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## COVID-19 PANDEMIC

The NACTTI notes that this report had been drafted prior to the Novel Coronavirus Disease 2019 pandemic (COVID-19) during a healthy and robust travel and tourism economy. In fact, at the time of this report's drafting, the U.S. travel and tourism infrastructure had already been pushed to its limits. This caused travel delays and lost revenues that impacted current travel as well as future growth. Now, because of the COVID-19 pandemic, the world faces a global crisis. Every element of modern life has been touched by the COVID-19 pandemic and the worldwide efforts to combat it, with the U.S. travel and tourism industry suffering massive and immediate consequences.

With the travel and tourism industry essentially grounded to a halt, COVID-19 clearly shined a light on this sector. The U.S. unemployment rate in April 2020 was at 14.7%, 11.1 points higher than it was in April 2019.<sup>1</sup> The highest month over month changes were in Hawaii at 19.9%, and Nevada at 21.3% - two states that have economies deeply dependent on travel and tourism.

Current estimates predict that the travel and tourism industry will experience a 45% decline in revenues for 2020, which could result in a GDP impact of \$651 billion in 2020. The U.S. Travel report of April 15, 2020, indicates the next two months of the COVID-19 virus reaching U.S. communities will see revenues drop by 81%, with continued losses over the rest of the year likely reaching \$519 billion.<sup>2</sup>

Now, more than ever, a National Strategy on travel and tourism is needed. The NACTTI, or a version of it, should remain intact to be a resource to guide our leadership on best practices for infrastructure and investment. Travel industry losses will far exceed that of any other sector and will be nine times the impact of 9/11.<sup>3</sup> We need to be prepared to adequately and safely welcome back the world to our country.

There is no better way to reduce unemployment than to put in place a strategic plan that will get the men and women of the U.S. back to work by building and improving our country's infrastructure. We need to face the downturn head-on and restore confidence in the traveling public. Therefore, we need to adequately train our workforce on new policies and procedures that make safety a priority to get our county and the world moving again.

As we develop a national economic response to this crisis, prioritizing investment in our transportation and infrastructure projects is critical to foster job growth, get tourism flowing again, and rehabilitate America's economy.

## EXECUTIVE SUMMARY

Every element of modern life is touched by the U.S. travel and tourism industry. Travel plays a

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<sup>1</sup> U.S. Bureau of Labor statistic, State employment and unemployment -April 2020.

<sup>2</sup> [https://www.ustravel.org/sites/default/files/media\\_root/document/Coronavirus2020\\_Impacts\\_April15.pdf](https://www.ustravel.org/sites/default/files/media_root/document/Coronavirus2020_Impacts_April15.pdf).

<sup>3</sup> [https://www.ustravel.org/sites/default/files/media\\_root/document/Coronavirus2020\\_Impacts\\_April15.pdf](https://www.ustravel.org/sites/default/files/media_root/document/Coronavirus2020_Impacts_April15.pdf).

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 U.S. jobs.<sup>4</sup> The numbers speak for themselves:

- **Travel is America’s seventh largest industry in terms of employment.** Travel spending supports approximately 16 million (or one out of nine) American jobs, with 9.2 million jobs directly related to the travel industry and 6.8 million in supporting industries, making it a top-10 employer in 49 states and the District of Columbia, and a top-10 employer of middle-class earners.<sup>5</sup>
- **Travel and tourism directly produce 2.9% of U.S. GDP.** In 2018, travel generated \$1.1 trillion in direct spending, which produced \$2.54 trillion in total economic output.
- **Inbound international travel is America’s second largest industry export.** In 2018, international visitors spent \$255 billion in the U.S. on travel-related goods and services, which generated a \$59 billion travel trade surplus.<sup>6</sup>

Travel’s economic benefits depend on the condition and performance of the national transportation network. The U.S. 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.

U.S. infrastructure suffers from increased demand, age, congestion, poor or no multimodal connectivity, and other challenges reducing mobility, dampening demand for travel, and cutting productivity. A safe, efficient, resilient and viable infrastructure for long-haul travel to and within the U.S. is vital to support the industry.

Without specific focus and significant action at all levels of government to maintain and modernize important infrastructure assets for long-haul travel, the U.S. travel and tourism industry, which supports 9.2 million U.S. jobs and \$256.1 billion in U.S. exports,<sup>7</sup> is at risk.

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

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<sup>4</sup> 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.

<sup>5</sup> <https://www.ustravel.org/answersheet>.

<sup>6</sup> U.S. Travel Association Answer Sheet (Updated March 2019) and Reducing the Trade Deficit by Growing International Travel (Updated February 2020). <https://www.ustravel.org/answersheet>

<sup>7</sup> U.S. Department of Commerce - Fast Facts: United States Travel and Tourism Industry 2018, dated October 2019.

Despite the economic importance of travel and its direct dependence on the national transportation network, the Federal government has made little 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.

## Legislative Authority

The 2015 Fixing America's Surface Transportation (FAST) Act directed 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 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.

## U.S. DOT Charge to the NACTTI

The U.S. DOT directed the NACTTI with the following:

- **Define critical infrastructure.** The U.S. DOT requested the NACTTI identify major congested transportation facilities and corridors that the U.S. DOT should consider as critical infrastructure and include among other things, how the committee defines "congested" and "critical," what information is used to identify major transportation facilities and corridors, and what criteria is used to rank the major transportation facilities and corridors.
- **Identify improvements to critical infrastructure.** The U.S. DOT requested the NACTTI identify critical infrastructure improvements that will alleviate significant congestion problems in major transportation facilities and corridors and include how the committee defines "improvements," what information is used to identify improvements to critical infrastructure, and what criteria is used to rank which critical infrastructure needs the most to least improvements.
- **Identify impediments to critical infrastructure.** The U.S. DOT requested the NACTTI identify impediments to improving critical infrastructure that will alleviate significant congestion problems in major transportation facilities and corridors and include how the committee defines "barriers," what information is used to identify barriers to improving critical infrastructure, and what criteria is used to rank the major transportation facilities and corridors from most to least barriers.

From its first public meeting, to its last public meeting on March 27, 2019, the NACTTI identified several key recommendations that U.S. DOT and Congress could pursue to develop a NTTISP and ultimately achieve its goals. In each area, the NACTTI provided its own analysis and recommendations to assist U.S. DOT in this important work. U.S. DOT's support for our committee's work and its efforts to develop a NTTISP are significant steps forward in prioritizing and enhancing the economic contributions of travel to and within the United States.

## NACTTI Deliverables and Recommendations

NACTTI developed a consensus definition for "critical travel infrastructure" that U.S. DOT could use to identify major transportation facilities and corridors.

*"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 ports, 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 and enhancing connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets."*

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

### 1. Establish a National Travel and Tourism Infrastructure Network (NTTIN).

To inform planners, private-sector stakeholders, and the public about where major travel flows occur and to prioritize investments, guide federal policy development, and encourage collaboration across modes, the NACTTI recommends that U.S. DOT establish a NTTIN comprised of the facilities, corridors and systems that accommodate a significant portion of long-haul travel and multimodal connectivity to major destinations and attractions. The NACTTI suggests that U.S. DOT consider the following as major elements of the NTTIN:

- **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;
- **Ports** that accommodate significant volumes of cruise passengers;
- **America's Marine Highway Routes**, all-water routes that serve as extensions of the surface transportation 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 and bus systems, rental car facilities, rideshare services, autonomous vehicles, and new or innovative transportation technologies.

## 2. [Assess the condition and performance of the National Travel and Tourism Infrastructure Network \(NTTIN\).](#)

Building on the establishment of the NTTIN, the NACTTI recommends that U.S. DOT assess the condition and performance of the NTTIN. The NACTTI believes that an assessment is essential for establishing national priorities, guiding investment decisions, and informing federal policymaking and should consider the following:

- How effectively the NTTIN 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 NTTIN restrict long-haul travel mobility and future demand; and
- How critical travel infrastructure projects and mobility gaps along the NTTIN address the future growth and vibrancy for long-haul travel.

## 3. [Align Federal policies, programs, and resources to achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan.](#)

There are existing federal policies and programs at U.S. DOT that address transportation infrastructure. However, these same policies and programs do not account for the travel and tourism industry's impact on the U.S.'s aging transportation infrastructure. Therefore, to assist U.S. DOT in its efforts to include travel and tourism in an infrastructure strategic plan, the NACTTI recommends that U.S. DOT align Federal policies, programs, and resources and consider the following:

- Modernize funding mechanisms, formulas, and new entrant contributions;
- Place greater emphasis on Return on Investment (ROI) of projects and project benefits that impact travel and tourism;
- Develop scoring criteria to better identify and prioritize projects that enhance travel mobility and tourism; and
- Remove organizational barriers to foster data sharing across government agencies and modal programs.

## 4. [Provide State and local agencies with resources to achieve the National Travel and Tourism Infrastructure Strategic Plan \(NTTISP\).](#)

U.S. DOT provides essential leadership, guidance, and tools to help state and local agencies achieve important federal policies. State and local transportation agencies play a vital role in helping U.S. DOT achieve federal policy goals and execute its strategic plans. The NACTTI recommends U.S. DOT implement policy changes to ensure State and local transportation agencies align long-term planning and investments to achieve the goals of the NTTISP and consider implementing the following:



- A National Multimodal Travel Infrastructure Network (NMTIN) to identify mobility gaps across state lines that are critical to connecting and facilitating long-haul travel (50 miles or more) to and within the United States;
- A National Multimodal Travel Program to develop long-term plans and capital improvement projects that ensure the efficient movement of people on the national transportation network with focus on addressing mobility gaps; and
- A Projects and Corridors of National Significance Program to provide grant assistance to major multimodal projects that may not otherwise be supported through existing programs and generate economic benefits that accrue beyond local areas and states.

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

Many of U.S. DOT's existing authorities and programs are equipped to have a direct and positive impact on travel, tourism, and passenger mobility. However, travel and tourism are not always incorporated into departmental policymaking or the administration of federal programs. Thus, the NACTTI recommends that U.S. DOT leverage existing initiatives and programs to enhance the economic contributions of travel and tourism, and suggests the following to be considered:

- Streamline the federal permitting and environmental review process;
- Expand the use of biometrics for security and facilitation;
- Develop regulatory guidelines for the testing and implementation of new and innovative transportation technologies;
- Align and coordinate across U.S. DOT modes down to the regional/local level (i.e., integrated planning, execution, and measurement);
- Maximize the impact and reach of the Tourism Policy Council (TPC);
- Incorporate new technology across modes and incorporate both private and institutional expertise into long-range planning;
- Focus on funding, incubating and deploying innovative technologies, new projects and transportation options;
- Reshape Federal funding programs and policies to incentivize technology deployment; and
- Foster data-sharing on modal connections to promote better mobility and easier travel.

The NACTTI strongly urges U.S. DOT to consider these recommendations as it undertakes the creation of the National Travel and Tourism Infrastructure Strategic Plan. As representatives of the industries that power travel and tourism 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 NACTTI thanks U.S. DOT for its support, and looks forward to continuing the work we have begun.

## THE NATIONAL ADVISORY COMMITTEE ON TRAVEL AND TOURISM INFRASTRUCTURE\*

- **Ms. Rosemarie Andolino**, Chairman & CEO International Development, MAG USA
- **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. Sean Fitzgerald**, Vice President, Enterprise Holdings, Inc.
- **Mr. Bryan Grimaldi**, Special Advisor, NYC & Company, Inc.
- **Mr. Mufi Hannemann**, President and CEO of the Hawaii Lodging and Tourism Association
- **Mr. David Harvey**, Vice President of Corporate Sales, Southwest Airlines
- **Mr. Steve Hill**, President and COO, Las Vegas Convention and Visitors Authority
- **Mr. Jim Mathews**, President & CEO, National Association of Railroad Passengers
- **Mr. Sean Menke**, President & CEO, Sabre
- **Mr. Peter Pantuso**, President & CEO, American Bus Association
- **Ms. Sharon Pinkerton**, Senior Vice President, Airlines for America
- **Mr. John Potter**, President and CEO, Metropolitan Washington Airports Authority

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\* Current list of NACTTI members and their respective positions held at the time of the NACTTI meetings.

## THE FIXING AMERICA'S SURFACE TRANSPORTATION ACT (FAST ACT)

The Fixing America's Surface Transportation Act (FAST Act), signed into law December 4, 2015, directed the Secretary of Transportation (Secretary) to establish the National Advisory Committee on Travel and Tourism Infrastructure (NACTTI) by June 1, 2016. The purpose of the NACTTI is to provide information, advice, and recommendations to the Secretary on matters relating to the role of intermodal transportation in facilitating mobility related to travel and tourism.

The FAST Act states that the role of the NACTTI is to advise the Secretary on current and emerging priorities, issues, projects, and funding needs related to the use of the intermodal transportation network of the United States to facilitate travel and tourism. Specifically, the NACTTI is to serve as a forum for travel and tourism stakeholders to discuss transportation issues affecting travel and tourism. The FAST Act directs the NACTTI to gather information, develop technical advice and make recommendations to the Secretary on policies to improve the transportation system. Areas of focus include critical transportation facilities and corridors, safety and performance measures, and transportation investment.

The FAST Act also requires the Secretary, in consultation with the NACTTI, to issue a strategic plan. The strategic plan, which will be drafted by U.S. DOT, must include seven key components: (1) an assessment of the condition and the performance of the national transportation network; (2) identification of issues that create significant congestion problems and barriers to travel and tourism passengers; (3) forecasts of long-haul passenger travel and tourism volumes for the next 20 years, (4) identification of major transportation facilities and corridors; (5) an assessment of statutory, regulatory, and financial barriers to improvement; (6) best practices for improving performance, and (7) strategies for improving intermodal connectivity for travel and tourism passengers.

## STATE OF CRITICAL TRAVEL AND TOURISM INFRASTRUCTURE: Planes, Trains, Automobiles, and Ports

### The Economic Impact of Travel and Tourism and the Need for Infrastructure Improvement

The impact of the U.S. travel and tourism industry on the U.S. economy is significant. In 2018, the U.S. Department of Commerce (Commerce) reported that the U.S. travel and tourism industry accounted for 2.9% of GDP, supported 9.2 million American jobs, and resulted in \$1.87 trillion in total travel and tourism output.<sup>8</sup> These numbers show growth in the industry; in 2015, Commerce reported the travel and tourism industry accounted for 2.6% of GDP, supported 7.6 million American jobs, and resulted in \$1.6 trillion in total travel and tourism output.

Current travel volumes across modes have also impacted the U.S. economy. The Federal Aviation Administration (FAA) reports that there are approximately 5,000 aircraft traversing the U.S. skies at any given moment, and on average 43,290 daily flights in and out of the U.S, resulting in aviation contributing \$1.6 trillion annually to the U.S. economy.<sup>9</sup> Amtrak reported that in fiscal year 2018, its customers took 31.7 million trips, and on an average day, customers made nearly 87,000 trips on more than 300 Amtrak trains.<sup>10</sup> The American Bus Association's 2018 annual report stated that its members contributed \$228 billion to the U.S. economy and provided more than 600 million passenger trips annually on charters, tours, scheduled services, and shuttles. The U.S. cruise industry had an economic impact of over \$52.7 billion in total 2018 contributions and generated 421,711 jobs across the U.S. and contributed more than \$23.15 billion in wages and salaries.<sup>11</sup>

Travel is one of the U.S.'s largest industry exports, with U.S. travel exports totaling \$256 billion in 2018.<sup>12</sup> The United States holds 5.7% of the market share of world travelers and leads the world in global tourism receipts, with almost a 15% share of worldwide traveler spending.<sup>13</sup>

The U.S. travel and tourism industry is an enormous driver of the overall U.S. economy. Thus, a focus on providing accessibility and interconnectivity among multiple modes is important for the development of this industry. The following map illustrates the Top 30 U.S. Destinations by domestic travelers using all modes of transportation.

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<sup>8</sup> [https://travel.trade.gov/research/programs/satellite/2018\\_travel.pdf](https://travel.trade.gov/research/programs/satellite/2018_travel.pdf).

<sup>9</sup> [https://www.faa.gov/news/fact\\_sheets/news\\_story.cfm?newsId=23315](https://www.faa.gov/news/fact_sheets/news_story.cfm?newsId=23315).

<sup>10</sup>

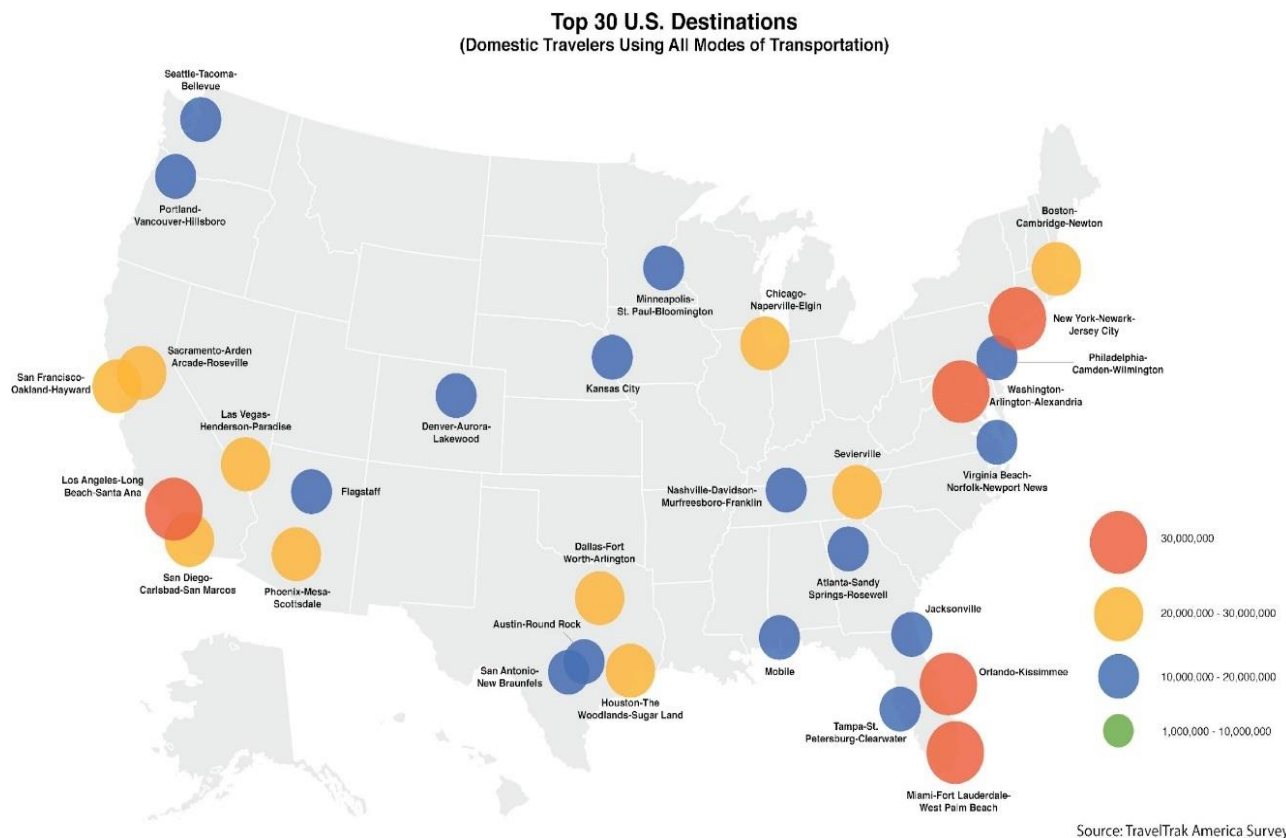
<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/nationalfactsheets/Amtrak-Corporate-Profile-FY2018-0319.pdf>.

<sup>11</sup> <https://www.travelpulse.com/news/cruise/cruise-industry-contributed-nearly-53-billion-to-us-economy-in-2018.html>.

<sup>12</sup> U.S. Travel Association: U.S. Travel Answer Sheet (Updated March 2019). A travel export is defined as goods and services consumed by international visitors while in America.

<sup>13</sup> U.S. Department of Commerce -Fast Facts: United States Travel and Tourism Industry 2018, dated October 2019.

## MAP 1: Top 30 U.S. Travel Destinations



### Opportunities Exist to Improve America's Travel Infrastructure

America's travel infrastructure is vast, with more than 200,000 miles of federally supported roadways,<sup>14</sup> 5,000 public-use airports,<sup>15</sup> tens of thousands of bridges, nearly 25,000 track-miles of intercity and commuter rail,<sup>16</sup> and over 300 ports,<sup>17</sup> powering economic growth and social benefits. Crumbling and outdated infrastructure threaten to shut off this vital economic engine.

Aging infrastructure, deteriorating highways and bridges, outdated support systems, and a bygone regulatory framework impact U.S. travel and tourism. 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

<sup>14</sup> Federal Highway Administration Office of Highway Policy Information Highway Statistics 2016.

<sup>15</sup> U.S. DOT Bureau of Transportation Statistics, <https://www.bts.gov/content/number-us-airportsa>.

<sup>16</sup> Amtrak, American Public Transportation Association.

<sup>17</sup> <https://www.maritime.dot.gov/ports/office-port-infrastructure-development/office-port-infrastructure-development>

investing in and improving already-extensive passenger rail networks, including high-speed rail.

There are areas for improvement that will enable the U.S. to connect travelers more seamlessly within the national transportation network, mainly by focusing on and investing in multimodal infrastructure systems. Most federal surface transportation funds are provided directly to states and local agencies to address challenges within their own borders, which contributes to mobility gaps such as unfinished portions of the Interstate, significantly congested highways, poorly maintained access roads to national parks and federal lands, inadequate transit connectors, and passenger rail. The establishment of a **National Multimodal Travel Infrastructure Network (NMTIN)** would identify these vital mobility gaps in the National Highway System, rail, National Parks, Federal lands access, Scenic Byways, transit systems, and other transportation assets that are critical to connecting and facilitating long-haul travel (50 miles or more) to and within the United States. Priority can be given to long-haul travel and multimodal infrastructure investments that span state lines and economic regions.

The U.S. has a national policy and federally funded programs devoted to enhancing the movement of freight, using similar corridors and infrastructure assets. Comparable strategies and programs must be developed for moving people. A **National Multimodal Travel Program** like the National Highway Freight Program<sup>18</sup> could be authorized to develop long-term plans and capital improvement projects that ensure the efficient movement of people on the national transportation network with focus on addressing mobility gaps. These projects would alleviate congestion, improve safety and enhance connectivity between modes to and from major tourism destinations.

Additionally, a **Projects and Corridors of National Significance Program** could also be authorized to provide grant assistance specifically to major multimodal projects that may not otherwise be supported through existing programs and generate economic benefits that accrue beyond local areas and states. Grants would fund multi-state organizations that promote cross-jurisdictional cooperation in project planning that improve operations along critical travel corridors. Selection criteria could identify projects in critical corridors with significant volumes of long-haul passenger travel, that are designed to 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. These projects could include the development of multimodal traveler information systems that provide accurate and timely information regarding accidents, congestion and construction activity.

With a national transportation network expanding beyond car-centered infrastructure, private companies and state 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

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<sup>18</sup> The National Highway Freight Program (NHFP), is a \$1.2 billion program to improve efficient movement of freight on the National Highway Freight Network (NHFN) and to achieve the goals of the National Freight Strategic Plan.

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.

### Tribal Lands and National Parks

With the enormous and unique draw of tourism to tribal lands, the NACTTI believes it is vital to consider the unique challenges to travel and tourism infrastructure on reservations, in National Parks, and in our wilderness and rural attractions. The National Congress of American Indians (NCAI) reported 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.”<sup>19</sup> The NCAI report, which examined the growing chasm between the needs of travelers within, through and to tribal lands, recommended expanding tribal transportation infrastructure investment to include expanded funding for Tribal Transportation Planning and capacity building. This will 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. Tribal transportation infrastructure 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.

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<sup>19</sup> NCAI Tribal Transportation Report, Nov 2013.

## TRAVEL AND TOURISM STATISTICS BY MODE

### Roads

People travelling in the United States make most of their trips by automobile – about 80% of all domestic U.S. travel is by car, either a personal automobile or a rented vehicle. Data from the *TravelTrak America Survey*<sup>20</sup> show that more than 1 billion person-trips each year are made by car.<sup>21</sup> And even though personal automobiles can be found in communities of every size, most of that travel is concentrated in a few highly congested areas. In fact, nearly 40% of all U.S. person-trips by car in 2017 were to the Top 30 destination drive markets.

TABLE 1 – Top 30 Destination Drive Markets<sup>22</sup>

Rank	Destination	Rank	Destination
1	Los Angeles-Long Beach-Santa Ana, CA	16	Phoenix-Mesa-Scottsdale, AZ
2	Orlando-Kissimmee, FL	17	Austin-Round Rock, TX
3	New York-Northern New Jersey-Long Island, NY-NJ-PA	18	Philadelphia-Camden-Wilmington, PA- NJ-DE-MD
4	Washington-Arlington-Alexandria, DC-VA-MD-WV	19	Columbus, OH
5	Dallas-Fort Worth-Arlington, TX	20	Kansas City, MO-KS
6	Houston-The Woodlands-Sugar Land, TX	21	San Antonio-New Braunfels, TX
7	Sacramento-Arden Arcade-Roseville, VA	22	Indianapolis-Carmel-Anderson, IN
8	Chicago-Naperville-Elgin, IL-IN-WI	23	Virginia Beach-Norfolk-Newport News, VA-NC
9	Sevierville, TN	24	Nashville-Davidson-Murfreesboro-Franklin, TN
10	Miami-Fort Lauderdale-West Palm Beach, FL	25	Cincinnati, OH-KY-IN
11	Boston-Cambridge-Newton, MA-NH	26	Minneapolis-St. Paul-Bloomington, MN-WI
12	Las Vegas-Henderson-Paradise, NV	27	Mobile, AL
13	San Diego-Carlsbad-San Marcos, CA	28	Jersey Shore
14	Atlanta-Sandy Springs-Roswell, GA	29	Baltimore-Columbia-Towson, MD
15	San Francisco-Oakland-Hayward, CA	30	Flagstaff, AZ

Source: U.S. Travel Association, *TravelTrak Data Survey*

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

<sup>20</sup> TravelTrak data compiled by U.S. Travel Association for NACTTI.

<sup>21</sup> A person-trip is defined as 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.

<sup>22</sup> Markets are Metropolitan Statistical Areas, as defined by the U.S. Office of Management and Budget, except the Jersey Shore.



country. Travelers 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 drivers generate about 4% of the journeys on that corridor.<sup>23</sup>

The perennially appealing vacation allure of Orlando-Kissimmee, FL, takes the second overall spot, with some 23 million person-trips, or 2.3% of all U.S. trips. The benefits of tourism spending are especially evident, with household trip spending for those Orlando trips at nearly 2.5 times the national average, at \$1,109 per journey. Roughly half of those trips originate in Florida, while other top origin markets are Georgia and Texas.

The busy financial aorta of the country rounds out the top three drive markets. The Metropolitan Statistical Areas covering New York-Northern New Jersey-Long Island and Pennsylvania comes in 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 drive 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 of Table 1 tells a very different story. Most of the top U.S. destination 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, 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. In 2018, more than 90% of the bus operators were small businesses, and together they operated approximately 33,000 motorcoaches across the U.S. interstate highway system.<sup>24</sup> In addition, motorcoach travel in 2018 continued to be a significant driver of travel and tourism revenue, directly contributing \$101.68 billion to the U.S. economy. Overall, buses contribute \$236.9 billion, creating as many as 1.99 million jobs.<sup>25</sup>

## Airports

America's airports are as crowded as its skies. Deregulation unleashed the competitiveness of the country's airlines, and today it is easier and less expensive for the traveling public to fly than it has ever been. The ease and affordability of travel has led to congestion, particularly as airlines have focused their attention and operations on a handful of airports. The Top 30 U.S. airports in 2017, as ranked by point of origin and destination domestic passengers, are like the Top 30 destination drive markets – they reflect where people want to go. Despite the hundreds of airports in the U.S., the Top 30 U.S. airports account for nearly two-thirds of all domestic

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<sup>23</sup> TravelTrak data compiled by the U.S. Travel Association for NACTTI.

<sup>24</sup> Motorcoach Census – A Study of the Size and Activity of the Motorcoach Industry in the United States and Canada in 2017, prepared by John Duncan & Associates, June 5, 2019.

<sup>25</sup> <https://abafoundation.guerrillaeconomics.net/reports/46bb8fee-8271-4e48-8353-344072a4ac00?>

passengers. 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. Growth is also expected at other airports that rely on connecting passengers. The Boyd Group International, airline industry forecaster, calculates enplanements to grow at Houston Hobby (HOU), St. Louis-Lambert (STL), Dallas-Love (DAL), and Charlotte (CLT).<sup>26</sup>

TABLE 2 – Top 30 Airports by Annual Origin and Destination Domestic Passengers

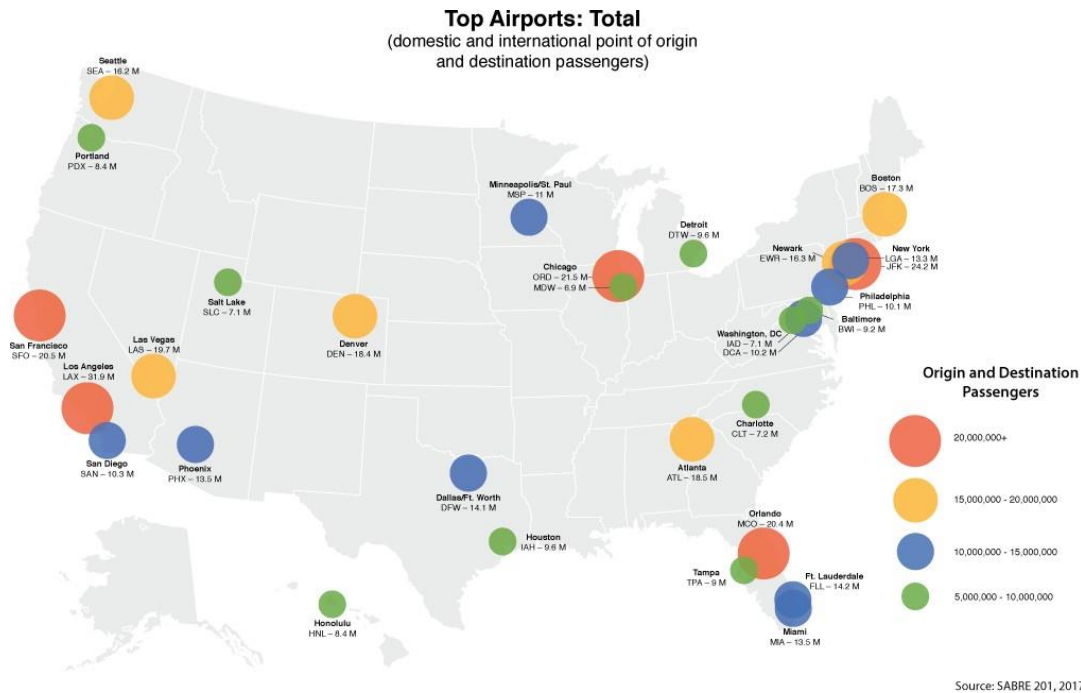
Rank	Airport Name	Airport Code	Annual Origin & Destination Passengers (Domestic)
1	LOS ANGELES INTERNATIONAL AIRPORT	LAX	21,908,134
2	MCCARRAN INTERNATIONAL AIRPORT	LAS	17,142,908
3	O'HARE INTERNATIONAL AIRPORT	ORD	17,062,330
4	DENVER INTERNATIONAL AIRPORT	DEN	16,977,201
5	HARTSFIELD-JACKSON INTERNATIONAL AIRPORT	ATL	16,466,341
6	ORLANDO INTERNATIONAL AIRPORT	MCO	16,119,447
7	SAN FRANCISCO INTERNATIONAL AIRPORT	SFO	14,766,818
8	SEATTLE-TACOMA INTERNATIONAL AIRPORT	SEA	14,295,263
9	EDWARD L. LOGAN INTERNATIONAL AIRPORT	BOS	13,469,106
10	SKY HARBOR INTERNATIONAL AIRPORT	PHX	12,388,763
11	NEW YORK LAGUARDIA AIRPORT	LGA	12,195,591
12	DALLAS/FT. WORTH INTERNATIONAL AIRPORT	DFW	12,134,461
13	NEWARK LIBERTY INTERNATIONAL AIRPORT	EWR	11,403,254
14	FT. LAUDERDALE INTERNATIONAL AIRPORT	FLL	10,677,029
15	ST PAUL INTERNATIONAL AIRPORT	MSP	9,891,950
16	JOHN F. KENNEDY INTERNATIONAL AIRPORT	JFK	9,802,018
17	SAN DIEGO INTERNATIONAL AIRPORT	SAN	9,459,153
18	RONALD REAGAN NATIONAL AIRPORT	DCA	9,458,521
19	PHILADELPHIA INTERNATIONAL AIRPORT	PHL	8,769,162
20	METROPOLITAN WAYNE COUNTY AIRPORT	DTW	8,424,371
21	BALTIMORE/WASHINGTON INTL AIRPORT	BWI	8,359,908
22	TAMPA INTERNATIONAL AIRPORT	TPA	8,026,804
23	PORTLAND INTERNATIONAL AIRPORT	PDX	7,673,746
24	GEORGE BUSH INTERCONTINENTAL AIRPORT	IAH	6,921,810
25	SALT LAKE CITY INTERNATIONAL AIRPORT	SLC	6,609,323
26	MIDWAY INTERNATIONAL AIRPORT	MDW	6,554,046
27	DOUGLAS INTERNATIONAL AIRPORT	CLT	6,542,727
28	MIAMI INTERNATIONAL AIRPORT	MIA	6,421,201
29	HONOLULU INTERNATIONAL AIRPORT	HNL	5,807,354
30	AUSTIN-BERGSTROM INTERNATIONAL AIRPORT	AUS	5,805,248

Source: SABRE 201, 2017 data, compiled for NACTTI by SABRE.

<sup>26</sup> Boyd Group International Airports: USA Forecast, November 2018. <https://www.aviationplanning.com/wp-content/uploads/2019/04/Boyd-Group-2018-Snapshot-NS-1.pdf>.

Including international travel, Los Angeles remains the top airport with nearly 32 million domestic and international visitors, followed by New York’s John F. Kennedy International (JFK) at 24 million and O’Hare at 21.6 million, respectively.<sup>27</sup>

MAP 2: Top 30 Airports by Annual Domestic and International Origin & Destination Passengers, 2017



Approximately 75%<sup>28</sup> of all U.S. air travelers either travel to, or connect through, one of the Top 30 U.S. airports, and as travel growth continues, those airports will account for more than 60% of the overall need for infrastructure.<sup>29</sup> Many airports have tried to respond to this need. Since 2008, there have been multiple new runways added at Chicago O’Hare and 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 are more challenged and are still trying to respond. For example, there have been airport runway projects in Columbus, OH; Des Moines, IA; Erie, PA; Nashville, TN; Providence, RI; and Sioux Falls, SD.

While over \$130 billion of capital projects have been completed, are underway, or have been approved at those 30 largest airports in the past decade – which is an 86% increase since 2015 –

<sup>27</sup> SABRE Global Distribution System 201(2017 data) compiled for NACTTI by SABRE.

<sup>28</sup> Boyd, 2018.

<sup>29</sup> Boyd, 2018.

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, and enhance the passenger experience. Most U.S. airports have seen passenger numbers grow year over year. The Transportation Security Administration screens more than 2 million passengers a day and over 750 million every year.<sup>30</sup> 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 essential 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 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.<sup>31</sup> 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. The U.S. 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.

## Passenger Rail

Passenger rail plays an important role in operating in some of the critically underserved areas of the country and in also relieving congestion in some of America's most crowded travel corridors. Nearly 33 million passengers rode Amtrak in Fiscal Year 2019 using one of Amtrak's three main services: the Northeast Corridor (NEC) between Boston, Mass., and Washington, D.C., the State-Supported network of 28 trains operated in partnership with 17 states, and the Long-Distance network of overnight trains.<sup>32</sup> In Fiscal Year 2019, about 12.5 million passengers rode Amtrak's NEC service between Boston and Washington, DC. Another 15.4 million passengers rode trains supported in a joint arrangement between the States and Amtrak, while Amtrak's long-distance services carried more than 4.5 million passengers.

Amtrak's top city pairs mostly reflect the top destinations of other modes. As shown in Table 3,

<sup>30</sup> [https://www.tsa.gov/sites/default/files/resources/tsabythenumbers\\_factsheet.pdf](https://www.tsa.gov/sites/default/files/resources/tsabythenumbers_factsheet.pdf).

<sup>31</sup> U.S. Travel Association.

<sup>32</sup> Amtrak FY 2019 Company Profile

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/nationalfactsheets/Amtrak-Corporate-Profile-FY2019-033120.pdf>

in 2017, about 2.3 million passengers took Amtrak between New York City and Washington, DC, another 1.7 million traveled between New York and Philadelphia, and approximately 1.5 million traveled from Boston to New York. Among the Top 20 city-pairs, however, were Chicago-Milwaukee (686,775), the car-choked corridor between Los Angeles and San Diego, CA (409,204), and the routes between Portland, OR, and Seattle, WA (254,100), and Chicago and St. Louis (207,325),<sup>33</sup> demonstrating the degree that rail connects areas of the country which do not otherwise have ready or easy connections.

TABLE 3 – Top 30 Amtrak City Pair Markets, 2017

<b>RANK</b>	<b>CITY PAIRS</b>	<b>TOTAL RIDERSHIP</b>
1	New York, NY - Washington DC	2,329,138
2	New York, NY - Philadelphia, PA	1,733,058
3	Boston, MA (South Station/Back Bay/Route 128) - New York, NY	1,529,700
4	Baltimore, MD (Penn Station/BWI Airport) - New York, NY	753,735
5	Philadelphia, PA - Washington DC	736,377
6	Chicago, IL - Milwaukee, WI	686,775
7	Albany-Rensselaer, NY - New York, NY	644,271
8	Los Angeles, CA - San Diego, CA (Santa Fe Depot/Old Town Transit Center)	409,204
9	Baltimore, MD (Penn Station) – Washington DC	375,732
10	New York, NY - Providence, RI	313,023
11	Lancaster, PA - Philadelphia, PA	308,142
12	New York, NY - Wilmington, DE	302,520
13	Boston, MA (South Station/Back Bay/Route 128) - Providence, RI	268,951
14	Portland, OR - Seattle, WA	254,100
15	Lorton, VA - Sanford, FL	228,894
16	Baltimore (Penn Station/BWI-Airport) - Philadelphia, PA	221,740
17	Chicago, IL - St. Louis, MO	207,325
18	Newark, NJ - Washington DC	204,029
19	Hudson, NY - New York, NY	194,449
20	Emeryville, CA - Sacramento, CA	192,727
21	New York, NY - Rhinecliff, NY	183,357
22	Harrisburg, PA - Philadelphia, PA	169,059
23	Washington DC - Wilmington, DE	166,727
24	Metropark, NJ - Washington, DC	166,341

<sup>33</sup> Rail Passengers Association analysis of Amtrak Fiscal 2017 ridership data by station.

25	Normal, IL - Chicago, IL	166,022
26	New York, NY - Trenton, NJ	154,520
27	Los Angeles, CA - Solana Beach, CA	137,782
28	New Haven, CT - New York, NY	136,926
29	Richmond, CA - Sacramento, CA	129,583
30	Seattle, WA - Vancouver, BC	127,638

Source: Rail Passengers Association, Amtrak 2017 ridership report

Amtrak’s State-Supported network is made up of 28 short-distance routes (less than 750 miles), in which Amtrak receives a share of funding from 17 states through 20 agencies to operate trains within and through these states. Together these trains carried 15.4 million passengers in Fiscal Year 2019.<sup>34</sup> In the Northeast, the State-Supported routes include trains such as the Valley Flyer from New Haven, CT, to Greenfield, MA, and the Downeaster between Brunswick, ME, and Boston, MA. The Northeast portion of the State-Supported network covers Connecticut, Maine, Massachusetts, New York, Pennsylvania, and Vermont. The Central states within this network include Illinois, Michigan, Missouri, and Wisconsin, with trains such as the highly popular Hiawatha between Milwaukee and Chicago. Among the Southern states – Texas, Oklahoma, Virginia and North Carolina – there are routes like the Heartland Flyer between Oklahoma City and Fort Worth, or the Carolinian between Charlotte and Washington, D.C. The Western states of California, Oregon and Washington are outside users of this network, accounting for 6.45 million riders or 19.8% of Amtrak’s overall ridership – approximately 42% of the 17 states’ total ridership on State-Supported services came from these three states.<sup>35</sup>

In addition, the Western states rely very heavily on Amtrak’s long-distance routes. The Long Distance trains consist of 15 routes of more than 750 miles, ranging from the 780-mile Capitol Limited between Washington, D.C. and Chicago, to the 2,728-mile Texas Eagle between Chicago and Los Angeles via Dallas. As with many other travel modes, these Long Distance trains connect major cities (like Chicago and Los Angeles or New York and Miami), but just as important is their role in connecting small communities to one another and to the large endpoint destinations. For example, Amtrak’s City of New Orleans links Chicago and New Orleans, but also serves 18 other stops along the way – places like Greenwood, MS, or Hammond, LA. With 20 stations served, a passenger can make trips involving any one of 190-possible city-pair combinations and, depending on the route, approximately 80% or more of all Long Distance train travel takes place in this way between intermediate stations.<sup>36</sup>

Long distance National Network trains contribute as economic engines in the communities they serve. *Rail Passengers Association’s* 2018 study of the economic contributions of Amtrak’s Southwest Chief showed that in Kansas, Colorado and New Mexico alone, the train contributes

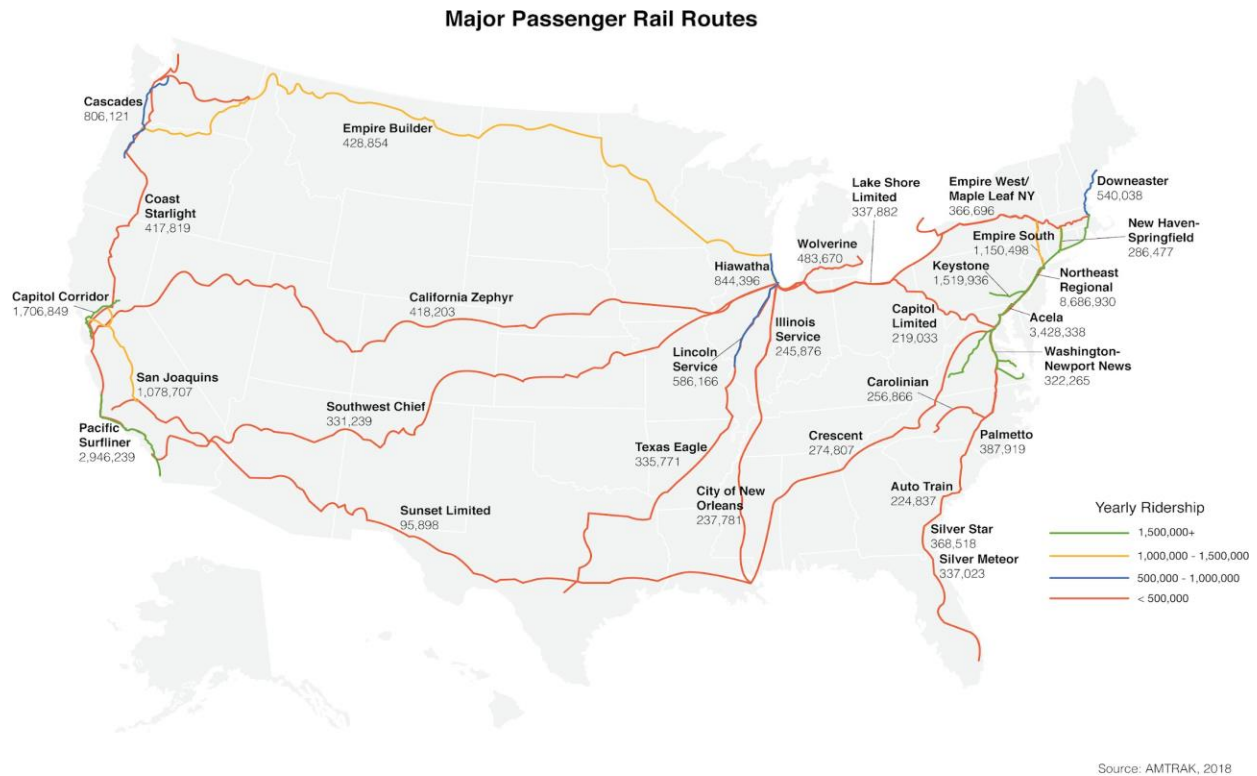
<sup>34</sup> Amtrak FY 2019 Company Profile, <https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/nationalfactsheets/Amtrak-Corporate-Profile-FY2019-033120.pdf>.

<sup>35</sup> <http://media.amtrak.com/wp-content/uploads/2019/11/FY19-Year-End-Ridership.pdf>.

<sup>36</sup> Rail Passengers Association analysis of Amtrak 2019 ridership data.

\$180 million per year to the local economies – more than three times what Amtrak spends to operate the entire 8-state route from Illinois to California through Iowa, Missouri, Kansas, Colorado, New Mexico and Arizona.<sup>37</sup>

MAP 3: Major Passenger Rail Routes, 2018



## Ports

U.S. ports 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.<sup>38</sup>

According to a recent Cruise Lines International Association (CLIA) report, cruise passenger embarkations from U.S. ports rose 5.4% from 2014 to 2016, to 11.66 million – a new high. Passenger growth produced economic gains. Spending by the cruise lines and their passengers

<sup>37</sup> Univ. of Southern Mississippi Trent Lott Center/Rail Passengers Association (2018) “Bustituted: The Socioeconomic Impacts of Replacing Southwest Chief Service Over Raton Pass” [https://www.railpassengers.org/site/assets/files/8060/southwest\\_chief\\_economic\\_impact\\_study\\_final\\_bbb\\_1-11.pdf](https://www.railpassengers.org/site/assets/files/8060/southwest_chief_economic_impact_study_final_bbb_1-11.pdf)

<sup>38</sup> 2018 Cruise Industry Outlook. December 2017. Cruise Lines International Association.

and crew in the U.S. rose 3.2% to \$21.69 billion in 2016. This is 15% higher than it was in 2011, and a new peak in cruise industry expenditures in the U.S.<sup>39</sup>

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-going cruise ships are on order and slated for delivery between 2018 and 2027 with an average capacity of 2,356 passengers each.<sup>40</sup> This represents a \$69.1 billion investment by cruise lines in new vessels.

To keep pace with that demand, ports serving the cruise industry must invest in infrastructure to accommodate new vessel designs, greater numbers of passengers per sailing, and the growing use of liquefied natural gas (LNG) as a maritime fuel to power cruise ships to meet new global emissions standards which took effect in January 2020.<sup>41</sup> Of the total number of cruise ships on order and scheduled to enter service by 2027, 26 will be LNG-powered.<sup>42</sup>

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 was the second-busiest cruise port in the world.<sup>43</sup>

This facility, known as "Orlando's Port", (or "the 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 drive from/to four international airports: Orlando International (MCO), Sanford International (SFB), Daytona International (DAB), and Orlando Melbourne International (MLB). Orlando International, one of the 15 busiest airports in the U.S., is also the busiest airport in Florida with 16 million total passengers in 2017. Intermodal connections to and from ports are vital.

Florida ports have invested billions in 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 ports process

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<sup>39</sup> "The Contribution of the International Cruise Industry to the U.S. Economy in 2016." August 2017. Business Research & Economic Advisors Report prepared for Cruise Lines International Association.

<sup>40</sup> *Cruise Ship Orderbook*. November 2018. Cruise Industry News.

<https://www.cruiseindustrynews.com/cruise-news/cruise-ship-orderbook.html>.

<sup>41</sup> "No delays to implementing shipping fuel sulfur cap in 2020: IMO." September 25, 2018. Reuters. <https://www.reuters.com/article/us-asia-oil-appec-imo/no-delays-to-implementing-shipping-fuel-sulfur-cap-in-2020-imo-idUSKCN1M521U>.

<sup>42</sup> *Cruise Ship Orderbook*. November 2018. Cruise Industry News.

<sup>43</sup> <https://www.portcanaveral.com/Cruise/Port-Cruise-Facts>.



over 16.1 million cruise passengers, over 62% of all cruise passengers visiting the U.S.<sup>44</sup>

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<sup>44</sup> Florida Ports Council, Letter to U.S. House Appropriations Subcommittee on Homeland Security. June 8, 2018.

## U.S. DOT CHARGE TO THE NACTTI

Pursuant to the FAST ACT's mandate, the U.S. DOT charged the NACTTI with three tasks:

1. Define critical infrastructure. U.S. DOT requested the NACTTI identify major congested transportation facilities and corridors that U.S. DOT should consider as critical infrastructure and include among other things, how the committee defines "congested" and "critical," what information is used to identify major transportation facilities and corridors, and what criteria is used to rank the major transportation facilities and corridors.
2. Identify improvements to critical infrastructure. U.S. DOT requested the NACTTI identify critical infrastructure improvements that will alleviate significant congestion problems in major transportation facilities and corridors and include how the committee defines "improvements," what information is used to identify improvements to critical infrastructure, and what criteria is used to rank which critical infrastructure needs the most to least improvements.
3. Identify impediments to critical infrastructure. U.S. DOT requested the NACTTI identify impediments to improving critical infrastructure that will alleviate significant congestion problems in major transportation facilities and corridors and include how the committee defines "barriers," what information is used to identify barriers to improving critical infrastructure, and what criteria is used to rank the major transportation facilities and corridors from most to least barriers.

## CRITICAL INFRASTRUCTURE DEFINED

The NACTTI developed a consensus definition of “critical infrastructure” that U.S. DOT could use to identify major transportation facilities and corridors.

*"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 ports, 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 Infrastructure, consideration should be given to alleviating congestion and accommodating future growth along major corridors for long-haul travel and enhancing connectivity, reliability, efficiency, technology, safety and security between modes and to major destinations and tourism assets."*

## IMPROVEMENTS TO CRITICAL INFRASTRUCTURE

The NACTTI surveyed more than 500 tourism and transportation stakeholders to identify projects by state or region that meet the definition of “critical infrastructure,” focusing on projects that could address congestion or significant performance gaps in the national travel and tourism infrastructure network.<sup>45</sup> These are examples of the critical infrastructure projects that the NACTTI received. A more detailed project list is included as an appendix to this report.

### Highways, Roads, and Bridges

**Completion of Interstate-73, North and South Carolina:** The proposed route traverses the northeastern part of South Carolina through Dillon, Marion, Marlboro and Horry Counties. I-73 will connect Myrtle Beach with I-95 and I-74 in North Carolina. During the summer months, visitors from Ohio are the third largest number of visitors per state that the Myrtle Beach area sees (only behind SC and NC). The completion of I-73 will provide a direct route by automobile for Ohio visitors and create a more enjoyable travel and tourism experience. The completion of I-73 in South Carolina will also provide a direct route from Myrtle Beach to Michigan and the Great Lakes. From a public safety perspective, 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. The completion of 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, Arizona and Nevada:** Las Vegas, NV and Phoenix, AZ are the only cities in the country with populations of over one million people not connected by an interstate highway. Recognizing the importance of this corridor to interstate travel and freight movement, in 2012, U.S. Congress formally designated this corridor as the future Interstate 11. Both the Nevada and Arizona Departments of Transportation have been working on completing improvements to segments of the corridor and continue the 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, California and Nevada:** 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. It serves as the primary access route for interstate tourism between Southern California and Las Vegas. Overall, 270,000 vehicles per day travel this corridor, with over 42 million visitors annually,<sup>46</sup> including 2 million tons of freight valued at \$108 billion. The health of the corridor directly impacts the wealth of the region. As a popular long-distance route, congestion is inevitable. This congestion has the potential to deter travel, costing billions in lost spending and growth in both the region’s and the

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<sup>45</sup> The NACTTI, through U.S. Travel Association, created the survey.

<sup>46</sup> See NACTTI Report Index of Projects by State 2018, p. 62.

nation's economic 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, Ohio and Kentucky:** The Brent Spence Bridge carries both I-75 and I-71 traffic through the Greater Cincinnati and Northern Kentucky area. The bridge is a key segment of the U.S. Interstate Highway System, connecting 10 States (including Kentucky and Ohio) from Michigan to Florida. The bridge was listed as "fair" in the National Bridge Inventory in 2016.

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.

#### Airports and Air Traffic Control

**NextGeneration Air Transportation System Modernization Plan (NextGen):** One of the most important programs for improving travel and tourism in the U.S. is the FAA's NextGen plan. Launched in 2007, NextGen is not a single program or project or even a technology, but an 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 the 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.

**Philadelphia International Airport (PHL) Air Traffic Control Tower (ATCT):** This project includes the relocation of the existing air traffic control tower to make it NextGen-compatible, and the construction of a new air traffic control complex. This will positively impact the airport's ability to move aircraft and people more efficiently.

**Portland International Airport (PDX) Terminal Core Redevelopment (TCORE) Project:** The 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.

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 accommodate 33 million annual passengers, which the airport anticipates by

approximately 2045.<sup>47</sup> Additionally, the project addresses congestion at many 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 it to adapt to future changes in air travel.

**San Diego International Airport (SAN) Development Plan:** San Diego County Regional Airport Authority's master planning effort includes Terminal 1 replacement; a new on-airport entry roadway; dual-level roadway and curb front; expanded parking; and airfield improvements. These improvements are 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. The Terminal 1 replacement and related improvements included in the development plan will optimize the airport site to accommodate demand while maintaining high levels of passenger satisfaction.

## Passenger Rail

**Hudson River Bridges and Tunnels, New York and New Jersey:** The Northeast Corridor (NEC) is a major artery for travel, tourism and business in the U.S. New York and New Jersey are at the heart of the NEC, on which Amtrak, New Jersey Transit, Massachusetts Bay Transportation Authority, CTrail, Metro-North Railroad, Long Island Rail Road, Southeastern Pennsylvania Transportation Authority, Maryland Area Regional Commuter, and Virginia Railway Express<sup>48</sup> run over 2,200 daily trains carrying over 800,000 travelers.<sup>49</sup>

Today's NEC infrastructure requires investment for a range of projects,<sup>50</sup> including two new Hudson River tubes and rehabilitation of the 110-year-old Hudson River tunnel. The 260 million annual passenger trips going through that corridor<sup>51</sup> today are bottlenecked through this two-track tunnel, which was damaged by saltwater inundation from Superstorm Sandy and requires frequent, disruptive maintenance.<sup>52</sup> Without this infrastructure upgrade, the Corridor's economy could grind to a halt, an economy that all by itself accounts for 20% of U.S. GDP. Additionally, 17% of the U.S population and 97 of the Fortune 500 companies are headquartered within the NEC.<sup>53</sup> A project of this magnitude that affects the entire country's economy should not rely solely on state and local funding.

The Northeast Corridor is an example of a vital national resource whose needs go well beyond

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<sup>47</sup> See NACTTI Report Index of Projects by State 2018, p. 74.

<sup>48</sup> Northeast Corridor Commission, The Corridor. <http://nec-commission.com/corridor/>

<sup>49</sup> Amtrak, The Northeast Corridor. <https://nec.amtrak.com/>

<sup>50</sup> NEC Future, Selected Alternative. <https://www.fra.dot.gov/necfuture/alternatives/selected/>

<sup>51</sup> Amtrak, The Northeast Corridor. <https://nec.amtrak.com/>

<sup>52</sup> Hudson Tunnel Projects, Fact Sheet #4. Summer 2017.

[http://www.hudsonunnelproject.com/documents/fact\\_sheet\\_4/Hudson\\_Tunnel\\_Factsheet4-revA.pdf](http://www.hudsonunnelproject.com/documents/fact_sheet_4/Hudson_Tunnel_Factsheet4-revA.pdf)

<sup>53</sup> Northeast Corridor Commission (2014), "The Northeast Corridor and the American Economy" <http://nec-commission.com/app/uploads/2018/04/NEC-American-Economy-Final.pdf>

local concerns. NEC-connected communities generate \$2.6 trillion of annual economic activity.<sup>54</sup> The New York-area Regional Plan Association estimated that even a planned, orderly shutdown of one of the two tracks for reconstruction could cost the U.S. economy a net \$16 billion, a figure that could soar even higher in an unplanned emergency shutdown.<sup>55</sup> A shutdown on the Northeast Corridor could impact up to 20% of U.S. GDP.<sup>56</sup>

Likewise, investment in another tunnel project that would improve the NEC is the proposed North-South Rail Link project in Boston. By connecting Boston's North Station and South Station, this project would effectively extend the Northeast Corridor from Maine to North Carolina because it would enable for the first time, trains to seamlessly pass through Boston from points north and south rather than terminating at two separate stations one mile apart.<sup>57</sup>

### Multimodal and Emerging Transportation Systems

**Chicago Transit Authority Blue Line Project, Illinois:** This project would provide for improvements to Chicago's Blue Line subway route, which connects downtown Chicago and Chicago O'Hare (ORD) Airport. This project supports the O'Hare International Airport expansion and access for tourists and other visitors to the region. 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.

**Midtown Bus Terminal Master Plan, New York City:** The Port Authority of New York and New Jersey's Midtown Bus Master Plan effort is a roadmap for the development of bus facilities, including passenger gates and waiting areas, bus parking and layover areas, bus connections 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 NEC.

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 -

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<sup>54</sup> Northeast Corridor Commission (2014), "The Northeast Corridor and the American Economy" <http://nec-commission.com/app/uploads/2018/04/NEC-American-Economy-Final.pdf>

<sup>55</sup> Regional Plan Association (2019), "A Preventable Crisis: The Economic and Human Costs of a Hudson River Rail Tunnel Shutdown" <https://rpa.org/uploads/pdfs/Findings-and-Methodology-for-Assessment-of-a-Hudson-River-Shutdown.pdf>

<sup>56</sup> Northeast Corridor Commission (2014), "The Northeast Corridor and the American Economy" <http://nec-commission.com/app/uploads/2018/04/NEC-American-Economy-Final.pdf>

<sup>57</sup> Harvard Kennedy School of Government (2017), "Connecting the Northeast: A Cost Estimate for the North-South RailLink" [https://www.hks.harvard.edu/sites/default/files/centers/rappaport/files/NSRL%20White%20Paper\\_Silver\\_Final.pdf](https://www.hks.harvard.edu/sites/default/files/centers/rappaport/files/NSRL%20White%20Paper_Silver_Final.pdf)

51% by 2040.<sup>58</sup> Maintaining the existing building is complex and costly, due to the age and physical limitations of the structure. For example, 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. 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.

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<sup>58</sup> <https://old.panynj.gov/bus-terminals/pabt-master-plan.html>. Page 13.



## IMPEDIMENTS TO CRITICAL INFRASTRUCTURE

The NACTTI uncovered barriers to improving critical infrastructure in three broad areas: funding, organizational issues, and regulatory hurdles. Several potential solutions to address some of transportation's thorniest challenges are offered for U.S. DOT to consider. Additionally, the NACTTI provided recommendations aimed at unleashing technology and innovation in transportation projects.

### Funding

#### Define Scoring Criteria for Projects to Include Travel and Tourism

Current U.S. DOT guidelines for awarding discretionary grants do not include specific considerations for projects that improve national travel mobility or enhance the economic contribution of passenger travel. As the Honorable Joel Szabat, Assistant Secretary for Aviation and International Affairs, testified to Congress on June 19, 2019, the Nationally Significant Freight and Highways Projects program – referred to as part of the Infrastructure for Rebuilding America (INFRA) grants program – is critical for funding large scale projects that generate economic and mobility benefits.<sup>59</sup> In addition, the Better Utilizing Investments to Leverage Development (BUILD) grants program allows U.S. DOT to use merit-based, competitive reviews of proposed projects to award funding to those projects that most align with selection criteria, including safety, economic competitiveness, and quality of life.<sup>60</sup>

Unfortunately, the selection criteria and goals for federal discretionary grant programs such as INFRA or BUILD do not provide for specific consideration of projects that can improve the performance of a National Travel and Tourism Infrastructure Network (NTTIN), achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan (NTTISP), or leverage the economic contributions of travel and tourism. To address this oversight, U.S. DOT and Congress might consider updating the program goals, grant application guidelines, and project evaluation criteria to include consideration for projects that are vital to improving the performance of the NTTIN, achieving the goals of the NTTISP, and enhancing the economic contributions of travel and tourism. Federal grant programs such as the Surface Transportation System Funding Alternatives Program,<sup>61</sup> the Advanced Transportation and Congestion Management Technologies Deployment Program,<sup>62</sup> along with INFRA and BUILD, could be revised so that its scoring criteria include a travel and tourism component.

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<sup>59</sup> <https://www.commerce.senate.gov/services/files/138A42CD-34FB-4EA4-9EA9-AF7132575298>, page 6.

<sup>60</sup> Ibid, p. 7.

<sup>61</sup> The FAST Act established the Surface Transportation System Funding Alternatives Program to provide grants to States or groups of States to demonstrate user-based alternative revenue mechanisms that utilize a user fee structure to maintain the long-term solvency of the Highway Trust Fund.

<sup>62</sup> The FAST Act established Advanced Transportation and Congestion Management Technologies Deployment Program to make competitive grants for the development of model deployment sites for large scale installation and operation of advanced transportation technologies to improve safety, efficiency, system performance and infrastructure return on investment.

## Fees and Return on Investment

Infrastructure investments at the national, regional, and local level are funded 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 some instances, the fees 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. The NACTTI suggests the development of 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 (P3s), tolling stations, local user fees, and other forms of innovative financing are increasingly attractive tools for states and localities across the country.

U.S. DOT could also expand and incentivize P3s 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. The NACTTI also believe it is important to support investments in innovative public and private facilities, and projects and activities to attract new and repeat visitors to the U.S.

Public-private partnership 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.

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

North Tarrant Express/Interstate-35W Project, Texas: a reconstructed 10.1-mile stretch of I-35W from downtown Fort Worth, Texas to US 287, is a recent example of a P3 project that used U.S. DOT's Transportation Infrastructure Finance and Innovation Act (TIFIA)<sup>63</sup> 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 for a P3 were met, and the partnership's outcome has proven to be successful and supported by the community.

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<sup>63</sup> The TIFIA program provides Federal credit assistance in the form of direct loans, loan guarantees, and standby lines of credit to finance surface transportation projects of national and regional significance.

PortMiami Tunnel Project, Florida: a highly complex P3 initiative between the City of Miami, the Florida Department of Transportation, and Miami-Dade County that includes the design, build, finance, operation, and maintenance of the tunnel, which serves about 16,000 vehicles traveling through downtown Miami streets each weekday. This P3 project provides a direct connection from PortMiami to highways to Interstate-395 – while at the same time keeping an important economic generator competitive and making downtown streets safer by reducing congestion. This is another example in which all characteristics of a P3 were met, and the partnership’s outcome has proven to be successful and supported by the community.

Los Angeles World Airports Capital Improvement Project, California: Debt-rating agency Moody’s in November 2019 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 by using public-private partnerships for the construction of the Automated People Mover and Consolidated Rental Car Facility, and by fixed construction price contracts for terminal renovation projects managed by airlines.”

The NACTTI notes that U.S. DOT’s Build America Bureau, which is meant to help streamline the federal approval process, could also facilitate P3 projects.

## Organizational Barriers

### Organizational Silos

There is a tremendous amount of planning, research, and data collection by different government agencies. In many instances, this data is not shared with other departments, agencies, or outside organizations, and a landscape of organizational silos is created. The NACTTI suggests that removing these organizational barriers could provide more efficient use of data and resources to benefit travel and tourism planning. U.S. DOT could implement the recommendations of the Tourism Policy Council, which is a coordinating committee made up of leaders of nine Federal agencies whose role is to coordinate national policies and programs relating to international travel and tourism, recreation, and national heritage resources which involve federal agencies. The NACTTI suggests that U.S. DOT review the status of the Tourism Policy Council’s recommendations and consider those that enhance Department travel and tourism goals.

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

## Regulatory

### Streamline the Permitting Process

The NACTTI believes U.S. DOT could fully implement the recent “One Federal Decision” (OFD) executive order.<sup>64</sup> As a signatory to the memorandum of understanding implementing OFD, U.S. 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 NACTTI urges U.S. DOT to track the progress on these key reforms.

### Enforce Concurrent Review Requirements

The 2012 Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) 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 requires state and federal permitting reviews to run concurrently for a “covered project,” if doing so does not impair a federal agency’s ability to review the project. The NACTTI urges U.S. DOT to work with the White House Council on Environmental Quality (CEQ) to ensure this requirement is enforced. The NACTTI suggests that U.S. DOT create a list of these reforms and their implementation status in one document and place it on U.S. DOT’s website to ensure transparency. U.S. DOT could 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 the speed of project delivery.

## Technology

### Overview

As we work to improve brick and mortar transportation infrastructure, U.S. DOT could ensure that industry and government simultaneously implement technological solutions to improve the transportation network’s efficiency and expand traveler choices. This would often include incubating promising technologies, which, 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. U.S. DOT could work with private industry to develop goals, standards, and metrics as it relates to travel and tourism infrastructure projects. Additionally, U.S. DOT could strongly encourage federal research and technology programs to be more daring when envisioning the future of these projects.

### Coordinated Master Plan for Emerging Technology

Time-to-market is critical in technology implementation. The NACTTI suggests 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-

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<sup>64</sup> Executive Order (E.O.) 13807: Establishing Discipline and Accountability in the Environmental Review and Permitting Process for Infrastructure Projects, issued on August 15, 2017.

market across transportation modes. This panel could conduct an inventory of all active relevant U.S. DOT Committees, Programs, or Initiatives to determine value, interconnectedness, and priority under the new framework. Further, U.S. DOT could 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.

### Incentivize Technology Development

U.S. DOT could improve federal funding programs and transportation policies to encourage and incentivize deployment and utilization of technology across all modes. The NACTTI believes existing Federal programs could be reviewed and amended to ensure that support is available for innovative projects and activities that harness technology to improve multimodal travel options. Examples of these existing Federal programs include direct project funding, and loan programs such as TIFIA or the Railroad Rehabilitation and Improvement Financing (RRIF).<sup>65</sup> These technologies can enhance travel mobility and enable a seamless journey for the traveler. Whether these technologies are ones that we can already identify – autonomous vehicles, hyperloop, personal vertical-takeoff-and-landing (VTOL) vehicles, or biometric passenger processing – or technologies we haven't yet identified, U.S. DOT and industry need to be prepared to foster their development and use.

### Emerging Technology and Data Reporting

U.S. DOT 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 existing transportation sector but create new ones through innovation. U.S. DOT could increase prioritization of multimodal projects and integrated functions operated through intra- and inter-agency groups. To support this, U.S. DOT could reshape modal data reporting to emphasize multimodal planning rather than strictly route identification.

### 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 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. U.S. DOT could actively support projects to provide real-time travel data at all modal levels, from the streets to the skies. We could encourage communities to support platforms for intelligent transportation systems to provide improved mobility options for everyone. U.S. DOT can take the lead in addressing challenges that often delay or inhibit the development, deployment and utilization of technology and innovative transportation solutions.

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<sup>65</sup> The RRIF program authorizes U.S. DOT to provide direct loans and loan guarantees up to \$35.0 billion to finance development of railroad infrastructure.

## 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 accounts 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 prerequisites for economic success and private investment, improving our quality of life, and strengthening our national security.

In this report, the NACTTI has identified both improvements and impediments to critical infrastructure. The creation of a National Travel and Tourism Infrastructure Network (NTTIN) can be used to prioritize investments, guide federal policy development, and encourage collaboration across all transportation modes. We have offered solutions to tackle barriers, ranging from modernizing funding mechanisms to better aligning policy work among U.S. DOT's modal agencies and streamlining regulatory processes to improve value. Based on the information provided throughout this report, the NACTTI makes the following five recommendations:

## RECOMMENDATIONS

### 1. Establish a National Travel and Tourism Infrastructure Network (NTTIN).

To inform planners, private-sector stakeholders, and the public about where major travel flows occur and to prioritize investments, guide federal policy development, and encourage collaboration across modes, the NACTTI recommends that U.S. DOT establish a NTTIN comprised of the facilities, corridors and systems that accommodate a significant portion of long-haul travel and multimodal connectivity to major destinations and attractions. The NACTTI suggests that U.S. DOT consider the following as major elements of the NTTIN:

- **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;
- **Ports** that accommodate significant volumes of cruise passengers;
- **America's Marine Highway Routes**, all-water routes that serve as extensions of the surface transportation 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 and bus systems, rental car facilities, rideshare services, autonomous vehicles, and new or innovative transportation technologies.

## 2. Assess the condition and performance of the National Travel and Tourism Infrastructure Network (NTTIN).

Building on the establishment of the NTTIN, the NACTTI recommends that U.S. DOT assess the condition and performance of the NTTIN. The NACTTI believes that an assessment is essential for establishing national priorities, guiding investment decisions, and informing federal policymaking and should consider the following:

- How effectively the NTTIN 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 NTTIN restrict long-haul travel mobility and future demand; and
- How mobility gaps and critical travel infrastructure projects along the NTTIN address the future growth and vibrancy for long-haul travel.

## 3. Align Federal policies, programs, and resources to achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan.

There are existing federal policies and programs at U.S. DOT that address transportation infrastructure. However, these same policies and programs do not account for the travel and tourism industry's impact on the U.S.'s aging transportation infrastructure. Therefore, to assist U.S. DOT in its efforts to include travel and tourism in an infrastructure strategic plan, the NACTTI recommends that U.S. DOT align Federal policies, programs, and resources and consider the following:

- Modernize funding mechanisms, formulas, and new entrant contributions;
- Place greater emphasis on Return on Investment (ROI) of projects and project benefits that impact travel and tourism;
- Develop scoring criteria to better identify and prioritize projects that enhance travel mobility and tourism; and
- Remove organizational barriers to foster data sharing across government agencies and modal programs.

## 4. Provide State and local agencies with resources to achieve the National Travel and Tourism Infrastructure Strategic Plan (NTTISP).

U.S. DOT provides essential leadership, guidance, and tools to help state and local agencies achieve important federal policies. State and local transportation agencies play a vital role in helping U.S. DOT achieve federal policy goals and execute its strategic plans. The NACTTI recommends U.S. DOT implement policy changes to ensure State and local transportation agencies align long-term planning and investments to achieve the goals of the NTTISP and consider implementing the following:

- A National Multimodal Travel Infrastructure Network (NMTIN) to identify

mobility gaps across state lines that are critical to connecting and facilitating long-haul travel (50 miles or more) to and within the United States;

- A National Multimodal Travel Program to develop long-term plans and capital improvement projects that ensure the efficient movement of people on the national transportation network with a focus on addressing mobility gaps; and
- A Projects and Corridors of National Significance Program to provide grant assistance to major multimodal projects that may not otherwise be supported through existing programs and that would generate economic benefits which accrue beyond local areas and states.

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

Many of U.S. DOT's existing authorities and programs are equipped to have a direct and positive impact on travel, tourism, and passenger mobility. However, travel and tourism are not always incorporated into departmental policymaking or the administration of federal programs. Thus, the NACTTI recommends that U.S. DOT leverage existing initiatives and programs to enhance the economic contributions of travel and tourism, and suggests the following to be considered:

- Streamline the federal permitting and environmental review process;
- Expand the use of biometrics for security and facilitation;
- Develop regulatory guidelines for the testing and implementation of new and innovative transportation technologies;
- Align and coordinate across U.S. DOT modes down to a regional/local level (*i.e.*, integrated planning, execution, and measurement);
- Maximize the impact and reach of the Tourism Policy Council (TPC);
- Incorporate new technology across modes and incorporate both private and institutional expertise into long-range planning;
- Focus on funding, incubating and deploying innovative technologies, new projects and transportation options;
- Re-shape Federal funding programs and policies to incentivize technology deployment; and
- Foster data-sharing on modal connections to promote better mobility and easier travel.

U.S. 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 NACTTI stands ready to continue to support U.S. DOT to help shape a sound and effective travel and tourism strategic plan.



**APPENDIX 1: PROJECTS BY STATE, 2017 AND 2018**



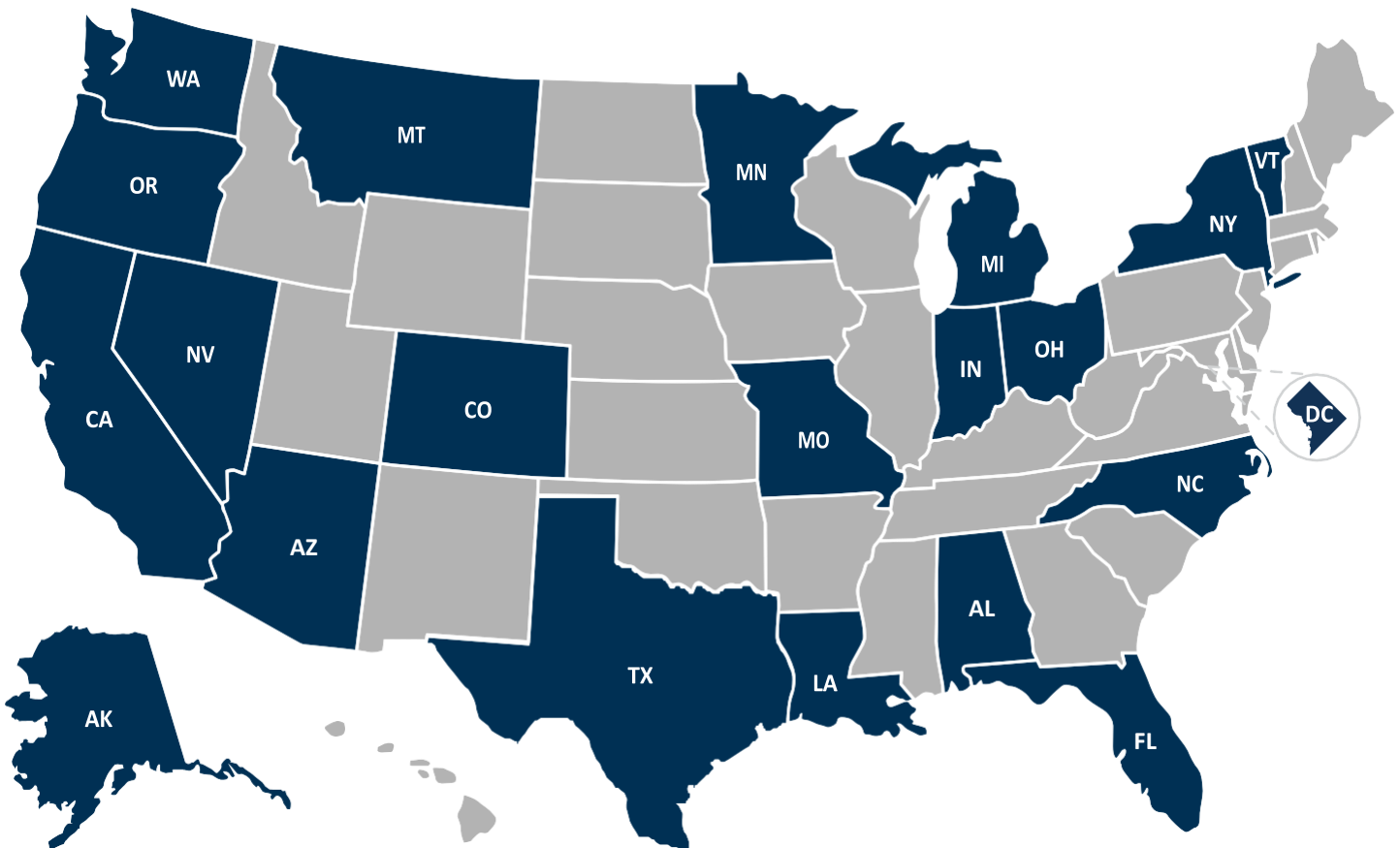
# PROJECTS BY STATE (2017)

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.



# CALIFORNIA

## 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 billions of dollars in foregone economic output each year. Border wait times in the San Diego-Baja California region for commercial trucks – the primary conduit of binational trade – frequently range from two to four hours. These hours-long delays are undermining productivity and industry competitiveness. The goal of the project is to create a seventh border crossing along the California/Mexico border, in San Diego and Tijuana. The Otay Mesa East would be California's first tolled vehicle border crossing, providing fast, predictable, and secure crossing via tolled roads that connect directly to a state-of-the-art POE that serves both personal and commercial vehicles. The goal is to operate the new POE with a 20-minute border wait time.

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

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

Border congestion in the San Diego-Baja California region costs the United States 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.

## 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

**TOTAL PROJECT COST:** \$2,200,000.00

## 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



# CALIFORNIA

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.

**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.

**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 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 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.

**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 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 is 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



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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



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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.





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**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.

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.

**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



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## 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 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.

## PROJECT #22:

Circle Drive Bridges

## SUBMITTED BY:

City of Colorado Springs

## BRIEF PROJECT DESCRIPTION:

Circle Drive Bridges consist of four individual bridges that were all built in 1963. The service life of bridges built in this time was 50 years. These bridges have received three structural improvements since their inception: 1.) In the fall of 2010 repairs were made to the pier caps; 2.) In 2012 and 2014, scour protection at the pier 3 and 4 footings was installed with bank protection. 3.) In 2015-2016, the piers were patched where there was significant cross-sectional loss diminishing the bearing capacity. The issues currently affecting these structures include random cracks and pot holes in the decking, exposed reinforcing, scaling and efflorescence, leaking joints and rust on the rocker bearings, plates, girders and railings.

**TOTAL PROJECT COST:** \$16,000,000.00

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

South Circle Drive is a major thoroughfare used by motorists to access the southern portion of the city as well as the I-25 corridor; it is listed as a Fed Aid road. If these bridges were to fail, motorists would have to use Academy Blvd, which would add a significant amount of time to their commute and could possibly overload the, all ready, heavily traveled Academy Blvd which serves as the main route to access Fort Carson Army Base.

## 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 in to 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:

Improve roadway safety by reconstructing correct road grades and modifying drainage facilities. The new design raises the



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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 PopesBluff 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



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**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.



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**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 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



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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 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



# DISTRICT 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

## 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 widened 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 allow access to Runways 1L/19R and the deicing apron. The additional connections provide greater flexibility and increased efficiency.



# DISTRICT OF COLUMBIA

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 shortcoming 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

hold pad, new taxi lane access, and deicing fluid collection infrastructure.

**TOTAL PROJECT COST:** \$24,000,000.00

**PROJECT #54:**

Dulles Access Highway Overlay (DTR)

**SUBMITTED BY:**

Metropolitan Washington Airports Authority

**BASIC PROJECT DESCRIPTION:**

The Dulles Access Highway is in 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

**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.

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".

## 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



# 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

**PROJECT #65:**

Indianapolis International Airport Updates

**SUBMITTED BY:**

Indianapolis Airport Authority

**BASIC 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

**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 I-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 I-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



# 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 capital 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:

I-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

#### BASIC 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:

This project offers tremendous access improvement for the nations CyberCommand Center and Four-Star Nuclear Command Center. The military would favorably view this investment.

**TOTAL PROJECT COST:** \$80,000,000.00

### 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 in 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



# MICHIGAN

## 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 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?

Major segment of IBT along Detroit River and for Detroit's nonmotorized system.

## 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 between Plainfield Township and Rose City.

## 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 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 the 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?

Preservation of pavement on the interstate.

## PROJECT #100:

Minnesota Department of Transportation and Commissioner Charlie Zelle

## SUBMITTED BY:

Minnesota Department of Transportation and Commissioner Charlie Zelle

## BRIEF PROJECT DESCRIPTION:

Unbound concrete overlay and bridge replacements between Chisago County Line and Snake River.

**TOTAL PROJECT COST:** \$30,000,000.00

## 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. Someday, 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 statewide 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.



# MONTANA

**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 stops 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 near 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

**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 #123:**

I-15 Hacienda 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 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 #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 improves access to downtown Las Vegas, supporting further development of symphony park, downtown Las Vegas has undergone redevelopment which has revitalized the central business district in Las Vegas. Symphony Park is home to the Smith Center for the Performing Arts, the Lou Ruvo Brain Center and the World Market Center, a national showcase for furniture.

**TOTAL PROJECT COST:** \$15,000,000.00

**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.



# NEW YORK

## **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:** \$29,300,000.00

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

Increased coastal commerce in terms of commercial traffic at ports, commercial and charter fishermen, and recreation & tourism.

## PROJECT #134:

Overlook Clearing for the Blue Ridge Parkway

## SUBMITTED BY:

Blue Ridge Parkway Association; National Parks Service

## BRIEF PROJECT DESCRIPTION:

Clearing the Overlook Vista's along the Blue Ridge Parkway that visitors frequent specifically for the scenic views and beauty. Through vista restoration work, visitors can fully appreciate and take in the natural scenery that this area has to offer. The Blue Ridge Parkway was designed to maximize the wonderful scenic views that allow visitors to stop and enjoy the natural beauty. The purpose of creating the Blue Ridge Parkway was to "conserve the scenery and preserve the natural and culture resources of the park's designated natural areas". Visitors come to the Blue Ridge Parkway for the views – but these views are now being obstructed with natural over-growth. The effort will aim to target trees that are blocking the view, by removing or pruning them in a way that minimizes impacts to natural resources. (<https://www.friendsbrp.org/what-we-do/stewardship-today/overlook-clearing-project/>) The Blue Ridge Parkway, which runs 469 miles from the Shenandoah National Park in Virginia to Cherokee, N.C., has had several budget cuts including in 2015 when it had to cut \$784,000 part way through its fiscal year. That translated to a reduction in staff from about 300 people, including seasonal workers, to about 240. As of 2015, the Parkway has a 10 year, \$450 million backlog of deferred maintenance (including overlook clearing). The Parkway's current maintenance budget of \$7 million can do little to chip away at this perpetual maintenance issue.

**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, 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 long standing 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:

Willamette 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 a 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."



# TEXAS

**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 #146:**

Northeast End Around Taxiway & High Speed Exit

**SUBMITTED BY:**

Dallas-Fort Worth International Airport Board

**BRIEF PROJECT DESCRIPTION:**

The northeast EAT includes the extension of Taxiways P, M, and J 2,650 feet beyond the northern ends of Runways 17R/35L and 17C/35C to provide clearance from the ALSF2 approach lighting system.

**TOTAL PROJECT COST:** \$110,000,000.00

**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 allow 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.

**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 end-around 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 southwest end-around taxiway will allow aircraft landing on Runways 13R and 18R 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 pavement 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





# TEXAS

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



# VERMONT

**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 down town 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—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 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



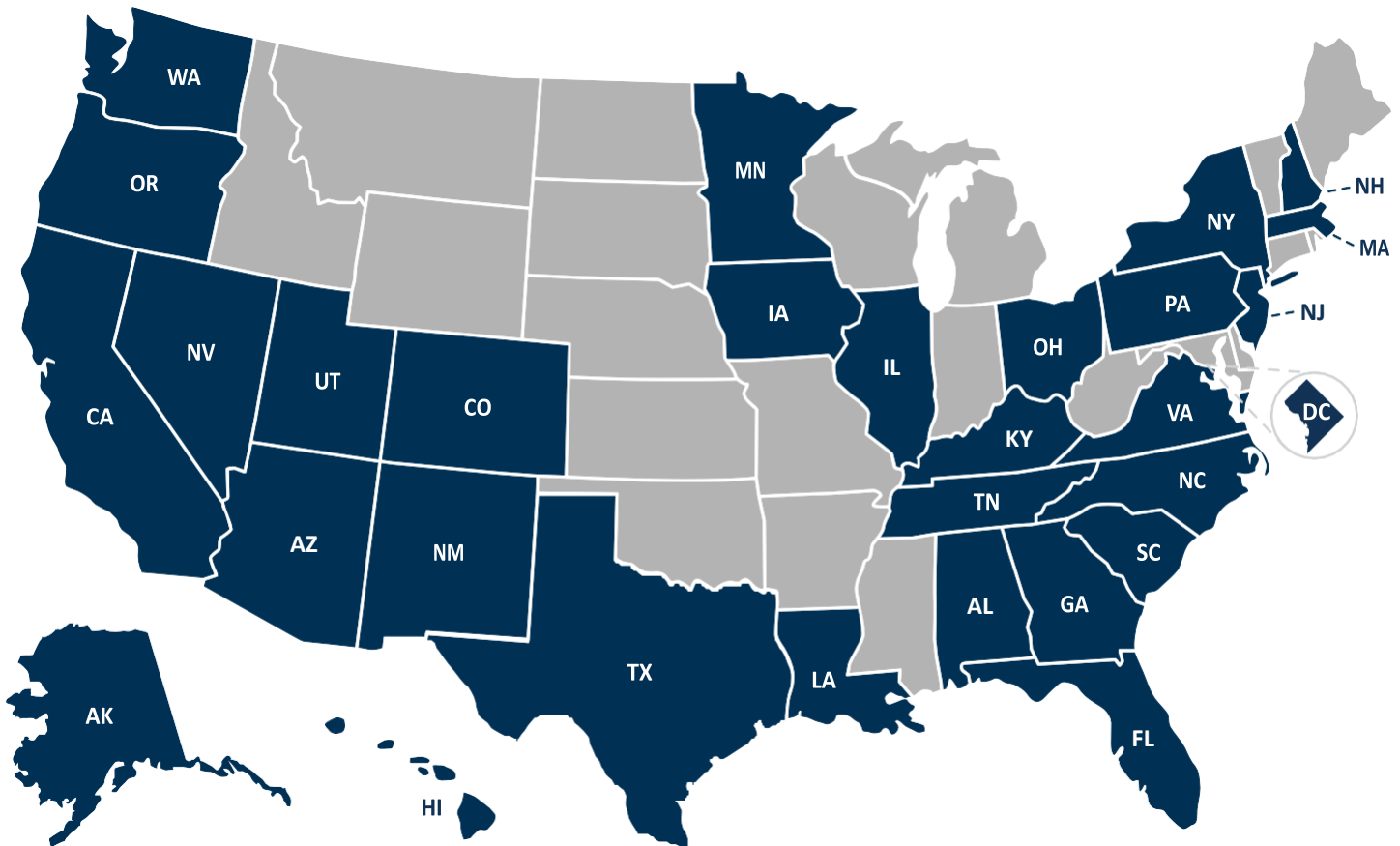
# PROJECTS BY STATE (2018)

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.



# ALABAMA

**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 square 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.matsuvallyvisitorcenter.com](http://www.matsuvallyvisitorcenter.com)



# ARIZONA

## 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. Currently, no funding has been identified to pay for the Tier Two evaluation. The project is divided into several "segments of individual utility," which can be studied and funded independent of each other. The segment running south from Wickenburg connecting to either existing east/west Interstate-10 or Interstate-8, is most critical in making the full Interstate connection to Las Vegas possible. These two segments are most likely to move forward first in the overall construction of Interstate-11.

**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.

## 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.

## 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

**ESTIMATED TOTAL INVESTMENT:** \$9,500,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**  
\$8,000,000

**ESTIMATED TOTAL STATE INVESTMENT:**  
\$0

**ESTIMATED TOTAL LOCAL INVESTMENT:**  
\$1,500,000

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**  
\$0

**CURRENT STATUS/ESTIMATED START AND END DATE:**  
Unknown, funding gap exists.

### 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

## 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

**ESTIMATED TOTAL FEDERAL 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

**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



# 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.



# CALIFORNIA

## 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 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 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



# CALIFORNIA

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 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 Geronio 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 I-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



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## 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.



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## ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?

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 curbside: 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.

## ESTIMATED TOTAL STATE INVESTMENT:

The Airport Authority is evaluating a variety of funding structures to finance construction.

## ESTIMATED TOTAL LOCAL INVESTMENT:

The Airport Authority is evaluating a variety of funding structures to finance construction.

## ESTIMATED TOTAL PRIVATE SECTOR 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.

## 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:

Project estimated to create 1,200 jobs

## 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)



# CALIFORNIA

## 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.



# CALIFORNIA

## 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.

### 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.

## 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).



# COLORADO

## **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:**

Phase 1. State date: 2018. Est. completion date: 2021.



# 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:

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 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

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

Unknown

## 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:

2022 - 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 surface movement of aircraft on the airfield must be efficient in order to maintain the capacity of the airfield and the overall NAS.



# DISTRICT OF COLUMBIA

**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

**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:**

200

**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 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:**

This project addresses Sterile Corridor Critical Access Security System, Supervisory Control and Data Acquisition System, Common User Terminal Equipment (CUTE) System, Security Systems (Video Management, Access Control and Alarm Monitoring, Physical Security Information Management, Security Network, etc.), Multi-User Flight Information Display System, and other Airport Electronic Systems.

**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

**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:**

200

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

500

**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.





# 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:

Committed capital projects: Structures- south terminal complex expansion, Terminal C phase 1, runway improvements and rehabilitation. Security- north terminal security checkpoints and security systems (biometric), access control security enhancements (Gate E50 reconfiguration), closed circuit television improvements (TSA). Systems- north terminal central energy plant upgrade, airside 2 & 4 APM system updates.

Uncommitted capital projects: Structures- terminal C phase 2, Landside levels 1 & 2 refurbishment, various airfield rehab, development infrastructure, Heintzelman Blvd Extension. Systems- airside 2 & 4 APM system replacement, east airfield fuel farm, fiber infrastructure projects phase 2, technology enhancements.

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

## 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. 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 is 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.

**TOTAL PROJECT COST:** \$500,000

**ESTIMATED TOTAL INVESTMENT:** \$500,000

**ESTIMATED TOTAL FEDERAL INVESTMENT:**  
\$400,000

**ESTIMATED TOTAL STATE INVESTMENT:**  
\$50,000

**ESTIMATED TOTAL LOCAL INVESTMENT:**  
\$50,000

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**  
TBD

## 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

## ESTIMATED TOTAL LOCAL INVESTMENT:

\$19.1 million

## ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:

N/A

## 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 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 #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



# FLORIDA

## 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.



# GEORGIA

## 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.

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

This project will help to facilitate the direct employment of more than 800 full time and seasonal workers.



# 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.





# 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:

\$800 million in cumulative economic output or activity for the State; \$200 million in cumulative earnings; 2000 jobs

## 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

### 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



# 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 economic 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?

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 economic 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



# ILLINOIS

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 #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?

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 #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



# ILLINOIS

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?

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 economic 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 #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)

## BASIC PROJECT DESCRIPTION:

Due to the high volume of trucks on I-80, local safety concerns, and other travel needs, I-80 east of US 30 should also be expanded to include managed lanes, with a full examination of options that improve operations across the whole I-80 corridor (in conjunction with RSP 36) and includes consideration of truck-only lanes, full facility tolling, and managed lanes. This project is also supported in the Will County Community Friendly Freight Mobility Plan.

**TOTAL PROJECT COST:** \$460,000,000

## 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 economic 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.



# ILLINOIS

## 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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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 #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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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 #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?

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

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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?

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 economic 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 #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 Tristate (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.



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**TOTAL PROJECT COST:** \$1,520,000,000

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

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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 economic 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)





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## 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 economic 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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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)

## BASIC PROJECT DESCRIPTION:

This project would reconstruct the Forest Park Branch of the Blue Line, which is in a deteriorated condition. It includes full modernization of existing infrastructure and upgrades for future capacity increases. The project will reconstruct and reconfigure the Forest Park Terminal and Yard. The CTA's Blue Line Vision study was conducted in coordination with IDOT (Illinois Department of Transportation)'s planning process for the Eisenhower reconstruction (RSP 30), and CTA and IDOT should continue to coordinate these closely related projects throughout their reconstruction. This project would have a high economic impact for the investment required as well as benefits to EDAs (Economically Disconnected Areas).

**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 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 #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)



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## 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 #68:

CTA Red Line South Extension, RSP 57

### NAME:

Tom Kotarac

### CITY:

Chicago

### SUBMITTED BY:

Chicago Metropolitan Agency for Planning (CMAP)

## BASIC PROJECT DESCRIPTION:

Residents of the South Side of Chicago and the near south suburbs suffer long transit commute times. By extending the Red Line south to 130th Street from its current terminus at 95th Street, the area it serves would see improved access to jobs, particularly by easy transfers to CTA rail downtown, and reduced travel times. The project is relatively cost-effective at increasing ridership and has a high benefit to EDAs (Economically Disconnected Areas). Because it will also allow for a larger yard, it will help address capacity constraints

on the whole line. The large park-and-ride lot to be constructed at the 130th Street station will provide new commute options for southern Cook County as well. Value capture through the TFIA (Transit Facility Improvement Area) legislation should be used to help fund the project.

**TOTAL PROJECT COST: \$2,070,000,000**

## 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),



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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

## 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 #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



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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.



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## 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 Johnsborg 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.

## 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 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.

## 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



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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 P1, 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:

75th St. 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:

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



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## 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.

## 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





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## **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.



# IOWA

## 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 cannot 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



# KENTUCKY

## 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 must 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.



# LOUISIANA

**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 air fare 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.



# LOUISIANA

## 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.



# MASSACHUSETTS

## 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.

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

State analysis and recommendations are complete, and awaiting U.S. Army Corps delivery of their Major Rehabilitation

Evaluation Report (MRER), currently underway. The MRER finding of a need for new bridges vs. rehab existing will impact final financing required to be authorized by Congress.

The state's recommendation is that their road/intersection improvements only work if there are NEW bridges constructed by US Army Corps.

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

Based on even modest value-of time assumptions of \$20 per hour, the current delays during lane-drops to make bridge repairs cost in excess of \$200,000 in a single day or \$30 million over the course of a year (assumes 150 construction days). Not included in this figure is: 1- Loss of revenue from tourism when traffic delays deter visitors 2- Loss of revenue from tourism when traffic delays create a perception of Cape Cod as a place that is "hard to get to" 3- Impacts to the tourism sector would cripple the entire Cape economy; region- wide, sectors associated with tourism represent 30% of the Cape's economy.

## ANYTHING ELSE YOU THINK THE NACTTI SHOULD CONSIDER?

The Bourne and Sagamore Bridges are the only two egress points for the peninsula of Cape Cod. In the event of an impending natural disaster, under optimal circumstances mass travel off-Cape will result in gridlock with real potential to strand motorists on roadways at the onset of the severe event. Any sort of capacity reduction on either of these two egress points that adversely affects traffic flow patterns will exponentially worsen this condition.

## 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.)

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# 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.



# MID ATLANTIC (NY AND NJ)

## 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



# MID ATLANTIC (NY AND NJ)

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.

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## **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.



# MINNESOTA

**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.

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

Program reduces congestion at: curbside, departures hall check-in, security checkpoints, security exit security and congestion and accessibility improvements, baggage claim congestion reduction.



# 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 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 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 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:**

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



# NEVADA

## 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 to facilitate roadway improvement projects that will increase capacity and relieve congestion at the nation's 8th busiest airport. 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

## PROJECT #100:

Construct Automated People Mover (APM)—Terminal 1 to Terminal 3

### NAME:

Chris Jones

### CITY:

Las Vegas

### SUBMITTED BY:

McCarran International Airport (LAS)





# 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, I-15 north, I-15 South, Project NEON, and the future Tropicana Interchange project, all have addressed the capacity needs along the I-15 corridor. Once the limits of the feasibility study are addressed, the I-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 Inursion 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 MALSR 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) 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:

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 nation's 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 to keep up with infrastructure demand.



# NEVADA

## 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 Belenz

**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 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

**ESTIMATED TOTAL PRIVATE SECTOR 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 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 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 inter-state 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.



# NORTH CAROLINA

## 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 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 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, 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.





# NORTH CAROLINA

**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.



# OHIO

**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 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 5001' 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.



# OHIO

**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.



# OREGON

## 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



# OREGON

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. 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.



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## 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 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).

## 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 2013 to 2015. Within the Project limits, users experience approximately 5.5 hours of congestion, which impacts more than 100,000 daily drivers and 8,900 freight vehicles daily. In addition, the Project will widen and seismically upgrade eight

bridges, reconstruct eight bridges, completely remove one bridge and a portion of another, adjust the OR 43 and OR 99E interchanges to conform to the widened freeway, and add a NB auxiliary lane between OR 99E and OR 213.

**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 the 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.

Natural Area, Seneca Fouts State Natural Area, USFS lands trail on right of way easement, and Ruthton Park.

## 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

### 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.



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## 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 smalltown 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.



# PENNSYLVANIA

## 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) 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.



# SOUTH CAROLINA

## 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

## PROJECT SPONSOR

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 7.1 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.



# SOUTH CAROLINA

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.

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## 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:

SCDOT has contracted consultants for Environmental Assessment and Preliminary Engineering July, 2018 - July, 2020.

### 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.



# TENNESSEE

## 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 of 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:**

Start date: 2017. Est. completion date: 2023.



# TENNESSEE/VIRGINIA

## 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

## CURRENT STATUS/ESTIMATED START AND END DATES:

Draft Economic Impact Assessment complete. Next step is Capital Infrastructure Assessment by Commonwealth of Virginia and Norfolk-Southern Railroad. Project scheduled for 2019 to 2021. Projected service start date is 2022.

## 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.





# TEXAS

**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.

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**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 enroute 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 to their destinations. The Park works out of three roadside booths and one pedestrian booth to serve an 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 on-line 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 has 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

#### 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?

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



# VIRGINIA

**ESTIMATED TOTAL PRIVATE SECTOR INVESTMENT:**

Unknown

**CURRENT STATUS /ESTIMATED START AND END DATES:**

Unknown

**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 #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 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

**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



# VIRGINIA

**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

**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 #135:**

Concourse A (IAD)

**NAME:**

Erik Schwenke

**CITY:**

Dulles

**SUBMITTED BY:**

Metropolitan Washington Airports Authority

**PROJECT SPONSOR**

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

**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 - 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 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 #136**

Z Gates Expansion (IAD)

**NAME:**

Erik Schwenke

**CITY:**

Dulles

**SUBMITTED BY:**

Metropolitan Washington Airports Authority

**PROJECT SPONSOR**

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



# VIRGINIA

**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). The benefit of this project to the transportation network is expanding domestic gate capacity as enabling project to expand international gate capacity 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:**

200

**PROJECT #137:**

Baggage Handling System Improvements-Inbound &amp; 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

**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:**

February 2020 - 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). 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



# VIRGINIA

## 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

## 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

## PROJECT #139:

Dulles Airport Access Road Improvements/Resurfacing

### NAME:

Erik Schwenke

### CITY:

Dulles

### SUBMITTED BY:

Metropolitan Washington Airports Authority

## PROJECT SPONSOR

Metropolitan Washington Airports Authority

## BASIC PROJECT DESCRIPTION:

The Dulles Access Highway is in 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.

**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





# VIRGINIA

## PROJECT SPONSOR

Metropolitan Washington Airports Authority

## BASIC PROJECT DESCRIPTION:

This project addresses Sterile Corridor Critical Access Security System, Supervisory Control and Data Acquisition System, Common User Terminal Equipment (CUTE) System, Security Systems (Video Management, Access Control and Alarm Monitoring, Physical Security Information Management, Security Network, etc.), Multi-User Flight Information Display System, and other Airport Electronic Systems.

**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

## 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 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



# VIRGINIA

## 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



# VIRGINIA

## 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 HRBT widening project is one of the most important pieces of "critical infrastructure" ever proposed for Hampton Roads. The widening would provide 6 to 8 lanes in capacity (up from 4 lanes) along 3.5 miles of I-64 and the HRBT corridor from Settlers Landing Road in Hampton to I-564 in Norfolk. The project would also be one of the most costly in Virginia's history. This widening is vital to the current and future movement of people within Hampton Roads and absence of the project would have an extremely adverse effect on the regions security, safety and economic growth including a debilitating impact on the Hampton Roads, and 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 #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.

**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.