National Advisory Committee on Travel and Tourism Infrastructure Meeting

National Advisory Committee on Travel and Tourism Infrastructure
Record of Meeting
December 4, 2018
1200 New Jersey Avenue, SE
Washington, DC

Members in Attendance

Name	Title	Affiliation
Rosemarie Andolino	President & CEO	MAG USA
Andrew (Andy) Cook	Mayor	Westfield, Indiana
Sean Fitzgerald	Vice President	Enterprise Holdings, Inc.
David Harvey	Managing Director of Business Development	Southwest Airlines Co.
Steve Hill	President and COO	Las Vegas Convention and Visitors Authority
Jim Matthews	President/CEO	Rail Passengers Association
Peter Pantuso	President/CEO	National Association of Railroad Passengers
Sharon Pinkerton	Senior Vice President Head of Policy	Airlines for America
John "Jack" Potter	President & CEO	Metropolitan Washington Airports Authority

Member Designees

Name	Title	Affiliation	Designee
Sean Menke	Executive Vice President	Sabre	Michael Hanson

Other Officials Present

Name	Title	Affiliation
David Short	Designated Federal Officer	U.S. Department of Transportation
Laura Remo	Committee Manager	U.S. Department of Transportation
Barbara Snoden	Committee Manager	U.S. Department of Transportation
Catherine O'Toole	Committee Manager	U.S. Department of Transportation
Joseph Aiello	Northeast Field Coordinator	Rail Passengers Association

Stefan Natzke	Team Leader	U.S. Department of Transportation Federal Highway Administration
	National Systems & Economic Development	
Valarie Segarra	Executive Director of Strategic Initiatives	Las Vegas Convention and Visitors Authority
Erik Hansen	Vice President	U.S. Travel Association
	Government Relations	
Anna Hansen	Policy Director	SB Capitol Solutions
Suzanne Sullivan	President	SB Capitol Solutions
Jim Kolb	Government Affairs Program Manager	Summit Strategies
Curt Cottle	National Travel and Tourism Office	U.S. Department of Commerce
	Policy and Planning	
Daniel Hoff		Metropolitan Washington Airport Authority
Brandon White		U.S. Department of Transportation
Jarrod Thompson		Airlines for America
Shadawn Smith	Director of External Affairs and Public Engagement	NYC & Company

Welcome and Introductions – Morning Session

The U.S. Department of Transportation, Office of the Secretary of Transportation (OST), David Short, Designated Federal Officer, welcomed the National Advisory Committee on Travel and Tourism Infrastructure (NACTTI)'s Subcommittee 1, which was tasked with defining critical infrastructure and identifying improvements to critical infrastructure. David thanked Subcommittee 1 and support staff for its hard work. He also thanked everyone for their patience in dealing with the government closure (December 5, 2018) for the mourning of George H.W. Bush.

Call to Order – Morning Session

David Short announced this public meeting of the NACTTI was published in a Federal Register notice. He stated that only committee members may comment. The public may address the committee during public comment as long it's not disruptive. David called the roll of the Subcommittee 1 members. Camille Ferguson, James (Jim) Dubea, and Bryan Grimaldi were absent.

Discussion of Subcommittee 1 Recommendations

Rosemarie Andolino (Rosie), Chair of Subcommittee 1, asked members to save-the date January 15, 2019 for the next meeting to be held. She said that the date is being confirmed by DOT. She thanked everyone for their time and noted that Anna Hansen is the note taker for the meeting. She thanked Jim Mathews for putting together Subcommittee 1's report. Rosie stated that she wanted to use today's meeting to go through the document paragraph by paragraph to talk about what further editing and highlighting needed to be done. She reminded members that they are going over content only and will fix grammar later.

Jim Matthews brought up the idea of including an executive summary of the report. He suggested providing one or two pages that would summarize the core of the recommendations and findings for those that may not read the full report. He asked if anyone had any issues with this.

Steve Hill commented that as they read through the report together they should choose what they really wanted to stand out and put that in a very direct statement. Then it could be highlighted in the executive summary. Rosie said she appreciated his comments since he had fresh eyes.

Steve added that it should be clear what their points are and need to decide what really matters. Jim Matthews agreed and suggested they highlight what the paragraphs are talking about. Rosie concurred.

Sean Fitzgerald stated that though the report was broken into several categories, it didn't feel like technology and innovation were a true barrier although they know they are. He said there might be an opportunity to better communicate that. Jim Matthews asked Sean if he included more narrative in his comments. Sean said he did not but that he will. He commented that in the second to last paragraph of page one there might be an opportunity to do that. He mentioned the statement "Our members uncovered barriers." Jim stated that they could take that idea and add it to the executive summary. Sean agreed and said he was thinking of examples like VTOL (Vertical Take Off and Landing), autonomous vehicles, etc. Steve Hill added demonstration models flying over Las Vegas.

Sean said that those sorts of emerging technologies and their impact on infrastructure need to be highlighted. He cited examples: smart cities, smart roads. Rosie added that pedestrian safety should also be mentioned.

Sean said that in section two, page 24, there is a brief snippet on technology. He suggested they use the same sentiment throughout the document. He gave example: "Technology time-to-market is critical in technology implementations."

Steve Hill suggested encouraging the federal government to implement less risk adverse programs like pilot programs. He stated that technology needs to reach a trial status and testing to see if the technology works. Peter Pantuso suggested adding this to the technology section instead of the executive summary. Jim suggested they add this into section two: Technology Heading. Steve said he was looking for a direct statement to get these technologies across the finish line. Jim added that ways should be sought to encourage more funding for technology innovation or seed funding for innovative pilot projects. Jim stated that in the Deploy Technology section, the members were looking at removing barriers. However, there will be projects that require federal dollars. Thus, "Deploying Innovation Technology" would change to "Deploy and Funding Innovative Technology" and asked if the Committee agreed. The Committee agreed and the word "Funding" was added to the "Deploying Innovative Technology" section heading.

Jim suggested adding the sentence "There may be projects or technology where federal funding is needed to make this happen." Valarie Segarra agreed it would help innovative technology. Jim added to the report: "This will often include incubating promising technologies, and in many cases would benefit from federal dollars." Valarie asked if they should give examples. Jim added to the report to read: "These technologies can enhance travel mobility and enable a seamless journey for travelers. Whether autonomous vehicles, hyperloop, personal vertical-takeoff-and-landing (VTOL) vehicles or even technologies we haven't yet identified, DOT and industry need to be prepared to foster their development and use."

Rosie asked about biotech which would also authenticate and enhance seamless travel. A discussion about biometrics took place.

Then Jim mentioned that they don't have a comprehensive list of projects on page 16 of the report. He said the committee could still add or make changes. Erik Hansen suggested that they provide a sentence at the beginning of each project noting that a more detailed description is in the appendix. He added that they could provide information on each project and how it did/did not fit in the definition of critical structure. This was followed by a discussion of specific airports, how their issues are unique, and which airport projects should be stated as examples in the report. Jim added to the report: "These examples of highway, road, bridge projects meet the NACTTI definition of critical travel insurance and illustrate…"

Rosie suggested they highlight LAX (Los Angeles International Airport) and the fact that they have issued some P3s (Public Private Partnerships) to deal with infrastructure/mobility gaps. It was agreed and the committee will add airports that are utilizing P3s to help meet their needs. Including port authorities as an intermodal example was also discussed and it was agreed that Peter Pantuso would work further on this.

A discussion took place on the maps to be used in the report and the colors used on the maps. All agreed that red should be used for bad and green for good.

After some discussion, Jim added information on the innovative financing at LAWA (Los Angeles World Airport) to page 23 of the report. Erik mentioned that they hadn't addressed a 10-year projection. He agreed to get stats/graphs/tables that will deal with projections and Sean will put together the piece using the data on travelers by aviation, road, and dollars spent.

The members had a general discussion of the airport section of the report to include PFCs, investment in airport infrastructure, and funding and then the morning session was concluded.

Welcome and Introductions – Afternoon Session

The full NACTTI committee (Subcommittee 1 and Subcommittee 2) attended the afternoon session. David Short welcomed the full NACTTI committee to the meeting and explained that since the committee chairman withdrew, he would act as the interim chair. He explained that they were working a compressed schedule today since the second day of the NACTTI meeting was cancelled due to the December 5, 2019, government closure.

Call to Order – Afternoon Session

David called the roll of the NACTTI members. James Dubea, Camille Ferguson, and Bryan Grimaldi were absent.

Discussion

Rosie explained that Subcommittee 1 had met earlier in the day to edit their document and highlight certain areas to be discussed with Subcommittee 2 and all members. She asked Jim Mathews to provide a recap of what was discussed in Subcommittee 1's morning meeting.

Jim Mathews gave a summary of the work on the report that was discussed that morning. He noted that there were some holes identified where additional information was necessary, including material that's more graphical to cover the "what if scenarios" aka "what happens if we don't do anything"; more information on technology; vehicle-to-vehicle and vehicle-to-infrastructure language; and highlighting projects around the country that are good examples of infrastructure. Jim also stated that language in the introductory paragraph was drafted to explain that the project list provided is not a comprehensive list. He noted that airport issues were discussed but tabled for later in the afternoon. Jim further noted that Subcommittee 1 touched on next steps and what they envision from DOT but that they haven't gotten much feedback or text and detailed recommendations on funding and funding mechanisms.

The first topic of the afternoon session focused on airports, particularly with a discussion on how to write the report to address the issues of airport funding, how airport funding works, TSA and other traveler experience issues, and airport infrastructure needs. Sharon Pinkerton emphasized that a neutral source of information for the final report is important and that the language in the final report should not reflect any one advocacy group's position. Rosie reiterated that members

should continue to submit information, vignettes, and language to Jim to help him draft the report and reminded the committee that its obligation to DOT is to identify the need in infrastructure and the need to make investments. It was agreed that Jim would edit the report to include a statement that airport passenger numbers have increased, add TSA data on passengers handled in a single day, and note that air travelers will become more frustrated without additional investment.

Next was a discussion of critical travel infrastructure by modes. Andrew Cook stated that he was interested in how other modes raise funds and specifically the use of truck lanes and multiple trucks on trailers and the regulations that apply. Rosie suggested that maybe funding needs to address across all modes as next steps. Sean pointed out that the funding of today is not sustainable. This led to a discussion on taking away regulations, Oregon's idea to tax by the mile, and what more was needed in the report.

The Next Steps section was discussed. Included in this discussion were the topics of: a new position called Joint Chiefs of Infrastructure, continuing the NACTTI to address ongoing issues, a national strategy, review and revision of funding and funding mechanisms, regulatory reform, surface bills, a statement concerning tribal lands and connectivity, and incorporating tourism in planning processes. Rosie reiterated to the committee that any comments, additional information, etc., should be sent to Jim to incorporate into the report. David stated that some of the next steps sound like recommendations and asked if the committee should put them forth as recommendations instead. Jim mentioned that the following will be expanded in the report: national strategy, the way that funding is being provided and collected today is not sustainable and needs to change, and funding mechanisms across the modes need to be reviewed. Rosie added that the committee needs to address and enhance the discussion on incorporating travel and tourism into planning.

Public Comment

There were no public comments. David Short closed the public comments.

Discussion: Next Steps and Future Meetings Closing Remarks and Adjournment

Laura stated that the plan for the final meeting is to give the subcommittees a morning session to finalize the report and freely talk to each other. Then a half day afternoon session would be scheduled to submit the final report. Hopefully, the Secretary will be able to attend.

Closing Remarks and Adjournment

Interim Chair David Short thanked everyone for coming to the meeting and compiling these recommendations in such a short period of time. He adjourned the meeting at 4:10 p.m.