National Advisory Committee on Travel and Tourism Infrastructure
Record of Meeting
June 27, 2018
1200 New Jersey Avenue, SE
Washington, DC

Welcome and Introductions

Chairman, Eric Garvey, welcomed everyone to the meeting and reviewed the Committee's important charge and role as provided in the handout.

Call to Order

The U.S. Department of Transportation, Office of the Secretary of Transportation (OST), Laura Remo, Designated Federal Officer, announced this public meeting of the National Advisory Committee on Travel and Tourism Infrastructure (NACTTI) was published in a Federal Register notice. Only committee members may comment. The public may address the committee under public comment as long it's not disruptive. She called the roll of members. John Potter was absent.

Committee Members in Attendance

Name	Title	Affiliation
Chair: Eric Garvey	Executive Director	Space Coast Office of Tourism
Rosemarie Andolino	President & CEO	MAG USA
Juva Barber	Executive Director	Kentuckians for Better Transportation
Andrew (Andy) Cook	Mayor	Westfield, Indiana
James (Jim) Dubea	Vice President	TranSystems
Camille Ferguson	Executive Director	American Indian Alaska Native Tourism Association
Sean Fitzgerald	Vice President	Enterprise Holdings, Inc.
Bryan Grimaldi	Chief Operating Officer & General Counsel	NYC & Company, Inc.
David Harvey	Managing Director Business Development	Southwest Airlines Co.
Jim Matthews	President/CEO	Rail Passengers Association
Michael Anderson (for Sean Menke)	Executive Vice President President, Hospitality Solutions	Sabre
Peter Pantuso	President & CEO	American Bus Association

| Sharon Pinkerton | Senior Vice President Head of Policy | Airlines for America |

Others Present

Name	Title	Affiliation
Laura Remo	Designated Federal Officer	U.S. Department of Transportation
Sean Jeans-Gail	Vice President of Policy	Rail Passengers Association
Joseph Aiello	Northeast Field Coordinator	Rail Passengers Association
Capt. Jeffrey Flumignan	Director North Atlantic Gateway	U.S. Department of Transportation Maritime Administration
Curtis Thomas	Regional Field Administrator	Federal Motor Carrier Safety Administration
Stefan Natzke	Team Leader National Systems & Economic Development	Federal Highway Administration
Valerie Segarra	Executive Director of Strategic Initiatives	Las Vegas Convention and Visitors Authority
Beth G. Lemke	President	Planning Solutions Corp
Lynn Deavers	Ethics Attorney	U.S. Department of Transportation
Robert Mariner	Deputy Director Office of Infrastructure and Innovative Finance	Office of the Secretary U.S. Department of Transportation
Joe Hebert	Manager of Financial Analysis and Passenger Facility Charges	Federal Aviation Administration US Department of Transportation
Vanessa Balgobin	Management and Program Analyst, Airports Financial Assistance Division	Federal Aviation Administration U.S. Department of Transportation
Erik Hansen	Vice President Government Relations	U.S. Travel Association

Opening Remarks

Joel Szabat, Deputy Assistant Secretary for Aviation and International Affairs provided an overview of Secretary Chao's priorities, as follows: "1). Safety. Safety is always a priority for

every Secretary. The U.S. DOT sets safety standards and regulations and they must also address new technology, like driverless cars, and set a consistent nationwide standard for this new technology. 2). Infrastructure. 3). Emerging technologies. This includes driverless vehicles, drones, and many other technologies. All three of these priorities tie into tourism, especially infrastructure. We believe tourism travel has not been fully considered when making decisions on transportation investments and we believe this is what drove Congress to enact this legislation. There is a perfect window right now where there is interest in this topic as the transportation infrastructure funding plan is being developed. Once that process starts, it moves very quickly. We have a narrow window of opportunity in which to act. Our charge to you is that we want this job done well, but we also need it to be done quickly. The Department is looking for the Committee's recommendations by December 2018. The Committee members should use their own knowledge and existing, available data to identify critical needs for travel and tourism infrastructure. Where are the critical places that we need to make investments and why are they needed? The Department will then carry that message to Congress and the Administration when having the conversation about how to make additional investments in transportation infrastructure. To support you, the Department Staff has taken the statutory requirements that Congress has laid out and divided them into 2 working groups that we hope are both doable and meaningful in the timeframe we have. Part of your discussion, under Chair Eric Garvey's leadership, is to determine if these are the right factors to be looking at, or if we need to tweak them. If you think there is something missing, or something that should be done differently, feel free to add that. However, please always be mindful of the limited window of opportunity to provide input before Congress begins to craft a funding plan for infrastructure. We do not want to be coming up with recommendations after that. Look at what is reasonable to propose to the Department between now and the end of the year. Deputy Assistant Secretary Joel Szabat then thanked Chair Eric Garvey for his leadership and indicated he would be the one making the recommendation to the Secretary in December." He also thanked everyone on the Committee for their assistance.

2016 Meeting Recap

Chair Eric Garvey referred to the meeting minutes in the handouts and indicated that he put the meeting recap on the agenda since he was not at the previous meeting and needed the committee to review and approve them before he could certify them. He asked if someone from that meeting would like to provide a recap of the meeting. Valerie Segarra provided a recap of the December 8 and 9, 2016 meeting. She indicated that they formed into subcommittees and had accomplished a lot during their initial work efforts. She welcomed the new committee members and indicated that the information from the prior work can be provided to them. Bryan Grimaldi agreed that there was Committee work that was completed, and he requested that it be distributed to all current committee members. This should include the information that the previous Chair, Rossi had distributed in March of 2017 and an excel spreadsheet of critical projects that was developed. He requested that the Department provide an update on the status of these projects. Laura Remo indicated she would. Jim Matthews requested that this information be included as part of the official meeting minutes. Chair Eric Garvey indicated that procedurally since they

weren't distributed in advance they could be incorporated into these minutes, but that they would be distributed and made part of the subcommittee work and added to the record. Jim Matthews indicated that was ok. Rosemarie Andolino requested a status of the projects including approval status, and if any funding has been allocated. Camille Ferguson indicated that she had a copy of the list of projects with her and could provide it to the Department to be copied and distributed today. Department Staff indicated that could be done. Jim Dubea made a motion and Jim Matthews seconded the motion to approve the minutes of the December 8 and 9, 2016 meeting.

Discussion of Problem Statements

Laura Remo indicated the focus of the committee is on the problem statements that are included in the packet. " We need a recommendation from you by December on what should be included in the strategic plan. One of the Secretary's primary goals is infrastructure. The question for this committee is how travel and tourism impacts infrastructure. The Secretary is to provide an assessment of the current condition of the performance of the travel and transportation network. The Secretary is tasked with identifying the issues that create significant congestion problems and barriers to long-haul travel and tourism and providing a forecast of the next 20 years. We are looking for the Committee's recommendations first to include in the strategic plan, but also prepare us to present to Congress what should be included in the next authorization. It's perfect timing to ask for recommendations. The original problem statements we put forth seemed a bit lofty, so we rewrote them to better address the Committee's comments." She then reviewed the 2 problem statements.

First Problem Statement - Identify major congested transportation facilities and corridors that the Department should consider as critical infrastructure.

From your experience, and information provided, provide a list of the most congested facilities and corridors and ranking them relative to the most economic impact to tourism travel. We are looking for a list of 10-15 of the most important transportation facilities and corridors and a paragraph of justification as to why they were chosen.

The first step is to identify what are the critical corridors and facilities. The second is to identify what improvements are needed. The third is to identify barriers to tourism travel. A list of 10-15 projects and concepts (such as technology) and the justification or explanation for each.

Camille Ferguson asked whether they were looking for projects or concepts. Camille indicated she could suggest a project that would have a big impact on moving people and freight through the heart of America. Is that the focus of the Committee, or is it more providing comments on technological advances needed in general that are impacting people across the country?

Jeffrey Flumignan, Director, North Atlantic Gateway Maritime Administration, suggested the Committee state some basic principles about tourism travel; what the tourism sector values relative to travel.

Chair Eric Garvey asked how many projects were on the original list. The response was about 21 projects. Rosemarie Andolino cautioned that we should obtain the status on the list because they were shovel-ready projects and it was a year and a half ago. Many might already be completed.

Sean Fitzgerald indicated that it's an important consideration that the previous request was for a shovel-ready list – for the Administration to make a quick impact. He said that the top 15 most important projects aren't necessarily the same as the shovel-ready projects.

Camille Ferguson agreed. She indicated this direction is different than their previous direction.

Chair Eric Garvey questioned if that list aligned with the current request from the Department.

Rosemarie Andolino indicated that along the designated tourist corridors – the funding allocation formulas need to be adjusted to address the impact of tourism travel along these tourist corridors.

Chair Eric Garvey agreed that the definition of critical should include demand levels in the corridor.

Sean Fitzgerald indicated there may be a lot of parallels from the freight committee recommendations. He requested a copy of the Freight Recommendations from the committee and indicated the quicker we can receive it, the better.

Peter Pantuso stated that the problem statements have really changed regarding the overall focus of travel and tourism. The original discussion was about travel and tourism and the focus was on the customer. These statements are now about choke-points in the infrastructure. If the goal is about how tourism and travel integrates in transportation then it's a different discussion.

Laura Remo indicated that their intent is relative to the second goal he stated.

Peter Pantuso responded that travel and tourism across the country may not be the same as the top 10 or 15 projects. State lands and tribal lands are typically not in the top 15 transportation corridors.

Jim Matthews stated that "part of our charge is to define what is critical to us – the travel and tourism industry. So we could identify the corridors leading to these major tourism destinations as critical."

U.S. DOT staff agreed.

Jim Matthews continued, "So maybe we should start with the tourists and where they are traveling for the next 5-10 years and overlay that with the infrastructure. A key point is that the network can't handle the tourist travel now. Maybe we need to look at where tourists are traveling now and overlay that volume over the network.

David Harvey indicated you then define congestion and there are all kinds of data we have available and metrics such as slot controlled airports, on-time performance, delays and then the existing demand and forecasted demand.

Camille indicated there is additional data we should consider such as the number of RVs on the road. There area currently more RVs on the road than there are campground spaces available for them. Current legislation (the Native Act and the Explore Act) addressing getting tourists to the destinations.

Jeffrey Flumignan, Director, North Atlantic Gateway Maritime Administration, suggested that as the 2 subcommittees form, you may want to create drafting groups within the subcommittee – recording, taking notes and developing framework for the recommendation. By late October / early November the two subcommittees should have drafts and then form a final drafting committee for the overall recommendation that includes the two subcommittee recommendations and maybe the overall principles.

Sean Fitzgerald asked if the U.S. DOT has already identified the top 15 most congested corridors.

Jeffrey Flumignan, Director, North Atlantic Gateway Maritime Administration, indicated he wasn't aware of it because he is in the maritime industry.

Erik Hansen, U.S. Travel indicated they had completed an analysis of certain transportation corridors throughout the United States. "We haven't ranked them, but we certainly could. The heart attack map was for freight volume. There is likely a correlation, but passenger needs to be included."

Sean Fitzgerald noted that the infrastructure report card rated railroads very high, but commuter rail was not. He asked if that was accurate.

Jim Matthews indicated it was, but it was because railroads were based on freight movement. The improvements made to infrastructure that improved freight rail travel really had very little impact on improving passenger rail travel – like on-time performance, etc.

Rosemarie Andolino indicated that public transit needed to be evaluated across the board, not just rail transit, as international travelers are more likely to use all forms of public transportation.

Jim Matthews agreed.

Beth Lemke indicated that quality of travel is key to tourism travel, as well as intermodal connections to key destinations and destinations along the route.

Chair Eric Garvey stated that data is available and Erik Hansen with US Travel has agreed to work with us to provide additional data.

I also think the commerce study would have data that could be useful to us. I don't think the subcommittees will accomplish much without that information: data that is directly related to travel in our industry – tourism.

Juva Barber asked " How quickly can we obtain the information we have requested?"

Jeffrey Flumignan - there is no single repository for the data.

Jim Matthews indicated that's a problem they have indicated. Sean Fitzgerald indicated that would likely be one of the overarching principles this committee states.

Jim Matthews – The research committee spent the entire month of February working with the Bureau of Transportation Statistics (BTS) and other sources getting good tourism travel data. The Freight Committee made a recommendation to the Secretary about sharing of data. BTS doesn't talk to anyone. They don't use data they don't generate. Within FDOT and across different agencies, they need to coordinate and share data. Decision makers need to set policy to be implemented by research level staff to share data.

Camille – Freight Advisory Committee report is about 46 pages long. Is that the type of report we are expected to generate?

Jeffrey Flumignan – No. You are expected to generate a list of projects – maybe 2-3 per page, with a few guiding principles up front.

Juva Barber – We need to obtain the FACA recommendations from the Freight Committee as soon as possible.

Laura Remo – We can make copies and pass those out today.

Juva Barber – Any additional information from the travel industry regarding general principles would also be helpful.

Erik Hansen – US Travel has information available – not necessarily for the entire United States, but the first and last mile – interstates and then what happens when you get off the highway. A

lot of the projects are probably already out there. U.S. Travel could put out a survey that requested specific projects critical to tourism, passenger rail, etc. to each of its members.

Eric Garvey – conduct a survey of State Tourism Directors and use that as a source for the

Chair Eric Garvey – part of our view of critical is how it impacts travel. Who better to answer that than State Tourism Directors?

Rosemarie Aldolino – I was making the distinction between whether it is part of the plenary session and the definition of critical, or whether it is part

Chair Eric Garvey - NACTTI provide a list of major congested facilities and corridors, so my understanding is that the survey would be in support of developing the list of critical needs. Subcommittee #1 would provide ideas on improvements regarding the list. Subcommittee #2 would provide comments regarding impediments and barriers to these needs.

Sean Fitzgerald – give us your top corridor that is influencing tourism travel in your state.

Andy Cook – Are we supposed to come up with specific projects?

Jeffrey Flumignan - Yes, that's your charge.

Andy Cook - How are we supposed to do that without the data and without representation from all 50 states?

Sean Fitzgerald – We can narrow down states based on major travel destinations.

Rosemarie Aldolino – I just sent the original project list to staff for them to distribute. We also need to consider institutional barriers as well.

Erik Hansen – initial information can be provided within 2 weeks.

Jim Dubea – I want to return to the question of how the committee defines critical and congested infrastructure. A lot of work was done in the initial meetings. I don't think the Department has a definition for "congested and critical" as it relates to travel and tourism. It is important that this committee define it.

Jim Matthews – if we could set a deadline to define congested and critical – what that means to the tourism industry.

Chair Eric Garvey – does everyone have access to a google shared drive? I will take on that task and get a site set up that everyone can save their information to.

Chair Eric Garvey - What I have heard is that it is critical to develop the definition. We could attempt to do that now.

Jim Matthews – I don't think we have the data.

Jeffrey Flumignan – I suggest that you develop an outline of the report. Guiding principles, opening paragraph regarding the 2 problem statements, a list of projects – who is going to write them up and why they are on the list. You could Webinar to talk about travel data. Maybe another one to talk about projects.

Rosemarie Aldolino – I just sent you 3 lists, the top Cities, Regions and States visited by international travelers

Laura Remo recapped that she had a project list provided by earlier work of NACTTI and the 3 lists. She made copies of the referenced documents and distributed to the committee during a short break.

Chair Eric Garvey – we need to be data-informed, even for our work in the subcommittees. We need to identify sources and we are working are getting that data distributed. Rather than break into subcommittees, we will continue working in the full committee on the global problem statement. Then we will identify the members of each subcommittee and select a chair and scribe for each subcommittee. The scribe will write the report for the subcommittee. The subcommittees will convene in the next 2 weeks via teleconference. In the meantime, we will work on getting the information assembled and establishing the shared google drive folder.

Chair Eric Garvey - **How do we define congestion and the critical infrastructure needs?** It might be a different definition for the different modes.

Committee member responses:

- Multiple variables – not just volume
- Minutes of delay – like the point Erik Hansen made yesterday. By mode and by connection.
- How long the delay is occurring?
- Both time and frequency
- Experience – levels of tolerance – what is the tolerance level before the guest experience is degraded
- How do we make decisions informed by data – please provide sources of data relative to these specific ideas if you know of them
- Perception is important and is different than experience
- NPS – napa motor score – after you use a service, would you rate it good or bad. Would you use it again?
- Highway users – worst bottlenecks in the country – American highway users

- AMTRAK – CSI – customer satisfaction index – continuous sampling of riders. Fairly detailed. May not want to share.
- Can we request information from private companies (google maps, waze, etc.) or have them give us a presentation? They advise of travel disruptions and alternate routes.
- Smart cities – how does that align with destination/tourism travel? How does infrastructure start to communicate to a guest regarding tourism travel? Open-sourcing data, shared information, technology that talks to each other
- International City Managers Association has good high-level reports on trends with technology and impacts
- Trends by mode and by market – U.S. Travel has data
- Congestion – is it today only or when we say critical, is it also the future? Secretary must do 20-year forecasts. The now, the next (next 5 years), the future (10 years and beyond)
- Airplane manufacturers – best indicator of overall growth is tied to the gross domestic product. It is cyclical and tied to the economy.
- Blended forecasts of GDP based on forecasts from European Union, Government, NGOs, Goldman Sachs
- Seamless travel
- Should include low-hanging fruit/easier recommendations, but also the harder, longer-time solutions
- Identify risks – such as maintenance
- Answer central question and then state other key issues we have identified and why
- Airports – that City is the destination vs. connecting flight to other destinations
- Drive market – 12-14 hour drive time for cruise market
- Let US Travel data help define
- Megaregions – overlay that information
- Overlay of the key international gateways and destinations with the highway heart attack-type map, it might indicate key target corridors for investment
- Add to overarching statement – more coordination among U.S. DOT and travel and tourism agencies – high level decision-maker. Create a future framework – work on in subcommittee.
- Three types of travel - leisure, visiting friends/relatives and business. Are we only talking about leisure? It was the consensus that it was all 3.
- There was a discussion of bicycle facilities and connecting them to other systems, such as the waterways (i.e., East Coast Greenway and Atlantic Intracoastal Waterway). In the infrastructure report card, bicycle trails aren't mentioned. They are important but not critical. There is an easy way to address biking in the recommendations.
- National parks are important, as well. In the minutes from the first meeting – 1 billion visits annually to national parks. They are part of the system and should be categorized as critical.

Chair Eric Garvey indicated subcommittees should capture those issues in their work and report out on them. He indicated the members of each subcommittee and asked for volunteers for Chair and Scribe.

First Subcommittee – Improvements to Critical Infrastructure (list of members attached)
- Rosemarie Andolino – Chair
- Jim Matthews – Scribe

Data requested from previous committee work (data subcommittee). Safety data needed to include the safety perspective (one of Secretary's priorities) in the report.

What should the Subcommittee be focused on regarding improvements? Besides the specific list, what is the background or framework?
- Look at now, next and future

Second Subcommittee – Impediments to Critical Infrastructure (list of members attached)
- David Harvey – Chair
- Sharon Pinkerton - Scribe

David Harvey requested that as we went through the definition of critical earlier, he would like to list potential impediments/barriers.
- Financial resources – potential source to encourage P3s, inequity of emerging technology
- Relevant data
- Speed/time
- Regulatory
- Institutional
- Risks
- Security needs
- Technology/data privacy – barrier to seamless travel
- Government silos – including data silos – not willing to accept outside data sources
- Modes considered separately – versus thinking of it as a continuous trip / travel system
- Project delivery – timeframe to produce
- Political

Please convene the Subcommittees within the next 2 weeks. We will be efficient in getting the minutes out, the contact list out, setting up the dropbox or google drive and distributing data.

Rosemarie Andolino indicated the list distributed were all shovel-ready projects. They weren't ranked. Will await status update from U.S. DOT staff on progress on list.

Public Comment

Joseph Aiello, Rail Passengers Association made the following three comments:

1. Barriers – what about actual, physical environmental barriers? May want to include
2. Regional planning associations CMAP – "onto 2050" include bike and walk trails
3. Provided Senate Bill references: Native act (SB 1579) and explore act (SB 2395)

The Chair closed public comments.

Discussion: Next Steps and Future Meetings

Chair Eric Garvey discussed next steps. He indicated that the current plan is to meet December and December 6, 2018. A meeting prior to that is up to the group, or we could do a conference call. He indicated he would like discussion among each subcommittee and then let me know what you'd like to do. We need to include DOT staff in those.

Chair Eric Garvey asked if the group was ok with meetings being set up and let people join as they are available.

Working group sessions are outside of public advertising requirements. No vote can be taken if not publicly advertised.

U.S. DOT staff will follow up on advising policy on obtaining input and data from outside agencies.

Closing Remarks and Adjournment

Chair Eric Garvey indicated that a schedule of meetings would be developed. He adjourned the meeting at approximately 2:30 p.m. and advised everyone to gather for a group photo in the lobby.