

Project Title	Description	Sponsors/Organization	Cost Projections	Region/State	Benefit to Tourism	Contact
<p>The first half of the list are the top 21 projects selected, that best fit the 30%+ shovel ready requirements. Projects focus on: Benefits to Tourism, Probability of 2017-2018 start dates, Level of design and construction plans, Nationwide connectivity, and Multi-modal connection. Projects were chosen from varying regions across the country, for better representation.</p>						
Seward Passenger Dock	The Alaska Railroad owns and operates a passenger dock and facility in Seward, Alaska. This dock, built in 1966 after the 1964 Alaska Earthquake, was constructed for the movement of freight between Anchorage, the Alaska interior, the lower-48, and worldwide. As the dock has aged, its primary use was transitioned from freight to passenger use. Currently, the dock is the terminal port for approximately 75% of the cruise passengers visiting southcentral Alaska and the interior. It is also the only dock in south central that can handle two cruise ships at the same time. The dock also serves as an intermediate port for the US Navy and the US Coast Guard, and the home port for the R/V Sikuliag, the University of Alaska's research vessel. Now over 50-years old, the dock has reached the end of its useful life. Most heavy freight has been moved to a new dock constructed 15-years ago. The Alaska Railroad has made some capital investments to extend the projected life of the dock approximately 8-years, but the need to start the process for replacement is imminent. The Alaska railroad is completing a Seward Marine Terminal Master Plan (expected final completion in summer 2017) which has identified the short term need to replace this dock. The Alaska Railroad management is weighing several possible design alternatives and the financing required to fund the replacement.	Alaska Railroad	\$95 M	Alaska	(Y) - This single piece of infrastructure is critical not only to the Alaska Railroad, but to the tourism industry throughout the railbelt and the cruise line industry. No other facility in south central can handle the volume of cruise line traffic should this dock be taken out of service. No other cruise dock in Alaska provides the direct access to rail, motor coach, air, or non-motorized transportation. Moreover, due to the cost of marine construction and the necessary scope, it does not appear feasible that the cost of replacement can be fully supported by private industry.	Brian A. Lindamood - Director (Capital Projects) 907.265.3095 office   907.441.6088 mobile
Bridge 147.5 Erection	The existing pony truss style bridges are re-purposed structures from the re-construction era in Europe after World War II. Installation of these bridges on the ARRC system was accomplished during the early 1950's. In the early 1970's Engineering began monitoring these structures when 263,000 lb freight cars began moving on the ARRC system. In early 2000's a structural evaluation of these structures was accomplished as these structures were nearing the end of their useful life. This report confirmed the structures were undersized for their current demand. In 2011 ARRC invested in a pony truss strengthening project when cracks in certain weld types were noted. This program was intended to support continued operation of these structures for a ten year period. The engineering is nearly complete, and the majority of the material (including the bridge spans) has been acquired. What remains is the final project permitting, final design, and bridge erection.	Alaska Railroad	\$7,800,000	Alaska	(Y) - This particular 7-span bridge (666-feet) is on the part of the ARRC system with the highest traffic volumes, and is the only rail connection between the ports of Anchorage, Whittier and Seward have to Fairbanks, Denali Park and the interior. This corridor handles up to 6-8 passenger trains per day during peak periods. If the bridge were to be placed out of service, all rail service would be suspended until it were to be replaced. This outage would also effect the logistical chain of military Stryker brigades stationed in Fairbanks as this is the sole rail connection between Fort Wainwright and Eielson AFB and the Port of Anchorage	Brian A. Lindamood - Director (Capital Projects) 907.265.3095 office   907.441.6088 mobile
South Denali Visitor Center Development: Phase 2	Phase 1 completed. Phase 2, currently in need of funding, would add an additional three mile road to the top of Curry Ridge, design and construct South Denali Visitor Center, and upper interpretive trail system. This destination facility will serve Alaskans and out-of-state travelers, local school groups and package tours. The vision is for a high quality facility that offers a range of opportunities for learning and recreating. It will provide visitors of various abilities a chance to experience alpine and subarctic tundra environments and opportunities to view Denali and the Alaska Range. Phase II is planned to begin once funding is secured.	Mat-Su Borough, Alaska and Mat-Su Convention & Visitors Bureau	\$22.4 Million	Alaska	(Y) - The visitor center and trail system could engage visitors for an hour, half-day or all day. Diverse opportunities (such as interpretation of natural and cultural resources, viewing Denali, short walks, long hikes, educational programs, hands-on exhibits and viewing film) and information about the regional recreational opportunities, safety and emergency assistance will be provided to accommodate diverse visitor interests and background	Bonnie Quill - Executive Director, Mat-Su Convention & Visitors Bureau 907-746-5001
Ikivik Deep Sea Port Project	To build a 7 mile road with port at the end. Current status/estimated date for start of construction and completion: Design ongoing, about 75% complete. With funding, construction could begin in 2018. Estimated direct and indirect job creation and private sector investment generation - If constructed with force account: Indirect: 3 Direct: 50. If project is contracted out: Indirect: 40.	Association Village Council Presidents Transportation Department	\$35 M	Alaska	(Y) - Benefits to the operation and performance of the transportation network, and the regional and national economy: Freight distribution and energy cost reduction in the long term to the region as a whole.	Camille Ferguson - Executive Director, American Indian Alaska Native Tourism Association Phone: 505-724-3592
Community House Remodel and Energy Upgrade	Facility remodel to increase utility for Sitka community and cultural programming, along with reroofing and conversion of heat plant to reduce operating costs. The Community House Remodel will update and make more functional the 20 year old building, designed originally to depict a modern rendition of a traditional Tlingit clan house. Initial Phase is complete, construction documents are at 90%; design work can be accelerated to be completely bid ready. Construction start day could start 4 months from funding award. Construction completion TBD, assumed at 1 year from construction start. The Community House Remodel has 90% construction documents that have been developed with thought and care to optimize the existing facility.	Sitka Tribe of Alaska	\$ 5 Million	Alaska	(Y) - The upgrade will include a kitchen and A/V upgrade to make the facility more appealing for broader community use. The upgraded dressing rooms will facilitate a more polished and professional experience for the hundreds of thousands of visiting tourists who come to visit SE Alaska and seek out STA cultural tour programs. The Northwest Coast style exterior House Posts will be refinished creating work for traditional artists, and the retail and administrative office area will be upgrade which will allow for additional staff employment.	Lisa Gassman - General Manager, Sitka Tribe of Alaska (907) 747-7380
Jilkaat Kwaan Cultural Heritage & Bald Eagle Preserve Visitor Center (JKCHC) – Phase 3	The JKCHC complex includes the Traditional Knowledge Camp, Hospitality House, and the main Heritage Center building. The Heritage Center is a museum quality cultural center facility where valuable historic and modern art collections are exhibited and protected; where artists work, display, and sell their art, and where visitors learn about and experience Chilkat Tlingit culture through exhibits and demonstrations. Currently access to the buildings is difficult for disabled visitors due to the gravel surface of parking and plaza areas, there is no walkway for people to safely observe the eagles from the river bank, and there is no comfortable place for visitors to gather outdoors to witness the bounty of the Preserve and scenic area. Phase 3 of the JKCHC comprises three components: 1 - elevated eagle viewing boardwalk that extends from the building to the edge of the Chilkat River; 2- Welcoming Plaza between the Hospitality House and the Heritage Center and landscaping surrounding the facilities; and 3 - Paved parking lot and entry driveway. Phase 3 includes completion of the exterior components, improve the safety of our visitors, increase accessibility for all, especially those with disabilities, and further the goal of serving as the visitor center for the Chilkat Bald Eagle Preserve. People from around the world visit the Chilkat Bald Eagle Preserve which was created by the State of Alaska to protect and perpetuate one of the world's largest concentrations of Bald Eagles in the world. Work on this 12 month project will begin in September 2017	Chilkat Indian Village of Klukwan	\$1,061,450 which includes construction, plants and materials, fees, owner costs, materials and escalation.	Alaska	(Y) - Will grow Cultural and Arts Tourism Opportunities: Southeast Alaska has a rich and vibrant Alaska Native culture. The visitor industry is incorporating some of this culture, art, and history into its offerings, but cultural and indigenous arts tourism are still underdeveloped. This project supports efforts to grow cultural tourism. Also, to advocate for Funding to Maintain Existing Recreational Infrastructure: Recreational opportunities are the reason many people choose to live in Southeast, and attracts tourists to the area. The proposed project improves recreational infrastructure along the Haines Highway, which is an Alaska Scenic Byway and a National Scenic Byway. The appeal of this scenic route and the quality of visitors' experiences will be improved by the increased cultural and recreational opportunities this project will fund. Those interested in area history, cultural traditions, and bird and wildlife viewing will benefit from these improvements.	Brian Willard - Tribal Administrator 907-767-5505 & Lani Hotch - Project Manager 907-767-5485

Phase 3C / US95 and CC215 NW Project (I-11)	Phase 3C of the Centennial Bowl will construct the northbound US95 to westbound CC215, the southbound 95 to eastbound CC215 and the eastbound CC215 to southbound US95system to system ramps.	Las Vegas Centennial Bowl	\$57 million	Las Vegas	(Y) - Las Vegas and Phoenix are the only two cities in the nation that are not linked by an interstate. Interstate 11 will enhance travel and commerce between Arizona and Nevada and eventually Canada and Mexico.	Ryan Arnold & Valerie Segarra, Las Vegas Convention and Visitors Authority vsegarra@lvcva.com T: 702-892-0711   Direct: 702-892-7650
Phase 3D/E US95 and CC215 NW Project (I-11)	Phase 3D/E of the Centennial Bowl will construct the remaining portion of the system to system ramps, the local interchange at Sky Pointe Drive and other local improvements as well as upgrade CC215 to a divided 6 lane freeway.	Las Vegas Centennial Bowl	\$111 million	Las Vegas	(Y) - Las Vegas and Phoenix are the only two cities in the nation that are not linked by an interstate. Interstate 11 will enhance travel and commerce between Arizona and Nevada and eventually Canada and Mexico.	Ryan Arnold & Valerie Segarra, Las Vegas Convention and Visitors Authority vsegarra@lvcva.com T: 702-892-0711   Direct: 702-892-7650
Completion of Interstate 73- Southern segment	This project is the completion of Interstate 73 (southern section only) in South Carolina, a 44-mile segment of interstate highway, connecting S.C. Highway 22 to Interstate 95 near Dillon, SC. Once completed, this highway will enhance capacity, reduce congestion, attract new industry, grow tourism and provide a vital evacuation route in the event of a natural disaster (e.g. hurricane). The southernmost section of I-73 will connect Myrtle Beach, SC to Interstate 95, an existing interstate highway that runs throughout the eastern U.S. Myrtle Beach would gain interstate access by connecting to I-95 without building the entire I-73 corridor. I-73 begins at the Michigan-Canada border and runs through MI, OH, WV, VA, NC, and SC. <u>50% design and engineering completed.</u> Construction could begin in 2017.	South Carolina Department of Transportation (SCDOT)	\$1.05 Billion. Most funding could come from non-federal sources. Local community has already paid for one-third of the road and is willing to pay for more than 50% of any remaining costs of construction.	South Carolina	(Y) - The Myrtle Beach M.S.A has consistently ranked as one of the five fastest growing regions in the nation between 2012 and 2015. Estimated 7% increase in tourism in the Myrtle Beach area; Travel efficiency to increase by 28%; Improved efficiency which will increase productivity in some industries; Reduced travel time, reduced travel costs; National Safety and Security: Could improve clearance time 5+ hours and save 40,000 lives during a major hurricane.	Brad Dean - Brad.Dean@VisitMyrtleBeach.com Office: (843) 916-7241   Mobile: (843) 458-2960
Portal Bridge North Replacement Project	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.	Amtrak, Port Authority of New York and New Jersey, NJ TRANSIT, and US DOT.	\$1.5 billion	Mid Atlantic	(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.	Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362
Baltimore & Potomac Tunnel Project	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.	MDOT, Amtrak & FRA	\$4.5 billion	Mid Atlantic	(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. One out of five Amtrak passenger trains, and over 30% of its ticket revenues depend on travel through Baltimore so investing in the B&P Tunnel is critical as passenger trips are anticipated to grow 21% by 2050. The B&P Tunnel Replacement Project will improve service reliability and help make Amtrak and MARC less susceptible to maintenance-related delays as riders visit tourism destinations up and down the corridor – but specifically with noticeable impacts in the Washington-Baltimore region.	Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362
D.C. to Richmond High Speed Rail Corridor	Part of the federally designated Southeast High Speed Rail Corridor, the Washington to Richmond Rail Corridor development project will incrementally develop a multi-tracked, multi-modal railroad connecting Washington, DC and Richmond, VA which will allow passenger trains to achieve improved travel times, increased service levels, and enhanced on-time performance. The project will lead to a 20 percent reduction of travel time between DC and Richmond increasing reliability. VDOT is leading a state-funded EIS of the corridor, and is expecting an ROD from the FRA in 2017. In addition to additional federal investment, administrative action within the U.S. DOT to facilitate the review process would benefit the project greatly.	CSX, Amtrak, D.C. DOT, Virginia DOT	\$5.2 billion (in 2024 dollars)	Southeast	(Y) - This project will increase rail capacity parallel to I-95 from Richmond to Washington, one of the most unreliable and heavily congested interstate travel corridors in the United States with limited roadway expansion capacity. Virginia Urban Crescent commuters waste 46.3 hours and \$952 annually due to traffic congestion; the Richmond to Washington corridor could have prevented 823,000 hours wasted in traffic in 2016. The project is also an integral phase of the broader Southeast High-Speed Rail Corridor, with future rail projects in North Carolina, South Carolina, and Atlanta predicated on the expansion of NEC-quality service south of Washington, D.C. By connecting the Mid-Atlantic and Southeast Regions with reliable, high-frequency passenger train service, this project will boost the movements of domestic and international tourists in both directions.	Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362

<p><b>Gulf Coast Rail Restoration Project</b></p>	<p>The New Orleans, LA – Orlando, FL passenger rail corridor linking the Gulf Coast to the rest of the nation was severed by Hurricane Katrina in 2005. After the hurricane caused significant damage to the CSX-owned rail corridor along the Gulf Coast, Amtrak was forced to suspend service east of New Orleans. Although CSX has since repaired the line for freight operations, Amtrak has yet to restore the service.</p> <p>The FAST Act created a FRA Gulf Coast Rail Service Working Group, which includes relevant states, to begin the restoration process, and Amtrak issued a restoration study in December 2015. Host railroad CSX completed a more rigorous scoping study late in 2016, and the interested parties are currently negotiating access costs. In the meantime, the FRA issued \$2 million in station redevelopment grants to 11 communities in Alabama, Mississippi and Louisiana for planning and construction purposes.</p>	<p>Southern Rail Commission</p>	<p>\$200 million</p>	<p>South</p>	<p>(Y) - Since rail service was discontinued, seven of the 12 communities between New Orleans and Jacksonville, Florida have no air service, and four have no intercity bus service, leaving those four areas without any public transportation option.</p> <p>Restoring train service will be an economic catalyst for the communities along the Gulf Coast by connecting growing population centers and tourist destinations; supporting diverse new jobs, health care, higher education, beaches, casinos and multiple military bases; and bring in additional sales tax revenues from tourists and visitors. A Gulf Coast train will provide an alternate mode of transportation for more than 5 million people annually visiting the beaches of southern Alabama alone, with similar numbers visiting the beaches of northwest FL and southern Mississippi. The train will support growing tourism industry which has increased revenue per available room by 27 percent in the Florida Panhandle, 20 percent along the Alabama Gulf Coast, 10 percent throughout the Mississippi Gulf Coast and 51 percent in Orleans Parish. Reconnecting these areas to the rest of the economy should produce a net benefit beyond direct investment in rail service by easing the Gulf Coast's isolation from access to other markets for travel and tourism revenue.</p>	<p>Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362</p>
<p><b>Amtrak Next-Gen Equipment Procurement</b></p>	<p>Building upon 15 years of high-speed rail service in the Northeast, Amtrak is working with Alstom to manufacture the next-generation of high-speed trainsets built to international standards, to replace the equipment used to provide Amtrak's premium Acela Express service on the heavily-traveled Northeast Corridor (NEC). As part of this multifaceted modernization program, Amtrak is also investing in infrastructure needed to improve the on-board and station customer experience and accommodate the increased high-speed rail service levels made possible by the new trains.</p>	<p>Amtrak and Alstom</p>	<p>\$2.45 billion</p>	<p>Northeast</p>	<p>(Y) - This procurement comes as demand for Acela Express service is as popular as ever, with many trains selling out during peak travel periods. The new trainsets will allow for increased service including half-hourly Acela Express service between Washington D.C. and New York City during peak hours and hourly service between New York City and Boston.</p>	<p>Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362</p>
<p><b>Chicago 75th Street Corridor Project</b></p>	<p>The 75th Street Corridor Improvement Project (75th St. CIP) is the largest project in CREATE Program, an effort to improve the efficiency of the region's rail infrastructure. The project is located in the Chicago neighborhoods of Ashburn, Englewood, Auburn Gresham and West Chatham along two passenger and four freight rail lines. The Illinois Department of Transportation has completed a Final EIS and ROD to determine how these railroad tracks can be "untangled" so that trains, vehicles, and pedestrians move more easily through these neighborhoods.</p>	<p>Illinois DOT, in partnership with FHWA, Chicago-DOT, and the Association of American Railroads.</p>	<p>\$0.862-\$1.014 billion</p>	<p>Midwest</p>	<p>(Y) - CREATE is an ideal Public-Private Partnership, with investments rail infrastructure benefitting both private sector freight shippers, rail passengers, and improve the quality of life in surrounding neighborhoods. CREATE will reduce travel times and improve reliability for Metra commuters and Amtrak passengers, and will increase capacity on Metra's SouthWest and Heritage lines.</p> <p>Additionally, investments will allow transportation companies to meet booming demand. The volume of imported and exported goods transported via rail to, from, or through Chicago is forecast to increase nearly 150 percent between 2010 and 2040. More high value products will be shipped via rail in the coming years, so efficient and reliable service will be increasingly important. With Chicago acting as a key national hub for the rail network, the infrastructure improvements planned through the CREATE Program are critical to fully unlocking the potential of the U.S. transportation system to serve significant future demand.</p>	<p>Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362</p>
<p><b>California High-Speed Rail Project</b></p>	<p>The California High-Speed Rail Authority has finalized a \$68 billion plan to construct a statewide high-speed rail system connecting Southern California to the Bay Area, via the Central Valley. The project has received roughly \$4 billion in federal funding, in addition to \$9 billion in voter approved bonds. The project also has a dedicated stream of funding from the state's polluters tax, with revenue estimated \$250 million per year. With 119 miles of active construction currently underway, the Los Angeles - San Francisco corridor is the most advanced attempt to bring express HSR to the US (capable of speeds of at least 150 mph on completely grade-separated, dedicated rights-of-way).</p>	<p>California High Speed Rail Authority</p>	<p>NO INFORMATION PROVIDED BY CONTACT</p>	<p>Southwest</p>	<p>(Y) - In 2013, there were 227 million person-trips to and through California, generating over \$109 billion in spending and directly supporting 965,800 jobs. 14 million international travelers visit California each year—a 20.6% share of all overseas travel to the U.S. High-speed rail will increase access to national parks and other agri-tourism opportunities throughout the Central Valley, drawing visitors from popular international airports in Los Angeles and San Francisco. The project would help bring economic opportunity to California's Central Valley, suffered a 12.6 percent unemployment rate in 2015, more than 4 percentage points higher than the statewide average. As population, tourism and the economy grow, California's international airports will rapidly hit capacity constraints. San Francisco International Airport (SFO) alone is projected to increase to 101 million passengers annually by 2035, from 48 million in 2015. To meet this demand, airport officials are encouraging fewer flights on heavily trafficked short-haul routes—such as SFO-LAX—in favor of increased transcontinental and international service. California's HSR system will be critical in maintaining intrastate mobility.</p>	<p>Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362</p>
<p><b>The Los Angeles – San Diego – San Luis Obispo Rail Corridor (LOSSAN Corridor)</b></p>	<p>The LOSSAN Corridor is the second busiest intercity passenger rail corridor in the U.S., carrying more than 2.7 million on Amtrak Pacific Surfliner intercity trains and 4.5 million on Metrolink and COASTER commuter trains each year. The 351-mile corridor connects 41 stations, with 150 daily passenger trains.</p> <p>Over the next 20 years, more than \$1 billion in improvements are planned in the San Diego County section of the LOSSAN corridor. These projects include double tracking, bridge and track replacement, new stations, new platforms, pedestrian undercrossings, grade separations, and other improvements, safety and operational enhancements to shorten trip times and increase passenger rail service. LOSSAN seeks to increase ridership, revenue, capacity, reliability, and safety on the coastal rail corridor from San Diego to Los Angeles to San Luis Obispo.</p>	<p>CalTrans</p>	<p>NO INFORMATION PROVIDED BY CONTACT</p>	<p>Southwest</p>	<p>NO INFORMATION PROVIDED BY CONTACT</p>	<p>Sean Jeans-Gail - V.P, National Association of Railroad Passengers, sjeansgail@narprail.org 202.408. 8362</p>

<p><b>Historic Columbia River Highway State Trail – Lindsey Creek Bench Cut and Lindsey Cut Bridge</b></p>	<p>The Historic Columbia River Highway, coupled with the Columbia RiverGorge National Scenic Area, presents a world class adventure right here in Oregon.The Lindsey Creek Bench Cut is a critical element of the project, connecting the trail connection between Wyeth and Viento State Park. The project is 100% designed and permitted. The Lindsey Creek Bench involves cutting into the existing rock cut south of Interstate 84 to create an additional high bench cut in the slope using cliff face construction. This will result in an exposed horizontal rock face with a rough texture and a jagged and irregular to that will parallel I-84. A rock fall mesh will be installed on the rock face. The mesh will mold to the cliff face and be colored to match existing rock. Construction begins Spring 2017</p>	<p>Oregon Department of Transportation/Travel Oregon</p>	<p>\$3 Million</p>	<p>Oregon</p>	<p>(Y) - Trail will provide a critical multi-modal connection through the Columbia River Gorge. Today, the only access between the communities of Hood River and Cascade Locks is along the narrow shoulder of Interstate 84. Presently there are no connecting roads between these communities, forcing cyclists and pedestrians commuting or travelling between the communities to the shoulder of an interstate with over 22,000 Average Daily Trips per day speeding at 65 miles per hour. Additionally, completion of the Historic Columbia River State Trail will provide economic benefits throughout the Gorge region. According to a recent economic Travel Oregon forecast, with the completion of both bicycle trail development projects – the Wyeth to Starvation Creek Trail project and Mitchell Point tunnel to Hood River project – bicyclists will provide an additional \$6.3 million in expenditures per year in the local communities throughout the Gorge. Additional bicycle recreation spending will support an added 82 full and part-time jobs with approximately \$1.7 million in earnings and \$270,000 in state and local tax receipts annually. The Columbia River Gorge National Scenic Area is the most highly populated Scenic Area in the country, making it the perfect tourist destination because of its natural beauty and welcoming communities. With landmarks like Multnomah Falls bringing in 2.5 million people per year, the reconnection of the Historic Highway will make it a world class destination and bring economic vitality back to the communities that were disconnected by the destruction of the original highway.</p>	<p>Kristen Stallman - ODOT contact for project, 503-288-8898; Todd Davidson, Director of Tourism for Oregon; traveloregon.com</p>
<p><b>North Port Cruise Terminal Roadway Network</b></p>	<p>Design/build project directly supports the safe and efficient movement of cruise passengers to and from four major cruise terminals in Port Canaveral. This roadway network ties directly into State Road 401, State Road 528, and Highway 95, all main arteries to and from Orlando, and all major airports in the region. This "last mile" project completely reroutes all traffic and commercial operations into all four terminals located on the north side of Port Canaveral. The project is currently advertised for bid with over 30% design and all permitting complete. <i>*Additional Info available upon request from contact*</i></p>	<p>Canaveral Port Authority</p>	<p>\$8 Million</p>	<p>Cape Canaveral, Florida</p>	<p>(Y) - The Canaveral Port Authority currently serves over 4 million cruise passengers per year and has projected growth in the next 5 years to reach 6 million passengers. Project aims to support current and future projected growth, massive tourism, and related infrastructure projects. Cruises and tourist passengers benefit.</p>	<p>Jim Dubea (NACTTI member)</p>
<p><b>Construction of two new ferries for the Cameron Parish crossing of the Calcasieu River Congressional District 3</b></p>	<p>Supporting a new natural gas export facilities and freight community serving the Calcasieu Ship Channel. Efficient investment considering the alternative route is 120 miles one way. This project is a critical connector to the expanding compressed natural gas/liquefied natural gas corridor as well as the only way to cross the Calcasieu Ship Channel when traveling the Creole Nature Trail All-American Road. The Creole Nature Trail All-American Road is one of only 43 designated All-American Road scenic byways in the USA and annually sees in excess of 300,000 visitors (which is HUGE in a parish of less than 10,000 people). In addition to the significant job creation in the private sector, this project will ensure the mobility of those engaged in this unprecedented expansion. There is a robust market for marine vessel construction that could be leveraged with this investment.</p>	<p>Lake Charles/Southwest Louisiana</p>	<p>\$18 million</p>	<p>Louisiana</p>	<p>(Y) - The Creole Nature Trail All-American Road is one of only 43 designated All-American Road scenic byways in the USA and annually sees in excess of 300,000 visitors (which is HUGE in a parish of less than 10,000 people).</p>	<p>Anne Taber Klenke - Tourism Director aklenke@visitlakecharles.org Lake Charles/Southwest Louisiana Convention &amp; Visitors Bureau direct: 337.502.4347   Cell: 337.802.2320</p>
<p><b>Highway I-94 (MORE INFO NEEDED)</b></p>	<p>Adding a third lane in each direction from TH 241 in St. Michael to Albertville. With its environmental documents &amp; staff approved layout, this project will be finalized this spring and ready for construction letting in late 2017. Will improve I-94 function as the gateway from the Twin Cities Metropolitan Area to northern and western Minnesota lakes, resorts, state parks and Federal lands. I-94 is one of the busiest freight corridors in the state/upper Mid-West. Improves I-94 function for travelers from North Dakota and western Minnesota to Metro area destinations, including the Mall of America, Minnesota Zoo, Target Field, US Bank Stadium, Hennepin Theatre District, Science Museum of Minnesota and Orchestra Hall. Improves chronic and worsening freight, travel and tourism congestion: of the 30 most congested travel hours on I-94, 75% occur during the summer travel season. - <a href="http://www.dot.state.mn.us/roadwork/future.html">http://www.dot.state.mn.us/roadwork/future.html</a></p>	<p>Minnesota Department of Transportation</p>	<p>\$ 70 Million</p>	<p>Minnesota (District 3)</p>	<p>(Y) - Capacity improvement for I-94 to enhance travel, tourism and freight movement. Improves I-94 function as the gateway from the Twin Cities Metropolitan Area to northern and western Minnesota lakes, resorts, state parks and Federal lands. Improves I-94 function for travelers from North Dakota and western Minnesota to Metro area destinations, including the Mall of America, Minnesota Zoo, Target Field, US Bank Stadium, Hennepin Theatre District, Science Museum of Minnesota and Orchestra Hall. Improves chronic and worsening freight, travel and tourism congestion: of the 30 most congested travel hours on I-94, 75% occur during the summer travel season. I-94 is also one of the busiest freight corridors in the state/upper Mid-West.</p>	<p>Claudia Dumont - Project Manager claudia.dumont@state.mn.us</p>