2007, NextGen is not a single program or project or even a technology, but an ambitious effort to rebuild and reimagine our air-traffic control system for the modern era. FAA and its private-industry partners are about halfway through the NextGen project plan, having deployed a host of systems to automate handling of individual flights, as well as sophisticated systems to track aircraft more accurately. From well-known systems such as Automatic Dependent Surveillance-Broadcast (ADS-B) to lesser known innovations such as wake turbulence recategorization – which permits aircraft to fly more closely together, thus increasing capacity in our crowded airspace – NextGen has already produced gains.

But there remains much work to be done, and the traffic growth won’t wait for NextGen to be complete in the upcoming decade. The major New York-area airports, for example, typically rank first through fourth in the worst on-time performance in the U.S. Bottlenecks in the New York-area airports restrict travel and tourism nationwide. This is an example of a national problem masquerading as a local one.

**PHL Air Traffic Control Tower:** This project involves the relocation of the existing air traffic control complex and construction of a new ATCT complex. It includes the following in addition to the ATCT: (1) the regional TRACON facility; (2) the local Flight Standards Office; and, (3) other support functions. This includes design, construction and permitting for facility construction, site prep and utilities, access roads and vehicle parking area, all FF and E, and commissioning. Included with the effort would also be any reimbursable agreements required by the FAA to assist with design, equipment purchasing and installation, construction, and
commissioning. In addition, due to the functionality of this system, a new system will be required to be installed and commissioned prior to the demolition of the existing system. This project would impact the airport’s ability to move large numbers of aircraft, and people, into and out of our airport in a more efficient manner. The current tower is not NextGen compatible and without the necessary newer infrastructure in place PHL will continue to run into airfield and near-airspace capacity issues.

**PDX Terminal Core Redevelopment (TCORE) Project:** The Terminal Core Redevelopment (TCORE) project is a modernization of PDX, necessary to ensure sufficient capacity for future passenger demand, upgrade seismic resiliency, and replace aging systems and infrastructure. Specifics include a terminal expansion to the west with new security screening checkpoint lanes and concessions, the demolition of Concourse A and remodel of Concourse B, and the completion of a new roof structure. The result will be more space for retail and restaurants, larger security checkpoints to help reduce time waiting in line and modern ticketing and baggage drop space. This project meets the critical infrastructure definition in two ways, by providing PDX with additional capacity for future growth and alleviating airport congestion. The project is being designed to meet our need to accommodate 33 Million Annual Passengers (MAP), which the airport anticipates by approximately 2045. Secondly, the project addresses congestion at many of our passenger processing chokepoints, mostly caused by a dramatic change in how passengers are processed for a flight. Technology, automation, and self-service have radically changed how passengers use airports. With the completion of the TCORE project, PDX will have a much more flexible space, enabling us to adapt to future changes in air travel.

**SAN Airport Development Plan:** The Airport Development Plan (ADP) is the San Diego County Regional Airport Authority’s master planning effort to determine the facilities needed at San Diego International Airport to meet the region’s air travel demand through 2035. One of the major components of the ADP is the replacement of the 50-year-old Terminal 1 with an attractive, modern and more efficient terminal. The ADP will also include other airfield enhancements and major improvements to roadways serving the airport, including Terminal 1 replacement; new on-airport entry roadway; dual-level roadway and curb front; expanded parking; and airfield improvements. The ADP is needed to meet the demand for air travel in the San Diego region through 2035. San Diego International Airport (SAN) served over 22 million passengers in 2017. At only 661 acres, this amount of activity makes SAN the smallest major U.S. airport. The number of passengers at the airport is projected to increase up to 33 million by 2030. The Terminal 1 replacement and related improvements included in the ADP will optimize the airport site to accommodate demand while maintaining high levels of passenger satisfaction.
Passenger Rail

Performance

Examples of Critical Infrastructure Projects and Gaps in the National Network
The following are examples of passenger rail projects that meet the NACTTI’s definition of “critical travel infrastructure” and would address congestion or significant performance gaps in the national travel infrastructure network.

Hudson River Bridges and Tunnels: The Northeast Corridor is a major artery for travel, tourism and business in the U.S., carrying hundreds of thousands of travelers each day on trips between spots as far away as Maine and North Carolina. New York and New Jersey are at the heart of the NEC, where Amtrak and NJ Transit run some 2,000 daily trains carrying 800,000 travelers. Today’s NEC infrastructure is at the breaking point, requiring investment for a range of projects, including two new Hudson River tubes and rehabilitation of the tunnel carrying nearly one million Americans each day – a tunnel that is approaching 109 years old. Without this work, the Corridor’s economy will grind to a halt, an economy that all by itself accounts for 20% of U.S. GDP.

“It’s a big job, much bigger than any one or even two states,” says Jim Mathews, President & CEO of the Rail Passengers Association. “Together, New York, New Jersey and NJ Transit have pledged more than $6 billion of their own funds against the $11.1 billion needed for the first phase. The federal government to date has only offered less than $700 million. With 17% of all Americans living within the NEC, and 97 of the Fortune 500 headquartered there, there’s too much of the entire country’s economy at stake to rely solely on local participation.”

Intermodal and Emerging Transportation Systems and Technologies

Performance

Examples of Critical Infrastructure Projects and Gaps in the National Network
The following are examples of intermodal and emerging transportation technology projects that meet the NACTTI’s definition of “critical travel infrastructure” and would address congestion or significant performance gaps in the national travel infrastructure network.

Chicago Transit Authority Blue Line Project: This project would provide for capacity increases on the Blue Line, based on significant projected ridership growth on the O’Hare branch. This project would include improvements to the traction power system such as wayside energy storage systems, third rail replacement, and/or new infill substations or auxiliary negative rail. It may also include a turn-back track, yard and station improvements, and station expansion. A load flow study is underway to better understand needs. This project supports the O’Hare International Airport expansion and access for tourists and other visitors to the region. There may be some overlap in geographic area between this project and the CTA Blue Line Forest Park Reconstruction (RSP 93) but for the purposes of this plan, project elements have not been double counted.
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

**The Port Authority Bus Terminal:** The Authority’s Midtown Bus Master Plan effort is developing a roadmap for development of bus facilities, including passenger gates and waiting areas, bus parking and layover areas, connections for buses to the Lincoln Tunnel, and passenger connections to the subway system. It will include a coherent framework for modern bus operations, transportation planning and terminal expansion, while simultaneously providing a vision for the integrated future architectural and urban development of Port Authority’s holdings on the west side of Manhattan. This new infrastructure will be part of the critical gateway upgrades to the Northeast Corridor.

Constructed in the 1950’s, the bus terminal was designed to accommodate smaller, lighter buses. Peak hour passenger demand for bus travel from the terminal is expected to increase by 35 to 51 percent by 2040.

Additionally, the structural slabs supporting bus operations are deteriorating and will not be usable after 15-25 years. Rehabilitating the bus terminal's aging infrastructure would require major structural modifications to meet code and accessibility requirements, and it would not be practical to keep the facility operational during a phased rehabilitation. Maintaining the existing building is complex and costly, due to the age and physical limitations of the structure. These costs will continue to rise as the structural slabs age.

The Port Authority Bus Terminal Midtown Bus Master Plan will include recommendations for operational improvements and construction to renovate, replace or add new bus facilities over time. As improvements are implemented at the existing facility, it is possible that construction-related activities could alter bus services and passenger circulation within the terminal and in midtown Manhattan. The Port Authority recognizes that large-scale construction efforts can alter the daily patterns in any city and will make every effort to mitigate service disruptions. The timeframe and costs will depend on the final approved plan and regional consensus on an investment of several billion dollars.
SECTION TWO

Improving Critical Infrastructure: Barriers And Solutions

The Committee uncovered barriers to improving critical infrastructure in three broad areas. These relate to funding, organizational issues and regulatory hurdles. We’ve recommended several potential solutions for the Department to consider in each of these areas, as well as a fourth set of recommendations aimed at unleashing technology and innovation to address some of transportation’s thorniest challenges.

1. Funding

SOLUTIONS

- **Modernize** funding mechanisms (i.e. stretch the funding), formulas (i.e. visitation), and new entrant contributions
- **Place greater emphasis on Return on Investment (ROI)** of projects and project benefits
- **Develop scoring criteria** to better prioritize

**Stretch the Funding**

Guidelines for awarding discretionary grants do not include specific considerations for projects that improve national travel mobility or enhance the economic contribution of travel. DOT should prioritize awards of discretionary grant programs for projects that impact travel and tourism infrastructure, including:

- Surface Transportation System Funding Alternatives
- Advanced Transportation and Congestion Management Technologies Deployment
- Surface Transportation System Funding Alternatives
- Infrastructure for Rebuilding America (INFRA) Grants

**Scoring Criteria**

Define national goals for regional connectivity and traveler throughput, with targeted support aligned with growth for each mode of transportation. Connect national and regional transportation goals with evaluation criterion and scoring for grant funding. Define how national and regional transportation goals interrelate and shape state formula funding.

**Visitation**

Vast areas of the country – including communities surrounding beaches, coastlines, National Parks, tourist attractions and commercial areas – welcome hundreds of thousands of leisure and businesses travelers throughout the year. These visitors, who often travel from outside the state, rely upon and place extraordinary demand on the local transportation networks. Yet, historically, these visitors have not accounted for in the distribution of Federal-aid highway and
transit formula funding. This oversight disadvantages communities of all sizes from rural destinations with large volumes of seasonal visitors to large metropolitan areas with consistent visitation. The travel and tourism industry is uniquely qualified to provide insights into the desires and habits of international visitors. Many of the infrastructure improvements needed to serve the projected increase in international visitors also will particularly benefit domestic travel and other industries.

**Fees and ROI**
Infrastructure investments at the national, regional and local level are funded in-part through the collection of user-based charges, such as excise taxes on fuel and facility utilization fees like tolls and passenger charges at airports. In many cases, these fees form the primary source of funding for investment—and in others they are part of a multi-prong funding and financing process. In recent decades, some user-based charges have not been adjusted to account for factors such as inflation, increased travel demand, advances in fuel efficiency, and growing investment needs. Develop a long-term national modal funding paradigm that right-sizes user fees and structure, aligns federal appropriations requests with measurable outcomes and brings uniformity to federal financing mechanisms.

**Innovative Financing**
Public-private partnerships (P3’s), tolling stations, local user fees, and other forms of innovative financing are increasingly attractive tools for states and localities across the country. Unfortunately, these tools are often underused because proper leadership and guidance at the federal level is missing. Examples abound of success. Debt-rating agency Moody’s recently praised the innovative financing Los Angeles World Airports is using for its capital improvement and terminal renovation projects. The report stated, “Both ratings reflect the construction risk at the airport, though price risk has been limited through the use of public-private partnerships for the construction of the APM and CONRAC, and by fixed construction price contracts for terminal renovation projects managed by airlines.”

2. Organizational

**SOLUTIONS**

- **Better alignment and coordination across DOT modes** down to regional/local level (i.e. integrated planning, execution, and measurement)
- **Maximize impact and reach of Tourism Policy Council (TPC)**
- **Embrace technology disruptions across modes** and incorporate both private and institutional expertise into long-range planning

**Silos**
There is a tremendous amount of planning, research and data collection by the many different agencies; i.e., organizational silos. Mobility-as-a-Service is a great example of public-private partnerships working well, because efficient transportation requires a mix of public and private entities coming together to meet the needs of citizens. Efficiencies moving from point of entry to tourism destinations are created when silos are removed.
Tourism Policy Council
The Department should implement the recommendations of the Tourism Policy Council. DOT should also review all recommendations already made by agencies and status of those recommendations.

Technology
Time-to-market is critical in technology implementations. The Committee recommends establishing a Master ETCC (Emerging Technology Coordination Committee) whose charter is to create a coordination framework and to align all related activities, with an eye to improving time-to-market across transportation modes. This panel should conduct an inventory of all active relevant DOT Committees, Programs, or Initiatives to determine value, interconnectedness, and priority under the new framework. Further, the Department should commission a project to define, design, and implement technology that enables this multi-modal capability. Potential options to solve this challenge reside in private, public, or joint sectors, and bringing them together will be crucial to accelerating progress.

Biometric Facial Recognition
The Department should encourage aviation stakeholders – including, but not limited to the Dept. of Homeland Security and the Dept. of State – to speed Biometric Facial Recognition (BFR) implementation. Partnering with the Transportation Security Administration and Customs and Border Patrol will be crucial to success. The Committee proposes that the Secretary use the interagency process to communicate support for using facial recognition biometrics cohesively to improve security and facilitation. Protection of privacy should also be a key part of that interagency process. DOT should also determine opportunities that it can implement in other transportation modes.

3. Regulatory

SOLUTIONS
- **Streamline processes that aren’t adding value** (i.e. bureaucracy isn’t keeping up with pace of change)
- **Adopt concurrent reviews** to multi-thread requests, approvals, and execution of projects, instead of the current linear, sequential approach

Streamline the Permitting Process
We applaud the work the Administration is already undertaking to streamline and reduce regulations on infrastructure projects. The Committee believes the Department should fully implement the Administration’s “One Federal Decision” (OFD) executive order. As a signatory to the memorandum of understanding implementing OFD, DOT is integral to ensuring concurrent – not sequential – reviews, achieving the two-year goal for finalizing approvals and ensuring that one lead agency shepherds a project through the process from beginning to end. The Committee urges DOT to track the progress on these key reforms.
**Enforce Concurrent Review Requirements**

The 2012 MAP-21 legislation directs agencies to coordinate and carry out reviews concurrently, instead of sequentially, in conjunction with reviews under the National Environmental Policy Act (NEPA) process. Similarly, Title 41 of the FAST Act (FAST-41) requires state and federal permitting reviews to run concurrently for a “covered project,” provided that doing so does not impair a federal agency’s ability to review the project. The Committee urges DOT to work with the White House Council on Environmental Quality (CEQ) to ensure this requirement is enforced. We recommend that DOT create a list of these reforms and their implementation status in one document and place it on DOT’s website to ensure transparency. DOT should ensure equal authority for every one of the operating administrations to adopt each other’s environmental documents. Allowing, for example, the Federal Railroad Administration to have the authority to adopt, where it makes sense, environmental documents from the Federal Transit Administration will reduce paperwork and increase speed of project delivery.

**Risk/Security**

The Department should increase prioritization of multimodal projects and integrated functions operated through intra- and inter-agency groups. To support this, DOT should reshape modal data reporting to emphasize multimodal planning rather than route identification. The Department could establish a review process to determine a modal versus unified regulatory and fee approach for emerging technologies that not only touch on every facet of the transportation sector but create new facets. DOT should also act to ensure regulatory flexibility to maintain local facilities control and prioritization of traveler safety and security.

4. Technology And Innovation

**SOLUTIONS**

- **Focus on funding, incubating and deploying innovative technologies**, new projects and transportation options
- **Re-shape Federal funding programs and policies** to incentivize technology deployment
- **Foster data-sharing on modal connections** to promote better mobility and easier travel

**Unleashing Innovation To improve The Traveler Experience Throughout The U.S.:** In the movement of both goods and people, innovation plays a key role in offering efficiencies — but technology will be necessary when forging a seamless passenger experience, one that not only focuses on efficient movement but significantly improves how both domestic and international visitors move through our multimodal network.

**Fund and Deploy Innovative Technologies**

As we work to improve the bricks and mortar transportation infrastructure around the country, the DOT should also work to ensure that industry and government can simultaneously implement technological solutions to improve the transportation network’s efficiency and expand traveler options and choices. This will often include incubating promising technologies, and in many cases would benefit from federal funds. We need to break down regulatory barriers that stifle new project deployment while also building necessary regulatory structures. DOT should work with industry to outline early goals, standards and measurable metrics where
appropriate. And the Department should do all that it can to encourage federal research and technology deployment programs to be more daring and to share better data when learning from deployment challenges.

**Incentivize Technology Development**

DOT should improve federal funding programs and transportation policies to encourage and incentivize deployment and utilization of technology across all modes. The Committee believes existing Federal programs, including direct project funding, and loan programs (such as TIFIA, RIF, etc.) should be reviewed and amended to ensure that support is available for innovative projects and activities that harness technology to improve multimodal travel options. These technologies can enhance travel mobility and enable a seamless journey for the traveler. Whether technologies we can already identify – autonomous vehicles, hyperloop, personal vertical-takeoff-and-landing (VTOL) vehicles or biometric passenger processing – or even technologies we haven’t yet identified, DOT and industry need to be prepared to foster their development and use.

DOT should also expand and incentivize public-private partnership (P3) and private investment opportunities that will attract private-sector resources to develop and implement innovative projects and activities that improve transportation network efficiency and expand mobility options. We also believe it’s important to support investments in innovative public and private facilities, projects and activities to attract new and repeat visitors to the U.S.

**Foster Data-Sharing And Compatibility**

Innovation and technology could solve one of today’s biggest travel challenges: connections to different travel modes. These types of projects are often caught outside of the traditional modal funding mechanisms. A federal travel plan must include policies to improve these important connectors — which are the crucial links for a seamless and safe transportation system. DOT should actively support projects to provide real-time travel data at all modal levels, from the streets to the skies. We should encourage communities to support platforms for intelligent transportation systems to provide improved mobility options for everyone. And DOT can help take the lead in addressing challenges, such as interoperability, that often delay or inhibit the development, deployment and utilization of technology and innovative transportation solutions.
CONCLUSION

Every element of modern life is touched by the U.S. travel industry, which generates more than $2 trillion of economic output, supports nearly 16 million American jobs and accounted for more than $1 trillion in direct spending on leisure and business travel. Our vast transportation infrastructure makes us competitive in the world economy, creating the preconditions for economic success and private investment, improving quality of life and strengthening our national security.

Aging infrastructure, deteriorating bridges, outdated systems and a bygone regulatory framework pose a serious and worsening threat to this prosperity. One out of every five commercial flights in the U.S. is delayed or canceled. Highway congestion topped 6 billion hours in 2014, costing the economy billions of dollars. Passenger trains are routinely delayed many hours, and some of the worst routes suffer from on-time performance approaching less than 5%. The U.S. Chamber of Commerce has estimated that our hobbled infrastructure is extracting a penalty of $2 trillion from the overall U.S. economy.

Far from simply cataloguing problems, the Committee recommended several solutions to tackle the barriers we identified, ranging from modernizing funding mechanisms and formulas to better aligning policy work among DOT’s modal agencies and streamlining regulatory processes that aren’t adding value.

On March 27, 2019, NACTTI briefed senior DOT leadership on the results of our work and shared a draft of our findings. This briefing produced several areas for follow-up and specific questions to the NACTTI about public-private partnerships, mobility, details on example projects of national significance and the NACTTI’s ability to support further work at DOT in the strategic planning process. Questions and further clarifying material are included as Appendices to this report.

DOT’s leadership is crucial to develop a multimodal travel and tourism network vision that can inform planners, private-sector stakeholders, and the public about where major travel flows occur and where special attention to travel and tourism issues may be most warranted. The National Travel and Tourism Infrastructure Network (NTTIN) can be used as a way to prioritize investments, guide federal policy development, and encourage collaboration across all transportation modes. The Committee stands ready to continue to support the Department to help shape a sound and effective travel and tourism strategic plan.
National Advisory Committee on Travel and Tourism Infrastructure  
Record of Meeting  
March 27, 2019  
1200 New Jersey Avenue, SE  
Washington, D.C.

Questions from Joel Szabat, Assistant Secretary for Aviation and International Affairs (A&I/A)

We would like to take you up on your offer to support the development of the Strategic Plan. My inclination would be to build this into the larger Department’s Strategic Plan, rather than creating a separate document. What would the Committee’s preferred strategy be?

Rosemarie Andolino: An individual strategic plan could help bring necessary attention to the topic, but incorporating travel and tourism into the larger strategic plan could be effective as well. However, we would need to have further discussion on how travel and tourism infrastructure, as well as the Committee’s recommendations, can be embedded across all DOT modes, policies, and procedures. This could potentially be a highlighted area as the Department moves forward.

Sean Fitzgerald: Perhaps this could be a standout section of the full Plan?

Joel Szabat: Thank you. The Department will consider all of this, but there are no guarantees.

How were the top 100 travel destinations determined? Where do the data come from, and how were they calculated?

Jim Mathews: We used travel data, ranked by volume and ins and outs by mode. These were aggregated and ranked. This is for individual net travelers. U.S. Travel Association has access to third-party data that considers all visitors arriving to a destination located at least 50 miles from home that stayed at least one night.

The consensus definition that you came up with of “critical travel infrastructure” is of immense value to the Department, one of the most important contributions from the Committee. Thank you for doing this. There is a chance the definition may be slightly altered as it is incorporated into the actual Strategic Plan.
Rosemarie Andolino: We would like to be part of the conversation as this definition and related scoping are developed. The definition should already be reflective of the travel and tourism community and U.S. at large.

Bryan Grimaldi: This definition was not created in a vacuum. We looked at existing literature, how other Federal Departments defined related terms, and used these to serve as a backdrop.

Rosemarie Andolino: Yes, it was truly a collaborative approach to create this, as we worked on this in both the public and subcommittee meetings. This process was essential in order to define the rest of our work. A lot of individuals outside of this room helped provide data and insight to create this definition.

You have mentioned the term “long-haul.” What is the definition of this?

Jim Mathews: 50+ miles. This is based on the U.S. Travel Association criteria previously mentioned.

What value do you think this Committee brings to the Department?

Jim Mathews: We saw a gap in how travel and tourism is currently approached as the regions generally only look internally. There is a need for a larger, more multimodal view to see how everything connects together. This will become increasingly important, particularly with the introduction of so many new technologies.

James Dubea: A similar approach is already being taken with freight and other topics. We need to use this framework and similarly think about travel and tourism all the way down to the MPO level.

You mentioned public-private partnerships before. I want to hear a little more about that. If you look at the MPO/local project level, what are the types of projects the Department should champion?

David Harvey: We can provide a list of specific projects that serve as a good model, such as the Los Angeles Airport (LAX) project.

Mufi Hannemann: What is DOT’s policy on public-private partnerships? It would be great for DOT to be a champion of this, and reward states and local jurisdictions for engaging in these partnerships.

Joel Szabat: Great question about the mindset of the administration surrounding public-private partnerships. This concept has developed a lot over the years, and different Administrations have had different ideas of what they should be used for. Under this Administration, the President is skeptical of the benefits of all public-private partnerships and wants to be shown how they can be successful and not just leverage Federal dollars to spend local dollars. There is also pushback from Congress because it means Federal dollars are still being spent. These both serve as constraints within the Administration and Congress that have not existed before. That being said, all conversations about an infrastructure bill include local match, and DOT was given a boost in the budget, primarily through discretionary grant programs. This is a similar model to
public-private partnerships, using Federal money to leverage investments from the local level. There is no consensus on this topic between the Administration and Congress, or even across the Administration. This is where we need your help; if you think that public-private partnerships should be prioritized, then you should recommend this.

**Steve Hill:** Yes, public-private partnerships can be very beneficial because the equity is provided by a private entity, but the project comes to fruition through Federal support.

**Rosemarie Andolino:** Each project has to be looked at individually as different partnership models exist. Public-private partnerships are great because they make projects possible that otherwise were not. They can help build upon existing infrastructure at the local level. Terminal development, cargo investments, and more are great examples of successful public-private partnerships. We are far behind other countries that have utilized these partnerships to improve their infrastructure.

**Mufi Hannemann:** It is helpful for local investors to know that the Federal government is supportive of this type of concept and for DOT to embrace this. Hawaii, for example, would benefit as we have a lot of foreign investors.

**Joel Szabat:** This all makes sense. However these projects do need to make sure that revenue comes back to the investors, which can be difficult. Some local governments may see certain projects as a public good they don’t need revenue from, but not always.

**Sean Fitzgerald:** Is there an ask for the Committee to provide specific examples of successful public-private partnerships, and what has worked and what hasn’t?

**Joel Szabat:** Yes, there is.

Disruptive technologies complicate things. E.g., drones and local ordinances. Easy to say “embrace the change,” but these new techs, etc. can be hard to implement into the existing transportation system.

**David Harvey:** Is there a way to partner with external expertise to do a more design-first approach?

**Rosemarie Andolino:** There are also different levels of disruptive technologies. This is why there is a need for investments in research and new infrastructure to support the technologies. Some of these technologies are using existing infrastructure, but not contributing to it. This should be addressed.

**Steve Hill:** There is a lot of this happening in Las Vegas, for example. There are drones and other technologies, and we need help from Federal investments.

**What would setting up the mobility program you mentioned within DOT look like?**

**James Dubea:** The focus would be on integrating travel and tourism into existing infrastructure policies and programs within DOT. Travel and tourism isn’t really represented anywhere in the organization; it is generally understood, but pushed off to the side. The spirit of this program is to integrate into DOT policies and procedures, for example, by having representation from the industry.
Jim Mathews: It’s about thinking more about the consumer and thinking about modes in a more catholic way. Multimodalism is often talked about, but things aren’t funded or handled in this way. There are no mechanisms in place to do so, and to ensure it’s a seamless trip.

James Dubea: One example of this is that airport and seaport security processes aren’t the same, so that luggage has to be screened separately for a traveler’s flight and cruise.

Rosemarie Andolino: There should be an opportunity to implement biometrics and other technologies to align travel seamlessly. It’s about making it simpler for the customer, whether a domestic or international guest, in this case there may be a language barrier so it’s more important, and they are the ones contributing most to the economy. Travelers should have the ability to change modes and navigate easily. Rural areas would particularly benefit from this. Technology and data sharing can assist in this effort and help break down silos.
APPENDIX 2: Additional NACTTI Responses To DOT Questions

Joel Szabat, Assistant Secretary for Aviation and International Affairs (A&I/A):

“You mentioned public-private partnerships before. I want to hear a little more about that. If you look at the MPO/local project level, what are the types of projects the Department should champion?”

NACTTI Response:

Public-private partnership (P3) projects provide an additional opportunity for important infrastructure investment, particularly large, complex projects that lend themselves to innovation. While public-private partnerships are not for every project, there are good candidates that can help improve passenger mobility and the traveler experience. There are certain characteristics that are needed for a successful partnership to advance.

To advance a P3 project, it is beneficial to have strong, authorizing state legislation that gives clarity and direction to the public/private relationship. Currently about 33 states have the ability to enter into P3 agreements. An identified revenue stream is a crucial necessity. Additionally, projects should be of critical importance to the community as their support is paramount. In the case of transportation, the project should be part of a larger plan that is integral to an overarching view of the future of the community.

The USDOT has been implementing institutional capability that will help facilitate P3 projects including the creation of the Build America Bureau to help streamline the federal approval process by eliminating inefficiencies.

The North Tarrant Express/I-35W project, a reconstructed 10.1-mile stretch of I-35W from downtown Fort Worth to US 287, is a recent example of a P3 project that used the Transportation Infrastructure Finance and Innovation Act (TIFIA) loan program. Projects like this relieve congestion by offering drivers a reliable choice between the general highway lanes and “toll managed” lanes. This is an example in which all characteristics were met and the partnership’s outcome has proven to be successful and supported by the community.

The Port Miami Tunnel project is a highly complex P3 initiative that includes the design, build, finance, operation and maintenance of the project, which serves about 16,000 vehicles traveling through downtown Miami streets each weekday. This P3 project provides a direct connection from Port Miami to highways to I-395 – while at the same time keeping an important economic generator competitive and making downtown streets safer by reducing congestion on downtown streets. This is another example in which all characteristics were met and the partnership’s outcome has proven to be successful and supported by the community.
Again, there are certain situations and conditions where a public-private partnership can be beneficial and should be considered. The NACTTI stands ready to answer any further questions.

*Joel Szabat, Assistant Secretary for Aviation and International Affairs (A&I/A):*

“What would setting up the mobility program you mentioned within DOT look like?”

**NACTTI Response:**

**Recommendation: Establish a National Travel Mobility Program (NTMP)**

**Justification**
The FAST Act established the National Highway Freight Program (NHFP), which is a $1.2 billion program to improve efficient movement of freight on the National Highway Freight Network (NHFN) and achieve the goals of the National Freight Strategic Plan. However, the national multimodal transportation network serves the dual purpose of moving both freight and people. By all measurements, the safe and efficient movement of people is equally important for conducting commerce, supporting a strong economy, and enhancing our nation’s quality of life. Moreover, because freight and people often travel along similar corridors, using the same infrastructure assets, their movements are inextricably linked. If the U.S. has a national policy and federal programs devoted to enhancing the movement of freight, similar strategies and programs must be developed for moving people.

Vast areas of the country – including communities surrounding beaches, coastlines, National Parks, tourist attractions and commercial areas – welcome millions of leisure and businesses travelers throughout the year. These visitors, who travel from outside a region or state, rely upon and place significant demand on national and regional transportation networks. Yet, historically, visitation levels were not included as a formula factor in the distribution of Federal-aid highway and transit funds, which relied primarily on population data as a measurement for demand and investment need. This oversight disadvantages communities of all sizes from rural destinations with large volumes of seasonal visitors to beaches or National Parks, to large metropolitan areas with consistent visitation throughout the year, like Las Vegas, NV.

To address this oversight, States and MPO’s should receive federal formula funds based on visitation levels and have the flexibility to use these funds to conduct long-term planning and multimodal capital improvements that enhance national and regional travel mobility and support economic activity related to movement of travelers.

**Proposal**
Authorize a National Travel Mobility Program, funded at $1.2 billion per year, which is focused on developing long-term plans and capital improvements that ensure the efficient movement of people on the national transportation network. Funds would be distributed to States by formula for eligible projects that:
• Alleviate congestion, provide mobility options and accommodate future growth along major corridors for long-haul travel;
• Improve safety, efficiency and reliability of the surface transportation system;
• Enhance connectivity between modes and to major destinations, as well as improve mobility within destinations; and
• Achieve the goals of the National Travel Infrastructure Strategic Plan.

Program Elements:
• **Authorization Period:** 4 years
• **Obligation Limitation:** Obligations would be reimbursed from the Highway Account of the Highway Trust Fund. Funds would come with contract authority and are subject to the annual obligation limitation imposed on the Federal-aid Highway Program.
• **Federal Share:** 80% (100% Federal share for National Parks and Federal Lands projects)
• **Establishment of National Multimodal Travel Infrastructure Network (NMTIN):** Direct the Secretary of Transportation to identifying NHS, rail, National Parks, Federal lands access, Scenic Byways, transit systems, and other surface transportation assets that are critical to facilitating the majority of long-haul travel (50-miles or more) to and within the United States.
• **Long-Term Planning:** Consistent with current STIP and TIP planning requirements, States and MPOs must identify projects and strategies to facilitation travel and tourism. Funds provided under the program could be used to conduct long-term planning activities related to enhancing national and regional travel mobility.
• **Project Eligibility:** Project eligible to be carried out under section 133 of Title 23 U.S.C.
• **Formula:** Direct the Secretary of Transportation to develop a methodology for determining the annual number of non-local visitors (definition: anyone taking a trip of more than 50 miles from that includes at least one overnight stay). For each state, apportion $1.50 for each out-of-state visitor and $.50 for each in-state visitor.

**Recommendation: Authorize a Projects and Corridors of National Significance Program**

**Justification:**
Long-haul and multimodal investments are not prioritized: The vast majority of federal surface transportation funds are siloed by mode and provided directly to states and local agencies to address challenges within their own borders. However, long-haul travel takes place in the opposite way, utilizing multiple modes (e.g. airports, highways, and transit) that span between economic regions and across state lines.

Major mobility gaps in the travel network: The siloed and localized approach to existing programs, along with scarcity of funding, contributes to mobility gaps that restrict travel between states and economic regions. These mobility gaps include unfinished portions of the Interstate, significantly congested highways, poorly maintained access roads to national parks and federal lands or inadequate transit connectors and passenger rail.
Proposal
Authorize a Projects and Corridors of National Significance Program that provides assistance for major multimodal projects that cannot be supported by current formula programs. Such a program should include the following elements:

- **Multi-state planning and operations**: Authorize a new program to provide grants for multi-state organizations that promote cross-jurisdictional cooperation in project planning and activities that improve operations along critical travel corridors. Grants would be eligible to fund:
  - Multi-state coordination for planning, development and construction of major corridor projects
  - Interagency coordination and response to traffic incidents, construction schedules and reoccurring congestion along key corridors
  - Development of corridor-wide, multimodal traveler information systems that provide accurate and timely information regarding accidents, congestion and construction activity

- **Discretionary Grants for Projects of National Significance (PNS)**: Provide discretionary funding for major multimodal surface transportation projects that cannot otherwise be supported through existing formula programs and generate economic benefits that accrue beyond local areas and states. Elements of the program should include:
  - Selection criteria that prioritizes funding for projects along critical corridors that support significant volumes of long-haul passenger travel, ensure the resiliency of travel infrastructure, improve access to major travel destinations and attractions and enhance the economic contributions of business, leisure and international travel
  - Set-asides for projects that were planned and developed through multistate corridor coalitions or achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan (Sec. 1431(e) of P.L. 114-94)
APPENDIX 3: 2017 REPRESENTATIVE PROJECTS LIST
At the request of the NACTTI, the following document lists critical infrastructure projects that are vital to easing congestion, accommodating future growth in long-haul travel, and enhancing connectivity to major destinations and tourism assets.

Project submissions meet the NACTTI’s definition of “critical infrastructure” as well as the criteria determined by the NACTTI.

What is the definition of “Critical Infrastructure”?

“Critical Infrastructure” consists of the fixed installations, including but not limited to roads, railways, airways, waterways, and terminals such as airports, railway stations, bus stations and seaports, that enable long-haul travel mobility to and within the United States. These systems and assets, whether physical or virtual are so vital to the large scale movement of people that the incapacity, inefficiency or absence of such systems and assets would have a debilitating impact on travel and tourism and have an adverse effect on security, safety, economic growth, or any combination of those matters. When determining if systems or assets qualify as Critical Travel Infrastructure, consideration should be given to alleviating congestion and accommodating future growth along major corridors for long-haul travel (surface, air, rail) and enhancing connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets (AV’s, TNC’s, transit).
ALABAMA

PROJECT #1:
Construction of I-10 bridge over Mobile Bay

SUBMITTED BY:
Alabama Tourism Department

BASIC PROJECT DESCRIPTION:
Construction of I-10 bridge over Mobile Bay to reduce the bottleneck of traffic via tunnels under Mobile Bay.

TOTAL PROJECT COST: No information provided by contact
**ARIZONA**

**PROJECT #2:**  
Phoenix-Mesa Gateway Airport Air Traffic Control Tower

**NAME:**  
Scott Higginson

**SUBMITTED BY:**  
Phoenix-Mesa Gateway Airport Authority

**PROJECT SPONSOR:**  
Arizona DOT

**BASIC PROJECT DESCRIPTION:**  
Construct new Air Traffic Control Tower.

**TOTAL PROJECT COST:**  $16,000,000-$18,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**  
Enhanced safety, security, and capacity.
PROJECT #3:
San Francisco International Airport, International Terminal Boarding Area H (IT/H)

SUBMITTED BY:
City and County of San Francisco

BASIC PROJECT DESCRIPTION:
This project would construct a new boarding area at the San Francisco International Airport to accommodate growth in international travel demand to and from the United States, providing up to six wide body or 10 narrow body aircraft contact gates with both domestic and international arrivals capability and an additional domestic and pre-clear bag claim area. It would consist of a split-level concourse with concessions and hold rooms on the Departures Level and airline lounges and sterile international arrivals corridor on the Arrivals Level.

TOTAL PROJECT COST: $986,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
IT/H would enhance the operation and performance of the transportation network, and the regional and national economy.

PROJECT #4:
State Route 11/Otay Mesa East Port of Entry (POE) Project

PROJECT SPONSOR:
A binational, multi-agency group including: San Diego Association of Governments (SANDAG) and the California Department of Transportation, along with the US Federal Government and Mexican Government.

BASIC PROJECT DESCRIPTION:
Insufficient capacity at existing border crossings in the San Diego-Baja California region costs the United State and Mexico a combined $7.2 billion in annual economic output and more than 62,000 jobs (based on a 2007 SANDAG study, which is being updated). By providing advanced traveler information and deploying state-of-the-art traffic management systems, the new Otay Mesa East POE will expedite the movement of both goods and people between the United States and Mexico while also maintaining border security. The project has the potential to become a prototype for how future border crossings are funded, designed, built, and operated.

TOTAL PROJECT COST: $300,000,000.00

PROJECT #5:
Cabillo Mole Transportation Terminal

SUBMITTED BY:
City of Avalon, Catalina Island

BASIC PROJECT DESCRIPTION:
Underside Repair

TOTAL PROJECT COST: $3,900,000.00

PROJECT #6:
Terminal 6/7/8 Renovations

SUBMITTED BY:
City of Avalon, Catalina Island

BASIC PROJECT DESCRIPTION:
Topical Improvements - Repairs to Block Buildings

ESTIMATED TOTAL INVESTMENT: $2,200,000.00

PROJECT #7:
Charles M. Schulz – Sonoma County Airport Terminal Expansion Project

SUBMITTED BY:
County of Sonoma

BASIC PROJECT DESCRIPTION:
The Charles M. Schulz – Sonoma County Airport needs to reconstruct the airline parking apron adjacent to the terminal (originally constructed in the 1960s). The airport completed reconstruction of two of its airline parking position and needs to
**PROJECT #8:** Charles M. Schulz – Sonoma County Airport Aircraft Rescue and Firefighting Facility Relocation

**SUBMITTED BY:** County of Sonoma

**BASIC PROJECT DESCRIPTION:**
The Charles M. Schulz – Sonoma County Airport needs to relocate its Aircraft Rescue and Firefighting facility to accommodate future terminal expansion. This facility was constructed in 1972 and is located in an area that has been identified for future terminal expansion to meet passenger demand in the next ten years.

**TOTAL PROJECT COST:** $8,000,000 - $9,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
This facility relocation is necessary to accommodate the growing number of visitors arriving by air.

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**PROJECT #9:** Charles M. Schulz – Sonoma County Airport Airline Ramp Rehabilitation

**SUBMITTED BY:** County of Sonoma

**BASIC PROJECT DESCRIPTION:**
The Charles M. Schulz – Sonoma County Airport needs to reconstruct the remaining two airline parking positions and to create a fifth position to accommodate airline growth.

**TOTAL PROJECT COST:** $5,000,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
The airport currently has service provided by Alaska Airlines with service to SEA, PDX, LAX, SNA and SAN with 7 to 9 departures per day depending on time of year; Allegiant Air with service to LAS twice per week; American Airlines has announced the start of service on February 16th to PHX with one flight per day. In addition, the airport is in discussions with United for service to San Francisco and Denver; discussions with Sun Country for seasonal service to Minneapolis. The current mix of local passengers versus visitors is approximately 60/40. With the additional terminal space the airport will be able to accommodate growth by these airlines and expand on the number of air travel visitors to the north bay region.

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**PROJECT #10:** Charles M. Schulz – Sonoma County Airport Long-Term Parking Lot Expansion

**SUBMITTED BY:** County of Sonoma

**BASIC PROJECT DESCRIPTION:**
The Charles M. Schulz – Sonoma County Airport is in need of expanding its parking capacity due to the increase in passenger volume. The airport currently has one long-term parking lot with 497 parking spaces, a short-term lot with 97 parking spaces, and a temporary overflow parking lot with 125 spaces. The long-term and short-term parking lot filled to capacity 75% of the weekends in 2016 and all lots filled to capacity on three occasions. The proposed project is to construct a new 450 space long-term parking lot southeast of the terminal building on airport owned vacant land.

**TOTAL PROJECT COST:** $4,500,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
The airport currently has service provided by Alaska Airlines with service to SEA, PDX, LAX, SNA and SAN with 7 to 9 departures per day depending on time of year; Allegiant Air with service to LAS twice per week; American Airlines has announced the start of service on February 16th to PHX with one flight per day. In addition, the airport is in discussions with United for service to San Francisco and Denver; discussions with Sun Country for seasonal service to Minneapolis. The current mix of local passengers versus visitors is approximately 60/40. With the additional terminal space the airport will be able to accommodate growth by these airlines and expand on the number of air travel visitors to the north bay region.
for seasonal service to Minneapolis. The current mix of local passengers versus visitors is approximately 60/40. With the additional terminal space the airport will be able to accommodate growth by these airlines and expand on the number of air travel visitors to the north bay region.

**PROJECT #11:**
Charles M. Schulz – Sonoma County Airport Consolidated Rental Car Facility

**SUBMITTED BY:**
County of Sonoma

**BASIC PROJECT DESCRIPTION:**
The Charles M. Schulz – Sonoma County Airport is in need of expanding its rental car facilities to accommodate customer pick up, return, vehicle storage and rental car operations support. The airport currently has five rental car operators based at the airport (Avis, Budget, Enterprise, Hertz, National, and Sixt) operating these activities in 6 locations around the airport property. 2016 gross revenues through October was $5,920,585 (18% increase over 2015), which has increased by 103% since 2010. The airport has proposed creating a new consolidated rental car facility to provide new customer pick up locations, return locations, vehicle storage areas, detail areas, car wash facilities and maintenance facilities on 3 acres of property northwest of the terminal.

**TOTAL PROJECT COST:** 
$4,000,000- $5,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
This facility is necessary to accommodate the growing number of visitors arriving by air to the area needing rental cars.

**PROJECT #12:**
Lake Britton Trestle Repair / Rehabilitation

**PROJECT SPONSOR:**
Great Shasta Rail Trail Association

**BASIC PROJECT DESCRIPTION:**
Repair / Rehabilitation of the Lake Britton railroad trestle / bridge for use as a key element of the Great Shasta Rail Trail. The trestle is a 462 foot long steel, concrete and wood deck structure spanning the Pit River (Lake Britton Reservoir) approximately 9.5 miles north of the town of Burney, California at a height ranging from 95 feet (drawdown) to 60 feet (full pool) above the lake.

**TOTAL PROJECT COST:** 
$902,156.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
The Great Shasta Rail Trail provides an alternative transportation corridor for bicyclists and hikers wishing to travel between the towns of McCloud and Burney. Highway 89, a two lane state highway, is heavily used by logging trucks and other heavy vehicle traffic and does not accommodate bicycle and pedestrian traffic. The Lake Britton Bridge is a key part of this transportation corridor.

**PROJECT #13:**
Enhancement and Modernization of International Terminal Facilities

**SUBMITTED BY:**
San Diego International Airport

**BASIC PROJECT DESCRIPTION:**
Construct a new Federal Inspection Station (FIS) to accommodate growing international passenger arrivals at San Diego International Airport. The project includes repurposing six existing boarding gates to accommodate three wide-body and three narrow-body aircraft. The completed facility will consist of an estimated 47,000 square feet of new construction and an estimated 74,000 square feet of remodeled spaces. Close coordination with Customs and Border Protection will ensure that their latest requirements are incorporated into the facility design. The project also includes realignment and repurposing of the former FIS space and other passenger facilities to include a relocated passenger screening checkpoint designed to meet the latest Transportation Security Agency requirements.

**TOTAL PROJECT COST:** 
$300,000,000.00

**OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
The new FIS facility will allow continued growth in international flight arrivals in San Diego. The airport currently contributes over $10 billion in economic benefit to the local region. An FIS with expanded capacity will allow multiple flight arrivals, therefore allowing optimized airline scheduling and enhancing passenger handling efficiency.

**PROJECT #14:**
Terminal 2 Parking Plaza

**SUBMITTED BY:**
San Diego International Airport

**BASIC PROJECT DESCRIPTION:**
This project will construct a three-level parking plaza to accommodate 3,000 parking stalls with an aesthetically pleasing design, implement smart parking technology, include interior and
exterior art opportunities, and an infrastructure for installation of PV (Photo Voltaic) panels.

**TOTAL PROJECT COST:** $127,800,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM:**

Providing additional close-in airport parking will add capacity for passenger growth. Additionally, by using integrated technology solutions, cars will be efficiently directed to available spaces thereby minimizing the engine run time and associated exhaust.

**PROJECT #15:** Airfield Safety and Capacity Improvements

**SUBMITTED BY:**
San Diego International Airport

**BASIC PROJECT DESCRIPTION:**
This project provides critical safety and capacity improvements to the airfield at San Diego International Airport. The project includes clearing various obstacles around Taxiway “B” in order to allow larger aircraft to safely use the taxiway. It also will rehabilitate the pavement on the runway, several taxiways, and a vehicle service road. This project will ensure that all paved areas remain fully in service, as well as minimizing the possibility of loose, deteriorated pavement being ingested in aircraft engines.

**TOTAL PROJECT COST:** $67,200,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

Maintaining airfield infrastructure, as well as enhancing capacity for the movement of various aircraft types is critical considering that San Diego International Airport is the busiest single runway airport in the nation. An operational failure on the airfield would be devastating to both the national airspace system as well as the local economy given the lack of multiple runways and no other nearby commercial service airports.

**PROJECT #16:** Passenger Boarding Bridge Replacement and Refurbishment

**SUBMITTED BY:**
San Diego International Airport

**BASIC PROJECT DESCRIPTION:**
This project involves refurbishment or replacement of 25 passenger boarding bridges. Most of these existing bridges were installed between the years 1990-2000, and are all in need of either refurbishment or replacement, due to deterioration from weather and varying degrees of use.

**TOTAL PROJECT COST:** $32,300,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**

Passenger boarding bridges provide an efficient and safe facility for aircraft boarding. The bridges are critical in accommodating passengers under ADA requirements. They are also a key component in providing sufficient aircraft gate facilities pursuant to a plan approved by the Federal Aviation Administration to promote airline competition and growth at San Diego International Airport.

**PROJECT #17:** Rail Trail Segment 7

**SUBMITTED BY:**
“The City of Santa Cruz; Santa Cruz Regional Transportation Commission”

**BASIC PROJECT DESCRIPTION:**
Rail Trail Segment 7 is a 2.1 mile, 12-16 wide, multi-use trail that runs contiguous to the existing rail line owned by the RTC.

**TOTAL PROJECT COST:** $2,100,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**

The City of Santa Cruz is a tourist hot spot in San Francisco and Monterey Bay Area for its beautiful family friendly beaches, great mountain and road cycling, amusement park (Boardwalk), all of which is surrounded by majestic coastal redwoods with miles of trails to explore. And so per the Master Plan, Segment 7 has been designated as the highest priority segment to be constructed because of its immediate impact to connect all these activity centers: State and City parks, local and commercial business, to neighborhoods and schools. Additionally this segment will tie into a 10-mile segment to the north which is also in the design phase.
PROJECT #18:
Denver International Airport Great Hall Redevelopment and Security Modernization

SUBMITTED BY:
A collaboration with the Transportation Security Administration and the public-private partnership between Denver International Airport and Great Hall Partners LLC.

BRIEF PROJECT DESCRIPTION:
“Denver International Airport (DEN) is in the final planning stages of a project that will create a national model for airport security innovation. Airports by-and-large are using security systems that were developed with the creation of the Transportation Security Administration (TSA) more than 10 years ago. DEN is overhauling its security infrastructure with the most efficient and secure systems and technologies that exist on the market today. Recent pre-security attacks at airports in Europe and incidents at home have underscored the need to address the location of TSA screening checkpoints in the main terminal, or Great Hall, at DEN, the sixth busiest airport in America. As we address this need at DEN, we have signed a memorandum of understanding with TSA to build the national model of new, safer, and more efficient security screening system for major airports across the country.”

TOTAL PROJECT COST: No information provided by contact

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This project will create a national prototype for security screening for airports across the nation and world. It will be the modern example of systems and innovations that process people quickly, thoughtfully and safely. The reality of a safer and dramatically more efficient security system has huge positive ramifications for the transportation network and the larger economy. Minor improvements to checkpoint lanes have already realized efficiencies of 30 percent or greater at major airports. This project allows TSA to showcase and pilot an improved security system; making travel – a fundamental pillar of our local and national economy – easier and safer.

TOTAL PROJECT COST: $1,965,000.00

PROJECT #19:
Arkansas Stage and Rail Trail

SUBMITTED BY:
Chaffee County; Greater Arkansas River Nature Association

BASIC PROJECT DESCRIPTION:
The envisioned 64-mile trail would be a long-distance, historically-focused pathway connecting Salida, Buena Vista and Leadville, incorporating portions of the Leadville Stage Road and the Colorado Midland Railroad traveling through Chaffee and Lake Counties. The trail will include multiple segments comprised of a variety of surfaces. Multiple towns, counties, state, and federal agencies all have partial ownership and are responsible for certain portions of the proposed trail segment.

TOTAL PROJECT COST: $1,965,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Trail will connect multiple communities throughout Arkansas River Valley offering a safe route for transportation as well highlight historical and natural features.

PROJECT #20:
City of Colorado Springs Transportation Infrastructure Supporting the Olympic Museum & Plaza

SUBMITTED BY:
City of Colorado Springs

BRIEF PROJECT DESCRIPTION:
Building integrated, connected, and accessible multimodal transportation infrastructure in the City of Colorado Springs is critical to connecting visitors and residents to the future site of the Olympic Museum and Plaza, part of the core of our City. This project will construct an integrated system of active transportation improvements including: transforming wide streets with limited or no bike/pedestrian accessibility to urban boulevards, and constructing a one-of-a-kind pedestrian-cycling bridge connecting the future U.S. Olympic Museum and City’s Southwest Downtown to the City’s existing north-south trail system. These improvements are a crucial precursor to a larger improvement project within Southwest Downtown, including the construction of a new downtown multimodal transportation hub scheduled to begin in late 2017, planned Front Range passenger rail, as well as future development of corporate and residential space, and extensive revitalization of the blighted area. Furthermore, this project is a once in a lifetime opportunity for the City of Colorado Springs to leverage the opening of the U.S. Olympic Museum and a new multimodal transportation hub.

TOTAL PROJECT COST: $21,440,722.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
“The City completed a full benefit-cost analysis, analyzing the effect of the project activities to be implemented. We evaluated the effect on quality of life, economic competitiveness, safety, state of good repair, environmental sustainability against the cost of the projects. The result is a net benefit of $276,142,758, monetized at a 3% net present value.
COLORADO

PROJECT #21:
Woodmen Road Corridor Improvement Project

SUBMITTED BY:
City of Colorado Springs

BASIC PROJECT DESCRIPTION:
The Woodmen Road Corridor Improvement Project has been underway since the year 2000. A significant amount of progress has been made to improve this important transportation system component in the northern part of El Paso County and the City of Colorado Springs. Both the City of Colorado Springs and El Paso County have recognized the poor traffic operation issues that have existed for years along Woodmen Road. Both, in partnership with the Colorado Department of Transportation, have also been working to develop and implement the badly needed improvements.

TOTAL PROJECT COST: $20,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF "CRITICAL INFRASTRUCTURE" FOR TRAVEL AND TOURISM?:
The project will have a number of additional positive effects on the community. These include improved safety and improved quality of life for drivers, residents, bicyclists, pedestrians, and businesses along the corridor. The Purpose and Need was defined in the original EA document as, “The purpose of the proposed improvements to Woodmen Road is to reduce the existing traffic congestion by making traffic flow more smoothly throughout the corridor now and in the future to the year 2030.” Reducing congestion in this significant corridor is a benefit to both the local and national economy by reducing lost time and the associated costs for people and business versus currently waiting in heavy traffic. Additional funding will free up local funds to be used on other transportation projects.

TOTAL PROJECT COST: $16,000,000.00

PROJECT #23:
Pikes Peak Avenue Reconstruction-Shook’s Run to Printers Parkway

SUBMITTED BY:
City of Colorado Springs

BASIC PROJECT DESCRIPTION:
Pikes Peak Avenue is an important east-west corridor leading into and out of downtown. The roadway and utilities are at least 60-80 years old within much of the project limits, between Shooks Run and Printers Parkway. Most of the pavement and concrete curb and gutter has exceeded its useful life and has deteriorated to the point where a full reconstruction is the best option to ensure that the corridor will continue to have many years of acceptable performance. In 2016, the City hired AECOM to analyze existing roadway conditions, recommend repairs and prepare construction plans to improve travel and public safety.

TOTAL PROJECT COST: $15,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF "CRITICAL INFRASTRUCTURE" FOR TRAVEL AND TOURISM?:
Improved infrastructure is a significant benefit to the corridor in terms of reduced congestion, improved travel and safety due to the elimination of localized street flooding, improved travel surface and continuous pedestrian access.

PROJECT #24:
Centennial Blvd Reconstruction- Garden of the Gods to Fillmore Street

SUBMITTED BY:
City of Colorado Springs

BRIEF PROJECT DESCRIPTION:
Centennial Blvd Reconstruction- Garden of the Gods to Fillmore Street

TOTAL PROJECT COST: $16,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF "CRITICAL INFRASTRUCTURE" FOR TRAVEL AND TOURISM?:
The project will have a number of additional positive effects on the community. These include improved safety and improved quality of life for drivers, residents, bicyclists, pedestrians, and businesses along the corridor. The Purpose and Need was defined in the original EA document as, “The purpose of the proposed improvements to Woodmen Road is to reduce the existing traffic congestion by making traffic flow more smoothly throughout the corridor now and in the future to the year 2030.” Reducing congestion in this significant corridor is a benefit to both the local and national economy by reducing lost time and the associated costs for people and business versus currently waiting in heavy traffic. Additional funding will free up local funds to be used on other transportation projects.
COLORADO

center of the road to establish a proper slope, which will direct storm water to new curb, gutter and drainage features. New medians will be placed north of Chesham Circle and near Windmill Avenue creating a gateway feature approaching the residential portion of the corridor. The new design provides residents between Chesham Circle and Windmill Avenue with direct access to side streets, eliminates unnecessary U-turns and provides vehicles with an area to wait to enter or exit traffic.

TOTAL PROJECT COST: $12,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Improved infrastructure is a significant benefit to the corridor in terms of reduced congestion, improved travel and safety due to the elimination of localized street flooding, improved travel surface and continuous pedestrian access.

PROJECT #25:
Mark Dabling Boulevard Culvert Replacements (north and south)

SUBMITTED BY:
City of Colorado Springs

BASIC PROJECT DESCRIPTION:
Beneath Mark Dabling Blvd. at two locations (two existing 84” and a single 96” corrugated metal pipes - CMPs). Mark Dabling is a frontage road for I-25 and is classified as a Fed Aid road. Over the past several years, it has been documented that these CMPs have experienced severe section loss and localized bulging. In addition, there is evidence of piping which has eroded the fill around the section and caused a “sinkhole” approximately 6 feet in diameter adjacent to the parking lot above and subsidence of the sidewalk. In 2014 an emergency repair was performed when a sinkhole developed. This project will construct new structures to convey drainage from the South Rockrimmon and Popes Bluff Basins under Mark Dabling Blvd. The critical project is needed since a 54” sanitary sewer pipe which carries 40% of the Colorado Springs wastewater to the north treatment plant.

TOTAL PROJECT COST: $4,300,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Mark Dabling Blvd. is an important street providing direct access to many businesses. In addition, there are several major utilities within the project that need to be protected. Failure of the existing drainage pipes would cause significant impacts to businesses due to the length of detour routes in the event of further damage to the roadway.

PROJECT #26:
Colorado Front Range Trail

SUBMITTED BY:
Colorado Department of Natural Resources

BRIEF PROJECT DESCRIPTION:
The vision of the Colorado Front Range Trail (CFRT) is to create a multi-use trail extending from the borders of Wyoming to New Mexico along the Front Range that links diverse communities, scenic landscapes, cultural and historic points, parks, open space, and other attractions. While significant portions of the almost 900 mile trail have been completed, almost two-thirds of the trail remains to be constructed.

TOTAL PROJECT COST: $10,200,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Colorado Front Range Trail is a great example of a cooperative regional project. We’re working closely with CDOT and our municipal and county neighbors. When finished, the trail will play a big role in getting more people outside and connecting communities across northern Colorado.

PROJECT #27:
I-25 Colorado Springs Denver South Connection

SUBMITTED BY:
Colorado Department of Transportation

BASIC PROJECT DESCRIPTION:
Project(s) to address congestion, safety and economic development on 17-mile corridor of Interstate between Colorado Springs and Denver.

TOTAL PROJECT COST: $400,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Improve connectivity and safety of heavily traveled interstate corridor between Colorado’s two largest cities, and improving freighted movement of goods and services on key north-south corridor for international trade. Key corridor for visitors along Colorado’s Front Range.

PROJECT #28:
Highline Canal Trail

SUBMITTED BY:
Denver Water; The Highline Canal Conservancy
COLORADO

BRIEF PROJECT DESCRIPTION:
The High Line Canal begins at the mouth of Waterton Canyon in Douglas County and winds 71 miles northeast to Green Valley Ranch in Denver. Over 350,000 residents live within one mile of the canal. The existing trail has over six major trail interruptions and 81 at grade crossings. Enhancements, trail connections, underpasses, and other safety improvements are necessary to fill gaps in the trail, which will improve user safety and enhance the trail experience.

TOTAL PROJECT COST: $14,500,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
With more than 60 miles of trail winding through the County, the Canal is one of our top priorities and a valued asset that provides access to recreation for citizens of all ages and abilities.

PROJECT #29:
Eagle Valley Trail

SUBMITTED BY:
Eagle County, Colorado

BASIC PROJECT DESCRIPTION:
When complete, the Eagle Valley Trail will be a 63-mile, paved trail that travels the length of the Eagle River Valley from Dotsero to the Town of Minturn. The trail will connect to the Gore Valley Trail through Vail and the Vail Pass bike path. Approximately 37 miles of the trail are complete and in use today. The next priority segment is seven miles from the Town of Eagle to the 287-acre Horn Ranch Open Space Park - connecting users to recreational opportunities in the park as well as other nearby public lands.

TOTAL PROJECT COST: $7,500,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The trail connects other regional trail systems in the mountains as well as several communities in Eagle County, their recreational amenities and other services.

PROJECT #30:
Ring the Peak

SUBMITTED BY:
El Paso County

BRIEF PROJECT DESCRIPTION:
Ring the Peak is a natural surface trail system planned to circumnavigate Pikes Peak and was first envisioned in the 1999 Pikes Peak Multi-Use Plan. Two trail gaps remain to close the almost 62-mile loop. The Ute Pass Regional Trail is a proposed 11-mile segment from Manitou Springs to the El Paso County line. Completing the remaining five miles of the Ute Pass trail would close the northeast gap of the Ring the Peak Trail.

TOTAL PROJECT COST: $7,600,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This segment would also provide a connection to the American Discovery Trail and the America the Beautiful Trail.

PROJECT #31:
Rocky Mountain Greenway

SUBMITTED BY:
U.S. Fish and Wildlife Service; Federal Highway Administration; Boulder County

BASIC PROJECT DESCRIPTION:
The vision of the Rocky Mountain Greenway (RMG) is to connect the Rocky Mountain National Wildlife Refuge to Rocky Flats National Wildlife Refuge, and Rocky Mountain National Park. A partnership between the U.S. Department of the Interior, Federal Highway Administration, CDOT, Colorado DNR and local governments.

TOTAL PROJECT COST: $12,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
A mix of paved and natural trail will connect Front Range communities with unique wildlife resources and protected lands and complete a missing link in the Colorado Front Range Trail.

PROJECT #32:
Garfield County, Colorado

SUBMITTED BY:
Lower Valley Trail

BRIEF PROJECT DESCRIPTION:
The Lower Valley (LoVa) Trail is a multi-use, non-motorized trail that will travel through the Colorado River Valley beginning in Glenwood Springs to connect the communities of New Castle, Silt, Rifle, and Parachute. Once complete, the paved trail will end at the Mesa County line and also will connect to the existing Rio Grande and Glenwood Canyon Trails beginning in Glenwood Springs. The proposed 47-mile trail is divided into five connector segments with the first priority for construction being the South Canyon Trail section.
COLORADO

TOTAL PROJECT COST: $14,765,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:

This regional trail will enhance outdoor recreation opportunities, will provide a safe transportation alternative for residents, and will connect residents of Garfield County to existing trails systems.

PROJECT #33:
The Peaks to Plains Trail – Clear Creek Canyon Segment, Golden, Colorado

SUBMITTED BY:
Jefferson and Clear Creek County

BASIC PROJECT DESCRIPTION:
The Peaks to Plains Trail is envisioned as a 65-mile, 10-foot wide, concrete east-west trail corridor from the Continental Divide at Loveland Pass to the South Platte Greenway north of Denver. Segments of the trail are built through both Clear Creek and Jefferson Counties. Currently there are several sections that are incomplete. Clear Creek County is working to finalize the design of approximately 16 miles of trail from the town of Empire to Hidden Valley as well as an effort to connect into the Jefferson County portion of the trail in Clear Creek Canyon. Jefferson County is focused on construction of a 2.5-mile segment at the west end of Clear Creek Canyon as well as finishing the design on the final 8 mile segment out to Highway 6 in Golden. An estimated 2.9 million Colorado residents and visitors will utilize the trail annually.

TOTAL PROJECT COST: $24,356,604.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Peaks to Plains Trail will showcase Colorful Colorado to residents and visitors alike with an amazing variety of healthy outdoor experiences. When completed, the Peaks to Plains Trail will connect millions of people of Colorado and tourists with our state’s natural beauty, mountains, grasslands, canyons and rivers.

PROJECT #34:
The Peaks to Plains Trail – Clear Creek Canyon Segment, Golden, Colorado

SUBMITTED BY:
Jefferson County, Colorado

BRIEF PROJECT DESCRIPTION:
“Approximately 87% of the 65-mile Peaks to Plains Trail will be complete by 2019, leaving 8.5 miles through the heart of Clear Creek Canyon, a steep, rugged and winding canyon with six tunnels around which the trail will pass. The trail shares the canyon with U.S. Highway 6 and will, to a great extent, follow the railroad grade from the 1870s. It will connect millions of Colorado and tourists with our state’s natural beauty, mountains, grasslands, canyons and rivers. The Peaks to Plains Trail is a vital connector to a recreation corridor that runs east-west across the choicest landscapes Colorado has to offer.”

TOTAL PROJECT COST: $43,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The provision of an active/alternative transportation route through Clear Creek Canyon and continuing on across our state, the influx of tourism and economic stimulus to the state and region are enormous. Millions live and visit Colorado for experiences which the Peaks to Plains trail offers in spades. Currently, cyclists and pedestrians are prohibited on U.S. Highway 6 through Clear Creek Canyon due to the narrow shoulder and unlit tunnels. This trail will make possible an offroad, passable route through this magnificent natural landscape.

PROJECT #35:
Colorado Riverfront Trail

SUBMITTED BY:
Mesa County, Colorado

BASIC PROJECT DESCRIPTION:
The Colorado Riverfront Trail extends from Palisade through the Grand Valley communities of Grand Junction and Fruita and terminates at the Kokopelli Trailhead outside of Loma. To date, 23 miles of the trail have been constructed with 10 miles remaining to fully complete the Riverfront Trail spine. Once completed, the continuous trail system will create a non-motorized, multi-modal transportation corridor that will act as an economic driver across the region and will provide access to additional recreation amenities such as the world-class mountain biking opportunities at the Kokopelli trails. Portions of the trail will include a natural surface, single-track trail alongside the concrete trail to provide for alternative surfaces.

TOTAL PROJECT COST: $5,500,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Riverfront Trail system is an ongoing, 25+ year-old valley-wide project to provide an uninterrupted public trail system from Palisade to Fruita. With thousands of people visiting the
Colorado

Riverfront Trails each year, the less impact we each make, the longer we will enjoy what we have.

Project #36: Paths to Mesa Verde

Submitted by: Montezuma County

Brief project description: The Paths to Mesa Verde project would provide 16 miles of multi-modal linkages between the Town of Mancos, Mesa Verde National Park, Cortez High School, Southwest Colorado Community College, the Phil’s World Mountain Bike Trails System, and the Montezuma County Fairgrounds. The trail would act as a safe transportation route along the Highway 160 corridor and would spur economic development surrounding tourism, outdoor recreation, and cultural resources. Proponents expect to identify a preferred alignment and complete the preliminary design work in 2016.

Total project cost: $17,425,000.00

How does the project meet the NACTTI’s definition of “critical infrastructure” for travel and tourism?: This proposed project has grown out of a grassroots community effort that has been in the works for several years and has great potential to improve the lives and economy of citizens in Montezuma County as well as improve the experience for visitors from all over the Nation and World who come to Mesa Verde National Park.

Project #37: Crested Butte to Carbondale

Submitted by: Pitkin County Open Space

Basic project description: The 74-mile Crested Butte to Carbondale Trail was first envisioned in 2004 to provide both paved and natural surface trail opportunities to the communities of Carbondale, Redstone, and Crested Butte. The first five mile segment of the trail is complete linking Carbondale to the existing Rio Grande trail. The next step is to complete the 17-mile Crystal Valley segment, linking the trail to Redstone and McClure Pass.

Total project cost: $44,875,000.00

Project #38: Fremont Pass Trail

Submitted by: Summit and Lake Counties

Brief project description: As envisioned, the 21-mile Fremont Pass Trail will parallel Highway 91 over Fremont Pass connecting the Summit County recreation path system at Copper Mountain with the Mineral Belt Trail in Leadville. The trail will serve as an important connector between Summit and Lake counties by offering regional connectivity throughout Colorado’s central mountains.

Total project cost: $5,656,000.00

How does the project meet the NACTTI’s definition of “critical infrastructure” for travel and tourism?: The Fremont Pass Rec path links the communities of Summit and Lake Counties through the national forest and the Climax mine, linking our respective citizens with nature, recreation, heritage and each other. It connects our two non-motorized rec path systems, getting pedestrians and cyclists off of an industrial highway and into the natural splendor for which our region of Colorado is best known.

Project #39: Palisade Plunge

Submitted by: Town of Palisade

Basic project description: The Palisade Plunge, located in Mesa County, is a proposed natural surface, single-track trail that begins at the Mesa Top Trail and ends at Rapid Creek Road near the town of Palisade. This project would provide unique and high quality recreational trail opportunities connecting areas of diverse terrain to local municipalities and services. Users would have access to the Town of Palisade, the Town of Mesa, and Powderhorn Mountain Resort.

Total project cost: $1,287,500.00
DISTRIBUTION OF COLUMBIA

PROJECT #40:
Concourse A (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
Replace a portion of the regional Concourse A gates new state of the art passenger handling facility similar to the Concourse B architecture that will enhance the stature of Dulles airport as a gateway to the nation's capital.

TOTAL PROJECT COST: $1,287,500.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This trail is an economic driver in it's uniqueness in location and elevation loss.

PROJECT #41:
Runway 1R-19L Reconstruction (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
The pavement is over 50 years old and is original to the Airport. The condition of the pavement has been declining and is reaching the end of its useful life. Reconstruction of the runway is required to maintain capacity and ensure safety. As part of this project the runway will be widen to 200 feet to meet FAA standards.

TOTAL PROJECT COST: $175,000,000.00

PROJECT #42:
Terminal A South Finger (DCA)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
This project will replace the aging Terminal A extension with a new state of the art passenger handling facility that enhances the stature of Reagan airport as a gateway to the nation’s capital.

TOTAL PROJECT COST: $125,000,000.00

PROJECT #43:
Tier 2 Regional Facility (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
Relocate the regional Concourse A gates to a new one story concourse facility located at the Tier 2 Train station which would provide a greater level of service and allow larger regional jets to operate there.

TOTAL PROJECT COST: $110,000,000.00

PROJECT #44:
Concourse C/D Enhancements (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
This project will extend the life of Concourse C/D for another 10 years by implementing required maintenance to keep the very old facility functioning.

TOTAL PROJECT COST: $70,000,000.00

PROJECT #45:
Concourse C/D Enhancements (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
This project will extend the life of Concourse C/D for another 10 years by implementing required maintenance to keep the very old facility functioning.

TOTAL PROJECT COST: $70,000,000.00

PROJECT #46:
Taxiway Connectors (IAD)

SUBMITTED BY:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
The project includes additional taxiway connections to access Runways 1L/19R and the deicing apron. The additional connections provide greater flexibility and increased efficiency.
The taxiway connection will provide direct access from the air cargo facilities to the western runway. In addition, it will provide additional access to and from the deicing apron to provide greater flexibility during winter weather.

**TOTAL PROJECT COST:** $66,000,000.00

**PROJECT #47:**  
Baggage Handling System Improvements (IAD)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
This project will address shortcomings of the inbound and outbound systems. Improvements will include updated baggage conveyance equipment, additional baggage conveyance routes and other infrastructure improvements. It will also adapt carousel capacity for domestic, international, and precleared flights.

**TOTAL PROJECT COST:** $50,000,000.00

**PROJECT #48:**  
Runway 1C-19C North Reconstruction (IAD)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
Reconstruction of the northern section of Runway 01C/19C and associated high-speed taxiways. The pavement is over 50 years old and is original to the airport. This project is needed to increase capacity and safety for air passengers.

**TOTAL PROJECT COST:** $43,000,000.00

**PROJECT #49:**  
Hold Aprons (DCA)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
The project consists of geometry improvements to the Runway 01 hold apron to increase the efficiency of the hold apron and to meet FAA taxiway geometry standards. The Runway 15 hold apron improvements will increase the capacity and efficiency of the hold apron.

**TOTAL PROJECT COST:** $43,000,000.00

**PROJECT #50:**  
Z Gates (IAD)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
The improvements require the addition of concourse building to provide gates for three aircraft including. Project includes fit-out similar to existing building, hydrant fueling, hold rooms, and airline support space.

**TOTAL PROJECT COST:** $42,000,000.00

**PROJECT #51:**  
Taxiway Geometry and RIM Improvements (DCA)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
This project will extend the life of Concourse C/D for another 10 years by implementing required maintenance to keep the very old facility functioning.

**TOTAL PROJECT COST:** $36,400,000.00

**PROJECT #52:**  
IAB Capacity Enhancements (IAD)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
Implement a “one stop” Custom and Boarder Protection processing concept which would blend primary screening to include both passport control and customs function and locate secondary screening adjacent to primary screening.

**TOTAL PROJECT COST:** $25,000,000.00

**PROJECT #53:**  
Taxiway B Pad (DCA)  
**SUBMITTED BY:** Metropolitan Washington Airports Authority  
**BASIC PROJECT DESCRIPTION:**  
This project will assist in maintaining the capacity of the airport by increasing aircraft holding capability and improving accessibility to the hold area. The project includes expansion of the existing
DISTRICT OF COLUMBIA

PROJECT #54: Dulles Access Highway Overlay (DTR)
SUBMITTED BY: Metropolitan Washington Airports Authority
BASIC PROJECT DESCRIPTION: The Dulles Access Highway is need of an overlay between to alleviate distresses due to age. This project will increase the lifespan of the road and increase traveler safety.
TOTAL PROJECT COST: $22,500,000.00

PROJECT #55: NNC Loading Dock C (DCA)
SUBMITTED BY: Metropolitan Washington Airports Authority
BASIC PROJECT DESCRIPTION: This project addresses a security issue with the Secure National Hall project regarding large delivery trucks accessing the existing docks on the commercial roadway and traversing below the new security checkpoints with large numbers of passengers. The existing loading docks would close and truck traffic re-routed to a new truck dock to be constructed at the New North Concourse.
TOTAL PROJECT COST: $20,000,000.00

PROJECT #56: Special Systems (IAD)
SUBMITTED BY: Metropolitan Washington Airports Authority
BASIC PROJECT DESCRIPTION: This project will benefit the transportation network through increasing passenger throughput efficiency, enhancing the level of security and enhancing passenger information.
TOTAL PROJECT COST: $10,000,000.00

PROJECT #57: Special Systems (DCA)
SUBMITTED BY: Metropolitan Washington Airports Authority
BASIC PROJECT DESCRIPTION: This project will benefit the transportation network through increasing passenger throughput efficiency, enhancing the level of security and enhancing passenger information.
TOTAL PROJECT COST: $10,000,000.00

PROJECT #58: Tier 2 Permanent Concourse (IAD)
SUBMITTED BY: Metropolitan Washington Airports Authority
BASIC PROJECT DESCRIPTION: Constructs a new concourse to replace temporary Concourse C/D. The current concourse is not consistent with IAD’s master plan. A new concourse will provide significant benefits to the regional and national economy through increasing efficiencies of the transportation network.
TOTAL PROJECT COST: $3,400,000.00
FLORIDA

PROJECT #59:
St. Johns River-to-Sea Loop

SUBMITTED BY:
Florida Department of Environmental Protection; Florida Parks Service; Bureau of Greenway and Trails

BASIC PROJECT DESCRIPTION:
The St. Johns River-to-Sea Loop was established in 2008 through a Memorandum of Agreement signed by 5-counties (St. Johns, Putnam, Flagler, Volusia and Brevard). The Loop is a significant effort to provide a safe and continuous multi-use trail to link communities of Florida’s First Coast and Space Coasts. It will connect the oldest European community in North America, St. Augustine, and the John F. Kennedy Space Center as well as join the St. Johns River, numerous springs and miles of beaches. The Loop will improve recreation and the quality of life of residents while providing for economic development and increased tourism. The Loop includes a portion of the Coast-to-Coast Connector, which is a significant effort to provide a continuous multi-use trail from the Atlantic to the Gulf of Mexico. The Loop is also part of the East Coast Greenway, which is a 3,000 mile route that will connect Key West, Florida to Calais, Maine.

TOTAL PROJECT COST: $110,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
When complete, the SJR2C Loop in combination with its sister trail the Florida Coast-to-Coast Connector, will be a magnet drawing tourists and cycle tours from all over the world. Cycle tourism has been documented as bringing environmentally-conscious people with the highest spend rate and lowest impact on environment and infrastructure. In Germany cycle tourism is the fastest growing and now represents 10% of the entire tourism revenue. Cyclists have been shown to spend on average 9% more than those arrive by car.

PROJECT #60:
Ludlam Trail

SUBMITTED BY:
Miami-Dade County

BRIEF PROJECT DESCRIPTION:
Modeled after The High Line in New York City, The Ludlam Trail Project turns an abandoned rail line into a vibrant, pedestrian friendly linear park and public space that provides active/non-motorized transit, connects residents to parks, schools, jobs, and unifies a community through programmed events and public outreach. Located in the heart of Miami-Dade County, the 6.2 mile linear trail will connect densely populated areas and become a destination for all County residents. This signature and iconic project will provide numerous economic, health, social, and civic benefits that improve the quality of life for all Miami-Dade County residents.

TOTAL PROJECT COST: $34,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
“Based on the Miami-Dade County Trail Benefits Study, development of the Ludlam Trail will result in a reduction of 860,000 vehicle trips per year. Retail sales will increase an additional $1.2 to $1.8 Billion over the next 20 years resulting in an additional $84 to $125 Million in new sales tax revenue at the State level. At the local level, an $2.7 Billion increase in assessed property values over the next 20 years will generate $523 Million in new real estate tax revenue”.
INDIANA

PROJECT #61: Indy Connect Regional Transit
SUBMITTED BY: IndyGo: Indianapolis Public Transportation Corporation
BASIC PROJECT DESCRIPTION: System Implementation of regional Indy transit plan, including Red, Green, Blue and Purple Lines
TOTAL PROJECT COST: No information provided by contact

PROJECT #62: Indy Bike & Pedestrian Lanes Project
SUBMITTED BY: City of Indianapolis; Central Indiana Community Foundation
BRIEF PROJECT DESCRIPTION: Full integration of bike/pedestrian pathways into existing roadway and community network of transportation to ease and calm traffic through urban areas.
TOTAL PROJECT COST: $100,000,000.00
HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: Regional connectivity, safety and security, neighborhood building.

PROJECT #63: Development of GM Stamping Plant Site, Downtown Indianapolis
SUBMITTED BY: City of Indianapolis; RACER Trust
BASIC PROJECT DESCRIPTION: Develop 100+ acres site in downtown Indy, connect to neighborhoods and downtown business core
TOTAL PROJECT COST: No information provided by contact

PROJECT #64: Development of White River, Downtown Indianapolis/Marion
SUBMITTED BY: County City of Indianapolis
BRIEF PROJECT DESCRIPTION: Prepare, engineer, design White River for development and quality of place
TOTAL PROJECT COST: No information provided by contact
HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: Continued growth in air travel and system capacity, job creation and increased economic impact.

PROJECT #65: Indianapolis International Airport Updates
SUBMITTED BY: Indianapolis Airport Authority
BRIEF PROJECT DESCRIPTION: Apron and Airfield infrastructure (runway & taxiway rehab, replace lighting/signage, etc.)
TOTAL PROJECT COST: $90,000,000.00
HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: Continued growth in air travel and system capacity, job creation and increased economic impact.

PROJECT #66: Indianapolis International Airport Updates
SUBMITTED BY: Indianapolis Airport Authority
BRIEF PROJECT DESCRIPTION: Parking Infrastructure & System Improvements.
TOTAL PROJECT COST: $50,000,000.00
HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: Continued growth in air travel and system capacity, job creation and increased economic impact.

PROJECT #67: Indianapolis International Airport Updates
SUBMITTED BY: Indianapolis Airport Authority
BASIC PROJECT DESCRIPTION: Environmental & Other Regulatory Improvements (Deicing, Stormwater, etc.)
INDIANA

2017 PROJECT SUBMISSIONS

TOTAL PROJECT COST: $30,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:

Continued growth in air travel and system capacity, job creation and increased economic impact.

PROJECT #68:
Indianapolis International Airport Updates

SUBMITTED BY:
Indianapolis Airport Authority

BRIEF PROJECT DESCRIPTION:
IND Terminal and Campus Refurbishment, Concessions Refresh, terminal infrastructure & backup systems, etc.

TOTAL PROJECT COST: $20,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:

Supporting infrastructure for air travel, job creation and increased economic impact.

PROJECT #69:
Indianapolis International Airport Updates

SUBMITTED BY:
Indianapolis Airport Authority

BASIC PROJECT DESCRIPTION:
Roadway Infrastructure

TOTAL PROJECT COST: $20,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:

Supporting infrastructure for air travel, job creation and increased economic impact.

PROJECT #70:
Completion of 1-69 into Indianapolis

SUBMITTED BY:
State of Indiana

BRIEF PROJECT DESCRIPTION:
“Information Technology Improvements”

TOTAL PROJECT COST: $20,000,000.00

PROJECT #71:
Indianapolis International Airport Updates

SUBMITTED BY:
Indianapolis Airport Authority

BASIC PROJECT DESCRIPTION:
Shuttle Bus, Vehicle & Equipment Replacement

TOTAL PROJECT COST: $10,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:

Supporting infrastructure for air travel, job creation and increased economic impact.

PROJECT #72:
Completion of 1-69 into Indianapolis

SUBMITTED BY:
State of Indiana

BRIEF PROJECT DESCRIPTION:
Complete final leg of I-69 through Indiana, specifically into Indianapolis

TOTAL PROJECT COST: No information provided by contact

How does the project meet the NACTTI’s definition of “Critical Infrastructure” for travel and tourism?:

Supporting infrastructure for air travel, job creation and increased economic impact.
LOUISIANA

PROJECT #73:
New Orleans to Baton Rouge Passenger Rail Service

SUBMITTED BY:
Baton Rouge Area Foundation

BASIC PROJECT DESCRIPTION:
The proposed Baton Rouge to New Orleans intercity passenger rail service would connect Louisiana’s two largest cities with multiple round trips each day. The proposed service would use existing train tracks that are used to carry cargo across the region and improve them to handle the higher speed passenger trains. Regular service between the two areas would include whistle stops in two of the larger cities in between Baton Rouge and New Orleans, link business the business centers of New Orleans and Baton Rouge and stop at the New Orleans international airport, where a new terminal is under construction and new international flights from New Orleans to London will start in March. This would make travel for people from the capitol region more efficient, less expensive and reduce the daily traffic congestion on Interstate 10 between the two cities. The proposed passenger service would charge riders $10.00 per trip.

TOTAL PROJECT COST: No information provided by contact

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The proposed service would provide many benefits, including accelerating the development of an economic super-region to create more jobs and compete against larger rival metropolitan areas. This super-region has 54% of the state’s population and 59% of the jobs. The proposed passenger rail service would start by operating two round-trip trains a day with the goal of increasing trips, speed and ridership incrementally. The rail would connect an 80-mile corridor, representing more than 2.2 million people and nearly 1 million Louisiana jobs.

PROJECT #74:
1-10 Expansion for the Bridge to the split in Baton Rouge-Congressional Dis. 2 & 6

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
Addressing the entire freight industry of the nation by removing the most congested stretch of I-10.

TOTAL PROJECT COST: $420,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Tremendous safety potential and leverages existing state investment on widening this critical corridor. This is the one project where congestion and constriction of capacity has risen to a level of emergency concern as it relates to mobility and economic competitiveness of the petro-chemical industry along the river.

PROJECT #75:
Completion of the LA 1 Bridge in Leeville-Congressional District 6

SUBMITTED BY:
No information provided by contact

BASIC PROJECT DESCRIPTION:
This project will facilitate enhanced oil production services off the coast of Louisiana.

TOTAL PROJECT COST: $320,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Sizable state investment, benefits the entire nation in terms of energy stability.

PROJECT #76:
Completion of the Comite Diversion Canal Project-Congressional District 2 and 6

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
This is a critical public works project to mitigate flood damage in a critical region of the state.

TOTAL PROJECT COST: $185,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This satisfies the national emergency criteria by ensuring diversion for the entire capitol region.

PROJECT #77:
Peter’s Road Bridge Construction-Congressional District 2

SUBMITTED BY:
No information provided by contact

BASIC PROJECT DESCRIPTION:
This project is essential for maintaining connectivity to the Belle Chase Air Force Base in Plaquemine, LA and improves
LOUISIANA

the marketability of vast stretches of land for multimodal development.

TOTAL PROJECT COST: $125,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This will support the development of a recently announced LNG Facility on the lower Mississippi River.

PROJECT #78:
LA1 Bridge replacement of the Intercostal Canal in West Baton Rouge-Congressional District 6

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
This could potentially be a design build on this highly congested corridor that impacts the Port of Greater Baton Rouge and the rapidly expanding petrochemical industry along the river south of Baton Rouge.

TOTAL PROJECT COST: $100,000,000.00

PROJECT #79:
No information provided by contact

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
1-10 widening in New Orleans.

TOTAL PROJECT COST: $100,000,000.00

PROJECT #80:
No information provided by contact

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
1-12 Widening on the Northshore.

TOTAL PROJECT COST: $95,000,000.00

PROJECT #81:
1-20 Barksdale Entrance-Congressional District 4

SUBMITTED BY:
No information provided by contact

BASIC PROJECT DESCRIPTION:
Louisiana’s interstate system is the most significant surface infrastructure in the state and receives appropriate attention at the national level where freight and evacuation are concerned. As such, an effort is underway to add needed capacity across the state. There are several corridors that are eligible to advancement. The projects below can also be undertaken as segments of independent utility if necessary.

TOTAL PROJECT COST: No information provided by contact

PROJECT #82:
No information provided by contact

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
1-10 widening to Texas.

TOTAL PROJECT COST: $65,000,000.00

PROJECT #83:
No information provided by contact

SUBMITTED BY:
No information provided by contact

BASIC PROJECT DESCRIPTION:
New Orleans Airport new terminal access ramp

TOTAL PROJECT COST: $50,000,000.00

PROJECT #84:
Critical Interstate Widening efforts-Congressional Districts 1, 2, 3 & 6 (see subcategories below)

SUBMITTED BY:
No information provided by contact

BRIEF PROJECT DESCRIPTION:
Louisiana’s interstate system is the most significant surface infrastructure in the state and receives appropriate attention at the national level where freight and evacuation are concerned. As such, an effort is underway to add needed capacity across the state. There are several corridors that are eligible to advancement. The projects below can also be undertaken as segments of independent utility if necessary.

TOTAL PROJECT COST: No information provided by contact
**PROJECT #85:**
Iron Belle Trail Biking Route

**SUBMITTED BY:**
Atlas Township

**BASIC PROJECT DESCRIPTION:**
IBT segment - Perry Rd. Bike Path from Gale Rd. to Vassar Rd. along Perry Rd.

**TOTAL PROJECT COST:** $968,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**:
A major IBT trail connection for southern Genesee County, the county’s nonmotorized network, and between Atlas Township and City of Grand Blanc. Could serve as a commuter route for school and work.

**PROJECT #86:**
Iron Belle Trail Hiking Route

**SUBMITTED BY:**
City of Albion

**BRIEF PROJECT DESCRIPTION:**
IBT segment - sidewalk and sharrow along Albion St. and off-road trail through McAuliffe Park along Michigan Ave.

**TOTAL PROJECT COST:** $208,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**:
A major IBT trail connection for the City of Albion to one of its regional parks and a connection from Albion River Trail to a major IBT segment along Michigan Ave. to Marshall.

**PROJECT #87:**
Iron Belle Trail Hiking Route

**SUBMITTED BY:**
Detroit Riverfront Conservancy

**BASIC PROJECT DESCRIPTION:**
Detroit Riverwalk from Uniroyal Site to Mt. Elliott Park

**TOTAL PROJECT COST:** $1,000,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**:
A major IBT trail connection between Plainfield Township and Rose City.

**PROJECT #88:**
Iron Belle Trail Biking Route

**SUBMITTED BY:**
Genesee County

**BRIEF PROJECT DESCRIPTION:**
IBT segment - Irish Rd. to Columbiaville

**TOTAL PROJECT COST:** $5,863,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**:
A major IBT trail connection along the Holloway Reservoir between two major rail trail arteries and between Genesee and Tuscola County. Could serve as a commuter route for school and work from rural to metropolitan areas.

**PROJECT #89:**
Iron Belle Trail Biking Route

**SUBMITTED BY:**
Iosco County

**BASIC PROJECT DESCRIPTION:**
Iosco Exploration Trail - 11.2 mile IBT segment combination of asphalt trail/bike lanes connecting Plainfield Township to Rose City

**TOTAL PROJECT COST:** $4,500,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**:
A major IBT trail connection for the City of Albion to one of its regional parks and a connection from Albion River Trail to a major IBT segment along Michigan Ave. to Marshall.

**PROJECT #90:**
Fred Meijer White Pine Trail State Park

**SUBMITTED BY:**
Michigan Department of Natural Resources
MICHIGAN

BRIEF PROJECT DESCRIPTION:
Completing the Fred Meijer White Pine Trail State Park, a 92-mile rail trail between Grand Rapids and Cadillac, Michigan. Fifty-plus miles have been paved in asphalt, including significant portions at both ends and one portion in the middle. This project is to pave in asphalt the remaining 40.8 miles of rail trail connecting Grand Rapids to Cadillac and the 12 communities between. It will be a trail artery in the state of Michigan.

TOTAL PROJECT COST: $6,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Completing the 92-mile trail now will allow the region to receive all its health and economic benefits presently, versus in the future. It will connect 14 communities with a means for alternative transportation, offer health benefits to residents along its route, and be a destination trail attracting tourists and visitors from around the country and world.

PROJECT #91:
Iron Belle Trail Biking Route

SUBMITTED BY:
Michigan Department of Natural Resources

BASIC PROJECT DESCRIPTION:
IBT segment from Trailhead to MacArthur Bridge on Belle Isle

TOTAL PROJECT COST: $3,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Trail user safely exits Belle Isle for the start of their Iron Belle journey

PROJECT #92:
Iron Belle Trail Biking Route

SUBMITTED BY:
Michigan Department of Natural Resources

BRIEF PROJECT DESCRIPTION:
Cradle of Forestry Trail - 2.56 mile off-road path from CCC Museum parking lot to Fletcher Rd./Old US 127

TOTAL PROJECT COST: $782,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Connection between tourism attraction for trail users and continuation of IBT.

PROJECT #93:
Iron Belle Trail Biking Route

SUBMITTED BY:
Orion Township

BASIC PROJECT DESCRIPTION:
IBT segment - Paint Creek Trail connection to Polly Ann Trail along Clarkston Rd.

TOTAL PROJECT COST: $1,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
A major IBT trail connection between two major rail trails and significant for Oakland County’s nonmotorized network

PROJECT #94:
Iron Belle Trail Biking Route

SUBMITTED BY:
Shelby Township

BRIEF PROJECT DESCRIPTION:
IBT segment - Riverbends Park trail extension to the Clinton River Trail

TOTAL PROJECT COST: $3,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This is a 3.5 mile IBT connection which parallels a high volume road, taking trail users to a major rail trail artery, the Clinton River Trail.

PROJECT #95:
Iron Belle Trail Biking Route

SUBMITTED BY:
Shelby Township

BASIC PROJECT DESCRIPTION:
IBT segment - Riverbends Park trail extension to the Clinton River Trail

TOTAL PROJECT COST: $1,425,000.00
MICHIGAN

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Clinton River is a major obstacle to trail users journey on the IBT since the roads are too congested and narrow for safe passage

PROJECT #96:
Iron Belle Trail Biking Route

SUBMITTED BY:
Washtenaw County

BRIEF PROJECT DESCRIPTION:
Border to Border Trail connection from US 23 to Zeeb Rd. to Delhi Metropark and from Delhi Metropark to City of Dexter

TOTAL PROJECT COST: $21,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Major segment of IBT and a major gap closure for the Border to Border Trail in a highly populated area; Could be a commuter route for school and work for outlying communities to use the B to B trail to get in and out of Ann Arbor metropolitan area
MINNESOTA

PROJECT #97:
Willow Creek Trail Project
SUBMITTED BY:  
City of Rochester

BASIC PROJECT DESCRIPTION:  
Construction of Willow Creek Trail project is a combined project of an improvement and expansion of an underutilized park and 3 miles of trails accessing the park. The project will add bike access to the park, provide year-round outdoor recreation of mountain biking, hiking, cross-country skiing, snow tubing/sledding to the limited uses of fishing and outdoor enjoyment.

TOTAL PROJECT COST:  $2,750,000-$3,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:  
“The project would provide major benefit to the local and regional transportation network as well as have potential local and regional economic impacts. The proposed trail will also provide potential benefit to the long term development of the State Trail System by providing for construction of one segment of proposed State Trail Link with a working title of the Blue Stem Trail which would connect the cities of Rochester and Stewartville. The Blue Stem trail would serve to further expand the number of cities that are connected to the growing River Bluff trail system in southeastern Minnesota.”

PROJECT #98:
TH 23 (District 8)
SUBMITTED BY:
Minnesota Department of Transportation and Commissioner  
Charlie Zelle

BRIEF PROJECT DESCRIPTION:
Four-lane expansion between New London and Paynesville.

TOTAL PROJECT COST:  $43,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:  
Filling a gap in a four-lane corridor for freight and mobility improvements.

PROJECT #99:
I-94 (District 4)
SUBMITTED BY:
Minnesota Department of Transportation and Commissioner  
Charlie Zelle

BASIC PROJECT DESCRIPTION:
Unbound concrete overlay between TH 79 and TH 114.

TOTAL PROJECT COST:  $33,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:  
Pavement preservation.

PROJECT #100:
I-94 (District 4)
SUBMITTED BY:
Minnesota Department of Transportation and Commissioner  
Charlie Zelle

BASIC PROJECT DESCRIPTION:
Unbound concrete overlay between TH 79 and TH 114.

TOTAL PROJECT COST:  $33,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:  
Pavement preservation.

PROJECT #101:
US 169 (Metro)
SUBMITTED BY:
Minnesota Department of Transportation and Commissioner  
Charlie Zelle

BASIC PROJECT DESCRIPTION:
Unbound concrete overlay between TH 25 and TH 282.

TOTAL PROJECT COST:  $21,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:  
Pavement preservation.
MISSOURI

PROJECT #102:
The Rock Island Corridor Shared Use Path

SUBMITTED BY:
Jackson County, Missouri

BRIEF PROJECT DESCRIPTION:
In May of 2016 Jackson County, Missouri and the Kansas City Area Transportation Authority partnered to purchase the Rock Island Railroad Corridor from the Union Pacific Railroad Company. Unused for the past 40 years, this 17.7 mile out-of-service railroad corridor has long been identified as an ideal route to connect Kansas City to the 290 mile, state-wide KATY Trail unlocking another major metropolitan area to statewide bicycle and hiking tourism. Additionally, the corridor spans three cities in the Greater Kansas City area – Kansas City, Raytown, and Lee’s Summit while passing through scenic countryside, historic pioneer trails and battlefields, beautiful neighborhoods, local restaurants and microbreweries, two major league sports stadiums, and a 500-foot, 113 year-old tunnel. Within a mile of the corridor there are 56,000 residents and 26,000 jobs and abundant potential for economic development. In 2015 this corridor was also identified through an MPO sponsored Transportation Alternatives Analysis as an optimal corridor for commuter transit. Jackson County and the KCATA’s partnership, and the corridor’s standing as an active railroad provides protections that make future transit usage a reality. Some day, rail or bus rapid transit will help commuters beat long highway commutes with a comfortable option to get to work, run errands, or even go to a ball game.

TOTAL PROJECT COST: $5,000,000- $10,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Rock Island Corridor would connect the Kansas City area to the 290 mile Missouri KATY Trail. A 2012 Economic Impact Study conducted for the state of Missouri showed that KATY Trail visitors resulted in approximately $18 million per year in economic activity. The state of Missouri recently completed an extension to the Missouri KATY Trail from Windsor to Pleasant Hill, Missouri where our trail would connect to the state wide system. The Rock Island Corridor will offer recreational and transportation opportunities to residents of five municipalities and two counties, and through connections with other MetroGreen corridors, to the entire metro area and state of Missouri. The recreational aspects will enable youth and adults to utilize the corridor for fitness resulting in positive health outcomes. MARC is actively working with Kansas City Healthy Kids Coalition and other health-related groups to promote active living and the development of more opportunities like the Rock Island Corridor for walking and bicycling.
PROJECT #103: Highway 89 South Walking and Bike Path

SUBMITTED BY: City of Livingston, Montana; Park County, Montana

BRIEF PROJECT DESCRIPTION:
The Highway 89 South Bike Path is a four-and-a-half mile asphalt trail funded by the City of Livingston and Park County. It begins near downtown Livingston on North 5th Street and turns south along Park Street until it stop at the intersection of Highway 89 South and East River Road at Carter’s Bridge. This path is a great option for a longer run or bike ride with plenty of beautiful and varied scenery.

TOTAL PROJECT COST: No information provided by contact

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Significant tourism opportunities connecting to one of our most heavily-used national parks (Yellowstone) along a scenic path (Park County staff “can guarantee major support” from USFS and NPS for this project according to Kristen Galbraith); reduced demand on rural highway.
NEVADA

PROJECT #104:
Boulder City Parkway Complete Street from US-95 to Pacifica Way

SUBMITTED BY:
City of Boulder City; Boulder City Chamber of Commerce; Regional Transportation Commission of Southern Nevada; Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
This project involves the conversion of a multi-lane state highway through a commercial and residential corridor into a complete street. The resulting street segment will improve safety for pedestrians and cyclist. This segment of highway serves as the entrance into the community. Enhancements will improve the brand and image of the City, which is imperative as a new interstate bypass threatens to reduce local tourist traffic.

TOTAL PROJECT COST: $20,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: Creating a pedestrian and bicycle friendly transportation corridor will reduce the number of vehicles trips, which will improve local health and quality life. In addition, the enhancements will improve the image of community that serves as an entrance to the State of Nevada, thereby improving the economy of the region.

PROJECT #105:
Las Vegas Boulevard (Stewart to Charleston) Complete Street Retrofit and Reconstruction Project

SUBMITTED BY:
City of Las Vegas

BRIEF PROJECT DESCRIPTION:
The project is to beautify and rehabilitate the historic Las Vegas Boulevard between Stewart Avenue and Charleston Boulevard. The improvements include reconstructing the existing pavement, upgrading the utilities, widening sidewalks, installing improved pedestrian crossings, enhanced street lighting, traffic signal upgrades, and improved transit stops for the RTC Deuce transit line.

TOTAL PROJECT COST: $21,500,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The project is in the heart of Las Vegas on a national scenic byway that captures over 100 years of iconic history, commerce and tourism is the primary route connecting visitors to world famous Fremont Street. The benefits of the Las Vegas Boulevard project include improved safety for all modes, upgrading and rehabilitating some of the oldest infrastructure within the City, wayfinding signs for visitors, enhanced lighting, and other streetscape amenities to reinvigorate and revive the historic corridor. The project will provide the modern and efficient infrastructure needed to help revive local businesses and to keep Las Vegas as the “Entertainment Capital of the World.”

PROJECT #106:
US-95/CC-215 N System Interchange (including local access roadways)

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will complete all interchange movements between US95 and the Beltway, build a new Skye Pointe Interchange, and widen the Beltway to three lanes in each direction through the US95/ Beltway interchange. This will increase accessibility, enhance safety, and relieve congestion in the northwest valley.

TOTAL PROJECT COST: $155,000,000.00

PROJECT #107:
I-15 Tropicana Interchange

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
This project improves safety, traffic operations and performance of this interchange. In addition to the resorts along the Las Vegas Strip, there have been major investments in the T-Mobile arena and expansion of the Excalibur parking garage. The proposed Russell road sites being considered for an NFL stadium are in the vicinity of this interchange, which is a major access to the Las Vegas Strip, UNLV and McCarran International Airport.

TOTAL PROJECT COST: $150,000,000.00

PROJECT #108:
I-15 N/CC-215 N Interchange Construction

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will complete all interchange movements between the Northern Beltway and I-15, build a new access way to Tropical Pkwy. E., and provide additional widening of I-15N and CC-215N. This will increase accessibility and relieve congestion in the northeast valley, including the Speedway and Apex areas.
NEVADA

TOTAL PROJECT COST: $150,000,000.00

PROJECT #109:
I-15/Tropicana Interchange Reconstruction

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will complete an expanded tight diamond interchange at I-15 and Tropicana. This project will improve safety and operations on I-15 and Tropicana while enhancing the performance of the interchange ramps and intersections.

TOTAL PROJECT COST: $150,000,000.00

PROJECT #110:
I-515 Capacity Improvements- Package 6

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Major rehabilitation and widening of I-515 viaduct. This will address structural issues with aging viaducts, and improve capacity and safety.

TOTAL PROJECT COST: $146,300,000.00

PROJECT #111:
Resort Corridor Area Road Improvements (TIBP)- Phase 2

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Mid-term improvements will add capacity and improve mobility to, from, and within the Resort Corridor area, between Downtown Las Vegas and McCarran International Airport. Projects may include freeway, roadway and/or pedestrian facilities (bridges, safety measures, enhancements) throughout the noted area.

TOTAL PROJECT COST: $121,250,000.00

PROJECT #112:
I-515/I-215/I-11 Interchange Operational Improvements

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Interchange improvements to address delays and backups for primary south bound to west bound and north bound to west bound traffic. The project will also evaluate an auxiliary lane to Horizon Drive. These improvements will eliminate south bound and north bound backups and west bound weaving to Gibson Road.

TOTAL PROJECT COST: $100,000,000.00

PROJECT #113:
I-515 Capacity Improvements- Package 1

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will eliminate the south bound lane drop that occurs at the I-15 underpass and will build an auxiliary lane from I-15 to Charleston. This project will reduce congestion and increase the capacity and safety of US-95 between the Spaghetti Bowl and Charleston by providing additional auxiliary lanes along the freeway in this area.

TOTAL PROJECT COST: $94,200,000.00

PROJECT #114:
I-515 Capacity Improvements- Package 4

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Provide new interchanges on I-515 at City Parkway, and Pecos and Stewart. These new interchanges will improve access to the Downtown area and reduce congestion at adjacent interchanges.

TOTAL PROJECT COST: $70,100,000.00

PROJECT #115:
Resort Corridor Area Road Improvements (TIBP)- Phase 1

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Near-term improvements will add capacity and improve mobility to, from, and within the Resort Corridor area, between Downtown Las Vegas and McCarran International Airport. Projects may include freeway, roadway and/or pedestrian facilities (bridges, safety measures, enhancements) throughout the noted area.
NEVADA

TOTAL PROJECT COST: $68,750,000.00

PROJECT #116:
I-515 Capacity Improvements- Package 3

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will improve I-515 ramps at I-15, Las Vegas Boulevard, and Casino Center by braiding the ramps. This will help reduce congestion and improve accessibility to Downtown.

TOTAL PROJECT COST: $61,700,000.00

PROJECT #117:
Boulder Highway Safety Improvements

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Reconstruct corridor to incorporate vehicle, pedestrian and bicycle safety improvements, integrate complete streets elements, improve access to existing transit, and build intersection improvements. This project will increase safety for all modes of transportation along Boulder Highway.

TOTAL PROJECT COST: $55,000,000.00

PROJECT #118:
Las Vegas Boulevard, Stewart Avenue to Sahara Avenue

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will rehabilitate existing pavement, improve vehicle capacity, widen sidewalks with street trees and add improved lighting. The project will increase pedestrian safety and accessibility along the entire corridor, and provide improved aesthetics along Las Vegas Boulevard from the Stratosphere through Downtown Las Vegas.

TOTAL PROJECT COST: $45,000,000.00

PROJECT #119:
Las Vegas Boulevard, Primm to St. Rose Parkway

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will widen the existing two lane roadway on Las Vegas Boulevard from St. Rose Parkway to the California state line to four lanes. The project will provide increases accessibility along the I-15 corridor between Las Vegas and the California state line and provide an important reliever when the I-15 is congested.

TOTAL PROJECT COST: $44,125,000.00

PROJECT #120:
I-515 Capacity Improvements- Package 2

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will improve the vehicle capacity at Las Vegas Boulevard, Casino Center, and Eastern interchanges by adding additional auxiliary lanes to reduce congestion and increase safety.

TOTAL PROJECT COST: $27,700,000.00

PROJECT #121:
I-515 Capacity Improvements- Package 5

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will build Interchange improvements including auxiliary lanes, ramp improvements, and turn lanes on I-515 interchanges at Boulder Highway, Flamingo, Tropicana, and Russell. This project will improve capacity and enhance interchange operations.

TOTAL PROJECT COST: $25,500,000.00

PROJECT #122:
CC-215, Pecos Road, to Windmill Lane, and I-15 to Tropicana Avenue

SUBMITTED BY:
Nevada Department of Transportation
NEVADA

2017 PROJECT SUBMISSIONS

PROJECT #123:
I-15 Hacienda Avenue Direct Access Ramp for High Occupancy Vehicles (HOV)

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will widen the existing beltway from six to eight lanes within described limits, including widening bridges at Pebble, Spencer, Eastern, and Pecos. This will increase accessibility and mitigate congestion on the Southern Beltway.

TOTAL PROJECT COST: $17,400,000.00

PROJECT #124:
I-515 City Parkway Ramp (does not include HOV drop ramp from US 95)

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
This project allows HOV lane drivers to directly exit the freeway from the left lane without having to merge across general traffic, facilitating more efficient freeway egress throughout the resort corridor. The Hacienda HOV direct access ramp is to work as a couplet with the Harmon HOV direct access ramp.

TOTAL PROJECT COST: $16,000,000-$21,000,000

PROJECT #125:
I-15 Harmon Avenue Direct Access Ramp for High Occupancy Vehicles (HOV)

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
This project allows HOV lane drivers to directly exit the freeway from the left lane without having to merge across general traffic, facilitating more efficient freeway egress throughout the resort corridor. The Harmon HOV direct access ramp is to work as a couplet with the Hacienda HOV direct access ramp.

TOTAL PROJECT COST: $11,000,000-$13,000,000

PROJECT #126:
Dean Martin Drive, Cactus Avenue to Blue Diamond Road

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will widen the existing two lane roadway on Dean Martin Drive between Cactus Avenue and Blue Diamond Road to four lanes. This will provide increased accessibility and relieve congestion in the southwest part of the valley around the I-15.

TOTAL PROJECT COST: $10,400,000.00

PROJECT #127:
Flamingo Road/Tropicana Avenue Connector

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will extend Howard Hughes Parkway from Flamingo Road to Tropicana Avenue. This will provide a new north-south link within the Resort Corridor to enhance connectivity between the airport and the convention district.

TOTAL PROJECT COST: $10,000,000.00

PROJECT #128:
Green Valley Parkway/I-215 Interchange Improvements

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will provide operational improvements to the Green Valley Parkway/ I-215 Interchange to improve traffic signal coordination, turn lanes, pedestrian improvements. The project will also rehabilitate adjacent roadways (Green Valley, Paseo Verde, Village Walk and Pebble). The project will alleviate traffic back-ups that stack back to the I-215 mainline and will provide pedestrian and cyclist improvements.

TOTAL PROJECT COST: $8,000,000.00
NEVADA

PROJECT #129:
Flamingo Road to Dean Martin Drive Slip Ramp

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
Will construct a ramp to allow those traveling on Flamingo Road to directly access Dean Martin Drive. Improving access to Dean Martin Drive will better facilitate the north-south flow of traffic and reduce congestion in the Resort Corridor.

TOTAL PROJECT COST: $6,300,000.00

PROJECT #130:
Maryland Parkway Corridor Project

SUBMITTED BY:
Nevada Department of Transportation

BRIEF PROJECT DESCRIPTION:
The Maryland Parkway Corridor Project is an investment in transportation infrastructure that will increase mobility, improve safety and facilitate economic development for the immediate and surrounding areas.

TOTAL PROJECT COST: No information provided by contact

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Southern Nevada Strong Regional Plan identifies Maryland Parkway as a key “opportunity site” for improved transit (specifically light rail), to better connect affordable housing with jobs, and to foster economic development and revitalization.
PROJECT #131: Mount Beacon Incline Railway Restoration

SUBMITTED BY: Mount Beacon Incline Railway Restoration Society

BRIEF PROJECT DESCRIPTION:
To restore the incline railway (funicular) that operated on Mount Beacon from 1902 through 1977 and brought over 3.5 million people to one of the most beautiful and historically significant locations in the mid-Hudson Valley. Framed as a “Gateway to the Hudson Highland State Park”, this restoration is anchored in the principals of ADA Accessibility and would enable people of “all abilities” to enjoy breathtaking vistas of the Hudson River, the surrounding valley, and the city of Beacon just 1,500 feet below. The project is structured as a private/public partnership that would generate its own revenue and includes: a summit restaurant, spaces for public and private events, and heritage/nature interpretive space.

TOTAL PROJECT COST: $40,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
It enables a large underserved population to access a unique public park - currently this summit is only accessible through a very steep and dangerous trail. Fits perfectly into the region’s strategic economic development plan: Dutchess County is home to a growing list of international destinations including: Hyde Park, Walkway Over the Hudson, Dia: Beacon. It includes investments to several core infrastructure needs. B. One-time regional economic impact as a result of construction: $11 million. D. Annual re-occurring economic activity as result of increased tourism: $30 million.
North Carolina

**PROJECT #132:**
Bridge Repair and Replacement

**SUBMITTED BY:**
North Carolina Department of Transportation

**BRIEF PROJECT DESCRIPTION:**
Stated in 2015, The NC Department of Transportation confirms more than a third of the state’s bridges and overpasses need some sort of work [repair or replacement]. DOT Communications Chief Mike Charbonneau says of the 13,500 bridges maintained by the DOT, about 5,300 are considered either “structurally deficient” (2,100 bridges) or “functionally obsolete” (3,200 bridges). Structurally deficient bridges have load carrying components in poor condition due to deterioration. These bridges are safe. However, they require significant maintenance to remain in service, and limits on vehicle weights may be required. To fully address the issues on a structurally deficient bridge, extensive rehabilitation or replacement is usually required. Functionally obsolete bridges no longer meet the demands of the traffic using them. These bridges are safe but need to be improved or replaced due to narrow lanes, low height clearances, or have posted weight limits.

**TOTAL PROJECT COST:** $9,400,000,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
Increased commerce throughout our state with safer and more reliable transportation channels connecting various aspects of the state. Bridges are a primary access point for visitor to the coastal region of the state.

**PROJECT #133:**
Dredging for NC Coastal Inlets

**SUBMITTED BY:**
Army Corps of Engineers

**BRIEF PROJECT DESCRIPTION:**
The routine maintenance of North Carolina coastal inlets through dredging initiatives, to sustain and support North Carolina’s transportation infrastructure and overall economy. The National Ocean Service defines dredging as “the removal of sediments and debris from the bottom of lakes, rivers, harbors, and other water bodies...” necessary “because sedimentation—the natural process of sand and silt washing downstream—gradually fills channels and harbors.” NC Coastline has a wide variety of inlets that are critical to coastal commerce – coastal highways, that constantly shoal & fill in with sand. Only through routine dredging and maintenance can these inlets remain open to support NC’s economy. These inlets are “federally authorized” meaning that the federal government maintains the area if funds are available to use. Although NC inlets used to receive substantial federal funding, this funding to maintain shallow draft and deep draft inlets, has declined in recent years.

**TOTAL PROJECT COST:** $450,000,000.00

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:**
Increased number of visitors, increased visitor satisfaction. The Blue Ridge Parkway is the most visited asset in the entire National Park system with 15 million visitors in 2015.
PROJECT #135:
Little Miami Scenic Trail (LMST) Extension Beechmont Bridge

SUBMITTED BY:
Great Parks of Hamilton County

BRIEF PROJECT DESCRIPTION:
This project is the construction of a key missing link in the Little Miami Scenic Trail across the Little Miami River. The LMST is 78 miles long, and a part of the overall Ohio To Erie Trail (OTET). The OTET is a 330 mile long, multi-purpose recreation and transportation trail linking Cincinnati, Columbus and Cleveland. The OTET is mostly completed; however the connection this project will provide will complete a big and longstanding gap in the overall trail. The trail will also allow the nearby Ohio River Trail to connect to the OTET. The Ohio River Trail is a project intended to connect trails in Pennsylvania, Maryland, West Virginia and Ohio for an eventual length of up to 450 miles.

TOTAL PROJECT COST: $5,100,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
This project will increase the connectivity of several existing and proposed trail networks in multiple states, as well as several regional trails in Ohio. The connection will also link several proposed and existing trails in the Greater Cincinnati area, thereby increasing the transportation choices and access for a wide range of people, including disadvantaged. By increasing the multimodal options for users of all types, it will reduce stress on the existing transportation systems. By creating connection to so many and far reaching trail networks on one side of the bridge, the project will allow those users to utilize the many lodging and entertainment options in the Greater Downtown Cincinnati on the other side of the bridge.

PROJECT #136:
Cleveland Midway Project

SUBMITTED BY:
“The City of Cleveland has brought the plan through to design state, with three initial street plans. The initial plan was prepared by volunteers with the nonprofit cycling advocacy group, Bike Cleveland. The City Steering Committee included organizations throughout the City in a broad coalition, including the YMCA, Metrohealth Medical Center, Cleveland Metropolitan School District, Cleveland Public Library and others.”

BRIEF PROJECT DESCRIPTION:
The Midway is a city-wide network of protected bike lanes, connecting all neighborhoods of the city. The Midway, the protected bikeway network plan, would connect points throughout Cleveland, getting people to places they want to go for school, work, libraries, parks/Lake Erie, Gateway and other entertainment destinations. While we value the project for transportation, recreation and good health, the project is, truly, a 100 mile linear park.

TOTAL PROJECT COST: $6,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Midway offers the opportunity to “right size” Cleveland’s streets and creates an attractive, more vibrant street environment. This 100-mile linear park creates an attractive and functional midpoint for Cleveland streets, supporting Cleveland residents of all ages, creating connectivity and health opportunities, while providing a vibrant draw to visitors and residents alike.
OREGON

PROJECT #137:  
Willamette Falls Locks

SUBMITTED BY:  
Clackamas County

BRIEF PROJECT DESCRIPTION:
The Willamette Falls Locks and Canal are owned by the US Army Corps of Engineers (USACE). They have been closed since 2011 due to life-safety reasons. Local stakeholders are working to see the Locks repaired and reopened for historical, recreational, tourism, and reduced commercial usage.

TOTAL PROJECT COST: $20,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Returning Willamette River to one navigable river, historical interpretation and use by Grand Ronde Tribes, local recreation and tourism use, likely use by local commercial users and barge owners. The Locks are also adjacent to the Willamette Falls Legacy Project, at 23 acre redevelopment site providing public access to the river and falls and mixed use for businesses, as well as providing access to the upper and lower Willamette River.

PROJECT #138:  
Williamette Falls Legacy Project Riverwalk Phase 1 Connection

SUBMITTED BY:  
Oregon Metro Regional Government

BRIEF PROJECT DESCRIPTION:
Providing public access to the nation’s second-largest waterfall by volume. Riverwalk Phase 1 Connections will fully connect the existing waterfront trails in Oregon City north and south of the Falls. The project includes Phase 1 of the riverwalk, replacement of the 99E viaduct, a structurally deficient roadway with substandard sidewalks that provides the pedestrian linkage between the existing waterfront trail and the planned riverwalk, and a planned pedestrian bridge on the south end of the riverwalk that connects to historic districts, a museum, and other tourist destinations.

TOTAL PROJECT COST: $65,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Estimates show that 600,000 to 1 million people will visit Willamette Falls. The riverwalk is expected to spur redevelopment on the former paper mill site. This project will provide a complete connection between Willamette Falls, historic downtown Oregon City, the McLoughlin Promenade, the Museum of the Oregon Territory, the City’s waterfront parks and marinas, and the City’s largest hotel. Replacement of the viaduct will improve traffic safety and flow through Oregon City’s downtown, while providing vastly improved conditions for people walking along the river. Willamette Falls is located within one of the Portland Metro area’s regional centers, an area that has been identified as a commercial and jobs center serving over 100,000 residents.
TEXAS

PROJECT #139:
Addition of Lanes (Abram Street)

SUBMITTED BY:
City of Arlington, Texas

BRIEF PROJECT DESCRIPTION:
Links major employment centers at UTA and manufacturing cluster centered around General Motors and Great Southwest Industrial Park.

TOTAL PROJECT COST: $17,000,000.00

PROJECT #140:
Bike/Pedestrian

SUBMITTED BY:
City of Arlington, Texas

BRIEF PROJECT DESCRIPTION:
Construct approximately 1.7 mile bike/pedestrian trail. Lynn Creek Linear Park trail extension from current eastern endpoint to Winter Pass Trail.

TOTAL PROJECT COST: $65,000,000.00

PROJECT #141:
Bike/Pedestrian

SUBMITTED BY:
City of Arlington, Texas

BRIEF PROJECT DESCRIPTION:
Construct approximately 0.5 mile bike/pedestrian trail extension. River Legacy Park Trail extension from current eastern endpoint to SH 360.

TOTAL PROJECT COST: $1,149,998.00

PROJECT #142:
Bike/Pedestrian Intersection Improvement

SUBMITTED BY:
City of Arlington, Texas

BRIEF PROJECT DESCRIPTION:
Abram-area bicycle and pedestrian district: construct new bike trail, sidewalks, pedestrian lighting, benches, landscaping, informational kiosks, trash receptacles, and bike racks within the district. Abram Street hike and bike trail; Fielder on the west, Abram on the south stadium on the east and right up to, but not including division on the north.

TOTAL PROJECT COST: $1,093,325.00

PROJECT #143:
Bike/Pedestrian

SUBMITTED BY:
City of Arlington, Texas

BRIEF PROJECT DESCRIPTION:
Traffic signal and crosswalks. CS from South Cooper Street safe school crossing at the intersection of South Cooper to Snooty Fox Drive/ Cooper Square Circle.

TOTAL PROJECT COST: $538,200.00

PROJECT #144:
East Airfield Rehabilitation Projects (Taxiways A and B Relocation and North & South Holdpads) - Phase

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the relocation of Taxiways A and B south of their current position to allow for future development and to increase the airport footprint.

TOTAL PROJECT COST: $530,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
“DFW serves as one of the busiest airports in the United States and in the world. As passenger demand continues to grow, additional land will be needed to adequately serve the passenger demand at DFW. Taxiways A and B are two of four taxiways at DFW (two located north of the terminal area and two located south) that connect the east and west airfield areas. Their role is key to enable aircraft landing on either airfield areas to access all terminal facilities (two terminals are located on the west side and three on the east side). These taxiways require reconstruction work due to their age. Rather than reconstruction in place, they will be reconstructed south of their existing location to increase the available footprint of the terminal area. This will allow to preserve the important airfield connectivity while allowing the terminal area to continue growing. Taxiway B and its bridge over International Parkway require a full reconstruction. Without this taxiway and bridge, aircraft will be delayed to reach their arrival terminal or departure runway, creating delays through the system.”
PROJECT #145:
East Airfield Rehabilitation Projects (Runway 17C/35C + Taxiway M) - Phase 1A

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the reconstruction of the full 13,401 feet of Runway 17C/35C. Additional projects incorporated into the Runway 17C/35C Reconstruction project include the rehabilitation of Taxiway M, modifications to the Taxiway M high-speed exit fillets, and the construction of new Runway 17C/35C high-speed exit taxiways.

TOTAL PROJECT COST: $161,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Runway 17C/35C was built in 1984 and recent pavement conditions have shown a rapid deterioration of the pavement. It serves as the primary arrival runway for the Dallas Fort Worth International Airport hubbing operation and accommodates 39% of all arrivals on an annual basis. Restoring the pavement on this runway will minimize future closures for maintenance repairs and limit flight delays at DFW and through the network. DFW is a key connecting hub in the National Airspace System (NAS) and the second largest Airport (17,200 acres) in the U.S. that will serve as a catalyst for continued growth of NAS activity.

PROJECT #147:
Southwest End Around Taxiway

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the construction of a second endaround taxiway (EAT) at DFW Airport. This new EAT will be located on the southwest quadrant of the Airport, behind the thresholds of Runways 36L and 36R.

TOTAL PROJECT COST: $104,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The layout of DFW’s airfield creates capacity and safety challenges in the form of runway crossings. Of the Airport’s seven runways, five are configured and operated as parallel runways. Standard airfield operating procedures typically dictate that, with parallel runway configurations, arriving aircraft land on the outboard runway(s) while departing aircraft take off using the inboard runway(s) relative to the point of origin/destination on the airfield. At DFW, this means that arriving aircraft typically exit the arrival runway, hold position and receive explicit clearance from Air Traffic Control (ATC) to cross the inboard (departure) runway. This requires ATC to hold the departing aircraft on the inboard runway(s) while the arriving aircraft is instructed to cross the departure runway. Once the arriving aircraft clears the runway, departures resume. From the standpoint of safety, runway crossings are discouraged, as such operations increase the risk of runway incursions. Reducing runway incursions at airports is a top FAA priority. As aircraft operations increase at DFW, so will runway crossings, resulting in an increased risk of runway incursions. The construction of the northeast end-around taxiway will move aircraft landing on Runways 31R, 35C and 35R to taxi to the terminal areas without incurring any runway crossings. This improvement will complement the existing southeast end-around taxiway.
TEXAS

PROJECT #148:
Landside Rehabilitation Project (2016 MII)

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the construction of the new north Airfield Dr. bridge (north of existing N. Airfield Dr. Bridge), the replacement of the existing Glade Rd., the bridge replacement (existing bridge decks 2-6W and 2-6E at International Parkway, over Crossover #7), and the pavement rehabilitation (from the DVOR to just south of Crossover #6 bridges).

TOTAL PROJECT COST: $94,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Due to the age and high usage of many of the bridges at DFW, rehabilitation is required. The Landside Roadway System Assessment completed by Jacobs showed that when pavements conditions degrade below a certain point, the chances that the condition can suddenly degrade increases exponentially, to a point where the road is unusable. The preventative maintenance is intended to minimize that possibility. Landside transportation and access reliability play a critical role in serving the DFW customers (passengers, businesses, employees) locally, regionally and nationally.

PROJECT #149:
Taxiway L Reconstruction

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the reconstruction of approximately 12,250 linear feet of taxiway “Lima.”

TOTAL PROJECT COST: $35,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Taxiway L serves as a parallel taxiway to Runway 17R-35L and allows for bidirectional circulation along the east side of the terminal area. Runway 17R/35L serves as a primary departure runway which is critical to accommodate the Airport’s peak departure periods.

PROJECT #150:
Terminal D Passenger Processing Expansion

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the implementation of an additional baggage makeup unit that will provide additional baggage storage capacity and improve operational baggage handling flexibility serving international carriers at DFW and the expansion of the Customs and Border Protection baggage claim area.

TOTAL PROJECT COST: $18,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
The Central Terminal Area Strategic Plan prepared for DFW in 2013 recommended that “additional makeup units be installed to avoid or minimize the capacity saturation”. After analyzing existing capacity, projected demand, ground handling considerations, and operational benefits, the Technical Team recommended the installation of an additional outbound baggage unit. The installation is an effort to mitigate the current capacity saturation and meet future carrier expansion demand at DFW. The expansion of the international bag claim area (CBP) will provide additional capacity to process international arriving passengers.

PROJECT #151:
Terminals A, D, E - TSA Automated Screening Lanes (10)

SUBMITTED BY:
Dallas-Fort Worth International Airport Board

BRIEF PROJECT DESCRIPTION:
This project includes the implementation of two automated lanes per screening checkpoint (A21, D22, E18, D30, D18).

TOTAL PROJECT COST: $6,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
“Passenger traffic at DFW has increased by 15% over the past 5 years, reaching an all-time high of 63.6 million passengers in Fiscal Year 2015, which has in turn impacted the processing functions, including passenger security screening. Recently, some SSCPs have experienced wait times that exceed the DFW target wait time goal in queue of 10 minutes, due to a combination of throughput and TSA staffing constraints. TSA Automated Screening Lanes will help reduce SSCP wait times without building additional security screening lanes or increasing staffing. Increased capacity and reduced delays at these checkpoints will offer an enhanced customer experience, for both departing and connecting (from international
flights) passengers. The project consists of a comprehensive security checkpoint enhancement of the checkpoints in Terminals A, D and E.”

**PROJECT #152:**
Addition of Lanes (SH 360 from Sublett/Camp Wisdom Road to Tarrant/Ellis County Line)

**SUBMITTED BY:**
North Texas Tollway Authority

**BRIEF PROJECT DESCRIPTION:**
CNST 4 to 8 toll lanes from Sublett/Camp Wisdom Road to Debbie Lane; 4 to 6 toll lanes from Debbie Lane to Tarrant/Ellis Co Line; Add 4 to 4/6 cont frds from Sublett/Camp Wisdom to Heritage, and 4 to 4 cont frds from Heritage to Tarrant/Ellis Co Line (ultimate).

**TOTAL PROJECT COST:** $94,860,000.00

**PROJECT #153:**
Addition of Lanes (SH 360 from Tarrant/Ellis County Line to US 287)

**SUBMITTED BY:**
North Texas Tollway Authority

**BRIEF PROJECT DESCRIPTION:**
Construct 4 to 6 toll lanes and 4 to 4 continuous frontage roads (ultimate).

**TOTAL PROJECT COST:** $25,940,000.00

**PROJECT #154:**
Addition of Lanes (IH 30 from Cooper St. to Dallas County Line)

**SUBMITTED BY:**
Texas Department of Transportation- Fort Worth

**BRIEF PROJECT DESCRIPTION:**
Widen 6 to 8 general purpose lanes, convert 2 concurrent managed lanes to 2 concurrent express lanes, modifications to SH 360 connections and ramp modifications.

**TOTAL PROJECT COST:** $52,470,000.00

**PROJECT #155:**
Addition of Lanes (SH 360 from IH 30 to Abram Street)

**SUBMITTED BY:**
Texas Department of Transportation- Fort Worth

**BRIEF PROJECT DESCRIPTION:**
Reconstruct from 6 lanes to 8 lanes from Avenue K/Brown Boulevard to IH 30 and reconstruct from 6 to 8 lanes from IH 30 to Abbram Street with SH 180 Interchange.

**TOTAL PROJECT COST:** $23,478,214.00

**PROJECT #156:**
Addition of Lanes (I-20/360 interchange project)

**SUBMITTED BY:**
Texas Department of Transportation- Fort Worth

**BRIEF PROJECT DESCRIPTION:**
Serves significant industrial development which supports manufacturing.

**TOTAL PROJECT COST:** $10,000,000.00

**PROJECT #157:**
Bike/Pedestrian Intersection Improvement

**SUBMITTED BY:**
Texas Department of Transportation- Fort Worth

**BRIEF PROJECT DESCRIPTION:**
Construct new bike trail, 8-foot sidewalks, pedestrian lighting, benches, landscaping, informational kiosks, trash receptacles, and bike racks within the district.

**TOTAL PROJECT COST:** $1,050,775.00

**PROJECT #158:**
Bottleneck Removal

**SUBMITTED BY:**
Texas Department of Transportation- Fort Worth

**BRIEF PROJECT DESCRIPTION:**
Construct New Texas U-turn. IH 20 from Bowen Road west bound entrance ramp to Bowen Road west bound exit ramp.

**TOTAL PROJECT COST:** $439,746.00
PROJECT #159: Lamoille Valley Rail Trail (LVRT)

SUBMITTED BY: Vermont Association of Snow Travelers

BRIEF PROJECT DESCRIPTION: The LVRT is a 93 mile multi-use recreational infrastructure project that spans the width of Vermont. The project is restoring the now defunct Lamoille Valley Railroad corridor into a four-season rail trail to serve as a tourist destination in some of the most rural counties in the state. Once completed, it will be the longest rail trail in New England.

TOTAL PROJECT COST: $1,546,146.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?: The LVRT has already begun to have a substantial impact in the communities it currently serves. The trail has been drawing users from across the state and beyond its borders. It travels through downtown districts and brings users right to restaurants, bed and breakfasts, and other local merchants. It also serves as an alternate transportation facility for seasonal commuting as well as a safe corridor for daily exercising.
WASHINGTON

PROJECT #160:
City of Asotin

SUBMITTED BY:
Asotin Marina Boat Launch

BRIEF PROJECT DESCRIPTION:
Federal investment would fund a crucial update to the marina, which sits on US Army Corps of Engineers Land. The City of Asotin borders the Snake River and is widely known as the jet boat capital of the world.

TOTAL PROJECT COST: $4,000,000.00

PROJECT #161:
Riverfront Park Redevelopment Enhancements

SUBMITTED BY:
City of Spokane

BRIEF PROJECT DESCRIPTION:
Federal investment is required to renovate aging pedestrian bridges over the Spokane River, create a new museum for the historic Loof Carousel, create a universal access playground, and a major new regional event facility inside the park pavilion—in order to continue to serve millions of visitors a year and attract significant new visitation traffic from the U.S. and Canada.

TOTAL PROJECT COST: $18,000,000.00

PROJECT #162:
Columbia River Trail

SUBMITTED BY:
City of Washougal

BRIEF PROJECT DESCRIPTION:
Federal funds would enhance state and local investment in this river trail that follows the historic route of Lewis and Clark.

TOTAL PROJECT COST: $3,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Trail extension would allow for initial segments of a hut-to-hut multi-day hiking facility to be created with the potential to attract both new national and international visitors.

PROJECT #163:
Wilburton Trestle

SUBMITTED BY:
King County, Washington

BRIEF PROJECT DESCRIPTION:
Federal investment would help renovate a 100-year-old, 100-foot high, and 1,000 foot long historic railroad trestle for bicycle and pedestrian use and would create a key heritage tourist attraction.

TOTAL PROJECT COST: $20,000,000.00

PROJECT #164:
Sun Lakes/Dry Falls Visitor Center and Ice Age Flood Interpretive Projects

SUBMITTED BY:
Washington State Parks and Recreation Commission

BRIEF PROJECT DESCRIPTION:
Federal investment is needed to fund a new Sun Lakes campground, new Ice Age Flood interpretive exhibits, and a new visitor center at Dry Falls. The project highlights geological history and features that are unique in the world and attracts visitors from the U.S., Canada and beyond.

TOTAL PROJECT COST: $25,000,000.00

PROJECT #165:
Iron Horse/John Wayne Pioneer Trail

SUBMITTED BY:
Washington State Parks and Recreation Commission

BRIEF PROJECT DESCRIPTION:
This is the longest rail trail in the United States, spanning almost the entire state and providing a unique view of our state’s agricultural heritage as well as the historic route of the Milwaukee Road Railroad.

TOTAL PROJECT COST: $10,000,000.00

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?:
Federal investment will create crucial connections and infrastructure that will attract single and multi-day tourism.
WASHINGTON

PROJECT #166:  
Rural County Tourism Trails

SUBMITTED BY:  
Washington State Recreation and Conservation Office

BRIEF PROJECT DESCRIPTION:  
A group of 5 rural county projects for trails of regional significance are needed to increase travel and tourism. Trails include: the Olympic Discovery Trail, the Smokiam Trail, Ferry County Rail Trail, the White Horse Trail, and the Willapa Hills Trail. Rural counties have difficulty generating funds for major projects which is why federal investment is crucial.

TOTAL PROJECT COST:  $8,000,000.00
At the request of the NACTTI, the following document lists critical infrastructure projects that are vital to easing congestion, accommodating future growth in long-haul travel, and enhancing connectivity to major destinations and tourism assets.

Project submissions meet the NACTTI’s definition of “critical infrastructure” as well as the criteria determined by the NACTTI.

What is the definition of “Critical Infrastructure”?
“Critical Infrastructure” consists of the fixed installations, including but not limited to roads, railways, airways, waterways, and terminals such as airports, railway stations, bus stations and seaports, that enable long-haul travel mobility to and within the United States. These systems and assets, whether physical or virtual are so vital to the largescale movement of people that the incapacity, inefficiency or absence of such systems and assets would have a debilitating impact on travel and tourism and have an adverse effect on security, safety, economic growth, or any combination of those matters. When determining if systems or assets qualify as Critical Travel Infrastructure, consideration should be given to alleviating congestion and accommodating future growth along major corridors for long-haul travel (surface, air, rail) and enhancing connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets (AV’s, TNC’s, transit).
ALABAMA

PROJECT #1:
ARC Corridor V/US 72 East (I-565 Extension) from Maysville Road to Shields Road, Including a Split Interchange at Moore’s Mill Road and Interchange at Shields Road

NAME:
Harrison Diamond

CITY:
Huntsville

SUBMITTED BY:
City of Huntsville

BASIC PROJECT DESCRIPTION:
This project provides a critical link for commuters, as well as freight carriers, entering and departing east Madison County, Jackson County, and southern Tennessee. Roughly 30,000 vehicles travel this route daily, including 10% of Jackson County’s workforce. A full build out must be complete by the year 2040 because current traffic models predict that the road will be highly congested to the point of near failure.

TOTAL PROJECT COST: $92,733,000

PROJECT #2:
SR 255 (Research Park Blvd) Roadway Improvements from Redstone Arsenal Military Installation to US 72, Adjacent to Cummings Research Park

NAME:
Harrison Diamond

CITY:
Huntsville

SUBMITTED BY:
City of Huntsville

BASIC PROJECT DESCRIPTION:
The widening of SR-255 from Redstone Arsenal to US 72 is essential for mobility in the western metro area. The project ties directly into the planned Northern Bypass, and improvements to Research Park Boulevard will greatly reduce commute times to Redstone Arsenal and Cummings Research Park for those in west and northwest Madison County. As of 2011, a total of 52,000 cars per day traveled this segment of roadway, with traffic flows expected to grow. The latest traffic analysis of this location indicates that Research Park Boulevard is approaching capacity and is at the verge of gridlock.

TOTAL PROJECT COST: $15,000,000

PROJECT #3:
I-565 (Exit 14) at SR 255 (Research Park Blvd) Interchange Modification

NAME:
Harrison Diamond

CITY:
Huntsville

SUBMITTED BY:
City of Huntsville

BASIC PROJECT DESCRIPTION:
According to a recent corridor study, the existing traffic volumes along the I-565 westbound exit ramp to northbound Research Park Boulevard exceed the ramp capacity and therefore has a Level of Service of “F” indicating failure. The interchange serves 41,500 commuters at Redstone Arsenal and the adjacent Cummings Research Park. Future substantial growth will occur in this area in terms of households and employment.

TOTAL PROJECT COST: $128,000,000

PROJECT #4:
I-565 Interchange Modification at Exit 13, Resolute Way

NAME:
Harrison Diamond

CITY:
Huntsville

SUBMITTED BY:
City of Huntsville

BASIC PROJECT DESCRIPTION:
The intersection feeds directly into Gate 9, the main access to Redstone Arsenal and the Redstone Gateway Office Park. Congestion from commuters has routinely caused traffic to back up onto I-565 during peak hours. While access improvements have been made and plans are in process to relocate Gate 9, these improvements will not totally resolve the congestion problem. The City of Huntsville and Redstone Arsenal request that an access road be funded and constructed to divert traffic from the I-565 interchange into the Redstone Gateway Office Park in addition to interchange modifications at I-565 and Madison Blvd. A corridor study is underway for the project to better define the alignment of the road. Redstone Arsenal has endorsed this project and has recommended that this project be constructed for the benefit of their employees, and for access to Research Park.

TOTAL PROJECT COST: $39,000,000
ALABAMA

PROJECT #5:
Memorial Parkway at Mastin Lake Road

NAME: Harrison Diamond

CITY: Huntsville

SUBMITTED BY: City of Huntsville

BASIC PROJECT DESCRIPTION:
U.S. 231 is the main access road into and across Huntsville from the north and the south. It is projected that by the year 2030, approximately 90,000 daily trips will be made on the northern portion of U.S. 231 by commuters from Lincoln County, Tenn. and 90,000 daily commuter trips are expected on the southern portion of the corridor, originating from Morgan County. The City of Huntsville and State of Alabama are partnering on the construction and financing of a Memorial Parkway project in south Huntsville. To meet the imminent needs of the community, overpasses are planned at the intersection of Memorial Parkway at Mastin Lake Road in North Huntsville. This project completes the next phase of non-stop traffic along U.S. 231. Completing this project will allow non-stop traffic flow from Mastin Lake Drive in north Huntsville to Weatherly Road in south Huntsville. Engineering design is 60% complete and the environmental document is almost complete. The right of way acquisition phase of the project can be ready to begin in a few months.

TOTAL PROJECT COST: $34,946,300

PROJECT #6:
Northern Bypass Extension from 1.2 miles East of Pulaski Pike to US 231/431

NAME: Harrison Diamond

CITY: Huntsville

SUBMITTED BY: City of Huntsville

BASIC PROJECT DESCRIPTION:
The proposed Northern Bypass provides access to the North Huntsville Industrial Park and Toyota. The proposed alignment of the next phase of the Northern Bypass seeks to alleviate traffic congestion on major arterials such as US 231/431 south of the Northern Bypass Extension. By the year 2035, over 196,000 average daily trips will originate from South Central Tennessee and Jackson County, Alabama traveling to or through Huntsville’s northeastern sector. While the northeast sector of Madison County is projected to experience a significant increase in traffic, recent growth in employment has also impacted this area. Toyota now employs 1,150, up from 350 when it opened. As Toyota has significantly expanded, improved access to the east has become vital. The construction of this project is of critical importance to Huntsville and Toyota in effectively moving traffic, especially employees from their homes to the Toyota facility at the North Huntsville Industrial Park. Additionally, the corridor will be utilized to mobilize truck traffic from the manufacturing facility to its destination. The Northern Bypass also terminates at Research Park Boulevard, and will provide improved commutes and decreased travel times for employees of Redstone Arsenal.

TOTAL PROJECT COST: $27,508,358

PROJECT #7:
Arsenal East Connector

NAME: Harrison Diamond

CITY: Huntsville

SUBMITTED BY: City of Huntsville

BASIC PROJECT DESCRIPTION:
In order to ensure the long-term sustainability of Redstone Arsenal, adequate infrastructure must be in place to ensure that workers can enter and exit efficiently. Huntsville is pursuing nearly a half-billion dollars’ worth of projects in partnership with the State of Alabama. However, planning must begin now to focus on long-term plans. The Arsenal East Connector (formerly known as the Southern Bypass) is a focus for our future.
PROJECT #8:  
I-565 widening between County Line Road and I-65

NAME:  
Harrison Diamond

CITY:  
Huntsville

SUBMITTED BY:  
City of Huntsville

BASIC PROJECT DESCRIPTION:  
The I-565 corridor has been a game-changer for the Huntsville area. This corridor has attracted thousands of jobs and millions of dollars in private investment. Projects such as Polaris, GE Aviation, and Target have shown that the area is a location of choice for their strategic growth initiatives. The corridor also runs past Redstone Arsenal and Cummings Research Park, and Huntsville International Airport, among the nation’s largest international cargo airports. With all the growth in the area, widening I-565 between County Line Road and I-65 will be a must for the area to remain competitive.
## ALASKA

### PROJECT #9:
Mat-Su Valley Gateway Visitor Center

### NAME:
John Moosey

### CITY:
Matanuska-Susitna Borough

### SUBMITTED BY:
Matanuska-Susitna Borough

### PROJECT SPONSOR:
Matanuska-Susitna Borough, State of Alaska, Matanuska-Susitna Convention & Visitors Bureau

### BASIC PROJECT DESCRIPTION:
The Mat-Su Valley Gateway Visitor Center project has been driven by the dramatic decrease in access and visibility of the former visitor center due to the major construction of the Glenn/Parks interchange in 2003-2004, the Trunk Road two-lane roundabout opening in 2010, and the development of the adjacent Mat-Su Regional Medical Center campus. The visitor center at the intersection of two of Alaska's four interstate highways serves the vast Mat-Su borough, the size of the state of West Virginia. Relocation discussion began in 2007, and in 2008 the Federal Highways National Scenic Byways program awarded $114,000 for a Feasibility Study. The study identified and evaluated 12 different sites and was completed in 2010. Land was purchased in 2014 with a $1 million State of Alaska capital grant. The design phase was completed in November of 2016 with $1,235 million State of Alaska capital grant. The borough sold the existing visitor center property adjacent to the Mat-Su Regional Hospital for $1.2 million in January 2016 and dedicated the funds received by the sale to the development of the Gateway Visitor Center. The project is shovel-ready. The 10,800 sq. ft. facility would be responsible for increasing the economic impact of tourism by inspiring and influencing travel throughout communities increasing spending and enhance the visitor experience. The design process has been all inclusive of cultural, recreational, and historical organizations and partners. It is envisioned as a destination in its own right situated on a bluff with dramatic views of Pioneer Peak and the surrounding Palmer Hay Flats. The site will also serve as an interpretive site for sportfishing stewardship by developing a trail to a salmon viewing platform at the creek below the bluff. The location at mile 36 Glenn Highway is adjacent to Phase 2 of the Glenn Highway MP 34-42 Reconstruction project that is currently federally funded for redesign and construction turning the two-lane highway into a divided four-lane highway. The borough has worked with the DOT&PF throughout the design phase securing safe access. The facility would also be considered a designated safety rest stop on the highway. The borough has listed the project in 2018 as one of their federal priorities.

### TOTAL PROJECT COST: $9,375,000

### ESTIMATED TOTAL INVESTMENT: $9,375,000

### ESTIMATED TOTAL FEDERAL INVESTMENT:
2008 awarded Federal Highway National Scenic Byways grant of $114,000. Shovel-ready Phase 4 construction federal investment $5.8 million.

### ESTIMATED TOTAL STATE INVESTMENT:
2014 State of Alaska capital grant of $1,000,000. 2016 State of Alaska capital grant of $1,235,000.

### ESTIMATED TOTAL LOCAL INVESTMENT:
2009 $26,000 match for Federal Highways National Scenic Byways grant. 2016 Mat-Su Borough assembly dedicated sale of old visitor center to final construction $1,200,000.

### ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
December 2017 the Mat-Su Valley Visitor Foundation was formed to identify and seek private donations and grants.

### CURRENT STATUS/ESTIMATED START AND END DATE:
The project is shovel-ready. 12-month construction to completion.

### HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The centrally located Mat-Su Valley Gateway Visitor Center would be a permanent fixed installation designed LEED Silver to borough building standards. It would be the hub of communicating information on the 23,000 square miles of borough public lands, parks and trails and safety and sustainability practices. The facility would link visitors to the many recreational, cultural and historical sites and increase their experience and length of stay. It will provide public restrooms and public WIFI on a very long stretch of federal highway. Alaska’s highways lack infrastructure to meet the needs of long-haul and in-state travel. Frequent traffic accidents, forest fires and summer road construction projects disrupt travel and there are no alternative routes. The Gateway Visitor Center will provide a central communication hub for highway transportation information.

### PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

### ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The 2010 Mat-Su Valley South Gateway Visitor Center Preliminary Feasibility Study concluded “there is a market for the facility and its programs. The facility and its programs can contribute significantly to the economic development of the Mat-Su Valley by increasing visitation, tourism and recreation in the Mat-Su.”

### ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
The Mat-Su Valley Gateway Visitor Center project has letters of support from the Alaska Travel Industry Association board of directors and the Visit Anchorage board of directors. More details on the project can be found at: www.matsuvalleyvisitorcenter.com
PROJECT #10: Interstate-11 Expansion - Tier Two Environmental Studies

NAME: Scott Higginson

SUBMITTED BY: Interstate-11 Coalition

PROJECT SPONSOR: Arizona DOT

BASIC PROJECT DESCRIPTION:
Interstate-11 is America’s newest interstate. A 20+ mile segment was recently opened south of Las Vegas to Hoover Dam. This new Interstate was authorized by Congress in 2012 to connect Las Vegas, Nevada and Phoenix, Arizona...the two largest cities in the country not connected by an Interstate freeway. In 2015, Congress authorized an extension of Interstate-11 to run south from Wickenburg, Arizona to Mexico and, in Nevada, to run north from Las Vegas to connect with Interstate-80. No specific routes for these extensions were set by Congress so currently the Departments of Transportation in both states are moving forward with the required environmental studies. Interstate-11 will be a substantial interstate and international tourist corridor for Las Vegas and the Intermountain West. Phoenix is the nation’s sixth largest city and the Mexican economy is doing well. The current U.S. 93 Highway is, in some locations, only a two-lane highway and has been identified as one of the most dangerous stretches of highway in Arizona. Interstate-11 will be safer and save hours in travel time. Arizona’s Department of Transportation (ADOT) is further along in the environmental process and this request is for federal funding to assist with the costs associated with the remaining studies required by the National Environmental Policy Act. So far, all funding has come from the state and local resources. ADOT is currently conducting a Tier One evaluation of several prospective Interstate-11 routes between Wickenburg and the Mexican border near Nogales. We anticipate an announcement by mid-December of the “recommended alternative” route. This level of evaluation will identify a 2,000-3,000 foot-wide corridor. Once finally established and a “record of decision” is issued, then the real deep environmental analysis work can begin in what’s known as the Tier Two evaluation where the actual 200-300 foot alignment for Interstate-11 is determined.

CURRENT STATUS/ESTIMATED START AND END DATE:
ADOT is currently conducting a Tier One evaluation of several prospective Interstate-11 routes between Wickenburg and the Mexican border near Nogales. We anticipate an announcement by mid-December of the “recommended alternative” route. This level of evaluation will identify a 2,000-3,000 foot-wide corridor. Once finally established and a “record of decision” is issued, then the real deep environmental analysis work can begin in what’s known as the Tier Two evaluation where the actual 200-300 foot alignment for Interstate-11 is determined.

TOTAL PROJECT COST: It will cost an estimated $35-70 million to complete the Tier Two environmental impact studies for this segment depending on whether the study ends at Interstate-10 or continues to Interstate-8.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
We’ve had numerous face-to-face meetings with key members of Congress, both in leadership positions and with most members of the Arizona and Nevada delegations, seeking funding assistance as part of the prospective infrastructure bill slated for the next Congress in 2019. We’ve also met with the staff directors of the two key transportation committees who have indicated that generating support for our funding request from various organizations like the U.S. Travel Association is important.
CALIFORNIA

PROJECT #11:
Cabrillo Mole Ferry Terminal

NAME:
Audra McDonald

CITY:
Avalon

SUBMITTED BY:
City of Avalon

PROJECT SPONSOR:
City of Avalon

BASIC PROJECT DESCRIPTION:
Reconstruct and expand existing Passenger Only Ferry Terminal located in the City of Avalon, Santa Catalina Island, California. The project, which serves over one million passengers annually is lacking basic ticketing functions, shade from the elements and adequate passenger terminal amenities.

TOTAL PROJECT COST: $15,000,000

PROJECT #12:
Replacement Passenger Terminal (RPT)

CITY:
Burbank

SUBMITTED BY:
Hollywood Burbank Airport (BUR)

PROJECT SPONSOR:
Burbank-Glendale-Pasadena Airport Authority

ESTIMATED TOTAL INVESTMENT: $719.1 million

CURRENT STATUS/ESTIMATED START AND END DATE:
Finalizing the new terminal's design.

PROJECT #13:
Midfield Satellite Concourse

CITY:
Los Angeles

SUBMITTED BY:
Los Angeles International Airport (LAX)

PROJECT SPONSOR:
Los Angeles World Airports

ESTIMATED TOTAL INVESTMENT: $1.55 billion

CURRENT STATUS/ESTIMATED START AND END DATE:
Estimated completion date: 2020.

PROJECT #14:
Terminal 6/7/8 Renovations

CITY:
Los Angeles

SUBMITTED BY:
Los Angeles International Airport (LAX)

PROJECT SPONSOR:
Los Angeles World Airports

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The ferry terminal is the only affordable access point for travel and tourism.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
City does not have balance of funds to complete project at this moment.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
100
CALIFORNIA

TOTAL PROJECT COST: $544.86 million

ESTIMATED TOTAL FEDERAL INVESTMENT: $544.86 million

CURRENT STATUS/ESTIMATED START AND END DATE:
Terminal 6 completed. Est. completion date for terminals 7 & 8 is 2018. Est. completion date for terminal 6 is 2016.

PROJECT #15:
Terminal 1 Renovations

CITY:
Los Angeles

SUBMITTED BY:
Los Angeles International Airport (LAX)

PROJECT SPONSOR:
Los Angeles World Airports

TOTAL PROJECT COST: $514 million

ESTIMATED TOTAL INVESTMENT: $514 million

CURRENT STATUS/ESTIMATED START AND END DATE:
Est. completion date: late 2018.

PROJECT #16:
Terminal 1.5

CITY:
Los Angeles

SUBMITTED BY:
Los Angeles International Airport (LAX)

PROJECT SPONSOR:
Los Angeles World Airports

TOTAL PROJECT COST: $513 million

ESTIMATED TOTAL FEDERAL INVESTMENT: $513 million

CURRENT STATUS/ESTIMATED START AND END DATE:
Wait for approval from the Los Angeles City Council. It will start upon approval, and est. completion is 2019.

PROJECT #17:
Interim Terminal Facility

NAME:
Kim Hawk

CITY:
San Jose

SUBMITTED BY:
Norman Y. Mineta San Jose International Airport (SJC)

PROJECT SPONSOR:
SJC

BASIC PROJECT DESCRIPTION:
Interim Terminal Facility with up to 6 gates to address the large growth in passengers that SJC has experienced in the past three years.

TOTAL PROJECT COST: $58,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $0

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $17,400,000 (SJC)

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $40,600,000 (Airlines)

CURRENT STATUS/ESTIMATED START AND END DATE:
October 2018 - June 2019

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The 6-gate terminal will alleviate congestion at the airport and allow SJC to bring in additional flights for long-haul travel.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
With the huge escalation of construction costs, the fact that the PFC level has not increased in many years is a large financial issue. There is inflation in all sectors, yet the PFC has not increased commensurate with the other rising costs. This makes it very challenging for airports to fund needed projects.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
SJC has numerous other critical infrastructure projects that will require funding as well.
PROJECT #18:
Coachella Valley- San Gorgonio Pass Rail Corridor Service

NAME:
Anne Mayer

CITY:
Los Angeles to Indio

SUBMITTED BY:
Riverside County Transportation Commission

PROJECT SPONSOR:
Riverside County Transportation Commission (RCTC) in coordination with the California Department of Transportation (Caltrans) and the Federal Railroad Administration (FRA)

BASIC PROJECT DESCRIPTION:
The Coachella Valley & San Gorgonio Pass Rail Corridor Service would establish a new daily intercity passenger rail service in Southern California between Los Angeles and Indio in the Coachella Valley, through the San Gorgonio Pass. The proposed passenger rail service would start with two round trip trains traveling the 141-mile corridor connecting California’s urban coastal communities with the thriving desert centers of the Greater Palm Springs region in the Coachella Valley. The proposed route would transverse Los Angeles, Orange, Riverside, and San Bernardino counties serving a population in excess of 18 million people. The proposed travel time is approximately 3 hours, which is competitive with the current driving time for the 130,000 daily trips that pass through the connecting San Gorgonio Pass. There are nine passenger rail stations, both existing and proposed, along the corridor. All of these locations would provide future economic growth opportunities with expansion and potential for transit oriented development.

TOTAL PROJECT COST: $500,000,000

ESTIMATED TOTAL INVESTMENT: $500,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
50% or $250,000,000

ESTIMATED TOTAL STATE INVESTMENT:
40% or $200,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
5% or $25,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
5% or $25,000,000

CURRENT STATUS/ESTIMATED START AND END DATE:
The project is currently in the planning phase with an ongoing Service Development Plan and Programmatic Tier 1 Environmental Impact Statement in development for completion in mid-2019. The next steps are the Project-Level Tier 2 Environmental Impact and Preliminary Engineering. This phase will be followed by Final Design and Construction before final project implementation. Passenger rail service could begin in 2026. There is the option for special events trains to major Coachella Valley tourist destinations to occur earlier; these do not require significant capital investments.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The Coachella Valley & San Gorgonio Pass Rail Corridor Service would provide a vital transportation option that currently does not exist to several of the nation’s largest tourist destinations. The new passenger rail connection and series of expanded train stations would allow for improved connectivity and reduced congestion between the Los Angeles, Orange County, and Riverside/Coachella Valley tourist centers. According to recent statistics, the Los Angeles area has 47.3 million annual visitors, the Orange County region has 49.5 million annual visitors, and the Coachella Valley region attracts 13.6 million annual visitors. The proposed rail service would essentially connect over 100 million visitors who could easily and conveniently travel between these hot spot destinations. The rail service would provide a safe and secure option to the increasingly congested freeway corridors of the Southern California region. There is a growing number of international visitors, currently over 15 million annually, who expect reliable rail transportation as for a means of traveling about Southern California. The number of visitors will only increase as the Los Angeles region prepares to host the 2028 Summer Olympic Games. As a destination, the Coachella Valley hosts some incredible events that require efficient and reliable transportation in order to be successful. The largest is the internationally known Coachella Valley Music and Arts Festival, which attracts more than 250,000 visitors during the two-weekend event. In conjunction with those events, the Stagecoach Country Music Festival hosts 75,000 attendees. There are currently plans to initiate special passenger train service to bring participants to these special weekend events in the next couple of years. There are also large-scale sporting events that are major tourist draws. Some of these events include: the BNP Paribas Open tennis tournament in Indian Wells, which had 439,261 fans attend in 2017, the CareerBuilder Challenge golf tournament in La Quinta and the ANA Inspiration LPGA golf tournament which both brought more than 50,000 fans to the region. The region is also the gateway to Joshua Tree National Park with more than 2.8 million visitors in 2017. In addition, more than 630,000 visitors take the Palm Springs Aerial Tramway to the top of Mount San Jacinto State Park. Other nearby National Monuments include the Santa Rosa and San Jacinto Mountains, Sand to Snow, Castle Mountains, and the Mojave Preserve. Adventure seekers can also trek out on the Pacific Crest Trail. The Coachella Valley is home to several international film festivals, architectural tours, arts and cultural events, along with a diverse range of high-energy local events. The region also supports several tribal communities that rely on tourism at their resorts and who would benefit from daily passenger train service. These include: Agua Caliente Band of Cahuilla Indians, Morongo Band of Mission Indians, Cabazon Band of Mission Indians, and other smaller tribes. The ability for the passenger rail service to connect the Coachella Valley to the mega-tourist destinations of Orange County and Los Angeles will be a tremendous benefit and economic generator. The
Orange County tourism market includes the Disney Anaheim Resorts, world-class beaches, and sporting venues for the Angels MLB team and Anaheim Ducks NHL team. Los Angeles tourist destinations are also internationally recognized, such as: Hollywood, Santa Monica Pier and local beaches, a vibrant downtown entertainment district, along with major museums and cultural centers. The major professional sports teams across all categories in the region include: Los Angeles Lakers, Clippers, Sparks, Dodgers, Rams, Chargers, Kings, Galaxy, Los Angeles Football Club and college sports with USC and UCLA. The tourism impact of connecting these Southern California destinations with passenger rail is a critical need for the region.

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**

The economic impact and job creation of the tourism industry in all of these regions in Southern California is critical. For the Coachella Valley, 1 in 4 jobs are sustained by tourism and in Orange County, tourism is the top job generator employing more people than any other local industry. The 2017 economic impacts of tourism in the Coachella Valley generated $7 billion in total business sales, with $12.5 billion in Orange County and $29.9 billion in Los Angeles. The additional job creation related to the passenger service has not been calculated, however it is anticipated that the ease of travel would encourage job growth in all of the tourist sectors.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**

RCTC is working closely with the Federal Railroad Administration (FRA) on the project and federal financial support for the project is needed. Initial investments of $5 million for the Tier 2 Environmental Document and $8 million for development of a platform for the special events trains are needed in the near term. In addition, a commitment from FRA and U.S. DOT for expeditious review and approvals of environmental documents and permits is encouraged. In addition, regulatory support for allowing the passenger rail service to operate on freight-owned rail lines is a high priority.

**ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?**

The Southern California region is heavily dependent on national and international tourism to sustain the local economies. As the population continues to increase, the level of congestion on the local freeways becomes a major obstacle to the attractiveness for tourism. Experiencing freeway gridlock should not be what tourists remember from their trips to California; instead, a smooth comfortable passenger train ride between destinations should be the lasting memory people take home with them. Interstate 10 is currently the only reliable surface transportation facility that connects the Coachella Valley to the rest of Southern California, and during peak travel seasons or when there is an incident on I-10, tourists and businesses are left stranded without an alternative. The Coachella Valley & San Gorgonio Pass Rail Corridor would be a critical solution that would have significant and far-reaching benefits.

**PROJECT #19:**

Interstate 15 Corridor Improvements

**NAME:**

Anne Mayer

**CITY:**

Riverside County

**SUBMITTED BY:**

Riverside County Transportation Commission

**PROJECT SPONSOR:**

Riverside County Transportation Commission with the support of the California Department of Transportation, County of Riverside, and city of Temecula

**BASIC PROJECT DESCRIPTION:**

The Interstate 15 (I-15) Corridor Improvements limits are between State Route 74 and the Riverside/San Diego County line and includes the following components: I-15 Express Lanes Corridor Southern Extension - This is a highway widening project which adds two express lanes in each direction from Cajalco Road in Corona to State Route 74/Central Avenue in Lake Elsinore. I-15 High Occupancy Vehicle Lane Project: This is a highway widening project which adds one high-occupancy vehicle (HOV) lane in each direction from State Route 74/Central Avenue in Lake Elsinore to the 1-15/I-215 junction in Murrieta. I-15 French Valley Parkway (Phases 2 and 3): This is a highway operational improvement and new road project in Temecula which adds a new local road, a new interchange connection, and collector-distributor roads in both northbound and southbound directions of I-15. The city of Temecula is the lead sponsor on this project. I-15 Express Lanes Corridor from State Route 74 to the Riverside/San Diego County Line: This is a highway widening project that expands upon the I-15 HOV Lane Project described above by converting the HOV lanes to high-occupancy toll lanes and adding one additional express lane in each direction from State Route 74/Central Avenue to the Riverside/San Diego County Line.

**TOTAL PROJECT COST:**

Over $2,000,000,000

**ESTIMATED TOTAL INVESTMENT:**

$2,000,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**

10% or $200,000,000

**ESTIMATED TOTAL STATE INVESTMENT:**

10% or $200,000,000

**ESTIMATED TOTAL LOCAL INVESTMENT:**

80% or $1,600,000,000

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**

0% or $0
CURRENT STATUS/ESTIMATED START AND END DATE:
I-15 Express Lanes Corridor Southern Extension - Planning/Project Development phase, project is scheduled to be open to traffic in 2028. I-15 High Occupancy Vehicle Lane Project - Planning Phase, project is scheduled to be open to traffic after 2030. I-15 French Valley Parkway (Phases 2 and 3) - Design Phase, Phase 2 design is scheduled to be completed by December 2019 and open to traffic by 2023. Phase 3 is also in design and is scheduled to be open to traffic after 2030. I-15 Express Lanes Corridor from State Route 74 to the Riverside/San Diego County Line - Planning Phase, project is scheduled to be open to traffic after 2030.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Interstate 15 (I-15) has been identified as a corridor that necessitates significant capacity improvements to address existing and projected capacity deficiencies from the accelerated growth and development that is taking place in communities along the corridor and that is expected to continue into the foreseeable future. The cities in the area of the I-15 Corridor Improvements include Corona, unincorporated Riverside County, Lake Elsinore, Canyon Lake, Murrieta, Wildomar, and Temecula. Population growth projections by the Western Riverside County Council of Governments indicate the current population of approximately 2 million people in western Riverside County is expected to increase by over 37% in 2040. Traffic volumes on I-15 are expected to increase 26-37% by 2040. The I-15 corridor provides a major commuter connection from western Riverside County to business, residential, and tourist centers within San Bernardino, Los Angeles, and San Diego counties. In addition, the I-15 corridor provides an alternate connection to Orange County business centers, residential, and tourism areas through freeway connections to State Route (SR)-91 and SR-74. With respect to goods movement, I-15 is known as a major truck route and is included in the National Network for Federal Surface Transportation Assistance Act for oversized trucks. There are two major tourism destinations for those who travel along the I-15 corridor. The first is the city of Lake Elsinore. The city has branded itself as “Dream Extreme” and is identifying itself as a regional hub for action sports, including: motocross, hang gliding, water sports, and skydiving. The second is the Temecula Valley. This region near the Riverside/San Diego County border is currently known as Southern California’s wine county. The area touts over 40 wineries that produce 500,000 cases of wine annually. In 2016, approximately 2.7 million visitors descended into the region resulting in a growth of hotels, resorts, and other hospitality services. In addition to wineries, the Temecula Valley is also home to the expansive Pechanga Resort Casino, which is wholly owned by the Pechanga Band of Luiseno Indians. The Pechanga Resort Casino is estimated to receive 30,000 to 40,000 visitors per day on weekends and has recently completed a $300 million resort expansion. As described above, the I-15 corridor is vital to Southern California for largescale movement of people, short- and long-haul travel, and connectivity to major economic and tourism destinations.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Financial - All of the projects listed are not fully funded through the construction phases. Regulatory - All of the projects listed require Caltrans and Federal Highway Administration approvals on engineering and environmental phases. In addition, several federal permits may be required, including: 404, 408, and a Section 7 Biological Opinion, which would involve approvals from various federal agencies. The involvement of various federal agencies makes it more challenging to obtain approvals and complete these projects. Legislative - As indicated above, no private investment is proposed because legislation is not in place to allow Public Private Partnerships (P3) for transportation projects. Currently, proposed P3 legislation has not passed the California State Legislature due to union challenges.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
It is expected that a number of engineering and construction jobs will be created as part of the implementation of the I-15 Corridor Improvements. After projects are operational, it is likely that jobs will be created through business, tourism, and continued residential growth in western Riverside County. In 2010, RCTC completed an Economic Benefit Study for the currently operational 91 Express Lanes. The study identified that the 91 Express Lanes would create more than 1,800 jobs per year in Riverside County and also generate more than 735 jobs per year throughout the remainder of California through leakage. It was also estimated that through construction, $220 million per year would be generated through direct spending in Riverside County per year. Once operational, an average of $146 million would be generated in economic output in the remainder of California. It is expected that the planned improvements along the I-15 corridor would generate similar economic benefits. The city of Lake Elsinore is continuing to grow with their theme of Dream Extreme through the development of 19 community parks, new trails, and plans for a new lakeside RV and boat facility called Launch Pointe. The Diamond Stadium, host to class A minor league baseball team, Lake Elsinore Storm, other sporting events, and music festivals, is undergoing renovations with new seating, concessions, and parking lots. Lake Elsinore is also investing in local road and major freeway infrastructure on and adjacent to I-15 to accommodate the future growth and tourism that is expected in their city. Temecula Valley continues to experience growth in tourism and business overall. In 2016, visitors spent $712 million, resulting in $232 million in earnings for approximately 7,430 employees, an increase of 7.8% over 2015. In late 2017, the Riverside County Board of Supervisors approved a wine country community plan that changes zoning and allows for increased development of wineries in the Temecula Valley. The city and the region are also in support of various local street and highway improvements along I-15. With easier access to wineries, resorts, shopping, and the expanded Pechanga Resort Casino, it is expected that tourism and business within this region will increase two-fold in the next decade.
Without additional improvements to the I-15 corridor, commuters and tourists will experience continued congestion as they travel for work or recreational activities, stymying the region’s economic vitality. Delay in travel time will discourage visitors from coming to the area and will directly impact economic development in the local jurisdictions. In addition, improvements to the I-15 infrastructure is necessary to accommodate future mobility innovations that are expanding, including: automated vehicles and transportation network companies like Uber and Lyft.

**PROJECT #20:**
Airport Development Plan

**NAME:**
Mark Criswell

**CITY:**
San Diego

**SUBMITTED BY:**
San Diego County Regional Airport Authority

**PROJECT SPONSOR:**
San Diego County Regional Airport Authority

**BASIC PROJECT DESCRIPTION:**
The Airport Development Plan (ADP) is the San Diego County Regional Airport Authority’s master planning effort to determine the facilities needed at San Diego International Airport to meet the region’s air travel demand through 2035. One of the major components of the ADP is the replacement of the 50-year-old Terminal 1 with an attractive, modern and more efficient terminal. The ADP will also include other airfield enhancements and major improvements to roadways serving the airport: 1- Terminal 1 replacement: Up to 30 gates, including more gate-area seating, restaurants and shops, as well as additional security checkpoints with more lanes. 2- New on-airport entry roadway: Dedicated airport access point from westbound Laurel Street and North Harbor Drive for vehicles coming to the airport from the east to reduce traffic on North Harbor Drive. Buses to and from the airport Rental Car Center will also be removed from Harbor Drive and routed exclusively through the new on-airport entry and link road. 3- Dual level roadway and curbfront: Separates arriving and departing passenger traffic with an elevated departures roadway and curbside check-in. 4- Expanded parking: Convenient parking immediately adjacent to the new Terminal 1. 5- Airfield improvements: Taxiway B realigned and a new Taxiway A to allow aircraft to travel in both directions.

**TOTAL PROJECT COST:** The estimated cost for this project will not exceed $3 billion.

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
The Airport Authority is evaluating a variety of funding structures to finance construction.

**CURRENT STATUS/ESTIMATED START AND END DATE:**
The ADP is now in the environmental review phase. The state and federal environmental review process is expected to conclude by 2018-19, respectively, followed by California Coastal Commission review in 2019. Construction is expected to start shortly thereafter.

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
The ADP is needed to meet the demand for air travel in the San Diego region through 2035. San Diego International Airport (SAN) served over 22 million passengers in 2017. At only 661 acres, this amount of activity makes SAN the smallest major airport in the United States. The number of passengers at the airport is projected to increase up to 33 million by 2030. The Terminal 1 replacement and related improvements included in the ADP will optimize the airport site to accommodate demand while maintaining high levels of passenger satisfaction.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
The current cap on Passenger Facility Charges at $4.50, as well as the limitation on using AIP discretionary grant funding on large-hub terminal projects restricts the sources of funding available for the project.

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Programmatic Design Documents are scheduled for completion by December 2018. Once these are available, direct and indirect job creation can be estimated.

**PROJECT #21:**
Taxiway Improvements and Runway Improvements

**NAME:**
Cathy Widener

**CITY:**
San Francisco

**SUBMITTED BY:**
San Francisco International Airport
CALIFORNIA

PROJECT SPONSOR:
San Francisco International Airport

BASIC PROJECT DESCRIPTION:
This project will: realign, reconstruct, and improve airfield taxiways, vehicle service roads, and airfield utility infrastructure; improve airfield pavement and infrastructure to enhance safety and efficiency of runway operations; improve infield drainage; upgrade related utility infrastructure; and maintain and improve airfield markings to comply with FAA requirements.

TOTAL PROJECT COST: $148,892,673

ESTIMATED TOTAL INVESTMENT: $148,892,673

ESTIMATED TOTAL FEDERAL INVESTMENT: $56,457,340

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $92,435,333

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATE:
Current project is underway and expected to be completed in Fall 2021

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project reconstructs and improves runways and taxiways at the San Francisco International Airport, facilitating long-haul travel mobility to and within the United States. The Airport’s runway and taxiway assets are vital to safe and secure travel and tourism. San Francisco International Airport is the seventh busiest Airport for passenger travel in the country, and serves as a gateway to numerous Asian destinations.

PROJECT #22:
BART Core Capacity Program

NAME:
Cassandra Costello

CITY:
San Francisco Bay Area

SUBMITTED BY:
San Francisco Travel Association

PROJECT SPONSOR:
SF Bay Area Rapid Transit

BASIC PROJECT DESCRIPTION:
Improve traveler experience by reducing peak hour crowding by increasing Transbay capacity by 45% to major destinations and travel connections. Construct the Hayward Maintenance Complex, complete the Train Control Modernization Project, perform Traction Power Upgrades to the BART System, and purchase BART Fleet of the Future rail cars to increase capacity and reliability.

TOTAL PROJECT COST: $3.5B

ESTIMATED TOTAL INVESTMENT: $3.51B

ESTIMATED TOTAL FEDERAL INVESTMENT: $1.3B

ESTIMATED TOTAL STATE INVESTMENT: $507M

ESTIMATED TOTAL LOCAL INVESTMENT: $1.7B

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATE:
Awaiting FTA decision to move into Engineering Phase / Estimated Transbay Capacity Improvement tentatively scheduled by 2026.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
BART trains are overcrowded and at capacity during peak hours, especially on the journey under the San Francisco Bay. The Core Capacity Program will increase the capacity in the Transbay Tube, make key investments to provide necessary maintenance and repairs to the BART system, and purchase new BART train cars to keep our system running smoothly and efficiently.
CALIFORNIA

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
FTA has delayed advancing BART’s Transbay Program into the Engineering Phase of the Capital Investment Grant (CIG) by nearly a year.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The limited capacity of our system is the key constraint on public transit in the Bay Area. This Core Capacity Program is the single most important investment in keeping the Bay Area a sustainable and attractive destination for tourists and travelers.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Transit rolling stock is critical for an operating transit system, and is typically included in the definition of “infrastructure” in other federal definitions.

PROJECT #23:
Embarcadero Station Capacity Improvement and Modernization

NAME: Cassandra Costello
CITY: San Francisco
SUBMITTED BY: San Francisco Travel Association
PROJECT SPONSOR: SF Bay Area Rapid Transit

BASIC PROJECT DESCRIPTION:
Improve traveler experience, station functionality and identity through a package of capacity and modernization improvements.

TOTAL PROJECT COST: $30M

ESTIMATED TOTAL FEDERAL INVESTMENT: TBD
ESTIMATED TOTAL STATE INVESTMENT: TBD
ESTIMATED TOTAL LOCAL INVESTMENT: TBD
ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: TBD

CURRENT STATUS/ESTIMATED START AND END DATE: TBD (pending funding)

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Embarcadero Station is a critical connection to the SF Waterfront, The Embarcadero, Fisherman’s Wharf, the Exploratorium, and many other downtown SF tourist destinations. The Station is overcrowded and in need of upgrades to improve reliability and functionality.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Embarcadero Station is a key entry and exit point for tourists into the heart of San Francisco. The importance of this station for travel to and from the City cannot be overstated and investments are needed now to make sure that the Station can handle future travel demands.

PROJECT #24:
Montgomery Station Capacity Improvement and Modernization

NAME: Cassandra Costello
CITY: San Francisco Bay Area
SUBMITTED BY: San Francisco Travel Association
PROJECT SPONSOR: SF Bay Area Rapid Transit

BASIC PROJECT DESCRIPTION:
Improve traveler experience, station functionality and identity through a package of capacity and modernization improvements.

TOTAL PROJECT COST: $30M

ESTIMATED TOTAL FEDERAL INVESTMENT: TBD
ESTIMATED TOTAL STATE INVESTMENT: TBD
ESTIMATED TOTAL LOCAL INVESTMENT: TBD
ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: TBD

CURRENT STATUS/ESTIMATED START AND END DATE: TBD (pending funding)
HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Montgomery Station is a critical connection to the SF Museum of Modern Art, Yerba Buena Gardens, shopping and retail destinations in Downtown SF, and other popular tourist and travel destinations. The Station is overcrowded and in need of upgrades to improve reliability and functionality.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Montgomery Station is a key entry and exit point for tourists into the heart of San Francisco. The importance of this station for travel to and from the City cannot be overstated and investments are needed now to make sure that the Station can handle future travel demands.

PROJECT #25:
Downtown SF Market St. Elevator Master Plan

NAME:
Cassandra Costello

CITY:
San Francisco

SUBMITTED BY:
San Francisco Travel Association

PROJECT SPONSOR:
SF Bay Area Rapid Transit

BASIC PROJECT DESCRIPTION:
Install nine street and platform elevators at four Downtown SF BART Stations to provide redundant vertical circulation for people with disabilities.

TOTAL PROJECT COST: $135M

ESTIMATED TOTAL FEDERAL INVESTMENT:
TBD

ESTIMATED TOTAL STATE INVESTMENT:
TBD

ESTIMATED TOTAL LOCAL INVESTMENT:
TBD

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
TBD

CURRENT STATUS/ESTIMATED START AND END DATE:
TBD (pending funding)

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

BART’s street and platform elevators provide vital access to the BART system for people with disabilities - tourists, business travelers, and residents. These nine street and platform elevators will ensure that this access is maintained even when existing elevators go out of service.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
When elevators go out of service without a redundant system in place, people with disabilities are forced to travel great distances out of the way to reach their destinations. This project will ensure that even when a platform or street elevator is out of service, a redundant system is in place to provide necessary access to our system.

PROJECT #26:
Better Market Street

NAME:
Cassandra Costello

CITY:
San Francisco Bay Area

SUBMITTED BY:
San Francisco Travel Association

PROJECT SPONSOR:
City and County of San Francisco

BASIC PROJECT DESCRIPTION:
Better Market Street will deliver transformative transportation, streetscape and safety improvements along 2.2 miles of Market Street between Octavia Boulevard and the Embarcadero. A renewed Market Street will anchor neighborhoods, link public open spaces and connect the City’s Civic Center with cultural, social, convention, tourism, and retail destinations, as well as Salesforce Transit Center, the regional transit hub. The vision is to create Market Street as a place to stop and spend time, meet friends, watch people while sitting in a cafe, or just stroll and take in the scene.

TOTAL PROJECT COST: $500M

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Market Street is one of San Francisco’s main arteries for commercial vehicles, taxis, and historic above ground rail. This street connects major tourist attractions, including our iconic Ferry Building and Embarcadero - where approximately 25M visitors enjoy annually - to the downtown/Union Square shopping district, to our beloved Castro neighborhood.
PROJECT #27: Mission Bay Ferry Landing

NAME: Cassandra Costello
CITY: San Francisco
SUBMITTED BY: San Francisco Travel Association
PROJECT SPONSOR: Port of San Francisco

BASIC PROJECT DESCRIPTION:
The Mission Bay Ferry Terminal will provide critical regional ferry service to and from the Mission Bay neighborhood, one of the fastest growing neighborhoods in San Francisco, as well as the Dogpatch, Potrero Hill, Pier 70, and the Central Waterfront neighborhoods. The Mission Bay Ferry Terminal Project will provide capability to berth two ferry boats simultaneously and may include a nearby water taxi landing. The terminal would sit within a half mile of approximately 11,000 new housing units, 7 million square feet of new office and commercial space, over 1 million square feet of new retail space and 70 acres of public open space. Additionally, the terminal is planned within one block from the Third line, which is underway for extension to San Francisco’s Chinatown neighborhood. The terminal will be an easy walk to the Golden State Warriors Chase Center, the UCSF Mission Bay hospital and campus, and to San Francisco’s related life sciences community. It is estimated that the ferry terminal will have the capacity to handle up to 10,000 passengers per day. The terminal is essential to alleviate current regional transportation overcrowding, and provide transportation resiliency in the event of an earthquake, BART or Bay Bridge failure, or other unplanned events. Ferry service will reduce our community’s carbon footprint and consideration for sea level rise will be incorporated in the ferry terminal design.

TOTAL PROJECT COST: $43M+

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The new Ferry Terminal will provide new access between a bustling new waterfront neighborhood with Oakland. The terminal will also be within walking distance to the new Golden State Warriors arena, as well as walking distance to a light rail line that connects to Union Square, Chinatown, and potentially our famed North Beach and Fisherman’s Wharf neighborhoods.

PROJECT #28: Caltrain Modernization

NAME: Cassandra Costello
CITY: San Francisco Bay Area
SUBMITTED BY: San Francisco Travel Association
PROJECT SPONSOR: CalTrain

BASIC PROJECT DESCRIPTION:
The Caltrain Modernization Program (CalMod) includes electrification and other projects that will upgrade the performance, efficiency, capacity, safety and reliability of Caltrain’s service. Electrification provides the foundation that future CalMod improvements are based on, including full conversion to an electric fleet, platform and station improvements, the extension of service to Downtown San Francisco, and other projects that allow Caltrain to grow and evolve with the Bay Area. Caltrain Electrification is a key component of the CalMod Program. The current project will electrify the corridor from San Francisco to San Jose and will replace 75% of Caltrain’s diesel service with electric—providing cleaner, greener, and better service to the Caltrain community.

TOTAL PROJECT COST: $1.5B

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The CalTrain system connects the Bay Area from San Francisco to Silicon Valley - the center of technology and sports arenas (SAP Center and Levi’s Stadium).

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
TBD but this ferry will handle up to 10,000 passengers per day.
PIONEER VALLEY

PROJECT #29:
Concourse Expansion Program (Concourses A, B, and C gate expansions)

CITY:
Northeastern Denver

SUBMITTED BY:
Denver International Airport (DEN)

PROJECT SPONSOR:
City & County of Denver Department of Aviation

ESTIMATED TOTAL INVESTMENT: $1.52 billion

CURRENT STATUS/ESTIMATED START AND END DATES:
No active plans to activate yet. Est. completion date: 2021.

PROJECT #30:
Great Hall Program (Jeppesen Terminal)

CITY:
Northeastern Denver

SUBMITTED BY:
Denver International Airport (DEN)

PROJECT SPONSOR:
City & County of Denver Department of Aviation

ESTIMATED TOTAL INVESTMENT: $479 million

CURRENT STATUS/ESTIMATED START AND END DATES:
DISTRICT OF COLUMBIA

PROJECT #31:
Taxiway Geometry and Runway Incursion Mitigation Improvements Ronald Reagan Washington National Airport

NAME:
Erik Schwenke

CITY:
Washington D.C.

SUBMITTED BY:
Metropolitan Washington Airports Authority

PROJECT SPONSOR:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
The FAA has designated Runway 19 Hold Apron as a Runway Incursion Mitigation (RIM) location based on historical runway safety data. In addition, there are two published hot spots on the airport that have complex and confusing geometry. Taxiway Geometry improvements have been proposed to address the RIM location, improve the geometry of the hotspots, and meet FAA standards with the goal of reducing the risk of runway incursions and increase safety of the airfield. Improvements include new taxiway alignments and visual aids.

TOTAL PROJECT COST: $36,400,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
Unknown

ESTIMATED TOTAL STATE INVESTMENT:
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF "CRITICAL INFRASTRUCTURE" FOR TRAVEL AND TOURISM?:
Ronald Reagan Washington National Airport is a large hub airport that is critical to the National Airspace System (NAS). The FAA has emphasized the need to address areas on airports that are prone to runway incursions or the risk of runway incursions. Addressing non-standard taxiway geometry and adding visual aids will help to increase safety of the airfield and the NAS.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Airport Layout Plan/NEPA approval

PROJECT #32:
Runway 01 and Runway 15 Hold Apron Reconfiguration/Expansion (DCA)

CITY:
District of Columbia

SUBMITTED BY:
Metropolitan Washington Airports Authority

PROJECT SPONSOR:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
Given the location and size of the Reagan National airfield and its extremely limited capacity for expansion, aircraft-holding space for operational sequencing is at a premium. Aircraft that arrive early and are waiting for a gate or aircraft waiting to depart must be staged in an area that does not hinder the surface movements of other aircraft so as not to disrupt the flow of aircraft. The project consists of geometry improvements to the Runway 01 hold apron to increase the efficiency of the hold apron and to meet FAA taxiway geometry standards. The Runway 15 hold apron improvements will increase the capacity and efficiency of the hold apron.

TOTAL PROJECT COST: $43,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
Unknown

ESTIMATED TOTAL STATE INVESTMENT:
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF "CRITICAL INFRASTRUCTURE" FOR TRAVEL AND TOURISM?:
Ronald Reagan Washington National Airport is a large hub airport that is critical to the National Airspace System (NAS). The surface movement of aircraft on the airfield must be efficient in order to maintain the capacity of the airfield and the overall NAS.
**PROJECT #33:**
New North Concourse Loading Dock (DCA)

**NAME:**
Erik Schwenke

**CITY:**
Washington D.C.

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR:**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
This project addresses a security issue with the Secure National Hall project regarding large delivery trucks accessing the existing docks on the commercial roadway and traversing below the new security checkpoints with large numbers of passengers. The existing loading docks would close and truck traffic re-routed to a new truck dock to be constructed at the New North Concourse.

**TOTAL PROJECT COST:** $20,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL STATE INVESTMENT:**
Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**
Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2020 - 2021

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Ronald Reagan Washington National Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient delivery facility with enhanced level of security and which encourages travel.

**PROJECT #34:**
Special Systems (DCA)

**CITY:**
District of Columbia

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR:**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**

**TOTAL PROJECT COST:** $10,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL STATE INVESTMENT:**
Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**
Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2019 - 2023

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Ronald Reagan Washington National Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of security and passenger information which encourages travel.
DISTRICT OF COLUMBIA

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
200

PROJECT #35:
Terminal A South Finger (DCA)

NAME:
Erik Schwenke

CITY:
Washington D.C.

SUBMITTED BY:
Metropolitan Washington Airports Authority

PROJECT SPONSOR:
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
This project will replace the aging Terminal A Banjo with a new state of the art passenger handling facility that enhances the stature of Reagan airport as a gateway to the nation's capital.

TOTAL PROJECT COST: $125,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
Unknown

ESTIMATED TOTAL STATE INVESTMENT:
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:
2022 - 2025

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Ronald Reagan Washington National Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of service which encourages travel.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Airport Layout Plan/NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
500
DISTRICT OF COLUMBIA

PROJECT #36: Permanent Roadway Improvements (DCA)

CITY: District of Columbia

SUBMITTED BY: Metropolitan Washington Airports Authority

PROJECT SPONSOR: Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION: The existing roadway network at Reagan National is insufficient to meet current and future needs, and the level of service is expected to continue decreasing. This project will construct a new West Entrance Road to the south of the existing West Entrance Road, with grade separated roadways connecting to the existing arrivals and departures levels for Terminals B and C. The new West Entrance Road would also connect with the single level roadway serving Terminal A. A new grade separated interchange at the Route 233 Bridge would also be constructed.

TOTAL PROJECT COST: $95,600,000

ESTIMATED TOTAL FEDERAL INVESTMENT: Unknown

ESTIMATED TOTAL STATE INVESTMENT: Unknown

ESTIMATED TOTAL LOCAL INVESTMENT: Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: Unknown

CURRENT STATUS/ESTIMATED START AND END DATES: 2021 - 2023

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM? The benefits of the proposed improvements to the road network will reduce traffic congestion, enhance safety, and enhance the overall level of service to the traveling public.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT: Airport Layout Plan/NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY: Unknown
**FLORIDA**

**PROJECT #37:**
MCO and Port Canaveral expansion

**NAME:**
Kathleen M. Sharman

**CITY:**
Orlando

**SUBMITTED BY:**
Greater Orlando Aviation Authority

**PROJECT SPONSOR:**
Greater Orlando Aviation Authority

**BASIC PROJECT DESCRIPTION:**

**TOTAL PROJECT COST:** $4,728,550

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**PROJECT #38:**
Southwest Florida International Airport Terminal Expansion

**NAME:**
Juliet Iglesias

**CITY:**
Fort Myers

**SUBMITTED BY:**
Lee County Port Authority

**PROJECT SPONSOR:**
Lee County Port Authority

**BASIC PROJECT DESCRIPTION:**
This project will provide for the expansion of the Southwest Florida International Airport (RSW) Terminal building. This project will provide connectivity between the three existing concourses to allow for airline gate scheduling flexibility, consolidate the TSA security checkpoints and provide additional public space for RSW passengers.

**TOTAL PROJECT COST:** Estimated $160 million

**ESTIMATED TOTAL INVESTMENT:** $160 million

**ESTIMATED TOTAL FEDERAL INVESTMENT:** $4.8 million

**ESTIMATED TOTAL STATE INVESTMENT:** $155.2 million

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
The project has been under design for the past year and the design will be complete in November 2019. LCPA will be ready to bid the construction phase in early 2020.

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
RSW has been experiencing record breaking passenger movements recently, and that trend is expected to continue into the future. Air carriers are responding to market demands for additional capacity into the Southwest Florida region and are flying larger aircraft into RSW to accommodate this need. As such, the terminal at RSW is experiencing capacity constraints and must be expanded in key areas to move passengers safely and efficiently through the airport.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
The estimated project cost is $160 million. The Port Authority is seeking funding from FDOT and FAA to construct the project. Funding will need to be in place in order to proceed with the construction phase.

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Flying continues to be the primary means of transportation to the Southwest Florida region, and the expansion of the RSW terminal is needed to increase capacity in order to move passenger safety and efficiency through the airport.
FLORIDA

PROJECT #39:
Multi-Jurisdictional Approach to Transportation Systems Management and Operations (TSMO) Planning

NAME:
Eric Hill

CITY:
Orlando

SUBMITTED BY:
MetroPlan Orlando

PROJECT SPONSOR:
MetroPlan Orlando

BASIC PROJECT DESCRIPTION:
A knowledge transfer opportunity exists in creating an innovative relationship between MetroPlan Orlando, five of the Metropolitan Planning Organizations (MPO), and three Florida Department of Transportation (FDOT) Districts along Interstate Four (I-4) to develop or enhance the application of TSMO strategies in Central Florida. As the lead agency, MetroPlan Orlando is proposing, through a cooperative agreement between the agencies to advance their TSMO planning activities. The US DOT’s definition of TSMO is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed; it a discipline to get the most performance out of the existing transportation facilities; and requires knowledge, skills, and techniques to administer comprehensive solutions that can be quickly implemented at relatively low cost. TSMO also helps agencies balance supply and demand and provide flexible solutions to match changing conditions; enhance mobility and improve safety. Some of the operational and safety issues on I-4 include: one full closure every six (6) days; average of three (3) lane closing events per day; referred to as “most dangerous highway in America” ABC News, November 2017; and experiences an average of 17 fatal crashes per year.

CURRENT STATUS/ESTIMATED START AND END DATES:
The Program is currently being developed, including discussions and meetings with the MPOs and FDOT Districts. For this submission, the start date will be January 1, 2019 and completion date will be July 31, 2020; however, the schedule can be modified to reflect the NACTTI’s timeline.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Visitors traveling in the I-4 corridor are directly impacted by both daily congestion and incident-related congestion on I-4 and surface roadways in the corridor. When incidents occur on I-4 blocking lanes, arterial roadways are flooded with cars and trucks trying to find a way around the delay. Florida experienced record tourism in 2017 with over 116.5 million visitors, most of whom visit in the Orlando and Tampa areas, a 4 percent increase from 2016. Florida’s major tourism is along I-4 which includes theme parks, in Orlando, Tampa and Winter Haven and beach activities in the Cities of Clearwater Beach and St. Petersburg Beach. Tourism in this part of Central Florida is supported by domestic and international air travel to Orlando International and Tampa International Airports. The application of information, communication and technology, whether physical or virtual, are implied in the definition of “critical infrastructure”. A TSMO planning program will use information and data to identify improvements to the transportation network and a methodology for prioritizing improvements. Additionally, the program will advance TSMO strategies that will mitigate congestion and accommodate growth along strategic intermodal corridors to improve system efficiency. The Program will accelerate and solidify investments to enable implementation of connected and automated vehicles and other emerging technology solutions to realize mobility, safety and security benefits in the corridor, and improve tourism activities between Tampa and Orlando.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
No federal barriers prohibit or create challenges to bring this project to fruition.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The Program, including TSMO investments, have an indirect effect on supporting workforce development by reducing congestion impacts, improving pedestrian and bicyclists safety, and improving transit operations, thus improving access to jobs. The economy depends on transportation to connect people to jobs, move goods from producers to buyers and provide safe travel and access for tourists to attractions.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
It is anticipated that this, and similar arrangements, will serve as a model for improving travel and tourism in Mega-Regions in the United States and illustrate regional coordination and cooperation between transportation planning agencies.
FLORIDA

PROJECT #40: South Terminal Program
CITY: Miami-Dade County
SUBMITTED BY: Miami International Airport (MIA)
PROJECT SPONSOR: Miami-Dade Aviation Department
ESTIMATED TOTAL INVESTMENT: $406.42 million

PROJECT #41: South Terminal Complex - Phase 1 Terminal C
NAME: Eric Hill
CITY: Orlando
SUBMITTED BY: Orlando International Airport (MCO)
PROJECT SPONSOR: Greater Orlando Aviation Authority
ESTIMATED TOTAL INVESTMENT: $2.15 billion
CURRENT STATUS/ESTIMATED START AND END DATES:
Site work is underway. Start date: 2017. Estimated completion date: 2021.

PROJECT #42: South Terminal Complex - Phase 1 Expansion
CITY: Orlando
SUBMITTED BY: Orlando International Airport (MCO)
PROJECT SPONSOR: Greater Orlando Aviation Authority
ESTIMATED TOTAL INVESTMENT: $670 million
CURRENT STATUS/ESTIMATED START AND END DATES:
Project is approved. Est. completion date is 2021.

PROJECT #43: Neptune Road Improvement Project
NAME: Tawny Olore, P.E.
CITY: Kissimmee/St. Cloud
SUBMITTED BY: Osceola County Board of County Commissioners
PROJECT SPONSOR: Osceola County Board of County Commissioners
BASIC PROJECT DESCRIPTION:
Osceola County proposes to improve Neptune Road, from Partin Settlement Road to US 192, to provide 4 lanes of traffic with a raised median, 7-foot buffered bicycle lanes in each direction, a 12-foot multi-use path on one side and a 5-foot sidewalk on the other side.
TOTAL PROJECT COST: $57,540,000
ESTIMATED TOTAL INVESTMENT: $57,600,000
ESTIMATED TOTAL FEDERAL INVESTMENT: $15 million (BUILD 2018 Grant request)
ESTIMATED TOTAL STATE INVESTMENT: $0
ESTIMATED TOTAL LOCAL INVESTMENT: $42.6 million
ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0
CURRENT STATUS/ESTIMATED START AND END DATES:
The Project is currently in the Project Development & Environment (PD&E) phase, which is expected to be completed by Q4 2019. Construction is anticipated to begin in Q4 2019 and be completed by Q4 2023.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Neptune Road is a two-lane artery providing a critical east-west alternative to US 192, a main tourism thoroughfare that serves as the southern gateway to Walt Disney World and terminates at the East Coast beaches in Melbourne. In Osceola County, US 192 hosts numerous smaller attractions, short-term housing rentals, resorts, lower-cost lodging, restaurants and other tourism-related amenities along its western edge. Improvements to Neptune Road would relieve traffic congestion on US 192 and provide motorists with a more efficient travel option to reliably access jobs and downtown Kissimmee, where SunRail, Central Florida’s commuter rail project, recently added a station.
FLORIDA

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:

The $57.5 million cost of constructing the Neptune Road improvements is a financial barrier to completion given Osceola County's high rate of growth & the second fastest growing county in the state of Florida.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

N/A

PROJECT #44:

Hoagland Boulevard Improvements Phase 2 and Phase 3

NAME:

Tawny Olore, P.E.

CITY:

Kissimmee

SUBMITTED BY:

Osceola County Board of County Commissioners

PROJECT SPONSOR:

Osceola County Board of County Commissioners

BASIC PROJECT DESCRIPTION:

Osceola County began construction October 15, 2018 on improvements to Hoagland Boulevard that, when complete, will provide motorists with a quicker and more efficient travel options between John Young Parkway and 5th Street. The first phase of the Project consists of building a four-lane divided roadway with 6-foot to 7-foot wide bike lanes on each side, a 5-foot sidewalk on one side, a 6-foot to 8-foot wide sidewalk on the other side of the roadway; reconstruction of the existing Shingle Creek Bridge and construction of a new shingle Creek Bridge. The second phase of construction will be performed concurrently, and will realign Hoagland Boulevard from north of the Shingle Creek Bridge to the existing four-lane section at 5th Street. This includes building a four-lane divided roadway, 6-foot wide bike lanes, a 6-foot wide sidewalk along the east side of the roadway and an 8-foot to 10-foot wide path along the west side of Hoagland Boulevard. The project also includes a new bridge spanning the SunRail railroad tracks.

TOTAL PROJECT COST: $38.2 million

ESTIMATED TOTAL INVESTMENT: $38.2 million

ESTIMATED TOTAL FEDERAL INVESTMENT: N/A

ESTIMATED TOTAL STATE INVESTMENT: $19.1 million

CURRENT STATUS/ESTIMATED START AND END DATES:

The Project began construction on October 15, 2018. Completion on the first phase is anticipated in mid-2020 and on the second phase in mid-2021.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

When complete, a reconstructed Hoagland Boulevard will provide a much needed north-south arterial to US 192, a main tourism thoroughfare that serves as the southern gateway to Walt Disney World and terminates at the East Coast beaches in Melbourne. In Osceola County, US 192 hosts numerous smaller attractions, short-term housing rentals, resorts, lower-cost lodging, restaurants and other tourism-related amenities along its western edge. Improvements to Hoagland Boulevard would relieve traffic congestion on US 192 and provide motorists with a more efficient travel option to reliably access jobs.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:

The $38.2 million cost of constructing the Hoagland Boulevard improvements is a financial barrier to completion given Osceola County’s high rate of growth & the second fastest growing county in the state of Florida.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

N/A
PROJECT #45:  
SR 401 Bascule Bridge Replacement

NAME:  
Steven Bostel

CITY:  
Cape Canaveral

SUBMITTED BY:  
Space Coast Transportation Planning Organization

PROJECT SPONSOR:  
Space Coast Transportation Planning Organization

BASIC PROJECT DESCRIPTION:  
Replacement of SR 401 bascule bridges with a high-rise fixed span bridge. The existing bascule bridges cause congestion and other logistical issues during embarking and debarking. A high-rise fixed span bridge would improve the operations at the port and have a direct impact on millions of visitors throughout Central Florida.

TOTAL PROJECT COST:  TBD

ESTIMATED TOTAL STATE INVESTMENT:  
PD&E Funded by FDOT

CURRENT STATUS/ESTIMATED START AND END DATES:  
PD&E is programmed for FY20 Design and construction funds are still needed.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:  
Two billion dollars economic impact generating 20,000 jobs and contributing $90-million annually in taxes: Port Canaveral drives our community forward.

PROJECT #46:  
Construct New Airside D

CITY:  
Tampa

SUBMITTED BY:  
Tampa International Airport (TPA)

PROJECT SPONSOR:  
Hillsborough County Aviation Authority

ESTIMATED TOTAL INVESTMENT:  $612.7 million

CURRENT STATUS/ESTIMATED START AND END DATES:  
Not scheduled to begin until after 2020.
PROJECT #47: Old Clayttville Road Widening

NAME: Corey A. Hull

CITY: Valdosta

SUBMITTED BY: Southern Georgia Regional Commission

PROJECT SPONSOR: Lowndes County/GDOT

BASIC PROJECT DESCRIPTION:
This project will widen Old Clayttville Road from I-75 to Ousley Road in southwest Lowndes County. This project will widen this road from 2 lanes to 5 lanes to facilitate traffic moving to and from the Wild Adventures Theme Park and Water Park. This road has average traffic counts ranging from 4000 vehicles/day to more than 10,000 vehicles/day during special events at the park.

TOTAL PROJECT COST: $21,200,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $0

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $21,200,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:
This project will soon begin a design phase. It is anticipated that construction will begin around 2025 and be complete around 2028.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Wild Adventures is a 170 acre Water and Theme park with more than 250,000 annual visitors. This project will facilitate traffic and alleviate congestion associated with events held at the park like concerts and peak visiting days.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The primary barrier to this project has been finding the available funding for this project. At this time the project is anticipated to be funded by sales tax revenue.
HAWAII

PROJECT #48:
Diamond Head Terminal Expansion

NAME:
Jeffrey Chang

CITY:
Honolulu

SUBMITTED BY:
Hawaii Department of Transportation, Airports Division

PROJECT SPONSOR
Hawaii Department of Transportation, Airports Division

BASIC PROJECT DESCRIPTION:
The development (planning, environmental, design and construction) of the East side of the airport to accommodate 15-20 additional wide body gates. Key functional area spaces to be defined include: Curbside Check-in, Agricultural Inspection Stations, Passenger Ticketing/Check-in, Passenger Security/Screening Checkpoints, Passenger Baggage Check-in, Screening and Handling System, Checked Bag Inspection System, Outbound Bag Makeup, Inbound Bag Delivery & Claim, Early Bag Storage, Bag Transfer to/from other Concourses, Concourse Holdroom Seating Areas, Concourse Circulation and Conveyance, Concessions Tenant Spaces, Food and Beverage, Retail, storage and receiving/handling spaces, Public Restrooms, CBP Federal Inspection Services, Airline Premium Passenger Lounges, Airline Operations and Support Spaces, Other Passenger Amenities, Other Tenant Areas and Government Support Spaces, Queuing and Circulation Right-of-Way area requirements for all key landside functional area components, Existing roadways, Parking (public and employee), Ground transportation (taxis, pre-arranged and on demand), Rental car, Relocation of displaced existing ancillary support facilities

TOTAL PROJECT COST: $1,100,000,000

ESTIMATED TOTAL INVESTMENT:
$1,100,000,000

ESTIMATED TOTAL STATE INVESTMENT:
$1,100,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Planning/Environmental: Start 2019, Completion 2022; Design of Program Projects: Start 2022; Construction of Program Projects: Start of first project 2024, Completion of last project - 2031

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Upgrade of facilities to meet future passenger growth demands.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None anticipated

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
$2 billion in cumulative economic output or activity for the State; $500 million in cumulative earnings; 20,000 jobs over a 6 year period

PROJECT #49:
Kahului Airport Runway Reconstruction

NAME:
Jeffrey Chang

CITY:
Kahului

SUBMITTED BY:
Hawaii Department of Transportation, Airports Division

PROJECT SPONSOR
Hawaii Department of Transportation, Airports Division

BASIC PROJECT DESCRIPTION:
The project scope is to provide engineering services to repair the existing 7,000-foot asphalt runway with concrete. Design a 1,530-foot extension for the existing 7,000-foot runway along with parallel taxiways. Also included in the project is another parallel runway and parallel taxiway. The new parallel runway will be constructed in land recently purchased as depicted on the FAA approved Airport Layout Plan.

TOTAL PROJECT COST: $400,000,000

ESTIMATED TOTAL INVESTMENT:
$400,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$300,000,000

ESTIMATED TOTAL STATE INVESTMENT:
$100,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Start 2022, End 2024

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This main runway provides the means of landing at this primary means of transportation to Maui. It is the economic lifeline and engine for the island.
PROJECT #50: Kahului Airport Terminal Improvements

NAME: Jeffrey Chang

CITY: Kahului

SUBMITTED BY: Hawaii Department of Transportation, Airports Division

PROJECT SPONSOR: Hawaii Department of Transportation, Airports Division

BASIC PROJECT DESCRIPTION: This project will provide expanding seating capacity of the Holdrooms by connecting Holdrooms A and B (approximately 6,000 SF) and incorporating the walkways as part of the Holdrooms (approximately 17,000 SF). There may be an increase in the number of gates by repositioning and adding loading bridges. Ultimately the project will look at finding where additional gate positions can be installed. Holdrooms A and B are on the second floor and are separated by an open walkway called the concourse. In order to connect Holdrooms A & B, a first floor must be constructed to support the second floor. Enclosure of the walkways will require the removal of the existing storefronts and adding new ones at the outer edge of the walkways. Additional scope of the project is to expand the conditioned air system, flight information display system, fire alarm systems, lighting and seating into the Holdrooms.

TOTAL PROJECT COST: $30,000,000

ESTIMATED TOTAL INVESTMENT: $30,000,000

ESTIMATED TOTAL STATE INVESTMENT: $30,000,000

CURRENT STATUS/ESTIMATED START AND END DATES: Start 2021, End 2022

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

This project will expand the terminal to meet future passenger growth for the second busiest airport in Hawaii.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:

None anticipated

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

$60 million in cumulative economic output or activity for the State; $15 million in cumulative earnings; 500 jobs
ILLINOIS

PROJECT #51:
Elgin O-Hare Western Access, RSP 20

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The Elgin O’Hare Western Access (EOWA) project will provide a new, limited-access facility to reduce congestion and improve access to the airport, supporting the ongoing modernization and expansion of O’Hare. Federal approval for the EOWA (Elgin O’Hare Western Access) was given in 2013, and construction is now underway. The project includes three main components: reconstructing and widening the existing Elgin O’Hare Expressway, extending the expressway east to O’Hare, and adding an expressway around the western side of O’Hare from I-90 to I-294 (the western bypass). All three components will be tolled. It is expected to include express bus service. The Tollway completed the work along the existing Elgin O’Hare Expressway in 2016 and completed the extension of the expressway east to Illinois Route 83 in 2017. The construction of the remaining components of the project is expected to be complete in 2025.

TOTAL PROJECT COST: $1,580,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Because of pressing needs on the existing expressway system and the region’s limited financial resources, ON TO 2050 does not make major commitments to building and then maintaining new roadways to serve mostly future demand. Instead, the region must reinvest in the existing system. The region’s expressways were largely built in the 1950s and 1960s, and the standard lifespan of these facilities is 50 years. While pavement and bridge rehabilitation can extend the life of these assets, by 2050 the only economical improvement will be a complete rebuild. Due to lagging investment in the region’s road system, that rebuild is needed almost immediately in several cases. By emphasizing reinvestment in the current system, the region can also help support existing communities and, crucially, limit the environmental impacts and long-term costs of constructing new infrastructure. For all expressway projects, implementers will have to consider opportunities to defray construction costs, improve system performance, and support transit service through tolling and managed lanes, as well as consider the value for money and public risk that a PPP (Public-Private Partnership) might provide as a project delivery mechanism.

The oldest parts of the existing system are also the most affected by chronically unreliable travel times and in some places have major safety problems, both of which can be addressed through design and investments in active traffic management as part of the reconstruction. In some cases, adding capacity through new managed lanes is also appropriate. Managed lanes make the most of any investment in new road capacity by using pricing to control the amount of traffic entering the lanes, which in turn helps keep the lanes uncongested. They also give travelers an option to ensure reliably fast trips even during peak periods.

PROJECT #52:
Jane Byrne Interchange Reconstruction, RSP 33

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The Jane Byrne Interchange Reconstruction project modernizes the busiest intersection in the region, which has not had a major rehabilitation since it was first built more than a half-century ago. While it is mostly a reconstruction, an additional lane is being added on the east-north and north-west ramps, as well as three new flyovers. A new through-lane will also be added on I-90/94, correcting a deficiency that forces drivers to switch lanes when entering the interchange. Both the capacity and reconstruction elements of the project are considered constrained in ON TO 2050. The new ramp configurations and added lanes are expected to improve safety and significantly reduce crashes for all users. The project is currently under construction.

TOTAL PROJECT COST: $420,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
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PROJECT #53:
I-55 Stevenson Managed Lanes, RSP 146
NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)
BASIC PROJECT DESCRIPTION:
The I-55 Stevenson Expressway is one of the most congested segments in the Chicago area. This project would add managed lanes from I-355 to the Dan Ryan. Because of the wide inside shoulder with full-depth pavement along part of the route, adding managed lanes can be relatively inexpensive, making it the most cost-effective congestion reduction project evaluated.

IDOT (Illinois Department of Transportation) currently anticipates adding two new lanes to assure travel time reliability. Given the success of the I-55 bus on shoulder service, IDOT should specifically incorporate bus priority features into the roadway design and plan for increased service as an improvement over the current bus on shoulder service. Riders on this service would benefit as free users of the managed lane.

IDOT is seeking to build the project through a public-private partnership. It will be critical for the Department to protect the public interest by using a PPP (Public-Private Partnership) structure that transfers some of the risk to the private partner. It is not assumed that all existing lanes will be tolled as part of this project, but over the longer term, when the adjacent general purpose lanes are reconstructed as part of I-55 Stevenson Expressway Reconstruction (RSP 137), tolling should be implemented on all lanes. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

TOTAL PROJECT COST: $700,000,000

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

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PROJECT #54:
I-55 Barack Obama Presidential Expressway Add-Lanes and Reconstruction, RSP 34
NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)
BASIC PROJECT DESCRIPTION:
This section of I-55 from I-80 to Coal City Road, contains a 1,400-foot bridge over the Des Plaines River that was built in 1957 and requires frequent rehabilitation. Also importantly, this southern segment of I-55 in Will County serves three large logistics parks and two intermodal rail terminals. The road is
typically two lanes in each direction, an operational challenge because of the large numbers of trucks entering, exiting, and traveling on the road. This project would make near-term interchange and spot capacity improvements and ultimately add an additional lane.

**TOTAL PROJECT COST:** $860,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

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**PROJECT #55:**

I-80 Managed Lanes (US 30 to I-294), RSP 37

**NAME:**

Tom Kotarac

**CITY:**

Chicago

**SUBMITTED BY:**

Chicago Metropolitan Agency for Planning (CMAP)
PROJECT #56: Western I-80 Reconstruction and Mobility Improvements (Ridge Road to US 30), RSP 36

NAME: Tom Kotarac

CITY: Chicago

SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The western segment of I-80 from Ridge Road to US 30 in Will County is in critical need of improvement, with failing pavement conditions and the bridge over the Des Plaines River requiring replacement. While this segment has immediate needs, and IDOT will soon be seeking design approval, a full examination of the I-80 corridor to include prospects for developing managed lanes, including truck-only lanes and full facility tolling, is recommended. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

TOTAL PROJECT COST: $1,400,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
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PROJECT #57: I-190 Access Improvements, RSP 32

NAME: Tom Kotarac

CITY: Chicago

SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
O’Hare International Airport and its surrounding freight and manufacturing development are an economic engine for the region, but the area experiences significant congestion and unreliable travel times. The I-190 Access Improvements project consists of reconfiguring arterial access to I-190 and O’Hare International Airport to improve mobility as well as ultimately reconstructing and adding capacity to mainline I-190. Elements of this project are under construction or have been completed. There is a need to evaluate a long-term funding strategy for this project, which could include tolling.

TOTAL PROJECT COST: $240,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
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PROJECT #58:
I-290 Eisenhower Reconstruction and Managed Lanes, RSP 30

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This project would reconstruct the second oldest pavement on the expressway system and address many bridges that are in poor condition. The Eisenhower consistently ranks as one of the five most congested segments in the region, partly because of the bottleneck created where it drops from four lanes to three west of Central Avenue. It suffers significant safety problems because of several left-hand ramps. I-290 is a multimodal corridor, and this project is closely linked to CTA Blue Line Forest Park Reconstruction (RSP 93), as well as a high-performing potential segment of Pace’s proposed express bus network. This project will include improving bicycle and pedestrian facilities near CTA (Chicago Transit Authority) stations and interchanges in the project corridor, construction of a multi-use trail connecting the Prairie Path and Columbus Park, and configurations that can accommodate express bus service or other future transit investments. The project received a record of decision from FHWA (Federal Highway Administration) in 2017 to rebuild the expressway and add a high-occupancy toll lane. Given the cost of the project and the lack of alternative fund sources, IDOT (Illinois Department of Transportation) should strongly consider tolling the entire facility to offset its construction cost as well as potentially implementing a dual managed lane to improve reliability.

TOTAL PROJECT COST: $2,070,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
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PROJECT #59:
I-290/IL 53/I-90 Interchange Improvement, RSP 21

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This project would improve a cloverleaf interchange that is integrated with ramps to and from the Woodfield Mall in Schaumburg, causing weaving, congestion, and crashes. Some of the loop ramps would be replaced with higher-capacity directional ramps to reduce crashes and improve flow. This project has been studied but requires additional comprehensive analysis, including studying opportunities to support future transit service.

TOTAL PROJECT COST: $300,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
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PROJECT #60:  
I-294/I-290 Interchange Improvement, RSP 24  
NAME:  
Tom Kotarac  
CITY:  
Chicago  
SUBMITTED BY:  
Chicago Metropolitan Agency for Planning (CMAP)  
BASIC PROJECT DESCRIPTION:  
The I-290 Eisenhower/I-294 Tri-State interchange has insufficient capacity on ramps and heavy truck volumes. Loop ramps and weaving movements cause congestion and high crash rates. Congestion on southbound I-290 can extend to 14 hours of the day. This project will reconstruct the interchange to reduce weaving movements, replace loop ramps with higher-capacity directional ramps, and reduce crashes. A key benefit will be to improve capacity from the south leg (I-294) to and from the northwest (I-290), which is a regional bottleneck. The Tollway will advance these improvements as part of I-294 Central Tri-State Reconstruction and Mobility Improvements (RSP 23).  
TOTAL PROJECT COST: $510,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?  
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PROJECT #61:  
I-294 Central Tri-State Reconstruction and Mobility Improvements, RSP 23  
NAME:  
Tom Kotarac  
CITY:  
Chicago  
SUBMITTED BY:  
Chicago Metropolitan Agency for Planning (CMAP)  
BASIC PROJECT DESCRIPTION:  
The central portion of the I-294 Tri-state (95th Street to Balmoral Avenue) has the oldest pavement on the expressway system, yet it is also the most-heavily used portion of the Tollway system. This project proposes to rebuild the expressway and add a flex lane along portions of the route. This presents opportunities to integrate express bus service, and the design of the project should specifically include express bus facilities.
Because of pressing needs on the existing expressway system and the region’s limited financial resources, ON TO 2050 does not make major commitments to building and then maintaining new roadways to serve mostly future demand. Instead, the region must reinvest in the existing system. The region’s expressways were largely built in the 1950s and 1960s, and the standard lifespan of these facilities is 50 years. While pavement and bridge rehabilitation can extend the life of these assets, by 2050 the only economical improvement will be a complete rebuild. Due to lagging investment in the region’s road system, that rebuild is needed almost immediately in several cases. By emphasizing reinvestment in the current system, the region can also help support existing communities and, crucially, limit the environmental impacts and long-term costs of constructing new infrastructure. For all expressway projects, implementers will have to consider opportunities to defray construction costs, improve system performance, and support transit service through tolling and managed lanes, as well as consider the value for money and public risk that a PPP (Public-Private Partnership) might provide as a project delivery mechanism.

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**PROJECT #62:**

**I-294/I-57 Interchange Addition, RSP 22**

**NAME:**

Tom Kotarac

**CITY:**

Chicago

**SUBMITTED BY:**

Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**

The crossing of I-294 and I-57 is the only place in the region, and one of very few locations in the country, where two interstates cross but do not have an interchange. The I-294/I-57 interchange project will connect these two interstates for improved accessibility to and from the south suburbs and for improved north-south regional travel.

Construction of Phase 1 was completed in 2014 and provided new ramps to connect northbound I-57 to northbound I-294 and southbound I-294 to southbound I-57, as well as an entrance and exit ramp from I-294 to 147th Street. The final phase is planned for completion in 2024.

**TOTAL PROJECT COST:** $360,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

Because of pressing needs on the existing expressway system and the region’s limited financial resources, ON TO 2050 does not make major commitments to building and then maintaining new roadways to serve mostly future demand. Instead, the region must reinvest in the existing system. The region’s expressways were largely built in the 1950s and 1960s, and the standard lifespan of these facilities is 50 years. While pavement and bridge rehabilitation can extend the life of these assets, by 2050 the only economical improvement will be a complete rebuild. Due to lagging investment in the region’s road system, that rebuild is needed almost immediately in several cases. By emphasizing reinvestment in the current system, the region can also help support existing communities and, crucially, limit the environmental impacts and long-term costs of constructing new infrastructure. For all expressway projects, implementers will have to consider opportunities to defray construction costs, improve system performance, and support transit service through tolling and managed lanes, as well as consider the value for money and public risk that a PPP (Public-Private Partnership) might provide as a project delivery mechanism.

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**PROJECT #63:**

Expressway projects with constrained longer-term reconstruction needs only

**NAME:**

Tom Kotarac

**CITY:**

Chicago

**SUBMITTED BY:**

Chicago Metropolitan Agency for Planning (CMAP)
BASIC PROJECT DESCRIPTION:
ON TO 2050 covers a planning period of 32 years, during which many expressway segments will come to the end of their useful lives. Many of these segments were submitted as regionally significant projects with both reconstruction and additional capacity components. In future project studies on these segments, adding capacity should be considered, and CMAP’s evaluation suggests that in many cases this capacity would be beneficial. However, in ON TO 2050, only the reconstruction elements of the following projects are constrained:

- I-57 Reconstruction (I-94 to I-80, I-80 to Will/Kankakee border), RSP 35
- I-94 Bishop Ford Expressway Reconstruction, RSP 135
- I-90/I-94 Kennedy and Dan Ryan Expressway Reconstruction (Hubbard to 31st Street), RSP 136
- I-55 Stevenson/Barack Obama Presidential Expressway Reconstruction, RSP 137
- I-90 Kennedy Expressway Reconstruction (East River Road to Edens Junction), RSP 138
- I-94 Edens Expressway Reconstruction, RSP 139
- I-90/I-94 Kennedy Expressway Reconstruction (Edens Junction to Hubbard Street), RSP 140
- I-290/IL-53 Reconstruction, RSP 141

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Because of pressing needs on the existing expressway system and the region’s limited financial resources, ON TO 2050 does not make major commitments to building and then maintaining new roadways to serve mostly future demand. Instead, the region must reinvest in the existing system. The region’s expressways were largely built in the 1950s and 1960s, and the standard lifespan of these facilities is 50 years. While pavement and bridge rehabilitation can extend the life of these assets, by 2050 the only economical improvement will be a complete rebuild. Due to lagging investment in the region’s road system, that rebuild is needed almost immediately in several cases. By emphasizing reinvestment in the current system, the region can also help support existing communities and, crucially, limit the environmental impacts and long-term costs of constructing new infrastructure. For all expressway projects, implementers will have to consider opportunities to defray construction costs, improve system performance, and support transit service through tolling and managed lanes, as well as consider the value for money and public risk that a PPP (Public-Private Partnership) might provide as a project delivery mechanism.

The oldest parts of the existing system are also the most affected by chronically unreliable travel times and in some places have major safety problems, both of which can be addressed through design and investments in active traffic management as part of the reconstruction. In some cases, adding capacity through new managed lanes is also appropriate. Managed lanes make the most of any investment in new road capacity by using pricing to control the amount of traffic entering the lanes, which in turn helps keep the lanes uncongested. They also give travelers an option to ensure reliably fast trips even during peak periods.

PROJECT #64:
CTA Blue Line Forest Park Reconstruction, RSP 93

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

TOTAL PROJECT COST: $1,730,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transitimore competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.
PROJECT #65:
CTA Blue Line Capacity Project, RSP 147

NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This project would provide for capacity increases on the Blue Line, based on significant projected ridership growth on the O’Hare branch. This project would include improvements to the traction power system such as wayside energy storage systems, third rail replacement, and/or new infill substations or auxiliary negative rail. It may also include a turn-back track, yard and station improvements, and station expansion. A load flow study is underway to better understand needs. This project supports the O’Hare International Airport expansion and access for tourists and other visitors to the region. There may be some overlap in geographic area between this project and the CTA Blue Line Forest Park Reconstruction (RSP 93) but for the purposes of this plan, project elements have not been double counted.

TOTAL PROJECT COST: $830,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #66:
CTA North Red/Purple Line Modernization Phase One, RSP 58A

NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The Red/Purple Modernization project envisions a modernization of the 100-year old “L” lines serving the North Side of Chicago and is a significant reinvestment in existing communities. As CTA’s most capacity-constrained line, the project would include a bypass separating the Red Line and Purple Line tracks from the Brown Line north of the Belmont Station to allow higher passenger capacity. The project also reconstructs deteriorated rail infrastructure and stations between the Lawrence and Bryn Mawr stations and replaces the signal system along the corridor. It has committed funding under the federal New Starts program as well as under TFIA (Transit Facility Improvement Area), and is currently beginning pre-construction work.

TOTAL PROJECT COST: $2,140,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #67:
CTA North Red/Purple Line Modernization Future Phases, RSP 58B

NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)
BASIC PROJECT DESCRIPTION:
Future phases of the Red/Purple Modernization project will continue to address deteriorated structure, track, and station conditions from the Belmont to Linden stops as well as allow for additional service. Modeling suggests very high benefits to additional service on the line made possible by investments in capacity, with the largest expected economic impacts of any of the projects evaluated. Reconstruction of viaducts also offers the potential to open neighborhood thoroughfares. Because of the need to reconstruct so much of the existing facility, the project is costly. It is expected that value capture through TFIA (Transit Facility Improvement Area) would also be able to provide a contribution to the overall cost.

TOTAL PROJECT COST: $4,280,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #69:
City of Chicago BRT group

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This group of projects includes a significant investment in speeding bus travel within the city of Chicago. Although CDOT (Chicago Department of Transportation) and CTA (Chicago Transit Authority) have both investigated numerous routes, a final set of projects has not been identified. More planning must occur to identify the highest ridership routes on which speed and reliability improvements would be most beneficial. The program includes Ashland Avenue BRT (Bus Rapid Transit) (RSP 106), a project with strong performance but on which progress has stalled. It is the most cost-effective project modeled for ON TO 2050. The program also includes the South Halsted BRT (Bus Rapid Transit) route (RSP 108), a collaboration between CTA and Pace, which would have significant benefits to EDAs (Economically Disconnected Areas). Finally, the currently identified list includes the South Lakefront-Museum Campus Access Improvement (RSP 104),
which would address the difficulty of reaching the museum campus by transit and help promote tourism.

TOTAL PROJECT COST: $520,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #70:
Metra A-2 Crossing, RSP 98

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This project would reconstruct the A-2 Crossing (Western Avenue and Kinzie Street) between Union Pacific and Milwaukee District tracks. The rebuild will help reduce conflicts between Milwaukee District North, Milwaukee District West, North Central Service, and Union Pacific West trains and improve reliability for passengers. The project would have a high economic impact for the investment. Among the alternatives under evaluation are moving the crossing to a new location one mile east and constructing a flyover near the current crossing.

TOTAL PROJECT COST: $720,000,000

PROJECT #71:
Metra BNSF Improvements, RSP 72

NAME:
Tom Kotarac

CITY:
Chicago

SUBMITTED BY:
Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The BNSF Improvements project benefits new and existing riders on Metra’s highest ridership line and is the second most cost-effective of all the projects studied. This project would make track, signal, and other improvements to the BNSF Line to support growth in ridership and upgrades to the capacity of the line. Improvements would allow for additional express service to the highest ridership stations on the line alleviating crowding. A new station at Eola Road in Naperville could provide additional commuter options and relief for congested stations.

TOTAL PROJECT COST: $270,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.
stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #72: Metra Milwaukee District West Improvements, RSP 79
NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
This project would make track, signal, and other improvements to the Milwaukee District West Line to support increased capacity. A storage yard and maintenance facility expansion will enable additional peak period express and reverse commute service. Adding a fourth track from the A-5 junction to Randolph Street in Chicago will also benefit MD-N and NCS. The replacement of the Fox River Bridge (Z-100) is currently underway, funded in part by a TIGER (Transportation Investment Generating Economic Recovery discretionary grants) grant. A second track across the river will remove a bottleneck that has restricted capacity.

TOTAL PROJECT COST: $640,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #73: Metra UP North Improvements, RSP 68
NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The UP North has the highest percentage of trains over capacity on the Metra system and has major state-of-good-repair problems. The UP North Improvements will improve the capacity and reliability of the line through installation of crossovers and track improvements, and a new outlying coach yard will allow for more efficient servicing of equipment and accommodate expansion of service. Reconstruction of the bridges along the line is a major cost item in the project and will provide significant state-of-good-repair improvements. In addition to planned upgrades to existing stations, a new station at Peterson and Ridge avenues is funded.

TOTAL PROJECT COST: $980,000,000

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.
**PROJECT #74:**
Metra UP Northwest Improvements and Extension, RSP 66

**NAME:**
Tom Kotarac

**CITY:**
Chicago

**SUBMITTED BY:**
Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**
The UP Northwest is one of Metra’s most capacity-constrained lines, with inadequate yard space that forces ad hoc storage of trains on sidings along the route. A 1.6-mile extension to Johnsburg from McHenry will also allow space for new yards. Other infrastructure upgrades include improvements to the signal system, crossovers, and track improvements to increase capacity and reliability. Two additional stations will be added to the line at Prairie Grove and Ridgefield. These combined improvements are estimated to increase ridership considerably on the line. Planning for transit-supportive development at new stations and for feeder bus service will increase access along the line.

**TOTAL PROJECT COST:** $720,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

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**PROJECT #75:**
Metra UP West Improvements, RSP 69

**NAME:**
Tom Kotarac

**CITY:**
Chicago

**SUBMITTED BY:**
Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**
The UP West Improvements will provide track, signal, safety, and infrastructure improvements to increase passenger service and coordinate with freight traffic. Specifically, a third track will be added to an existing double-track portion of the line east of Elmhurst. These improvements will enable the UP West to better serve as an alternative to the BNSF line and also to operate more effectively in coordination with freight rail movements. Part of the project involves upgrades to signal systems, crossovers, pedestrian safety improvements, and new triple track.

**TOTAL PROJECT COST:** $390,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

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**PROJECT #76:**
Metra Rock Island Improvements, RSP 70

**NAME:**
Tom Kotarac

**CITY:**
Chicago

**SUBMITTED BY:**
Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**
Metra’s improvements to the Rock Island District (RID) Line will enhance coordination between freight and Metra trains as well as allow for eventual connection of the SouthWest Service (SWS) with LaSalle Street Station. This project will improve rail freight movement through the region, provide capacity for additional express service, reduce congestion, and improve...
access at Union Station. Improvements include adding a third track between Gresham Junction and a point north of 16th Street Junction, new signals, and an expanded and modernized 47th Street Yard, which will have major efficiency benefits to Metra operations. CREATE (Chicago Region Environmental and Transportation Efficiency Program) Project PI, a rail flyover at the Englewood interlocking, is also part of this project and is complete.

**TOTAL PROJECT COST:** $570,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

**PROJECT #77: Project 77th Street Corridor Investment Program / Metra SouthWest Service Enhancements, RSP 67**

**NAME:** Tom Kotarac

**CITY:** Chicago

**SUBMITTED BY:** Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**
This is one of the last major CREATE (Chicago Region Environmental and Transportation Efficiency Program) projects. Six major railroads — two passenger and four freight — pass through the 75th Street corridor on Chicago’s South Side, crossing each other and local roads and creating intense train and road traffic back-ups. In addition, the current track layout routes Metra’s Southwest Service to the congested Union Station. The proposed improvements include two rail-to-rail grade separations to untangle the railroad tracks, including a flyover to reroute the Metra Southwest Service to the less congested LaSalle Street Station. This, combined with additional Southwest Service track and less freight interference, will facilitate additional trains and other service improvements for the Southwest Service. The engineering for this project is advanced; final design is required. It has strong potential as a public-private project among the State of Illinois, City of Chicago, Cook County, Metra, and private railroads.

**TOTAL PROJECT COST:** $1,700,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

**PROJECT #78: Project Pace Pulse Expansion, RSP 102A**

**NAME:** Tom Kotarac

**CITY:** Chicago

**SUBMITTED BY:** Chicago Metropolitan Agency for Planning (CMAP)

**BASIC PROJECT DESCRIPTION:**
The Pace Pulse program of projects would speed bus service on Pace’s most heavily used routes by implementing TSP (Transit Signal Priority), stations with enhanced amenities, and other improvements. Modeling suggests that the project would be very cost-effective and would have significant average commute time savings for a bus project. Only the near-term projects in the full 24-route program are considered constrained in ON TO 2050.

**TOTAL PROJECT COST:** $170,000,000
HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Like the expressway system, much of the rail network will need to be rebuilt during the planning period. Given significant financial constraints and the needs of the existing system, ON TO 2050 limits expansion of the system, instead emphasizing improvements that enable the current system to carry more passengers more quickly and reliably, particularly on lines that have capacity constraints. In some cases, this entails also expanding overall capital by purchasing more rolling stock (trains and buses) to allow for increased service. Faster, more comfortable, higher frequency, and more reliable transit service is a key to increasing transit ridership. The Make transit more competitive recommendation outlines the many other policy and land use planning actions that need to be taken to make these investments successful and lay the groundwork for additional future transit enhancements. Both rail and bus improvements are recommended in ON TO 2050.

PROJECT #79:
West Loop Transportation Center Phase I (Union Station) Improvements, RSP 85

NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The West Loop Transportation Center is envisioned as a new transportation hub that would reconfigure Chicago Union Station and ultimately lead to greatly improved connections between rapid transit, bus, commuter rail, and intercity rail services. Amtrak is the owner and operator of Union Station, and this project will also promote access for tourism, as well as intercity bus and rail connections. Only Phase 1 is on the fiscally constrained project list; it will increase capacity within the existing footprint of Union Station by creating new platforms and tracks and by repurposing currently inactive tracks and platforms formerly used for mail handling. It will also expand platforms used by Metra commuters, reconfigure the station’s internal spaces to increase passenger capacity, and provide a weather-protected pedestrian connection to the Blue Line. Continued attention to intercity bus accommodations is needed in Phase 1. It is expected that value capture through TFIA (Transit Facility Improvement Area) would also be able to provide a contribution to the overall cost. Phase 2 is envisioned as creating a new subway along Clinton to connect from Union Station to the Blue Line; this element is unconstrained.

TOTAL PROJECT COST: $670,000,000

PROJECT #80:
North Lake Shore Drive Improvements (RSP 89)

NAME: Tom Kotarac
CITY: Chicago
SUBMITTED BY: Chicago Metropolitan Agency for Planning (CMAP)

BASIC PROJECT DESCRIPTION:
The North Lake Shore Drive Improvements project is a unique, complex, and multi-faceted project that would reconstruct numerous failing bridges, correct major safety deficiencies, improve severe travel time unreliability, and protect the drive from worsening storm damage. Lake Shore Drive is a very high ridership transit corridor; during the peak, buses carry 30 percent of travelers between Fullerton Avenue and Oak Street in 1 percent of the vehicles, and over the course of a full day carry 34,000 riders, more than many CTA rail branches. Treatments that provide transit priority to speed bus travel and allow for more service should be key elements of the project. The Redefine the Drive study is currently evaluating alternatives to identify the best way to improve the drive for all users, including drivers, transit riders, and lakefront park users. It is critical for the project to include managed lane strategies to help guarantee more predictable travel, with a strong emphasis on pricing strategies.

TOTAL PROJECT COST: $2,750,000,000
HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

The arterial projects considered in ON TO 2050 are confined to larger improvements to the non-interstate portion of the NHS (National Highway System), that is, the major roadways that carry a quarter of the traffic in the region. There are many needs for traffic flow, safety, and pavement and bridge condition improvement on this roadway system alone. Most of the projects submitted are relatively short-term priorities for implementers, with construction expected in four to seven years, and with design approval already in place or anticipated to be sought before the ON TO 2050 update.
PROJECT #81: Terminal Development Plan

NAME: Kevin Foley

CITY: Des Moines

SUBMITTED BY: Des Moines Airport Authority

PROJECT SPONSOR: Bryan Belt

BASIC PROJECT DESCRIPTION:
Arrange the Airport to make room for a new terminal. This is a $500 million project which requires relocating three businesses, construction of roads and a parking garage, and the construction of a passenger terminal.

TOTAL PROJECT COST: $500,000,000

ESTIMATED TOTAL INVESTMENT: $355,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $200,000,000

ESTIMATED TOTAL STATE INVESTMENT: $50,000,000

ESTIMATED TOTAL LOCAL INVESTMENT: Airport Investment — $80,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $25,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Construction on enabling projects have begun. Date of beneficial occupancy in the terminal, which will be the final phase of the project, is 2028

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Commercial passenger travel has grown an average of 5% year over since 2009. The capacity of the existing 1948 terminal can not meet the demand of this growing passenger traffic. Every aspect of passenger processing is undersized with no room for expansion. Luggage screening systems are undersized, passenger screening space is too small, and our hold rooms have no more than 100 seats in them while aircraft operating in Des Moines have 180 seats or more on the airplane. Gates are located too close together and are not designed to handle the size of aircraft operating today. Additionally, we have too few gates and have no room to expand with the current layout.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Our biggest hurdle is funding. The Airport Improvement Program funding is not eligible for much of a terminal development. Passenger facility charges may be used to develop a terminal but they are currently capped by Congress at $4.50 per passenger. An increase in the passenger facility charge would resolve much of our funding issues, but Congress has not had the courage to raise the cap to $8.50 per passenger.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Without the new terminal, passenger traffic will be stifled. In 2014, Des Moines International Airport had a $614 million annual impact on the State of Iowa. That impact has grown as the number of passengers passing through the terminal has grown. Without a terminal that will allow for continued growth, the airport will become a deterrent to economic growth as opposed to the stimulus airports should be.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Raising the Congressional cap on Passenger Facility Charges is the single most important issue to airports of all sizes today. It is a user fee imposed on those using the airport and raising the cap allows airports to control their own destiny.

PROJECT #82: Greater Des Moines Water Trails and Greenways

NAME: Gunnar Olson

CITY: Greater Des Moines

SUBMITTED BY: Des Moines Area Metropolitan Planning Organization

PROJECT SPONSOR: Des Moines Area Metropolitan Planning Organization

BASIC PROJECT DESCRIPTION:
When complete, the Greater Des Moines Water Trails and Greenways will be an abundant network of water recreation for 150 miles of the region’s creeks and rivers, including places for tubing, birding, hiking, paddling, boating, and fishing, the establishment of area greenways, floodplain protection and improved habitat. The plan covers the Des Moines, Raccoon, South Skunk, North and Middle rivers, as well as Beaver, Fourmile, Mud and Walnut creeks.
IOWA

TOTAL PROJECT COST: $117,000,000

ESTIMATED TOTAL INVESTMENT: $33,500,000

ESTIMATED TOTAL FEDERAL INVESTMENT: To be determined

ESTIMATED TOTAL STATE INVESTMENT: To be determined

ESTIMATED TOTAL LOCAL INVESTMENT: To be determined

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $33,500,000

CURRENT STATUS/ESTIMATED START AND END DATES: The planning and engineering feasibility phases are completed. The funding feasibility study is underway to determine the capacity of the private sector to support the project. Preliminary design is anticipated to start in early 2019.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM? The plan includes the mitigation of three low-head dams on the Des Moines and Raccoon Rivers in downtown Des Moines, converting them into a whitewater park that will be a regional and national draw for tourists.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT: Financing will be the biggest barrier to this project.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY: The economic impact study is being completed as of this writing.
KENTUCKY

PROJECT #83:
Blue Grass Airport (LEX), Lexington, KY

NAME:
Kristen Branscum

CITY:
Lexington

SUBMITTED BY:
Kentucky Department of Tourism

PROJECT SPONSOR
Blue Grass Airport (LEX), Lexington, KY

BASIC PROJECT DESCRIPTION:
Blue Grass Airport (LEX) has recently received bids for the construction of a new taxiway. This project represents the final phase of a five-phase Taxiway Safety Enhancement Program (TSEP) that will enhance safety and efficiency of the airfield and comply with the FAA’s latest design standards. The airport has worked closely with the FAA since 2014 to complete the first four phases and we are now prepared to construct the final phase. This project is considered a high-priority safety project.

TOTAL PROJECT COST: $12,500,000

ESTIMATED TOTAL INVESTMENT:
$12,500,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$11,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
Airport Investment — $1,500,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Ready to proceed immediately once funding is available

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Air travel is vital to tourism in our region. The addition of this taxiway will provide more efficient and safe operations at the airport. Overall, the Taxiway Safety Enhancement Program will enhance separation of aircraft movements, enhance operational flexibility and reduce the potential of aircraft conflicts.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Federal financing for this fourth stage.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
In completion of this taxiway enhancement, the ability to increase aircraft movements, while avoiding aircraft conflicts, may allow LEX to increase their airlift. Demand for the Lexington region as a tourism destination has grown each year and therefore more route options are necessary. More routes could directly create more jobs at the airport itself and indirect jobs in the hospitality industry in the Lexington area to support visitors brought in by the additional lift.

PROJECT #84:
Barkley Airport Terminal

NAME:
Fran Johnson

CITY:
Paducah-McCracken County

SUBMITTED BY:
Paducah Area Chamber of Commerce

PROJECT SPONSOR
Barkley Regional Airport

BASIC PROJECT DESCRIPTION:
The Barkley Regional Airport is proposing the construction of a new airline terminal complex. The project will be completed in phases as funding becomes available. The current terminal is 64 years old and has exceeded its useful life to accommodate airport passengers and FAA standards. The airport also is proposing additional equipment storage facilities and a new fire station. The airport has seen a 10% up-tick in international travel in the last year. This is, in part, associated with the location of the National Quilt Museum in Paducah; as well as, the International Quilt Festival that is held twice per year in Paducah. This festival brings approximately 50,000+ visitors to the area from all over the world to celebrate fiber arts. The proposed terminal will increase the size of the facilities by 36,000 square feet. The regional airport makes connections with Chicago’s O’Hare Airport twice daily with an additional connection in Cape Girardeau, MO. A third daily trip will be added in January 2019. Airport provides one-stop service through Chicago to 150 domestic and international destinations. Paducah is a UNESCO City of Crafts and Folk Art, one of only seven cities designated in this creative field. Supporting entities include the City of Paducah, the Chamber of Commerce, and the Convention and Visitors Bureau.

TOTAL PROJECT COST: $43,000,000

ESTIMATED TOTAL INVESTMENT:
$43,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$37,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$6,000,000
CURRENT STATUS/ESTIMATED START AND END DATES:
The project schedule will be dictated by funding availability. The airport is in the early planning stages of the project.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
With the increase in travels both nationally and internationally, the Barkley regional airport serves as an essential mode of long haul travel for tourism and local economic development. Without an adequate airport facility, Paducah will fall behind in the global market place and lose economic development potential.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The most critical barrier is securing funding for the project. If federal funding is awarded, meeting federal environmental and permitting requirements will affect the implementation schedule.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The proposed project is in the early planning phases. The airport is currently preparing a market analysis which will evaluate economic impact including potential direct and indirect job creation. At this time job creation impact is unknown.

PROJECT #85:
Steam Boat Excursion Pier

NAME:
Fran Johnson

CITY:
Paducah

SUBMITTED BY:
Paducah Area Chamber of Commerce

PROJECT SPONSOR
City of Paducah

BASIC PROJECT DESCRIPTION:
Paducah is requesting BUILD funding for the planning, design, and construction of a landing/excursion pier to be located in the vicinity of Madison and Jefferson Streets. The excursion pier can be designed using a variety of technically feasible solutions. Paducah will explore the possibility of a floating pier; however, another alternative includes a fixed multi-tiered access structure. The excursion pier will serve the four steamboats that currently land in Paducah throughout the year. Furthermore, the pier can be used to showcase boats and vessels for celebratory events. The steamboats that land in Paducah throughout the year are the American Queen, Queen of the Mississippi, American Duchess, and the America. The steamboats bring approximately 4,300 passengers to Paducah annually. In 2018, a total of 23 landings are scheduled with the first steamboat landing taking place on April 25th and the last landing is scheduled for December 7th. The Paducah Convention and Visitors Bureau is anticipating an increase in steamboat traffic with the installation of a new landing and excursion pier. Paducah is already referred to as the “oasis” by steamboat passengers and boat staff. Steamboat visitors currently have to climb a steep ramp from the river’s edge to reach the floodwall passage into downtown Paducah. The proposed landing and excursion pier would eliminate the steep climb by bringing the landing’s egress to the top of the embankment, making it easier and more accessible for those with disabilities. Supporting entities include the City of Paducah, the Chamber of Commerce, and the Convention and Visitors Bureau.

TOTAL PROJECT COST: $6,195,680

ESTIMATED TOTAL INVESTMENT:
$6,195,680

ESTIMATED TOTAL FEDERAL INVESTMENT:
$4,956,544

ESTIMATED TOTAL LOCAL INVESTMENT:
$1,239,136

CURRENT STATUS/ESTIMATED START AND END DATES:
The City of Paducah is currently seeking funding to support the project.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The proposed Steam Boat Excursion Pier will accommodate increased capacity for future growth of the steam boat tourism industry in Paducah, creating greater reliability and safety to the existing industry; thus securing Paducah’s place as a tourist destination.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The most critical barrier is securing funding for the project. If federal funding is awarded, meeting federal environmental and permitting requirements will affect the implementation schedule.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Steamboat tourism generates $275,625 in direct spending. The number of corresponding jobs is unknown.
PROJECT #86: SHV Terminal Modernization

NAME: Henry Thompson

CITY: Shreveport

SUBMITTED BY: Shreveport Airport Authority

PROJECT SPONSOR: Shreveport Airport Authority

BASIC PROJECT DESCRIPTION:
Replace the Airport’s 1968 designed terminal that opened in early 1972. Terminal is currently 46 years old and at the end of useful life. In addition to the facility not being sized for today’s passenger conveniences, it is costly to maintain; not energy efficient and deteriorating.

TOTAL PROJECT COST: $130,000,000

ESTIMATED TOTAL INVESTMENT: $130,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $85,000,000

ESTIMATED TOTAL STATE INVESTMENT: $30,000,000

ESTIMATED TOTAL LOCAL INVESTMENT: $15,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Currently in planning stage finalizing the Airport Master Plan. Next step will include design and financial feasibility. Estimate project to begin in 2021 and completed by 2023.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This terminal building is essential to welcoming visitors to the ARK-LA-TEX region. As the third busiest airport terminal in the State of Louisiana, SHV is seeing record passenger traffic with the potential for significant growth in enplanements. This growth will require improved facilities to accommodate the needs of passengers. This new modern facility will also prepare the airport to be able to accommodate additional airlines and larger aircraft.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Currently the Shreveport Regional Airport will require financial support from state and federal agencies to make this project a reality.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Modernization of the airport has the potential of adding significant additional direct jobs to the airport as new carriers are attracted to the region.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Without modernization, tourism will be hindered in Shreveport. Passengers will continue to travel from larger airports further away because of the lower cost and lower airfares. A new modern facility will ultimately increase capacity, attract additional carriers, spread and reduce operating cost which will have a direct effect on increasing competition and reducing airfare prices. Increased passenger activity is likely with smaller area commercial service airports losing service and Dallas Love Field being at capacity. Shreveport is in an ideal position to benefit through absorbing this business by serving local passengers and attracting additional passengers from the East Texas market. This project is dependent on the relocation of the FAA Air Traffic Control Tower Project.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Currently the Shreveport Regional Airport will require financial support from state and federal agencies to make this project a reality.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Modernization of the airport has the potential of adding significant additional direct jobs to the airport as new carriers are attracted to the region.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Without modernization, tourism will be hindered in Shreveport. Passengers will continue to travel from larger airports further away because of the lower cost and lower airfares. A new modern facility will ultimately increase capacity, attract additional carriers, spread and reduce operating cost which will have a direct effect on increasing competition and reducing airfare prices. Increased passenger activity is likely with smaller area commercial service airports losing service and Dallas Love Field being at capacity. Shreveport is in an ideal position to benefit through absorbing this business by serving local passengers and attracting additional passengers from the East Texas market. This project is dependent on the relocation of the FAA Air Traffic Control Tower Project.
PROJECT #87: Multimodal Transit Facility

NAME: Henry Thompson

CITY: Shreveport

SUBMITTED BY: Shreveport Airport Authority

PROJECT SPONSOR: Shreveport Airport Authority

BASIC PROJECT DESCRIPTION:
Construction of a new multimodal transportation facility to accommodate the growing need for public parking, rental cars, transportation network companies, taxis and local and regional transit buses. Facility will provide additional capacity and much needed centralized location and protection from the elements.

TOTAL PROJECT COST: $25,000,000-$40,000,000

ESTIMATED TOTAL INVESTMENT:
$31,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$22,000,000

ESTIMATED TOTAL STATE INVESTMENT:
$5,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$3,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
$1,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Currently seeking federal funding to support the project. Planning effort underway. Estimated project completion by 2021 dependent on funding support.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This facility will provide for the needs of regional passengers and visitors to the city with a centralized location to coordinate transportation needs.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Funding limitations is the only barrier. Land is currently available and the need to accommodate a growing passenger base warrants this projects.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
An increase in jobs for rental car companies, transit staff and parking attendants is expected.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
This is a capacity enhancement project that supports the projected growth in passengers at Shreveport Regional Airport.
PROJECT #88:
Cape Cod Canal Area Multi-Modal Transportation System

NAME: Wendy K. Northcross

CITY: Bourne

SUBMITTED BY: Cape Cod Chamber of Commerce

PROJECT SPONSOR
U.S. Army Corps of Engineers / Mass. Dept. of Transportation

BASIC PROJECT DESCRIPTION:
The Massachusetts Department of Transportation is conducting the Cape Cod Canal Transportation Study. The Sagamore and Bourne Bridges, as well as the movable rail bridge across the Cape Cod Canal, are the primary means of access to and from the mainland for the 15 towns and 215,000 people who live on Cape Cod. While in previous years off-season mobility over the bridges was unimpeded, the two functionally obsolete highway bridges are 80 years old and have required increased maintenance activities by the U.S Army Corps of Engineers.

TOTAL PROJECT COST: $1,000,000,000

ESTIMATED TOTAL INVESTMENT: $1,000,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $600,000,000

ESTIMATED TOTAL STATE INVESTMENT: $400,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
2020 - 2026

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The Bourne and Sagamore Bridges provide the only crossings of the Cape Cod Canal for motorists, pedestrians, bicyclists and goods. The bridges have served as a vital economic link to Cape Cod since they were first opened to traffic in 1935, at the birth of the tourism industry on the Cape. Given the narrow cross-section of the bridges, many maintenance activities require closure of two travel lanes. Lane closures result in excessive congestion, and significant economic losses, estimated to be over $30M due to bridge maintenance work conducted in 2012. The tourism industry is the primary economic driver of the region.

PROJECT #89:
L338 - Terminal E Modernization - Phase 1

CITY: East Boston and Winthrop

SUBMITTED BY: Logan International Airport (BOS)

PROJECT SPONSOR
Massachusetts Port Authority

ESTIMATED TOTAL INVESTMENT: $400,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Start date is 2016. Est. completion date is 2021.
MASSACHUSETTS

PROJECT #90: Flynn Cruiseport Boston at Black Falcon Terminal

NAME: Pat Moscaritolo

CITY: Boston

SUBMITTED BY: Massachusetts Port Authority

PROJECT SPONSOR Massachusetts Port Authority

BASIC PROJECT DESCRIPTION: The Cruise Terminal Expansion and Upgrade Project will create a second Homeport facility, enable 4,000+ passenger ships to Homeport in Boston, upgrade the HVAC systems to allow for an expanded season, provide new CBP screening facilities within the building (currently screening takes place on the ship), make structural repairs to the pier, and implement emission reduction initiatives.

ESTIMATED TOTAL INVESTMENT: $100,000,000

CURRENT STATUS/ESTIMATED START AND END DATES: Should funding be secured, Massport will begin design in 2019. Design and permitting are expected to take 2 years. Construction is estimated to take 3 years. The goal is to complete the project by mid-2023.

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

The purpose of the project is to expand and upgrade Flynn Cruiseport, to efficiently accommodate current and projected cruise ship calls and passengers, and to meet regional economic goals. Flynn Cruiseport Boston is an important economic engine for the region, supporting more than 2,000 jobs. According to CLIA, the cruise industry generates $485M in economic impact in Massachusetts. The current cruise terminal in Boston was converted from a 100-year-old army base in 1996. Over the last decade, Massport has invested more than $20M to upgrade the Homeport and POC capabilities within the building to accommodate a growing cruise industry. In 2008, there were 113 ship calls. During the 2018 season, 152 ships called the Port. But the terminal can only Homeport one ship per day and is currently reaching capacity during the core season. Going forward, tourism business will be turned-away given the capacity constraints. In addition, the cruise lines are requesting to Homeport larger ships, carrying 4,000+ passengers. The existing facility can only accommodate ships carrying up to 3,000 passengers. Without improvements, the Homeport business will decline as the cruise lines will not be able to deploy the larger ships to Boston that will dominate the market in the coming years. The loss will be a significant hit to the regional tourism and travel industry.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

This project is estimated to generate an additional approximately 1,256 direct, 660 indirect and 622 induced jobs, for 2,538 total jobs. These numbers exclude construction related jobs associated with the project (no estimate is available at this time.)
MASSACHUSETTS

PROJECT #91: Terminal E Modernization at Boston Logan International Airport

NAME: Pat Moscaritolo

CITY: Boston

SUBMITTED BY: Massachusetts Port Authority

PROJECT SPONSOR: Massachusetts Port Authority

BASIC PROJECT DESCRIPTION:
Terminal E Modernization will expand Boston Logan's International Terminal E's capacity to accommodate current and future international service. The project will add 7 new gates, approximately 560,000 square feet in total area and expanded passenger-processing capacity including passenger holdrooms, concourse circulation, concessions, Customs and Border Protection facilities, and expanded bag-screening facilities. The project will also provide a direct connection between Terminal E and the Massachusetts Bay Transportation Authority (MBTA) Blue Line Airport Station.

ESTIMATED TOTAL INVESTMENT: $700,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Status - Design Development; Construction start - March 2019, Construction Completion - 1st Quarter 2022 (+4 Gates), 4th Quarter 2023 (+3 Gates, Total Project = 7 new gates)

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The purpose of the project is to expand Terminal E, New England's premier International Gateway, to efficiently accommodate current and projected international operations and passengers, and to meet regional economic goals. With over 13+ billion dollars a year in total economic activity, Logan Airport is an economic engine resulting in 132,000 jobs and significant economic activity to the Boston metropolitan area and the larger New England region. International travel and business is central to the Massachusetts and regional economy. When Terminal E was built in 1974 it served 1.4 million passengers. In 2017, it served 7.2 million. Despite this growth, Massport has not added any new gates to Terminal E since it was built. Boston Logan international service has more than doubled since 2011 with 26 nonstop markets primarily to Europe and the Caribbean to now over 56 markets including new nonstop service to Asia, the Middle East, and Central and South America. The Terminal E Modernization Project would accommodate growth in the international air service market and help alleviate current delays. Terminal E is projected to serve 10 million passengers annually within the next 10 years. Without improvements, this would result in increasingly long wait times at ticketing and security for departing passengers and delays at Customs and Border Protection for arriving passengers, and additional congestion.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
This project is estimated to generate approximately 1,535 direct, 921 indirect and 1,996 induced FTEs for a total of 4,452 FTEs over a period of 5 years.
**PROJECT #92:**
**Portal Bridge North Replacement Project**

**NAME:**
Sean Jeans-Gail

**SUBMITTED BY:**
Port Authority of New York and New Jersey

**PROJECT SPONSOR**
Amtrak, Port Authority of New York and New Jersey, NJ TRANSIT, and US DOT.

**BASIC PROJECT DESCRIPTION:**
Replacement of the 106-year-old Portal Bridge with a high-level, fixed-span bridge, eliminating the movable components and risk of malfunction which has caused serial delays along the entire NEC. Amtrak’s partners include the Port Authority of New York and New Jersey, NJ TRANSIT and U.S. DOT. In July 2016, the project was accepted into the New Starts Project Development process. On September 2, 2016 the partners submitted a Portal North Bridge Core Capacity rating package to the FTA for evaluation. If the project scores well, it could be included in the Department of Transportation’s recommendation for the President’s FY18 Budget. While full funding has yet to be secured, NJ Transit is expected to begin early construction in late 2017.

**TOTAL PROJECT COST:** $1,500,000,000

**CURRENT STATUS/ESTIMATED START AND END DATES:**
Should funding be secured, Massport will begin design in 2019. Design and permitting are expected to take 2 years. Construction is estimated to take 3 years. The goal is to complete the project by mid-2023.

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
(Y) - The NEC connects seven of the top 20 most visited museums in the world, and four of the top 15 U.S. cities for international visitors. A study found that Amtrak’s NEC carries 8.6 million tourists each year (58% of total riders), generating $99.9 million in tourist spending annually, which in turn generates $9.1 million in federal taxes. The corridor is projected to experience 21 percent growth in passenger trips by 2050; failure to address this primary chokepoint will have a serious drag on economic growth and tourism.

The bridge is of the Gateway Program to preserve and eventually double Northeast Corridor rail capacity on the busiest stretch of railroad in North America – between Newark, NJ and New York Penn Station.

The bridge hosts 450 trains daily, including commuter and Amtrak intercity and long distance services to Florida, Chicago and intermediate points—making it a truly national project. Replacement of Portal North Bridge will allow for modest capacity enhancements and increased service reliability for all users. A second, two-track Portal South Bridge span is also proposed as part of the Gateway Program, which, when complete, will double train capacity along this critical length of the Northeast Corridor.

**PROJECT #93:**
**Hudson Tunnel Project**

**NAME:**
Sean Jeans-Gail

**SUBMITTED BY:**
Port Authority of New York and New Jersey

**PROJECT SPONSOR**
Port Authority of New York and New Jersey, NJ Transit, Gateway Partners

**BASIC PROJECT DESCRIPTION:**
The construction of a new two-track Hudson River rail tunnel from New Jersey to Manhattan that will directly serve PSNY; and the rehabilitation of the 106-year old, existing North River Tunnel, which incurred serious damage during Superstorm Sandy in 2012. This project is currently in the environmental review process. When complete, the Project would allow for the rehabilitation of the North River Tunnel without disrupting existing levels of train service, and provide redundant capability and increased operational flexibility for Amtrak and NJ TRANSIT. On June 29, 2018 a status update demonstrating continued progress on the Hudson Tunnel Project was provided to the Federal Transit Administration by the Port Authority of New York and New Jersey and the Gateway partners.

**TOTAL PROJECT COST:** $11,100,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
(Y) - The NEC connects seven of the top 20 most visited museums in the world, and four of the top 15 U.S. cities for international visitors. A study found that Amtrak’s NEC carries 8.6 million tourists each year (58% of total riders), generating $99.9 million in tourist spending annually, which in turn generates $9.1 million in federal taxes. The corridor is projected to experience 21 percent growth in passenger trips by 2050; failure to address this primary chokepoint will have a serious drag on economic growth and tourism.

The purpose of the Hudson Tunnel Project, which is a part of the Gateway Program, is to preserve the current functionality of Amtrak’s Northeast Corridor service and NJ TRANSIT’s commuter rail service between New Jersey and Penn Station New York by repairing the deteriorating existing Northeast Corridor rail tunnel beneath the Hudson River (known as the North River Tunnel); and to strengthen the Northeast Corridor’s resiliency to support reliable service by providing redundant capability under the Hudson River for Amtrak and NJ TRANSIT.
Northeast Corridor trains between New Jersey and the existing Penn Station New York. These improvements must be achieved while maintaining uninterrupted commuter and intercity rail service and by optimizing the use of existing infrastructure.

**PROJECT #94:**

Baltimore & Potomac Tunnel Project

**NAME:**

Sean Jeans-Gail

**SUBMITTED BY:**

Port Authority of New York and New Jersey

**PROJECT SPONSOR**

MDOT, Amtrak & FRA

**BASIC PROJECT DESCRIPTION:**

Completed just after the conclusion of the Civil War, the 141-year old B&P Tunnel is one the oldest infrastructure assets on the Northeast Corridor. Amtrak estimates 1/5th of its passenger trips and one-third of its ticket revenue depends on travel through the tunnel, located outside of Baltimore, MD. The B&P Tunnel is also critical to MARC commuter service and freight operations. Amtrak has called the tunnel “a primary chokepoint along the NEC,” with the tunnel’s tight curvature requiring trains to slow to 30 mph.

The Maryland Department of Transportation (MDOT) utilized a $60 million federal grant in 2010 for preliminary engineering and environment review. Amtrak manages the project as the owner of the infrastructure. MDOT and FRA issued a Final Environmental Impact Statement (FEIS) in November 2016 A Record of Decision is scheduled for spring 2017.

**TOTAL PROJECT COST: $4,500,000,000**

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

The bridge is of the Gateway Program to preserve and eventually double Northeast Corridor rail capacity on the busiest stretch of railroad in North America – between Newark, NJ and New York Penn Station.
PROJECT #95: MSP Terminal 1 Operational Improvements

NAME: John Edman

CITY: St. Paul

SUBMITTED BY: Explore Minnesota

PROJECT SPONSOR Metropolitan Airports Commission

BASIC PROJECT DESCRIPTION: Renovation and Expansion to existing Departures and Arrivals Hall

TOTAL PROJECT COST: $425,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: All MAC funds through PFC's

CURRENT STATUS/ESTIMATED START AND END DATES: First phase of the program’s construction began in 2015 (design in 2014) with construction completed (including all supporting programs) by mid-2023 for main work and 2026 for folded plate roof work.

NEVADA

PROJECT #96: Dean Martin Boulevard Extension

NAME: Greg McDermott

CITY: Las Vegas

SUBMITTED BY: City of Las Vegas

PROJECT SPONSOR: City of Las Vegas

BASIC PROJECT DESCRIPTION:

It has been a long term goal for the City of Las Vegas, Clark County, and the Regional Transportation Commission of Southern Nevada to improve access and circulation through the Las Vegas Valley’s core area by establishing an alternative vehicular route to I-15. In late 2016, the City of Las Vegas completed a study that assessed the opportunities for extending existing Dean Martin Drive from Twain Avenue to the existing Oakey Boulevard/Martin Luther King Jr. (MLK) Boulevard intersection. With this study now complete, the City of Las Vegas will be taking steps to move this project into the next phases of implementation. The end result would be a continuous two-way frontage road system adjacent to I-15 from Russell Road, site of the new Raiders’ stadium, to the Las Vegas Medical District and future site of the Downtown Expo Center and existing World Market Center. Due to the size of the project, the improvements are currently proposed in two phases. Phase I of the Dean Martin Extension project will include the segment from MLK/Oakey Boulevard to Desert Inn Road, and Phase II would include the remainder from Desert Inn Road to Twain Avenue. The need for such a system is increasingly important as several major projects are underway near or adjacent to this area including the Las Vegas Convention Center Expansion, the new NFL football stadium for the Raiders, and other resort properties and expansions within the Strip Resort Corridor and greater Downtown area. These projects are anticipated to increase regional traffic demands and the need for improved circulation and connectivity throughout the area for Las Vegas residents and the 42 million visitors we see annually.

TOTAL PROJECT COST: $116,732,000

ESTIMATED TOTAL INVESTMENT: $116,732,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $50,000,000

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $66,732,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:

The City of Las Vegas recently completed a feasibility study for the project which analyzed design alternatives and resulted in development of a conceptual design. Final design of the Phase I improvements between MLK/Oakey Boulevard and Desert Inn Road is slated to begin in FFY 2020 and take approximately two years to complete. Design of the Phase II improvements between Desert Inn Road and Twain Avenue is anticipated to start in FFY 2021. The timeline for the construction phase will be dependent on approval of environmental clearance documents to be obtained by NDOT due to the project’s close proximity to I-15 right-of-way.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

Alleviation of congestion along the I-15 corridor through the Las Vegas Valley is at a critical point, as the route carries over 300,000 cars per day. It not only provides for visitor and commuter travel, but also regional access as one of the major routes for interstate travel and transport of goods spanning the entire United States north and south. The addition of another viable north-south roadway to alleviate congestion along I-15 is imperative as tourism and regional growth continues, and the Dean Martin Extension project provides just that. The project is anticipated to improve regional access and circulation, provide convenient access to I-15, support continued redevelopment of properties in close proximity to the corridor, and create new connectivity to major destinations such as the Strip, Downtown, the Las Vegas Convention Center, and the existing NHL and future NFL sporting complexes on the southern end of the corridor.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:

A full National Environmental Policy Act (NEPA) analysis with federal approval would be required before the project can begin construction. The reconfiguration of the I-15/Sahara Avenue and I-15/Spring Mountain Road interchanges would require development of change of access reports and approvals from both the Nevada Department of Transportation (NDOT) and Federal Highway Administration (FHWA). Through the feasibility study and alternatives analysis, several areas along the proposed alignment are anticipated to need right-of-way acquisition.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

Alleviation of congestion along the I-15 corridor through the Las Vegas Valley is at a critical point, as the route carries over 300,000 cars per day. It not only provides for visitor and commuter travel, but also regional access as one of the major routes for interstate travel and transport of goods spanning the entire United States north and south. The addition of another viable north-south roadway to alleviate congestion along I-15 is imperative as tourism and regional growth continues, and the Dean Martin Extension project provides just that. The project is anticipated to improve regional access and circulation, provide convenient access to I-15, support continued redevelopment of properties in close proximity to the corridor, and create new connectivity to major destinations such as the Strip, Downtown, the Las Vegas Convention Center, and the existing NHL and future NFL sporting complexes on the southern end of the corridor.

A full National Environmental Policy Act (NEPA) analysis with federal approval would be required before the project can begin construction. The reconfiguration of the I-15/Sahara Avenue and I-15/Spring Mountain Road interchanges would require development of change of access reports and approvals from both the Nevada Department of Transportation (NDOT) and Federal Highway Administration (FHWA). Through the feasibility study and alternatives analysis, several areas along the proposed alignment are anticipated to need right-of-way acquisition.

It is estimated that the project would create approximately 1,167 jobs. This figure is based on estimates from that for every $1 Billion in roadway infrastructure, 10,000 jobs are created (direct, indirect, and induced).
NEVADA

PROJECT #97:
Reconfigure Airport Roadways-Outbound

NAME: Chris Jones

CITY: Las Vegas

SUBMITTED BY: McCarran International Airport (LAS)

PROJECT SPONSOR
Clark County Department of Aviation

BASIC PROJECT DESCRIPTION:
Reconfigure the outbound roadway system at Terminal 1 at McCarran International Airport. The objective is to improve capacity and flow of exiting vehicular traffic at the nation’s 8th busiest airport.

TOTAL PROJECT COST: $70,000,000

ESTIMATED TOTAL INVESTMENT: $70,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $0

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $70,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is in the initial stages of development and currently in the pre-design phase. The pre-design phase is expected to conclude in January 2019 and the design would start based on funding availability.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project will directly address and help to alleviate roadway congestion to and from the nation’s 8th busiest airport that supports America’s top trade show and convention market. Furthermore, approximately half of the 40+ million annual visitors to Las Vegas arrive by air. Improvements would enhance the travel experience and improve capacity of the airport roadways.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Not known at this time

ANYTHING ELSE YOU THINK THAT NACTTI SHOULD CONSIDER?
Las Vegas is a high profile domestic and international travel destination. These roadways were designed more than 30 years ago and are at capacity.

PROJECT #98:
Reconfigure Airport Roadways-Inbound

NAME: Chris Jones

CITY: Las Vegas

SUBMITTED BY: McCarran International Airport (LAS)

PROJECT SPONSOR
Clark County Department of Aviation

BASIC PROJECT DESCRIPTION:
Reconfigure the inbound roadway system at Terminal 1 at McCarran International Airport. The objective is to improve capacity and flow of vehicular traffic entering the nation’s 8th busiest airport.

TOTAL PROJECT COST: $150,000,000

ESTIMATED TOTAL INVESTMENT: $150,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $0

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $150,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is in the initial stages of development and currently in the pre-design phase. The pre-design phase is expected to conclude in January 2019 and the design would start based on funding availability.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project will directly address and help to alleviate roadway congestion to and from the nation’s 8th busiest airport that supports America’s top trade show and convention market. Furthermore, approximately half of the 40+ million annual visitors to Las Vegas arrive by air. Improvements would enhance the travel experience and improve capacity of the airport roadways.
CURRENT STATUS/ESTIMATED START AND END DATES:
The project is currently in the planning phase with an ongoing Service Development Plan and Programmatic Tier 1 Environmental Impact Statement in development for completion in mid-2019. The next steps are the Project-Level Tier 2 Environmental Impact and Preliminary Engineering. This phase will be followed by Final Design and Construction before final project implementation. Passenger rail service could begin in 2026. There is the option for special events trains to major Coachella Valley tourist destinations to occur earlier; these do not require significant capital investments.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project will directly address and help to alleviate roadway congestion to and from the nation’s 8th busiest airport that supports America’s top trade show and convention market. Furthermore, approximately half of the 40+ million annual visitors to Las Vegas arrive by air. Improvements would enhance the travel experience and improve capacity of the airport roadways.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Not known at this time.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Las Vegas is a high profile domestic and international travel destination. These roadways were designed more than 30 years ago and are at capacity.

PROJECT #99:
Construct Parking Lots at McCarran International Airport

NAME:
Chris Jones

CITY:
Las Vegas

SUBMITTED BY:
McCarran International Airport (LAS)

PROJECT SPONSOR
Clark County Department of Aviation

BASIC PROJECT DESCRIPTION:
Construct additional parking lots at McCarran International Airport to replace existing parking lots that will be removed to facilitate roadway improvements.

TOTAL PROJECT COST: $15,000,000

ESTIMATED TOTAL INVESTMENT:
$15,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$0

ESTIMATED TOTAL STATE INVESTMENT:
$0

ESTIMATED TOTAL LOCAL INVESTMENT:
$70,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
$0

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is in the initial stages of development and currently in the pre-design phase. The pre-design phase is expected to conclude in January 2019 and the design would start based on funding availability.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Existing public and employee parking lots must be eliminated in order to facilitate roadway improvement projects that will increase capacity and relieve congestion at the nation’s 8th busiest airport. In order to retain parking capacity, new lots will need to be constructed. It is beneficial for the lots to remain within the McCarran footprint to facilitate ease of terminal access and retain a positive customer experience.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Not known at this time
NEVADA

PROJECT SPONSOR
Clark County Department of Aviation

BASIC PROJECT DESCRIPTION:
Construct an Automated People Mover between Terminal 1 and Terminal 3 at McCarran International Airport. System will remove bus traffic from the roadway system, decrease vehicular emissions while improving connectivity and the passenger experience.

TOTAL PROJECT COST: $150,000,000

ESTIMATED TOTAL INVESTMENT: $150,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $0

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $150,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is currently in the planning phase with an ongoing Service Development Plan and Programmatic Tier 1 Environmental Impact Statement in development for completion in mid-2019. The next steps are the Project-Level Tier 2 Environmental Impact and Preliminary Engineering. This phase will be followed by Final Design and Construction before final project implementation. Passenger rail service could begin in 2026. There is the option for special events trains to major Coachella Valley tourist destinations to occur earlier; these do not require significant capital investments.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project will directly address and help to alleviate roadway congestion within the roadway system at the nation’s 8th busiest airport that supports America’s top trade show and convention market. Furthermore, approximately half of the 40+ million annual visitors to Las Vegas arrive by air. Improvements would enhance the travel experience through improvements in connectivity between the terminals.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Not known at this time

PROJECT #101:
I-15 from Sahara Ave. to Flamingo Rd.

NAME:
Rudy Malfahon

CITY:
Las Vegas

SUBMITTED BY:
Nevada Department of Transportation

PROJECT SPONSOR
Nevada Department of Transportation

BASIC PROJECT DESCRIPTION:
A feasibility study for the I-15 from the Sahara Avenue Interchange to the Flamingo Road Interchange will commence in the next few months. The study includes the development of alternatives and identifying I-15 right-of-way needs along the I-15 corridor to preserve for future I-15 improvements. In addition, intersections throughout the limits of the study area will be analyzed for operational improvement recommendations, as well as potential phasing options for alternatives. With the Planning and Environmental Linkages (PEL) component of the feasibility study, the study will feed directly into a NEPA study to obtain federal environmental clearance and ultimately into an alternative procurement construction contract.

TOTAL PROJECT COST: $200—$250 Million

ESTIMATED TOTAL INVESTMENT: $200—$250 Million

ESTIMATED TOTAL FEDERAL INVESTMENT: $200—$250 Million (for construction phase)

CURRENT STATUS/ESTIMATED START AND END DATES:
Procuring consultant for feasibility study.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Critical Infrastructure consists of the fixed installations that enable long-haul travel mobility to and within the United States. Critical to the economic vitality of the Western United States, the I-15 Corridor moves people and goods to and from major trade gateways, tourist destinations and population centers from Mexico in the south to Canada in the north. Its prestigious designation in 2007 as a Corridor of the Future recognizes that the health of the corridor directly impacts the wealth of the region it serves. I-15 at a glance: I-15 runs north/south from San Diego, CA to the Canadian border in Montana for a total of 1,434 miles of interstate highway. Traverses the Nation’s fastest growing regions: Arizona, Nevada, and Utah ranked in the top 10 fastest growing states in the U.S. in 2015.
NEVADA

Serves as primary access route for interstate tourism between Southern California and Las Vegas. Transports $95 billion of commerce annually to and from local communities and the global marketplace (Freight Analysis Framework, version 4, 2015). Links 4 of the nation’s top 20 airports including top international gateways of Los Angeles International Airport and McCarran International Airport. Serves the major metropolitan areas of San Diego and Los Angeles, Las Vegas, and Salt Lake City. It carries significant regional trips, including long-distance freight originating from the ports of Los Angeles and Long Beach, California. I-15 also serves as the CANAMEX Corridor from Las Vegas to the Canadian border. Over 270,000 vehicles per day travel this corridor. Over 42 million visitors annually. Since 2010, 1-15 north, 1-15 South, Project NEON, and the future Tropicana Interchange project, all have addressed the capacity needs along the 1-15 corridor. Once the limits of the feasibility study are addressed, the 1-15 through the heart of Las Vegas will have recent improvements that started in 2010.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Direct job creation: assuming 1 annual job per $100,000, the project will create 1,500 to 2,000 jobs. Indirect job creation: assuming 2 annual indirect jobs are created per 1 annual direct job, the project will create 3,000 to 4,000 indirect jobs.

PROJECT #102:
Runway 16R/34L and Runway 16L/34R Reconstruction

NAME:
Dean Schultz

CITY:
Reno

SUBMITTED BY:
Reno-Tahoe Airport Authority

PROJECT SPONSOR
Reno-Tahoe Airport Authority

BASIC PROJECT DESCRIPTION:
Many components of the airfield at the Reno-Tahoe International Airport are in need of replacement/reconstruction because the pavement has reached the end of its useful life as confirmed by pavement condition index assessments. As a result, the Reno-Tahoe Airport Authority has requested FAA AIP grant funding to support a two-year phased project to replace a number of different airfield pavements including: 1) Runway 16L/34R shoulders 2) Runway 16L/34R blast pads 3) East airfield lighting vault 4) Reconfigure two taxiway intersections that have been identified as Runway Incursion Mitigation (RIM) Hot Spots 5) Runway 16R/34L keel section (center 50 feet) 6) Runway 16R/34L shoulders 7) Runway 16R/34L blast pads 8) Runway 16R/34L centerline, edge and MALS approach lighting systems. The project must be completed over a two year period because one runway must be operational at all times and Reno is cold weather climate with shortened construction seasons.

TOTAL PROJECT COST: $65,000,000

ESTIMATED TOTAL INVESTMENT: $65,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $61,000,000

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $4,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $0

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is currently in design. The design process started in April 2018 and will be 100% completed by January 2019. The first phase of construction will be bid in February 2019 and actual work will begin in March 2019. A winter shutdown will be required starting December 2019 because of the weather and construction will resume in March 2020 with full completion of the project by December 2020.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
If the runways at the Reno-Tahoe International Airport (RNO) are allowed to deteriorate to an unusable state, a community of over 500,000 people will no longer have access to an aviation network. In 2017, RNO served the traveling needs of over 4,000,000 passengers and generated over $3.1 billion in economic benefit to the Reno/Sparks area.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
At this time, the only federal barrier to completing this project is the securing of FAA Airport Improvement Program (AIP) grant funds.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Based on DOT’s rule of thumb of 10-11 jobs created for every $1 million spent on these types of projects, the estimate would be 650-715 jobs created as a result of this project.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
The amount of infrastructure funding to keep the nations airports exceeds the amount of monies available through the AIP and PFC programs. The existing limitations placed on these funding sources needs to be increased in order to keep up with infrastructure demand.
PROJECT #103: Replacement of Terminal Concourses

NAME: Dean Schultz

CITY: Reno

SUBMITTED BY: Reno-Tahoe Airport Authority

PROJECT SPONSOR Reno-Tahoe Airport Authority

BASIC PROJECT DESCRIPTION: The Reno-Tahoe International Airport (RNO) has two existing concourses with 23 attached board gates. These concourses are over 40 years old and are insufficient in size to accommodate the volume of traffic currently using them. Given the age of the structures and lack of space to adequately meet the needs of the traveling public (insufficient restroom, circulation, holdroom and concession space), it is planned for these facilities to be torn down and fully replaced.

TOTAL PROJECT COST: $325,000,000

ESTIMATED TOTAL INVESTMENT: $325,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $100,000,000

ESTIMATED TOTAL STATE INVESTMENT: $0

ESTIMATED TOTAL LOCAL INVESTMENT: $200,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $25,000,000

CURRENT STATUS/ESTIMATED START AND END DATES: RNO recently completed a master planning effort which with significant stakeholder involvement (airlines, tenants and community) recommended this project go forward.

Upon approval of a PFC application, a detailed programming study will be initiated in Spring 2019. It is estimated that the programming and design efforts will take approximately 24 months during which time the environmental evaluation process will also be completed. As a result, it is anticipated that in the Spring of 2021 construction on the first replacement concourse will begin with a completion date of about the end of 2024. The replacement of the second concourse would begin soon after the opening of the first replacement concourse sometime in the beginning of 2025 with completion by the end of 2027. The replacement of the concourses must be done in a phased approach in order to remain operational.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM? The existing concourses are not adequately serving the needs of the public that wants to travel through the Reno/Sparks area and the situation will only worsen as demand increases in the future. Our community has fully recovered from the “Great Recession” and is enjoying substantial growth beyond previous levels because of the significant influx of the new high tech businesses moving into the area (Tesla Effect). Our terminal facilities are at capacity now and will be an impediment to future growth in travel and tourism to our community if not expanded.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT: At this time, the only federal barriers anticipated is funding for this project. It is acknowledged that FAA AIP grant funding can only cover the public portions of these facilities and the bulk will need to come from other sources. The Passenger Facility Charge (PFC) program is the appropriate vehicle for our airport to generate the local funds needed to construct these facilities but because of the antiquated $4.50 cap placed on this program 17 years ago we can not generate enough capital to pay the debt service required.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY: Based on DOT’s rule of thumb of 10-11 jobs created per $1,000,000 of project cost, this project would likely create about 3,000 to 3,500 jobs.

ANYTHING ELSE YOU THINK THAT NACTTI SHOULD CONSIDER? The existing AIP and PFC are inadequate to fund the cost associated with maintaining the airport industry’s infrastructure needs.
NEW JERSEY

PROJECT #104: City of Elizabeth Ferry Terminal

NAME: Eduardo Rodriguez

CITY: Elizabeth

SUBMITTED BY: City of Elizabeth

PROJECT SPONSOR: City of Elizabeth

BASIC PROJECT DESCRIPTION:
The City of Elizabeth, New Jersey, seeks to re-develop its waterfront as the catalyst for an enhanced transportation to move mass people via a ferry system that at present has an absence of a debilitating impact on travel and tourism and has an adverse effect on security, safety, and economic growth. Furthermore this method of transportation has been considered to alleviate the present congestion and accommodate future growth along the major corridors of entrance and egress within and out of Manhattan, NY for the long-haul travel (surface, air, rail) and enhancing connectivity, reliability, efficiency, technology, safety and security between modes to the major tourist destination of New York City and the emerging New Jersey Destination of Elizabeth. Specifically, the request is to enhance transportation corridors via a greater re-development of waterways between Elizabeth, NJ and Manhattan, NY of enhanced effort intended to transform under-utilized lands into a pedestrian friendly mixed-use development. The center of focus for the waterfront is pedestrian-based ferry commuting and also consists of additional recreational uses. In support of this project, the City of Elizabeth is requesting the Federal Government to commit funds and secure additional funds from the Office of Natural Resources Revenue. This project concept has been developed describing the purpose and need, an inventory of existing conditions, a social, economic, and environmental screening, a review of alternatives resulting in a recommendation regarding the preferred preliminary alternative, a documentation of stakeholder input and public outreach, the NEPA classification for future work and a host of other details that inform the project.

TOTAL PROJECT COST: $14,000,000

ESTIMATED TOTAL INVESTMENT: $14,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $8,000,000

ESTIMATED TOTAL STATE INVESTMENT: $2,000,000

ESTIMATED TOTAL LOCAL INVESTMENT: $2,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $2,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Fall 2019 to Summer 2022

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The proposed ferry terminal would help to fulfill the City’s goal of transforming the underutilized Slater Park into a catalyst for economic development. An attractive, high-speed ferry service would incentivize mixed-use development in the area and promote the City as an attractive place to live and work. Furthermore, the planned Mall expansion would generate more trips on the ferry due to the proposed restaurants and entertainment that would draw visitors from NYC. In addition, the proximity to a comfortable, high-speed ferry service would make housing and retail opportunities on the waterfront more attractive to developers, especially for those residents working in Manhattan, Brooklyn, Staten Island, and Queens. By promoting the ferry as a fast, scenic one-seat ride to Manhattan that is not subject to congestion-related delays, the City of Elizabeth can improve its economic competitiveness in relation to neighboring communities that lack a ferry service. Opportunities exist to use a ferry service as a means of attracting tourism to the Mall (that attracts over 20 million people annually) and other retail developments. It would decrease congestion on the roads to the Mall because there are 12 NJTransit buses that pick up and drop off at the Mall from Manhattan.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The construction of the proposed ferry service terminal will aid public mass transit to and from New York City as part of multiple Borough redevelopment projects. Construction of the terminal is expected to create jobs and bolster the local and regional economies. It is not anticipated that the ferry terminal will generate secondary impacts but instead, will address the needs of a growing community. In fact, the terminal is expected to be a catalyst to the Elizabethport Redevelopment Area by providing needed transportation for the commuters to Manhattan and ferry service to shopping in NJ thereby creating additional revenue to the state and city.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
The Jersey Garden Mall is several blocks away and would be a significant investor at this site because it would generate more visits to the Mall.
NEW MEXICO

PROJECT #105:
Runway 5-23 & Runway 7-25 RSA Improvements - Construction

NAME:
Mike Lewis

CITY:
Farmington

SUBMITTED BY:
Four Corners Regional Airport, Farmington

PROJECT SPONSOR
City of Farmington

BASIC PROJECT DESCRIPTION:
This construction is necessary to modify airfield in order to service regional air carriers’ aircraft on a scheduled basis

TOTAL PROJECT COST: $3,500,000

ESTIMATED TOTAL INVESTMENT:
$3,500,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$3,281,251

ESTIMATED TOTAL STATE INVESTMENT:
$109,375

ESTIMATED TOTAL LOCAL INVESTMENT:
$109,375

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
$0

CURRENT STATUS/ESTIMATED START AND END DATES:
Start estimated to be fall of 2019 or spring of 2020

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
If this construction is not completed there is no capability for Regional Airline Carriers to serve the Farmington, NM market.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The FAA appears to be ready to fund the project for $1,566,343 but will have to arrange for additional discretionary funding of $1,714,908.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The jobs that would be created are temporary for construction. However the lack of air service to the community greatly impedes the capability to grow the local tourism industry.
NEW HAMPSHIRE

PROJECT #106:
White Mountain National Forest Transportation Plan

NAME:
Alex Belensz

CITY:
Elizabeth

SUBMITTED BY:
North Country Council

BASIC PROJECT DESCRIPTION:
Franconia Notch State Park (FNSP) and the surrounding White Mountain National Forest (WMNF) both contribute to a significant tourism-based economy in Northern New Hampshire. In recent years, increasing popularity of outdoor recreation attractions in FNSP and WMNF has led to significant overflow parking, traffic safety, and traffic backup issues along Interstate 93 and other regionally-significant travel corridors. In response to these concerns, NH Department of Transportation (NHDOT) and NH Department of Natural and Cultural Resources (DNCR) have partnered to submit a Federal Land Access Program (FLAP) application for a transit feasibility study. There is a need for a feasibility study to (a) develop a series of transit service design alternatives for the Franconia Notch Parkway corridor; (b) develop operations plans (or service design models) for each service design alternative; (c) to develop a financial plan detailing the short-term and long-term capital and operating costs, as well as identifying possible funding sources, for the recommended service plan(s); and (d) provide a basis for examining transit service at other high-use trailheads and attractions in White Mountain National Forest where there are similar issues with overflow parking & access on non-federal facilities. In addition to a transit feasibility study, there is a need for Forest-wide transportation plan to evaluate other transportation solutions (aside from transit) to overflow parking and traffic backup issues. A working group consisting of NHDOT, DNCR, WMNF, and a number of local and regional partners and stakeholders has met regularly to discuss these issues, but no formal project or funding request has been developed.

TOTAL PROJECT COST: $250,000

ESTIMATED TOTAL INVESTMENT:
$250,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$200,000

ESTIMATED TOTAL STATE INVESTMENT:
$50,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$0

CURRENT STATUS/ESTIMATED START AND END DATES:
A Federal Lands Access Program (FLAP) application was submitted jointly by NHDOT and DNCR in October 2018 and is awaiting funding decision (expected winter 2019). The broader WMNF Transportation Plan project is being discussed conceptually by a working group consisting of NHDOT, DNCR, WMNF, and a number of local and regional partners and stakeholders.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project would address overflow parking and associated traffic backups and safety issues on a number of regionally-significant travel corridors, including Interstate 93, NH 112, US 2, and US 302. These roads provide critical linkages between regional economic hubs in the large and dispersed New Hampshire North Country, and are also important links in interstate and international travel and freight corridors. Northern New Hampshire contributes significantly to the State’s tourism economy, currently the State’s second-largest economic sector. Safe and reliable travel along these corridors is critical for maintaining visitor access to highly-popular tourism and recreation destinations.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The broader WMNF-wide transportation plan is currently conceptual and is unfunded.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
As it is a planning project, there will not be immediate direct job creation. The primary benefit of this project would be to ensure that visitor access is maintained and/or improved, and that the visitor experience remains positive, in order to continue to attract visitors to the region and sustain the tourism-dependent jobs that are an important component of the tourism industry, which is one of the largest economic sectors in NH.
PROJECT #107: Terminal Lobby Expansion

CITY: Charlotte

SUBMITTED BY: Charlotte Douglas International Airport (CLT)

PROJECT SPONSOR: Charlotte Aviation Department

BASIC PROJECT DESCRIPTION: This construction is necessary to modify airfield in order to service regional air carriers’ aircraft on a scheduled basis.

TOTAL PROJECT COST: $440,000,000

ESTIMATED TOTAL INVESTMENT: $440,000,000

CURRENT STATUS/ESTIMATED START AND END DATES: Planned. Start date is 2019. Est. completion date is 2020.

PROJECT #108: Wilmington Rail Realignment Project

NAME: Laura Padgett, Coordinator

CITY: Wilmington

SUBMITTED BY: City of Wilmington, NC Railroad Realignment Project

PROJECT SPONSOR: City of Wilmington

BASIC PROJECT DESCRIPTION: The Rail Realignment Project proposes to relocate the freight use of 8.5 miles of class 1 track away from the dense urban core of the City of Wilmington and repurpose the track and right-of-way for alternative transportation, i.e., a tracked trolley/tram and biking and pedestrian paths. The freight use of the track will be moved to a new 4 to 5-mile track directly from the Port of Wilmington, across the Cape Fear River to a connection with the current rail yard. The project will improve quality of life, public safety, traffic congestion, and housing affordability within the City of Wilmington while adding a new transportation option; and also create new and innovative economic development opportunities through more efficient shipping in southeastern North Carolina to the Port of Wilmington.

TOTAL PROJECT COST: $750,000,000 for both parts

ESTIMATED TOTAL INVESTMENT: $6.5 Million—$9 million

ESTIMATED TOTAL FEDERAL INVESTMENT: $300—$350 million

ESTIMATED TOTAL STATE INVESTMENT: $500,000 for FRA Grant match for Preliminary Engineering and NEPA Docs. and $100 million for project construction.

ESTIMATED TOTAL LOCAL INVESTMENT: $50 million towards project construction. City has committed $760,000 for local match for FRA CRISI Grant.

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $200—$400 million

CURRENT STATUS/ESTIMATED START AND END DATES: A feasibility study completed in June 2017 indicated that the project is feasible and that environmental impacts can be mitigated. The estimated start date is Jan. to Mar. 2019 for the Preliminary Engineering and NEPA documents, with a project completion estimate of 2029-2030.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM? The creation of this project is becoming more and more vital as the Port of Wilmington and the population of SE NC grows at a rapid rate, while sharing transportation corridors and facilities. Removing the freight use and creating a transit facility improves vital connections within the City to regional health facilities, eliminates transport of hazardous chemicals and materials through the City and relieves congestion as transit will serve the heart of the City, and finally, provides a new attraction for tourists as a means of visiting the City, which won the best waterfront in the country award.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT: We have had direct conversations with the FRA and are pleased with the interest the project has gained. The project has good support from State and Federal elected officials, including support from officials not directly elected locally. The largest cost piece of the two projects is the bridge across the Cape Fear River which will provide the direct access to the Port, at an estimated cost of $350 million. The biggest barrier will be the cost of the bridge.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY: There will be many jobs created by the construction of the new track and the re-purposing of the track to a public transit facility, but in the long-run, it will promote land re-use in at least two under-utilized areas of the City which creates permanent jobs and economic development. Tourism is vital to
NORTH CAROLINA

our economy and the project will enhance tourism jobs along the new route and create a new attraction.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?

The Wilmington Rail Realignment Project is a unique opportunity to create economic vitality in both an urban and surrounding rural area. It benefits both freight rail and transit. This innovative approach to dealing with a large number of rail/roadway conflicts improves safety, health and livability while adding the benefits of regional cooperation to improve economic development.

PROJECT #109:
The I-95 / U.S. 70 Innovative Technology and Rural Mobility Corridor Improvements

NAME:
Steve Abbott

CITY:
(Eastern North Carolina)

SUBMITTED BY:
North Carolina Department of Transportation

PROJECT SPONSOR
North Carolina Department of Transportation

BASIC PROJECT DESCRIPTION:
A network of projects to improve Interstate 95 and U.S. 70 (future Interstate 42) in Eastern North Carolina by (1) adding four lanes and rebuilding interchanges on 25 miles of I-95; (2) upgrading the last two non-freeway gaps in US 70 between I-40 and Havelock so that the entire 120 miles will meet interstate standards; and (3) installing 300 miles of fiber optic trunkline and microcell towers on the future I-42 and the entire 180 miles of I-95 in North Carolina between the Virginia and South Carolina borders, in order to support real-time information signs; applications by schools, businesses and emergency agencies; and connected and autonomous vehicle technologies.

TOTAL PROJECT COST: Not Yet Calculated.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

By upgrading the major East Coast north-south interstate and creating a second east-west interstate in Eastern North Carolina, the project will improve safety, reduce travel times, enhance tourism and freight movement, support military operations, expand access to employment opportunities, and improve the network’s resiliency to non-recurring delay and natural disasters.

PROJECT #110:
Proposed New I-87 Route: Raleigh, N.C., to Hampton Roads, Virginia

NAME:
Steve Abbott

CITY:
Hampton Roads, Va., and Raleigh, Rocky Mount, Edenton and Elizabeth City, N.C.

SUBMITTED BY:
North Carolina Department of Transportation

PROJECT SPONSOR:
North Carolina Department of Transportation

BASIC PROJECT DESCRIPTION:
Create a new interstate highway from Raleigh through northeastern North Carolina to the Hampton Roads area in southeastern Virginia by upgrading two existing highways to freeway status: 86 miles of U.S. 64 east from Raleigh to Williamston and 79 miles of U.S. 17 north from Williamston to the Virginia line.

TOTAL PROJECT COST: Estimated $1.1 Billion to $1.4 Billion

ESTIMATED TOTAL INVESTMENT:
$1.1 Billion—$1.4 Billion

ESTIMATED TOTAL FEDERAL INVESTMENT:
Not Yet Known

ESTIMATED TOTAL STATE INVESTMENT:
Not Yet Known

ESTIMATED TOTAL LOCAL INVESTMENT:
Not Yet Known

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
Not Yet Known

CURRENT STATUS/ESTIMATED START AND END DATES:
Estimated construction start: 2025. Most of this proposed project is not yet scheduled or funded.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

I-87 would expand economic opportunities for the Triangle area, northern Piedmont and northeastern North Carolina in the travel and tourism industries, as well as in manufacturing, agriculture, forestry and military logistics. See below for travel and tourism impact.
PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:

None.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

This corridor gives access to North Carolina’s North Central and Northeast prosperity zones. Those areas currently see $6.4 billion in visitor spending each year and have some of our highest percentage increases in spending each year. Having easy access for visitors to explore these areas is crucial to continued growth. Each year, between 30 and 40 percent of the state’s visitors are North Carolina residents visiting other destinations inside the state. The corridor between Raleigh and Rocky Mount is a key way of allowing NC resident travelers easy access to the coastal areas from the main population centers in the piedmont. Virginia is the state’s #1 market for out-of-state visitors. Approximately 10 percent of the piedmont region’s visitors come from Virginia. All those visitors are served by traveling this corridor.
PROJECT #111: City of Sandusky - Connected Waterfront

NAME: Nicole DeFreitas

CITY: Sandusky

SUBMITTED BY: City of Sandusky - Sandusky Transit System

PROJECT SPONSOR: City of Sandusky

BASIC PROJECT DESCRIPTION:
We are a city of roughly 25,000 people with a strong tourism base that draws around 11 million visitors annually mostly due to Cedar Point, one of the world’s largest amusement parks, located in our city. Also, we are located directly on Lake Erie and have direct access to the many islands located in Lake Erie, including South Bass Island which is home to Perry’s International Peace Memorial and Kelleys Island. Sandusky Transit is currently working with Cedar Fair, corporate office of Cedar Point also located in Sandusky, to add water taxi service to our transit system to better serve the visitors and relieve congestion to the mass amounts of vehicles trying to access Cedar Point. Also, we currently have a ferry service, Jet Express (Put in Bay Boat Line) that provides daily trips to South Bass Island, so this water taxi service would make it easier to move people to their dock location in order to get more visitors to the national monument on South Bass Island. It also will tie in to a proposed 12 mile bike path that the city of Sandusky is in the design stages of and with a projected completion date of 2020 as well.

TOTAL PROJECT COST: $1,900,000

ESTIMATED TOTAL INVESTMENT: $500,000

ESTIMATED TOTAL FEDERAL INVESTMENT: Unknown at this time

ESTIMATED TOTAL STATE INVESTMENT: Unknown at this time

ESTIMATED TOTAL LOCAL INVESTMENT: Unknown at this time

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: $500,000 (Cedar Fair)

CURRENT STATUS/ESTIMATED START AND END DATES:
We have a projected date of spring 2020 to launch the service.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The City of Sandusky and the Lake Erie Shores and Islands area has an estimated 2 million visitors annually. With that large of an influx of visitors on the small cedar point peninsula, there is massive pressure put on our infrastructure of our city of 25,000 people. By creating an alternative transportation, we can reduce the number of vehicle and provide a more enjoyable experience to visitors to the area. Also, we have direct access to the Lake Erie Islands, home to the national monument, Perry's Victory and International Peace Memorial. This seamless experience can help increase visitation to the national park as well.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
There would be the creation of jobs to operate the boats, work at the marinas, and other increase just by providing the unique service of a connected waterfront.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
This project is highly supported by corporations, local stakeholders and tourism organizations locally and statewide. Our county tourism has an economic impact locally of 3 billion dollars and this project would help elevate that even more and create a greater exposure for smaller local business that depend on the visitors to our area.

PROJECT #112: Richard Downing Airport Corporate Hangar

NAME: David Baker

CITY: Coshocton

SUBMITTED BY: Coshocton Richard Downing Airport

PROJECT SPONSOR: Coshocton Richard Downing Airport Authority

BASIC PROJECT DESCRIPTION:
Richard Downing Airport (RDA) seeks funding to construct a 7,040 square foot transient hangar that will enable overnight and short-term storage for corporate and private aircraft including jet and turboprop airplanes, lightweight high performance aircraft, and helicopters. Dimensions: 80’ x 88’ - 7,040 Square Feet. Suitable for 3 medium jets or various other aircraft. Concrete floor, painted steel siding, 7’ high fluted...
OHIO

masonry, four-section rolling door, radiant heat to aid deicing, restroom, and pilot lounge for flight planning. Contiguous to the airport terminal and taxiway to runway. Site is ready for immediate action with no known environmental or permitting issues.

TOTAL PROJECT COST: $738,325

ESTIMATED TOTAL INVESTMENT:
$700,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$400,000

ESTIMATED TOTAL STATE INVESTMENT:
Unknown at this time

ESTIMATED TOTAL LOCAL INVESTMENT:
$0

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
$300,000

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is ready for immediate action. Site selection and architectural renderings are complete. The fundraising campaign is ongoing including sustained dialogue with local, state, and federal officials. Private sector investment is nearly complete including contributions from local foundations, businesses, and individuals. Local investment is severely constrained due to massive losses of tax revenue from closed manufacturing businesses and elimination of the State of Ohio’s county subsidy. State and federal support is needed to meet project funding requirements. Once full funding is secured building materials can be immediately procured. Construction can be completed in 90 days. Flight support operations can commence immediately upon hangar completion. No start date can be provided until state and federal support is secured.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
RDA is a vital transportation gateway into this picturesque rural Ohio region that is equal distance from Columbus, Cleveland, and Pittsburgh. A once thriving economy with strong manufacturing, agriculture, and tourism sectors, Coshocton County (35,000 population) has been decimated by the loss of thousands of high paying manufacturing jobs. Tourism, led by hunting, outdoor sports, Amish country, wineries, inns, and historic sites, has become a vital economic catalyst supporting many locally owned businesses, 734 jobs, $54 million in sales, $14 million in wages, and $7 million in taxes annually. Direct private flights into RDA provide convenience, efficiency, and economy for business and leisure clients traveling to Coshocton, Holmes, Tuscarawas, and Muskingum Counties. Travelers must otherwise schedule commercial flights into metropolitan airports, confront security delays, rent cars upon arrival, and drive two hours each way to access the area. The hangar will support all-weather, four-season airport operations; increase operation of corporate, commercial, and private aircraft into RDA; support manufacturing, hospitality, retail, gas/oil, timber, furniture/cabinet fabrication; improve access for clients, suppliers, associates; impact the vital tourism industry including hotels, restaurants and specialty retail; benefit agriculture with crop dusting, seeding, surveying, and food processing; and support vital medical evacuation operations. Improved access will support corporate retention, expansion, and relocation efforts. Increased overnight stays by business and leisure clients will benefit local hotels, restaurants, specialty retail, and tourism interests, justify development of a national brand hotel and upscale restaurants, and drive related employment options for many low to moderate income households. Expansion of industry and tourism will increase employment opportunities and vital tax revenue in this economically distressed area. Hangar rentals and related fuel sales are integral to RDA’s strategic plan to expand operations, maximize revenue, and reduce dependence on government funding. The hangar is key to operational growth and revenue as most pilots will not overnight without a transient hangar to protect aircraft from inclement weather, heat, sunlight, icing, snow, theft, and damage from other aircraft and ground handling equipment. Short-term hangar service will drive revenue from hangar rentals and fuel sales as an estimated 95% of transient pilots acquire fuel prior to departure. Unique to the region, RDA features a 500’ x 75’ asphalt runway and all precision approaches that are required for operation of jet aircraft. RDA serves private, corporate, medical evacuation, military, and commercial (air taxi and light cargo) aviation. The airport complex includes a modern terminal, long-term aircraft hangars, and single-point aircraft fueling. Several RDA tenants serve public interests including MedFlight, Coshocton County Sheriff, Ohio Army National Guard, and MMS Aviation.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Federal grant support for critical transportation infrastructure that can catalyze and leverage private, local and state donations is paramount to project completion. The absence of grant facilities or willingness to invest in transportation infrastructure by other agencies ignores the vital role the federal government can play in community access and economic development.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
An estimated 2,300 local jobs are impacted by business travel by clients, suppliers, and managers including key employers such as Kraft-Heinz Company, McWane Ductile, Jones Metal Products, furniture and cabinet manufacturers, and gas/oil interests. While tourism job creation numbers are elusive, hunting and outdoor sports create a major economic impact in Coshocton County which has been first in whitetail deer harvest in Ohio for 8+ years with nearly 6,559 culled during the 2017-18 season. Coshocton County has also been cited as a leading wine tourism location in the nation lead by the award-winning Coshocton Tourism Bureau, 6 wineries, 1 brewery, 1 distillery, and scores of locally owned inns. While modest by national standards, these growing enterprises are vital to local economic revitalization.
ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?

With federal funding the RDA corporate hangar can be completed in 90 days and immediately benefit the region.
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PROJECT #113:
US 97 Bend North Corridor

NAME:
Tyler Deke

CITY:
Bend

SUBMITTED BY:
Bend MPO

PROJECT SPONSOR
Oregon Department of Transportation

BASIC PROJECT DESCRIPTION:
The project will improve an approximate 6-mile segment of US 97 and add essential upgrades to US 20 and local routes. The US 97 Bend North Corridor project includes a new travel corridor for US 97, improved intersection configurations, ramps, auxiliary lanes, grade-separations, and pedestrian and bicycle facilities to aid with congestion and improve safety for all modes of travel.

TOTAL PROJECT COST: $150,000,000

ESTIMATED TOTAL INVESTMENT:
$81,800,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$0

ESTIMATED TOTAL STATE INVESTMENT:
$53,400,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$26,800,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
$1,600,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Currently, only partial funding ($81.8 million of $150 million) is available for this project. Preliminary engineering is scheduled to start in FFY2019 and the right-of-way process in FFY2020. Assuming no additional funding becomes available, construction is scheduled to begin in FFY2025.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
US 97 is a vital north-south route and complements the I-5 corridor to the west. US 20 acts as the major east-west highway in central and eastern Oregon and connects central Oregon to both I-5 and I-84. US 97 and US 20 are designated as statewide facilities and freight routes on the National Highway System and classified as Expressways, serving as critical links in moving goods and people within and through Oregon. In the project area, US 97 carries an average of $47.5 million of freight value per day, and US 20 carries an average of $19.8 million per day. Both highways are designated Critical Urban Freight Corridors on the National Highway Freight Network within the project area. US 97 also acts as a relief highway in case of incidents on the state’s most heavily traveled Primary Highway Freight System route (I-5) and is considered a seismic resiliency and regional lifeline route. US 97 and US 20 provide the predominant transportation choices in Bend and serve local, regional, statewide and national needs. Both highways are currently at capacity. The current transportation system lacks amenities to accommodate all the area transportation modes leading to serious safety and mobility issues.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Economic development in the project area is projected to create an additional 5,100 jobs. This growth is contingent on improvements to US 97 and US 20. Central Oregon welcomes more than 4.3 million overnight visitors annually. Transit lodging taxes exceed $16 million annually. Employment directly generated by tourism exceeds 9,200 jobs. Direct travel expenditures exceed $920 million annually.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
Bend is one of fastest growing cities in the U.S. and is expected to grow by another 60,000 people (a 65% increase) by 2040. The economic base is rapidly diversifying and includes tourism, manufacturing of recreational equipment, medical devices, food and alcohol products, and information based industries such as research and software development. Principal industries in the county and surrounding communities are lumber, ranching and agriculture.

PROJECT #114:
Seismically Resilient PDX Runway Project

NAME:
Thomas Bouillion

CITY:
Portland

SUBMITTED BY:
Port of Portland

PROJECT SPONSOR
Port of Portland

BASIC PROJECT DESCRIPTION:
In response to the threat of a seismic event, the Port of Portland proposes investment in a seismically resilient runway at PDX. Assessment of the north and south runways at PDX indicate that under current conditions the runways would likely exhibit unacceptable performance for seismic events, specifically a 9.0 Cascadia Subduction Zone event.
or a 7.0 Portland Hills Fault event. In such a seismic event, soil liquefaction and cyclic softening will cause differential settlement and lateral spreading in runway surfaces, likely rendering them unusable. Either the north or south runway at PDX may be altered to provide continuing air service, post-earthquake, for response and recovery. Multiple treatment options are possible, based on cost and scope of mitigation. They include Deep Soil Mixing, Jet Grouting, and Horizontal Soil Mixed Beams. Selection of either runway, or a portion thereof, for mitigation and enhancement may require replacement of the runway section.

TOTAL PROJECT COST: Depending on the runway and treatment selected, mitigation costs range between $100 million and $300 million.

ESTIMATED TOTAL FEDERAL INVESTMENT: Unknown

ESTIMATED TOTAL STATE INVESTMENT: Unknown

ESTIMATED TOTAL LOCAL INVESTMENT: Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:
Project is in the research and option assessment phase as site conditions and mitigation opportunities are better understood. Construction is five to ten years out.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
PDX is the largest of eight commercial service airports in Oregon. The Oregon Resilience Plan (ORP) designated PDX as a high priority airport. It is the state’s major airport and will play a key role in re-establishing the regional economy by facilitating the movement of people, goods, and services after a major statewide emergency event. In order to fulfill that key role, at least one runway must be useable after a seismic event as those described above.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None identified.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Unknown for the project. However, the economic impact from visitor travel at PDX (using PDX runways) is significant to the region. In 2015 roughly 60 percent of the enplaning passengers at PDX came to Portland for either business or leisure travel (the remainder were local residents and connecting passengers). While in the Portland-Vancouver area these visitors spent money in the local economy, creating jobs and other economic impacts. During 2015 this local spending by travelers using PDX created nearly 100,000 jobs (direct, induced, and indirect) both in the tourism industry and throughout the economy. Firms employing these workers contributed more than $300 million in state and local tax payments. (Source: THE ECONOMIC IMPACTS OF PORTLAND INTERNATIONAL AIRPORT ON THE LOCAL AND REGIONAL ECONOMY, FISCAL YEAR 2015, Martin Associates, Lancaster, PA, 2016).

PROJECT #115:
Terminal Core Redevelopment (TCORE) Project

NAME: Thomas Bouillion

CITY: Portland

SUBMITTED BY: Port of Portland

PROJECT SPONSOR Port of Portland

BASIC PROJECT DESCRIPTION:
The Terminal Core Redevelopment (TCORE) project is a modernization of PDX, necessary to ensure sufficient capacity for future passenger demand, upgrade seismic resiliency, and replace aging systems and infrastructure. Specifics include a terminal expansion to the west with new security screening checkpoint lanes and concessions, the demolition of Concourse A and remodel of Concourse B, and the completion of a new roof structure. The result will be more space for retail and restaurants, larger security checkpoints to help reduce time waiting in line and modern ticketing and baggage drop space.

TOTAL PROJECT COST: Current approved budget is $950 million

ESTIMATED TOTAL INVESTMENT: $950 million

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: Current approved budget is $950 million, funded by the airlines serving PDX.

CURRENT STATUS/ESTIMATED START AND END DATES:
The project is currently in schematic (preliminary) design. Estimated construction start date is early 2020, with completion in 2024.

HOW DOES THIS PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project meets the critical infrastructure definition in two ways, by providing PDX with additional capacity for future growth and alleviating airport congestion. The project is being
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designed to meet our need to accommodate 33 Million Annual Passengers (MAP), which we anticipate in around 2045. For context, we are currently serving just under 20 MAP. Secondly, the project addresses congestion at many of our passenger processing chokepoints, mostly caused by a dramatic change in how passengers are processed for a flight. Technology, automation, and self-service have radically changed how passengers use airports. With the completion of the TCORE project we hope to have a much more flexible space, enabling us to adapt to future changes in air travel. Lastly, due to our risk of seismic events in the Pacific Northwest, we hope to make important seismic enhancements to the terminal core area.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
None identified

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Unknown for the project, but TCORE will be one of the largest construction projects in the history of Oregon. In addition, the economic impact from visitor travel at PDX (using the PDX Terminal) is significant to the region. In 2015 roughly 60 percent of the enplaning passengers at PDX came to Portland for either business or leisure travel (the remainder were local residents and connecting passengers). While in the Portland-Vancouver area these visitors spent money in the local economy, creating jobs and other economic impacts. During 2015 this local spending by travelers using PDX created nearly 100,000 jobs (direct, induced, and indirect) both in the tourism industry and throughout the economy. Firms employing these workers contributed more than $300 million in state and local tax payments. (Source: THE ECONOMIC IMPACTS OF PORTLAND INTERNATIONAL AIRPORT ON THE LOCAL AND REGIONAL ECONOMY, FISCAL YEAR 2015, Martin Associates, Lancaster, PA, 2016).

PROJECT #116:
82nd Avenue/Airport Way Interchange Project

NAME:
Thomas Bouillion

CITY:
Portland

SUBMITTED BY:
Port of Portland

PROJECT SPONSOR
Port of Portland

BASIC PROJECT DESCRIPTION:
Converting 82nd Avenue/Airport Way, the front door to PDX, from an intersection to a grade-separated interchange. Key project elements include: Grade-separated eastbound Airport Way; Signal-controlled northbound and westbound left-turns; Eastbound U-turn to return to PDX terminal; Safer and more direct bicycle and pedestrian crossings; and Maintained TriMet’s at-grade light rail crossing of 82nd Avenue.

TOTAL PROJECT COST: The estimated cost to design and construct the interchange is $78M

ESTIMATED TOTAL INVESTMENT:
$5,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
Unknown at this time

ESTIMATED TOTAL STATE INVESTMENT:
Unknown at this time

ESTIMATED TOTAL LOCAL INVESTMENT:
The City of Portland has designated $5M in system development charge funds toward the project, with the remainder of the project cost anticipated to be covered by the Port of Portland.

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
Unknown at this time

CURRENT STATUS/ESTIMATED START AND END DATES:
The type, size and location (TS&L) study for the project is complete. Design and construction is envisioned for fiscal years 22/23 through 26/27, but would start sooner if funding was available.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Traffic demand at 82nd Avenue’s intersection with Airport Way has been steadily increasing and often exceeds capacity throughout a typical day. It is critical infrastructure for Portland International Airport (PDX), the state of Oregon and SW Washington. While PDX’s growth is a contributor, traffic is also increasing due to the intersection’s role in linking major industrial, distribution and commercial centers to the nearby interstate freeway network. Replacing the intersection with an interchange has been in the airport’s master plan and in the region’s transportation plan and has grown more and more urgent. Without an interchange, an increasing number of drivers will wait multiple signal cycles before proceeding, a condition that will frustrate all users and leave a less than desirable first and last impression for leisure and business travelers using PDX. Not only is the intersection the “front door” to PDX, it is a key portal to I-205 and the Glenn Jackson Bridge connecting Washington and Oregon. It is the northern-most portal to Portland’s 82nd Avenue arterial corridor. Also, the performance of the intersection’s light rail crossing is essential to TriMet’s light rail on-time reliability. Both 82nd Avenue and Airport Way are Freight Intermodal Connectors on the Federal Highway System. The intersection is the only roadway access for Oregon and SW Washington leisure and business travelers using PDX. All 60,000 of PDX’s air travelers and 10,000 employees and service providers pass through this intersection every day.
PROJECT #117:
I-205 Stafford Road to Abernethy Bridge

NAME:
Sara Morrissey

CITY:
Oregon City/West Linn

SUBMITTED BY:
Travel Oregon

PROJECT SPONSOR
Oregon Department of Transportation

BASIC PROJECT DESCRIPTION:
The project area consists of an urban freeway that includes two existing travel lanes in each direction with auxiliary lanes at the Abernethy Bridge. The existing I-205 third general-purpose lane currently ends near the northern end of the Project at the OR 99E interchange. The project adds a third through travel lane in each direction and a new NB auxiliary lane between OR 99E and OR 213. To conform to the new I-205 widths, the Project will minimally adjust impacted interchanges, and remove a redundant I-205 entrance ramp to improve safety and traffic flow through the corridor. The project widens the Abernethy Bridge to address AM and PM operational bottlenecks, which have grown to a duration 3.75 hours from the 82nd Avenue/Airport Way intersection to the proposed freeway, and add a NB auxiliary lane between OR 99E and OR 213.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

Unknown for the project specifically, but the economic impact from visitor travel at PDX is significant. As mentioned above, the 82nd Avenue/Airport Way intersection is critically important as the only access point for all travelers and employees going to and from PDX. In 2015 roughly 60 percent of the enplaning passengers at PDX came to Portland for either business or leisure travel (the remainder were local residents and connecting passengers). While in the Portland-Vancouver area these visitors spent money in the local economy, creating jobs and other economic impacts. During 2015 this local spending by travelers using PDX created nearly 100,000 jobs (direct, induced, and indirect) both in the tourism industry and throughout the economy. Firms employing these workers contributed more than $300 million in state and local tax payments. (Source: THE ECONOMIC IMPACTS OF PORTLAND INTERNATIONAL AIRPORT ON THE LOCAL AND REGIONAL ECONOMY, FISCAL YEAR 2015, Martin Associates, Lancaster, PA, 2016).

TOTAL PROJECT COST: $500,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Funding Received to date: $30,400,000 plus an additional $17,100,000 approved by the Oregon Transportation Commission in September 2018. Achieved Final DAP for the entire project – August 2018 – DAP Estimate $513 Million
Package C – 100% funded, Final Plans, Specifications and Estimates in June 2019, Construction begins in September 2019 - September 2020. By May 2020 need $251.2 M for Package A
Construction and utility relocations by August 2020 need $200 M for Package B.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?

1. Reduce congestion in the Project corridor by adding an additional through-lane in the NB and SB direction between Stafford Road and OR 99E, maintaining the auxiliary lanes in both directions between OR 43 and OR 99E, and adding an auxiliary lane in the NB direction from OR 99E to OR 213.

2. Improve mobility, travel time reliability, and safety within the corridor. Once the Project is complete, travel times during peak hours will decrease by as much as 25 percent versus today’s times and more than 50 percent versus anticipated times in 2040.

3. Provide seismic resiliency to ensure the corridor functions as a statewide north-south lifeline route after a major earthquake. This includes seismically retrofitting or replacing each of the vulnerable bridges that carries I-205 or conflicts with the proposed freeway widening.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:

Mobility Challenge: The Abernethy Bridge is a significant freight bottleneck and the region is outgrowing the capacity of I-205. The bridge serves more than 9,500 freight users daily. Mobility is constrained by the following: Congestion extends for four hours during the morning commute and five hours during the afternoon commute. Traffic over the bridge will grow by 16% on average by 2040 with an 18% increase in the morning peak and a 15% increase in the afternoon peak. Truck traffic specifically will grow by 108% by 2040. Peak spreading will reduce the hours that freight can move on the system.

Mobility Solution: Improve capacity and operation across the bridge and along its approaches by including the following: Adding third lane on the bridge and approaches while retaining the auxiliary lanes. This will increase peak travel speeds in the corridor by 25% versus today, improve reliability and reduce hours of congestion on the freeway. Reducing the amount of crash-related congestion by improving safety and operations from the added lane and improved merging. Implementing ATM. Variable message, queue warning and advisory speed signs have increased travel time reliability by 10% and total
OREGON

vehicle throughout by 5% on ODOT highways in the region. ODOT expects a similar result on I-205.

PROJECT #118: 
River Highway State Trail: Mitchell Point to Ruthton Park

NAME: 
Sara Morrissey

CITY: 
Hood River/Hood River County

SUBMITTED BY: 
Travel Oregon

PROJECT SPONSOR
Oregon Department of Transportation

BASIC PROJECT DESCRIPTION:
The Historic Columbia River Highway, coupled with the Columbia River Gorge National Scenic Area, presents a world class adventure right here in Oregon. This project would complete the final gap in a continuous 73 mile connection that will draw visitors from all over the world to recreate on this amazing facility, traveling at original highway speeds to take in the gorgeous vistas and breathtaking scenery.

TOTAL PROJECT COST: $35,000,000-$40,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: 
90% of total construction costs

ESTIMATED TOTAL STATE INVESTMENT: 
10% of total construction cost

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: 
To be decided

CURRENT STATUS/ESTIMATED START AND END DATES:
ODOT currently has FLAP funding for design, and is around 15% for this segment. Currently working on identifying appropriate construction funding sources.

HOW DOES THIS PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The State Trail is the only off-Interstate-84 route for cyclists traveling between Troutdale and Hood River. It will connect the Gorge Communities of Troutdale, Corbett, Warrendale/Dodson, Cascade Locks, and almost to Hood River, providing active transportation access to already-completed segments of the Historic Highway State Trail further east. Once constructed, the State Trail also provides secondary emergency access in the event of a natural or other disaster (such as wildfire). The State Trail also provides access to Viento State Park, Wygant State

Natural Area, Seneca Fouts State Natural Area, USFS lands trail on right of way easement, and Ruthton Park.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The Historic Highway State Trail is within the Columbia River Gorge National Scenic area, and any new construction must comply with Scenic Area provisions which call for the protections of scenic, natural, cultural and recreational resources. The County reviews NSA permits, and with the USFS determines if a project is consistent with the standards outlined in the document. Consistency review and/or permits must be obtained prior to construction. ODOT also follows a trail design guideline document for State Trail project. Projects must also go through a NEPA process when using Federal funding.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Dean Runyan and Associates documented the economic impact cycling has on Gorge communities. In 2013, around 230,000 bicycle recreation trips generated over $21 million in visitor spending within Gorge communities. Completing bicycle trail projects will generate an additional $6.3 million in expenditures per year. Bicycle recreation spending supports approximately 270 full and part-time jobs, with earnings of $5.7 million, and generating over $900,000 in state and local tax receipts. Completing the State Trail connection will support an additional 82 full and part-time jobs with approximately $1.7 million in earnings and $270,000 in state and local tax receipts annually.
PROJECT #119:  
2nd/Oak Signalization

NAME:  
Sara Morrissey

CITY:  
Hood River

SUBMITTED BY:  
Travel Oregon

PROJECT SPONSOR  
Oregon Department of Transportation

BASIC PROJECT DESCRIPTION:  
The City of Hood River is the largest incorporated town in the Columbia Gorge National Scenic Area. The permanent population of Hood River is 7,955, but the town can swell to over 25,000 on summer weekends. 2nd / Oak is the gateway to the small town center for visitors exiting Interstate-84. The intersection is currently a non-signalized four way stop with crosswalks. The mix of uncontrolled traffic and pedestrians during the busy tourist season causes long traffic queuing, sometimes backing up to the interstate off-ramp, and safety issues.

TOTAL PROJECT COST:  $650,000

CURRENT STATUS/ESTIMATED START AND END DATES:  
Anticipated to begin in early 2019.

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?  
1. Reduce congestion in the intersection by controlling and timing traffic flows from the interstate, improving travel times.  
2. Improve the walkability of Hood River’s heavily touristed downtown by providing safe and controlled pedestrian crossings.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:  
Downtown Hood River is an employment center for restaurants, arts, and retail primarily catering to tourist traffic. Alleviating traffic congestion and improving pedestrian safety would have a positive economic impact on the district.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?  
2nd & Oak is part of the Historic Columbia Hwy 30. Additional funding may be able to help include additional amenities indicating the highway’s historic roots.
PROJECT #120: Air Traffic Control Tower

NAME: Shane Doud

CITY: Philadelphia/Delaware County

SUBMITTED BY: Philadelphia International Airport

PROJECT SPONSOR FAA/Division of Aviation

BASIC PROJECT DESCRIPTION:
This project involves the relocation of the existing air traffic control complex and construction of a new ATCT complex. It includes the following in addition to the ATCT: (1) the regional TRACON facility; (2) the local Flight Standards Office; and, (3) other support functions. This includes design, construction and permitting for facility construction, site prep and utilities, access roads and vehicle parking area, all FF and E, and commissioning. Included with the effort would also be any reimbursable agreements required by the FAA to assist with design, equipment purchasing and installation, construction, and commissioning. In addition, due to the functionality of this system, a new system will be required to be installed and commissioned prior to the demolition of the existing system.

TOTAL PROJECT COST: $197,100,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
TBD - This project would be eligible for federal funds, however a full breakdown has yet to be determined.

ESTIMATED TOTAL STATE INVESTMENT:
TBD - This project could be eligible for state grant funding, however PHL has not solicited any state investment at this time

ESTIMATED TOTAL LOCAL INVESTMENT:
To be decided

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
To be decided

CURRENT STATUS/ESTIMATED START AND END DATES:
FAA Reimbursable Agreement has been established.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
This project would positively impact our ability to move large numbers of aircraft, and people, into and out of our airport in a more efficient manner. Our current tower is not NextGen compatible and without the necessary newer infrastructure in place PHL will continue to run into airfield and near-airspace capacity issues.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Approval on large-scale projects requires a great deal of collaboration (Public & Private) in order to move forward. While adequate funding is usually made available by the FAA airports often run in “red tape” which can slow the process of completing these projects and delay improvements. A project of this large size can require various planning studies for multiple agencies which can slow a project down.

PENNSYLVANIA
PROJECT #121:
Completion of I-73 Southern Segment in South Carolina

NAME:
Jimmy Gray

CITY:
Myrtle Beach

SUBMITTED BY:
Myrtle Beach Area Chamber of Commerce

SCDOT

BASIC PROJECT DESCRIPTION:
I-73 in South Carolina was permitted by the Army Corps of Engineers in 2017. The proposed route traverses the northeastern part of the state through Dillon, Marion, Marlboro and Horry Counties. I-73 will connect Myrtle Beach with I-95 and I-74 in North Carolina. Despite having 19.6 million annual visitors, Myrtle Beach lacks true interstate connectivity. The road will tie into existing U.S. 22 near Myrtle Beach, which simply needs to be widened to meet interstate standards to be included in I-73. The interstate will not only serve as an economic boom for the Myrtle Beach area and the rural areas surrounding Myrtle Beach, but it will also provide a critical evacuation lifeline for residents and visitors in the event of a hurricane. After Hurricane Florence, there was only one road open into Myrtle Beach and even that road came within inches of flooding. The project has critical local buy in - Horry County recently voted to dedicate up to $25 million/year towards the construction of I-73.

ESTIMATED TOTAL INVESTMENT:
$1,312,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:
$32,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$1,280,000,000

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:
To be decided

CURRENT STATUS/ESTIMATED START AND END DATES:
This is a permitted project that requires funding. Right of way purchasing is nearly completed in South Carolina. SCDOT has a pending BUILD grant before the U.S. Department of Transportation which received the support of the Governor, our U.S. Senators and local Congressman. Construction is currently on hold because there is a pending lawsuit from an environmental group on the federal permit. Once the lawsuit is handled, construction can immediately begin in South Carolina using the existing dedicated funds. While we wait for the lawsuit to be finalized, the state is completing right of way purchasing and design along the corridor.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
More than 19.6 million people visited the Myrtle Beach area in 2017. Just over 1 million of those visitors arrived by plane at Myrtle Beach International Airport. Simple math tells you that close to 18.6 million people in 2017 took backroads and clogged state roads that were not designed to handle that amount of traffic. The completion of I-73 in South Carolina will provide a direct route from Myrtle Beach to Michigan and the Great Lakes. During the summer months, visitors from Ohio are the third largest amount of visitors per state that the Myrtle Beach area sees (only behind SC and NC). I-73 completion will provide a direct route for those Ohio visitors to make for a more enjoyable travel and tourism experience. In the event of a hurricane during peak travel season, studies have shown that it would take nearly 50 hours to evacuate the Myrtle Beach area. I-73 would cut that time dramatically.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The aforementioned lawsuit by the Coastal Conservation League against the U.S. Army Corps of Engineers and SCDOT represents the current largest federal barrier to completion of the project. This environmental group challenged the permit issued by the Corps despite the route meeting several demands made by the Coastal Conservation League. The second, and last, barrier for completion of this project is simply financial. At $1.6 billion this is an expensive project at a time when communities around the country are competing for a small pot of federal dollars designated towards new interstate construction. We believe that the local commitment at the county level (up to $25M per year) sets this project higher in the priority list for decision makers in Washington, DC that are considering projects that don’t have the same level of local buy-in.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
A 2016 study indicated that the completion of I-73 will lead to 29,000 direct jobs. The route can provide an estimated $120.8 million in annual cost savings for current businesses as a result of improved travel efficiency. The newly built I-73 will attract retail distribution centers, each adding 286 jobs and averaging $31 million in economic impact by 2030. I-73 will greatly improve access to the Myrtle Beach area, which can boost tourism by 71 percent. That translates to an additional $909.9 million in direct tourism spending in the Myrtle Beach area.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
In the aftermath of Hurricane Florence, we’ve been focused more on I-73 as an evacuation lifeline and not just an economic development project for the area. In 2030, without I-73, evacuation times for the Myrtle Beach area would balloon to well-over 50 hours. The interstate would give roughly 90,000 people the time to escape who would otherwise be trapped in the area in current conditions. Flood waters threaten to close the only remaining lifelines to the Grand Strand, U.S.
501 and U.S. 17. The state desperately preserved two lanes of those arteries by placing sandbags along the routes to give folks a way in and out of the Myrtle Beach area.

**PROJECT #122:**
US 278 Corridor Improvements - Bridges to Hilton Head Island

**NAME:**
Jeff Buckalew

**CITY:**
Hilton Head Island

**SUBMITTED BY:**
Town of Hilton Head Island

**PROJECT SPONSOR**
SCDOT

**BASIC PROJECT DESCRIPTION:**
To improve the 3.7-mile section of US 278 connecting the mainland to Hilton Head Island, from Moss Creek Drive to Squire Pope Road including the bridges. Traffic capacity limitations and deficient bridge conditions have made this the top transportation project in the County. This corridor is the only vehicular connection to the mainland and improving it for safe and adequate conveyance is vital to the island’s tourism economy, evacuations, and to accommodate the commuting tourism/service industry workforce.

**TOTAL PROJECT COST:** $246,000,000

**ESTIMATED TOTAL INVESTMENT:**
$146,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
$0

**ESTIMATED TOTAL STATE INVESTMENT:**
$55,000,000

**ESTIMATED TOTAL LOCAL INVESTMENT:**
$191,000,000

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**
$0

**CURRENT STATUS/ESTIMATED START AND END DATES:**

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Improving and widening the US 278 Bridges to Hilton Head Island will provide a mechanism for long term economic competitiveness by; improving long term transportation efficiency and reliability for the movement of people and goods, improving access between employment centers, job opportunities, and workforces, increasing the economic productivity of labor (the fewer hours employees spend commuting will result in higher productivity at their jobs), and supporting long term job creation. A 2017 Regional Transactions Concepts, LLC study, over 2,600,000 tourists visit Hilton Head Island each year, estimated to contribute an economic impact (output) of approximately $1.44 billion within the County in 2016.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
Environmental Permitting (NEPA process) Funding - Projecting Local Sales Tax (pending referendum) and State Infrastructure Bank (SCDOT) only (no federal funding)

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
The U.S. Census Bureau, Center for Economic Studies, Inflow/Outflow Analysis (2015), 12,693 people commute to Hilton Head Island daily from other areas using the US 278 bridges, representing 61.5% of the workforce on Hilton Head Island.

**ANYTHING ELSE YOU THINK THAT NACTTI SHOULD CONSIDER?**
The bridges in this project provide the only vehicular connection to the mainland. Alleviating the severe congestion at this bottleneck will directly benefit the vast tourism related workforce that commutes to the island daily.
PROJECT #123: Bristol North-South Connector

NAME: Bristol North-South Connector

CITY: Bristol

SUBMITTED BY: Discover Bristol

PROJECT SPONSOR City of Bristol

BASIC PROJECT DESCRIPTION:
The project includes the north-south connection between the Volunteer Parkway (US 11E/SR 34) and West State Street (US 11W/SR 1) corridors in the City of Bristol and Sullivan County. Currently, only one corridor (Carden Hollow Road) serves as the most direct north-south connection between these two roadways west of the Beaver Creek Knobs. The lack of connectivity limits efficient access between the area around the Exit 74 interchange on I-81 (which includes Bristol Regional Medical Center and the new Pinnacle retail development) and southwest Bristol (which includes the Bristol Motor Speedway). The recommended route will follow (from south to north) Exide Drive, Bethel Drive, Carden Hollow Road, State Route 126, and Walnut Hill Road.

TOTAL PROJECT COST: $60,989,000, including $5,733,000 for right-of-way acquisition, $7,893,000 for utility relocation, $37,511,000 for construction, and $9,851,000 for engineering and inspection.

ESTIMATED TOTAL FEDERAL INVESTMENT: Undetermined at the time

ESTIMATED TOTAL STATE INVESTMENT: Undetermined at the time

ESTIMATED TOTAL LOCAL INVESTMENT: Undetermined at the time

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: Undetermined at the time

CURRENT STATUS/ESTIMATED START AND END DATES: Undetermined at the time

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The primary purpose and need for the proposed improvement is to provide a more efficient system linkage between southwest Bristol and I-81 Exit 74 suitable for various user types including local traffic, tourists, nonmotorized users, and commercial truck traffic. The improved connection will enhance the natural setting by providing improved access for recreational tourism, maintaining the environmental integrity, and promoting the scenic value of the corridor. Additionally, an improved Bristol North-South Connector will provide enhanced recreational opportunities by providing adequate accommodations for cyclists and pedestrians and making strategic connections to established regional destinations. The project meets the NACTTI definition of “critical infrastructure” in the following ways: Safety - The roadways along the corridor have crash histories that are lower than the Tennessee statewide average for their equivalent road classifications, with the exception if the State Route 126 segment. Notable crash patterns were found at the intersections of State Route 126 at Carden Hollow Road and State Route 126 at Walnut Hill Road. At the intersection of State Route 126 and Carden Hollow Road from 2014-2016, there was predominantly property damage crashes (1 injury crash) with a variety of causes, including angle, rear-end, and sideswipe crashes. At the intersection of State Route 126 and Walnut Hill Road from 2014-2016, there was predominantly property damage crashes (1 injury crash), consisting mostly of angle and rear-end crashes. System Linkage - The Bristol North-South Connector is the primary and most direct connection between southwest Bristol near the Bristol Motor Speedway and Exit 74 on I-81 to the north. The nearest parallel route to the east is approximately 5.5 miles away and through downtown Bristol. The nearest parallel route to the west is approximately 3.0 miles away and through downtown Blountville. Capacity - The existing study segment's capacity is adequate and is expected to operate at a LOS D through the projected design year 2042. Transportation Demand - Historic traffic growth within the State Route 126 corridor has been modest and future traffic growth is not expected to exceed the roadway capacity through the 2042 planning horizon. There are no specific commercial, residential, or recreational developments that appear certain enough to warrant significant additional roadway capacity. Legislation - There is no existing legislation relating to the Bristol North-South Connector. However, the project is identified as an Urban Growth (economic opportunity) need by TDOT. Economic Development - According to the local stakeholders, improving the access from southwest Bristol to I-81 Exit 74 is a special need for economic and business development within Bristol. Without a more direct connection, stakeholders believe that transportation and access will remain a major challenge to increased business development within Bristol and the surrounding areas. Modal Interrelationships - The proposed corridor will include 12 foot lane widths and 10 foot shoulders, which will be more conducive to cyclists. The proposed sidewalks along the Exide Drive, Carden Hollow Road, and Walnut Hill Road corridors will be more conducive for pedestrian use. These improvements will result in making strategic connections to established regional destinations like Steele Creek Park, Bristol Motor Speedway, Bristol Regional Medical Center, and Pinnacle Shopping Center. Roadway Deficiencies - The existing Bristol North-South Connector consists of substandard geometrics such as horizontal curvature and limited lane and shoulder width. The proximity of the corridor to Back Creek along Carden Hollow Road, State Route 126, and Walnut Hill Road, as well as the mountainous terrain in the proximity of several sections of the corridor, limits improvement options for connector routes in the area.
TENNESSEE

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The cost of the needed infrastructure and the lack of funding is the greatest barrier.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Positive impact will be realized by providing shorter travel times between employee residences and business locations. Additionally, the project will enhance the north-south movement within Bristol, decreasing travel time in the region for business growth opportunities, tourism, emergency services, and other important needs. Specifically from the travel perspective, these improvements will result in making strategic connections to established regional destinations like Steele Creek Park, Bristol Motor Speedway, Bristol Regional Medical Center, and Pinnacle Shopping Center.

PROJECT #124:
Terminal Lobby & IAF

CITY:
Nashville

SUBMITTED BY:
Nashville International Airport (BNA)

PROJECT SPONSOR
Metropolitan Nashville Airport Authority

ESTIMATED TOTAL INVESTMENT:
$424,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
PROJECT #125: Passenger Rail from Roanoke, VA to Bristol, VA/TN

NAME: Courtney Cacatian

CITY: Bristol

SUBMITTED BY: Bristol Convention and Visitors Bureau

PROJECT SPONSOR: Bristol Chamber of Commerce, Cities of Bristol, VA and Bristol, TN

BASIC PROJECT DESCRIPTION: The project will extend current Amtrak passenger service from Roanoke, VA to Bristol.

TOTAL PROJECT COST: $45,000,000-$49,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: Undetermined

ESTIMATED TOTAL STATE INVESTMENT: Undetermined

ESTIMATED TOTAL LOCAL INVESTMENT: Undetermined

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT: Undetermined


HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM? The establishment of passenger rail from the northeast corridor to the southeastern states — particularly via Knoxville and Chattanooga to Atlanta — is critical to the movement of travelers. Due to the congestion on I-81 and the cost and inconvenience of air travel, rail transportation can be competitive in terms of cost and travel time.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT: The cost of the needed infrastructure and the lack of funding is the greatest barrier. No regulatory or legislative barriers.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY: Anticipated construction period jobs = 600. Anticipated long term job creation = 1,000 (20 years). Total Fiscal Impact from both Construction and Operation (20 yrs.) = $8 to $11 million. Project to have direct impact on increased tourism and travel expenditures in southwestern Virginia (and east Tennessee once service is continued to Knoxville, Chattanooga, and Atlanta). Please note: These numbers are from the DRAFT Economic Impact Study (Oct. 2018).

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER? Potential development of proposed casino resort (pending legislation at the Virginia state level) at Exit 1 will further increase need for passenger rail to Bristol.
PROJECT #126
International Terminal Redevelopment Program (ITRP)
Terminal, Airside and Landside

CITY:
Houston

SUBMITTED BY:
George Bush Intercontinental Airport (IAH)

PROJECT SPONSOR
Houston Airport System

ESTIMATED TOTAL INVESTMENT:
$454,340,000

CURRENT STATUS/ESTIMATED START AND END DATES:
State date: 2016. Est. completion date: 2021.

PROJECT #127:
FIS Capacity Expansion

CITY:
Houston

SUBMITTED BY:
George Bush Intercontinental Airport (IAH)

PROJECT SPONSOR
Houston Airport System

ESTIMATED TOTAL INVESTMENT:
$416,680,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Start date is 2016. Est. completion date is 2019.
PROJECT #128
St. George To Springdale Transit Line

NAME: Myron Lee

CITY: Springdale

SUBMITTED BY: Dixie Metropolitan Planning Organization

PROJECT SPONSOR: Utah Department of Transportation

BASIC PROJECT DESCRIPTION:
Establishment of a bus rapid transit line to connect 4.5 million visitors per year between the St. George urbanized area and Zion National Park (41 miles away) in Springdale Utah (population 600) — together with the development of public/private parking lots, and technology to sell National Park passes electronically en-route to the Park.

TOTAL PROJECT COST: $32,000,000

ESTIMATED TOTAL INVESTMENT: $22,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT: $15,000,000

ESTIMATED TOTAL STATE INVESTMENT: $5,000,000

ESTIMATED TOTAL LOCAL INVESTMENT: $2,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
$15 million in state funding is programmed. Currently working with local governments to resolve governance and local funding issues. Also working to coordinate the system with Zion National Park management.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
The objective of this project is to reduce parking congestion in the land-locked city of Springdale. Visitors currently spend an average of 45 minutes searching for a parking stall in Springdale and an additional 20 minutes traveling via shuttle-bus or walking to the Zion park entrance, then stand in line an additional 45 minutes to get Park passes and board the Park shuttle. The combined wait times due to congestion are negatively impacting the visitor experience. This transit project would significantly reduce the demand for employee and visitor parking and thus improve the overall visitor experience to Zion National Park which would improve the economy. Employees within the city and Park would also benefit from a less expensive mode of transportation to their respective jobs.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
The greatest federal barrier right now is regulatory. Today, all Zion National Park visitors (in vehicles or on foot) must stop at the gate to purchase park passes and receive information from park rangers before continuing on to their destinations. The Park works out of three roadside booths and one pedestrian booth to serve and average of 13,000 visitors per day. If visitors could instead purchase passes online and then proceed through the gate unimpeded, it would reduce the visitor wait time by 20-30 minutes. If a transit line could drop patrons off at trailheads inside the Park, instead of at the gate, it could reduce the individual visitor wait time by an additional hour and reduce congestion at the Park entrance. Federal regulations (or administrative practices) currently prohibit online pass purchases and require patrons to enter the park on a separate shuttle bus system.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
The transit line would directly create 16 jobs (the number of people needed to run the system). It would indirectly create hundreds of jobs due to the increased visitor capacity of the park and the increased economic benefit to countless businesses along the route including hotels, restaurants, tourist shops and paid parking lots.
VIRGINIA

PROJECT #129  
U.S. 11 Highway Widening - Phase 3

NAME:  
Courtney Cacatian

CITY:  
Springdale

SUBMITTED BY:  
Bristol Convention and Visitors Bureau

PROJECT SPONSOR  
City of Bristol, VA

BASIC PROJECT DESCRIPTION:  
The project will widen approximately 3,600 linear feet of U.S. 11 (Lee Highway) from the existing two-lane roadway to a four-lane urban section with a 16' wide median and a 10' wide shared-use path along the length of the project. This project will connect two critical roadway segments between Exits 5 and 7 of Interstate 81 which is a transportation route carrying 55,000 per day between those two exits.

TOTAL PROJECT COST: $13,000,000

ESTIMATED TOTAL INVESTMENT:  
$13,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:  
$0*

ESTIMATED TOTAL STATE INVESTMENT:  
$13,000,000 (*Federal funds flowing through VDOT)

CURRENT STATUS/ESTIMATED START AND END DATES:  
Awaiting VDOT approval. Anticipated start around 2023. Anticipated End Date around 2029

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?  
Interstate 81 is a major vehicle route connecting Washington D.C. and the northeastern corridor to Atlanta and the southeastern states. U.S. 11 serves as a parallel route to I-81 and is often called upon to carry the Interstate traffic if there is an accident delay. I-81 has the highest percentage of incident delay than any Interstate in the state (see chart) and also a very high percentage of commercial truck traffic. Having an expanded four lanes on Lee Highway is critical to safely and conveniently moving travelers through the region.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:  
The prospects of obtaining funding in a timely fashion are poor. Under current funding availability, project would not be completed until 2029. No regulatory or legislative barriers.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:  
Unknown job impact. Project anticipated to spur further development of local tourism-related businesses such as hotels and restaurants due to improved accessibility.

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?  
Recent development of both the Pinnacle and The Falls major regional shopping destinations has increased tourism traffic to the area. Potential development of proposed casino resort at Exit 1 will further increase need for infrastructure improvements to U.S. 11.

PROJECT #130  
New Concourse (IAD)

NAME:  
Erik Schwenke

CITY:  
Dulles

SUBMITTED BY:  
Metropolitan Washington Airports Authority

PROJECT SPONSOR  
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:  
This project addresses the overcrowding and less than acceptable level of service at Concourse CD by replacing the aging terminal with a new state of the art facility which enhances the Dulles airport image as a gateway to the nation's capital. Additionally the existing concourse is aged and very expensive to maintain.

TOTAL PROJECT COST: $3,400,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:  
Unknown

ESTIMATED TOTAL STATE INVESTMENT:  
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:  
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:  
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:  
2019 - 2022
**VIRGINIA**

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

The benefit to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of service which encourages travel and directly benefits the economy.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**

Airport Layout Plan/NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**

1000

**PROJECT #131:**

AeroTrain Tunnels Concourse B to Concourse D

**NAME:**

Erik Schwenke

**CITY:**

Dulles

**SUBMITTED BY:**

Metropolitan Washington Airports Authority

**PROJECT SPONSOR**

Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**

This project will consist of two bored tunnels using the TBM method extending from Tier 2 (West Station) to the end of the current APM tunnel at Concourse B. A concrete shell structure is assumed to be constructed at the Tier 2 (West Station) following completion of the tunnel work. This project will be a safer and more efficient operation as well as a significant enhancement to the level of service at the airport.

**TOTAL PROJECT COST:** $120,000,000

**CURRENT STATUS/ESTIMATED START AND END DATES:**

2019 - 2023

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**

This enables expansion of the AeroTrain system to a future new concourse at a major airport in the Washington D.D. metropolitan area which encourages travel and directly benefits the economy.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**

Airport Layout Plan/NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**

Unknown

**PROJECT #132**

Runway 1R-19L Reconstruction (IAD)

**NAME:**

Erik Schwenke

**CITY:**

Dulles

**SUBMITTED BY:**

Metropolitan Washington Airports Authority

**PROJECT SPONSOR**

Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**

Runway 1R/19L is one of four runways at Washington Dulles International Airport. The pavement is over 50 years old and is original to the Airport. The condition of the pavement has been declining and is reaching the end of its useful life. Reconstruction of the runway is required to maintain capacity and ensure safety. As part of this project the runway will be widen to 200 feet to meet FAA standards for Group VI aircraft.

**TOTAL PROJECT COST:** $175,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**

Unknown

**ESTIMATED TOTAL STATE INVESTMENT:**

Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:**

Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**

Unknown
VIRGINIA

**PROJECT #133: Runway 1C-19C North Reconstruction**

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
The project includes reconstruction of the northern section of Runway 01C/19C and associated high-speed taxiways. The southern portion of the runway was reconstructed previously, but due to funding limitations, the northern section was deferred. The pavement is over 50 years old and is original to the airport. The Pavement Condition Index for these pavement sections continue to decline and are need of reconstruction.

**TOTAL PROJECT COST:** $43,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL STATE INVESTMENT:**
Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**
Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
January 2020 to October 2020

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport and is critical to the National Airspace System (NAS). Reconstruction and widening of Runway 1R/19L is required to maintain capacity and to meet FAA standards for Group VI aircraft.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
Airport Layout Plan/NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Unknown

**PROJECT #134: New Regional Facility (IAD)**

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
This project will relocate the regional Concourse A gates to a new one-story concourse facility located at the Tier 2 Train station which would provide a greater level of service and allow larger regional jets to operate there. This would also allow expansion of Concourse B into the existing Concourse A area passenger with architecture similar to the Concourse B architecture that would increase the international passenger capacity.

**TOTAL PROJECT COST:** $110,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**
Unknown

**ESTIMATED TOTAL STATE INVESTMENT:**
Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**
Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
January 2020 to October 2020

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). Reconstruction and widening of the norther portion of the Runway 01C/19C is required to maintain the capacity and safety of the airport.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Unknown
VIRGINIA

PROJECT #135: Concourse A (IAD)

NAME: Erik Schwenke
CITY: Dulles
SUBMITTED BY: Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
This project will replace a portion of the regional Concourse A gates new state of the art passenger handling facility similar to the Concourse B architecture that will enhance the stature of Dulles airport as a gateway to the nation's capital.

TOTAL PROJECT COST: $210,000,000

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of service which encourages travel and directly effects the economy.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Airport Layout Plan/NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
300

PROJECT #136: Z Gates Expansion (IAD)

NAME: Erik Schwenke
CITY: Dulles
SUBMITTED BY: Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:
The improvements provide addition of concourse building area east of the existing building to provide gates for three A321S type aircraft including. Project includes fit-out similar to existing building, hydrant fueling, hold rooms, and airline support space.

TOTAL PROJECT COST: $42,000,000

HOW DOES THE PROJECT MEET THE NACTTI'S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of service which encourages travel.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
Airport Layout Plan/NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
500

PROJECT SPONSOR
Metropolitan Washington Airports Authority

2018 PROJECT SUBMISSIONS
VIRGINIA

**PROJECT #137:**
Baggage Handling System Improvements- Inbound & Outbound (IAD)

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
This project will address shortcoming of the inbound and outbound systems. Improvements may include updated baggage conveyance equipment, additional baggage conveyance routes and other infrastructure improvements.

It will also adapt carousel capacity for domestic, international, and pre-cleared flights

**TOTAL PROJECT COST:** $50,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining baggage handling capacity at an acceptable level of service which encourages travel and directly benefits the economy.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
200

**PROJECT #138**
International Arrivals Building Enhancements (IAD)

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
This project will address shortcoming of the inbound and outbound systems. Improvements may include updated baggage conveyance equipment, additional baggage conveyance routes and other infrastructure improvements.

It will also adapt carousel capacity for domestic, international, and pre-cleared flights

**TOTAL PROJECT COST:** $50,000,000

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining baggage handling capacity at an acceptable level of service which encourages travel and directly benefits the economy.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
200
**PROJECT #139:**
Dulles Airport Access Road Improvements/Resurfacing

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
The Dulles Access Highway is need of an overlay between Centreville Road and Saarinen Circle to alleviate distresses due to age. Additional pavement overlays consisting of short segments are needed between Centreville Road and its Eastern Terminus to alleviate other distresses that are showing due to age and traffic.

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**TOTAL PROJECT COST:** $22,500,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2019 - 2021

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
The benefits of improvements/resurfacing of the Dulles Access Highway keeps the road surface in a state of good repair, prevents further deterioration, and extends the life of the pavement resulting in less disruption to the travelling public.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Unknown

**PROJECT #140**
Special Systems (IAD)

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
The Dulles Access Highway is need of an overlay between Centreville Road and Saarinen Circle to alleviate distresses due to age. Additional pavement overlays consisting of short segments are needed between Centreville Road and its Eastern Terminus to alleviate other distresses that are showing due to age and traffic.

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**TOTAL PROJECT COST:** $22,500,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2019 - 2021

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
The benefits of improvements/resurfacing of the Dulles Access Highway keeps the road surface in a state of good repair, prevents further deterioration, and extends the life of the pavement resulting in less disruption to the travelling public.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Unknown

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**TOTAL PROJECT COST:** $25,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2021 - 2023

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is streamlining international passenger processing and level of service by implementing new technology.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
Airport Layout Plan/NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
150

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**PROJECT #139:**
Dulles Airport Access Road Improvements/Resurfacing

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
This project will implement a “one stop” CBP processing concept which would blend primary screening to include both passport control and customs function and locate secondary screening adjacent to primary screening. Approximately 15,000 sq. ft. facility addition will be accompanied by interior reconfiguration which will enhance the functional layout.

**TOTAL PROJECT COST:** $25,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

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**PROJECT #140**
Special Systems (IAD)

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority
**VIRGINIA**

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**

**TOTAL PROJECT COST:** $10,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2019 - 2024

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining an efficient passenger handling facility with an enhanced level of security and passenger information which encourages travel.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
200

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**PROJECT #141:**
Taxiway Connector Improvements (IAD)

**NAME:**
Erik Schwenke

**CITY:**
Dulles

**SUBMITTED BY:**
Metropolitan Washington Airports Authority

**PROJECT SPONSOR**
Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**
The project includes additional taxiway connections to access Runways 1L/19R and the deicing apron. The additional connections provide greater flexibility and increased efficiency. The taxiway connection will provide direct access from the air cargo facilities to the western runway. In addition, it will provide additional access to and from the deicing apron to provide greater flexibility during winter weather.

**TOTAL PROJECT COST:** $66,000,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:** Unknown

**ESTIMATED TOTAL STATE INVESTMENT:** Unknown

**ESTIMATED TOTAL LOCAL INVESTMENT:** Unknown

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:** Unknown

**CURRENT STATUS/ESTIMATED START AND END DATES:**
2019 - 2021

**HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?**
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). Improved and additional taxiway connections will increase efficiency and decrease delay on the airfield.

**PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:**
Airport Layout Plan/NEPA approval

**ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:**
Unknown
PROJECT #142:  
Concourse C/D Enhancements (IAD)

NAME:  
Erik Schwenke

CITY:  
Dulles

SUBMITTED BY:  
Metropolitan Washington Airports Authority

PROJECT SPONSOR  
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:  
This project will extend the life of Concourse C/D for another 10 years by implementing required maintenance to keep the very old facility functioning

TOTAL PROJECT COST:  
$70,000,000

ESTIMATED TOTAL FEDERAL INVESTMENT:  
Unknown

ESTIMATED TOTAL STATE INVESTMENT:  
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:  
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:  
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:  
2018 - 2021

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?  
Washington Dulles International Airport is a large hub airport that is critical to the National Airspace System (NAS). The benefit of this project to the transportation network is maintaining a significant airline hub which processes a large number of passengers per year both domestic and international which directly benefits the economy.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:  
Airport Layout Plan/NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:  
300

PROJECT #143:  
Intelligent Transportation System Dulles Toll Road

NAME:  
Erik Schwenke

CITY:  
Dulles

SUBMITTED BY:  
Metropolitan Washington Airports Authority

PROJECT SPONSOR  
Metropolitan Washington Airports Authority

BASIC PROJECT DESCRIPTION:  
This project consists of the design and installation of an Intelligent Transportation System (ITS) along the Dulles Toll Road (DTR). The proposed ITS on the DTR consists of three components; dynamic message signs, cameras, and vehicle detectors.

TOTAL PROJECT COST:  
$10,800,000

ESTIMATED TOTAL FEDERAL INVESTMENT:  
Unknown

ESTIMATED TOTAL STATE INVESTMENT:  
Unknown

ESTIMATED TOTAL LOCAL INVESTMENT:  
Unknown

ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:  
Unknown

CURRENT STATUS/ESTIMATED START AND END DATES:  
2019 - 2020

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?  
The benefits of the proposed improvements will enhance safety and enhance the overall level of service to the traveling public along the Dulles Toll Road.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:  
NEPA approval

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:  
Unknown
PROJECT #144
Interstate 64/ Hampton Roads Bridge Tunnel widening project

NAME:
Brad Van Dommelen

CITY:
Virginia Beach, Norfolk, Newport News Metropolitan Statistical Area (MSA)

SUBMITTED BY:
Virginia Beach Convention and Visitors Bureau

PROJECT SPONSOR
Hampton Roads Transportation Planning Organization (HRTPO) along with the Virginia Department of Transportation (VDOT)

BASIC PROJECT DESCRIPTION:
With over 1.7 million residents, tens of millions of tourists, and hundreds of millions of tons of freight transported in and out of the Hampton Roads Region in 2017, an efficient transportation system is essential. Moving people, tourists, and goods, products and services safely and efficiently through Hampton Roads requires a great deal of planning. The HRTPO is responsible for transportation planning in the region. The HRTPO consists of representatives from 15 local Southeastern Virginia communities (Chesapeake, Gloucester County, Hampton, Isle of Wight County, James City County, Newport News, Norfolk, Poquoson, Portsmouth, Suffolk, Virginia Beach, Williamsburg, York County, Franklin, and Southampton), the VDOT and the Hampton Roads Planning District Commission. In compliance with federal regulations, the HRTPO has produced a long-range plan to ensure an efficient, intermodal transportation system for our future. The I-64 Hampton Roads Bridge Tunnel Project will have an extremely positive impact on the region’s economy especially on the Virginia Beach travel, tourism and hospitality industry.

TOTAL PROJECT COST: $3,800,000,000

ESTIMATED TOTAL INVESTMENT:
$3,800,000,000

ESTIMATED TOTAL LOCAL INVESTMENT:
$3,800,000,000

CURRENT STATUS/ESTIMATED START AND END DATES:
The HRTPO worked closely with all of the federal, state, regional and local stakeholders and the public throughout the projects process and is finalizing all of the requirements associated with the widening. The estimated date for the start of construction is late 2019 /early 2020 with completion in 2025.

HOW DOES THE PROJECT MEET THE NACTTI’S DEFINITION OF “CRITICAL INFRASTRUCTURE” FOR TRAVEL AND TOURISM?
As noted in the project description above, the I-64 HRBT widening fully meets the NACTTI’s definition of “critical infrastructure” for travel and tourism. This project is vital to the current and future movement of people traveling to and from both the Hampton Roads Region and the City of Virginia Beach. Virginia Beach alone had a total of 19 million people visiting the City in 2017 and almost 70% of these visitors utilized I-64 and the Hampton Roads Bridge Tunnel. The widening project would reduce the lengthy traffic congestion delays that tourists are currently experiencing by an astounding 75%. Traffic on this corridor exceeds 100,000 vehicles per day during the peak summer traffic (which is well over this interstate’s capacity). Additional benefits that would accrue from this “critical infrastructure” project include: Adding capacity across the Hampton Roads Harbor, improving the movement of people, tourists, and goods, products and services from the Hampton Roads Peninsula to the Southside of Hampton Roads. Improving regional congestion, travel time and reliability. Improving strategic military connectivity. Increasing regional accessibility. Improving transit across the Hampton Roads Harbor. Improving safety and providing an enhanced hurricane evacuation route for the region. Again, the I-64 Hampton Roads Bridge Tunnel Project will have an extremely positive impact on the region’s economy especially on the Virginia Beach travel, tourism and hospitality industry.

PLEASE DESCRIBE ANY FEDERAL BARRIERS TO COMPLETING THE PROJECT:
All federal, state, and local rules, regulations and legislative barriers have already or will shortly be met.

ESTIMATE OF DIRECT AND INDIRECT JOB CREATION AND/OR IMPACT ON TRAVEL AND TOURISM INDUSTRY:
Unknown at this time

ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?
The I-64 HRBT widening primary funding source for the $3.8 billion project is the Hampton Roads Transportation Accountability Commission, which is utilizing local revenue from sales and gasoline taxes in the Hampton Roads Transportation Fund. The HRTPO is also applying for state and federal grant monies and will additionally leverage private financing.
WASHINGTON

PROJECT #145:
International Arrivals Fac-IAF

CITY:
SeaTac

SUBMITTED BY:
Seattle Tacoma International Airport (SEA)

PROJECT SPONSOR
Port of Seattle

ESTIMATED TOTAL INVESTMENT:
$757,841,750

CURRENT STATUS/ESTIMATED START AND END DATES:
Construction underway. Est. completion is 2021.

PROJECT #146:
NS NSAT Renov NSTS Lobbies

CITY:
SeaTac

SUBMITTED BY:
Seattle Tacoma International Airport (SEA)

PROJECT SPONSOR
Port of Seattle

ESTIMATED TOTAL INVESTMENT:
$658,715,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Construction is underway. Start date: 2017. Est. completion for first phase is 2019, and est. completion for the second phase is 2021.

PROJECT #147:
Checked Bag Recap/Optimization

CITY:
SeaTac

SUBMITTED BY:
Seattle Tacoma International Airport (SEA)

PROJECT SPONSOR
Port of Seattle

ESTIMATED TOTAL INVESTMENT:
$444,900,000

CURRENT STATUS/ESTIMATED START AND END DATES:
Initial phase. Est. completion date is 2023.