



# The Case For Policy And Investment



# Members

## Subcommittee 1 – Improvements to Critical Infrastructure

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- **Mr. Steve Hill**, President and COO, Las Vegas Convention and Visitors Authority
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## Subcommittee 2 – Impediments to Critical Infrastructure

- **Mr. Andrew Cook**, Mayor, City of Westfield Indiana
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- **Mr. David Harvey**, Vice President of Corporate Sales, Southwest Airlines
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# Vital To The Economy

- America's seventh largest employer
  - One out of nine American jobs
  - Top 10 employer of middle-class earners
- Accounts for 2.7% of U.S. GDP
- Inbound international travel is America's second largest industry export
- International travelers spend c. \$4,200 when they visit the U.S., staying an average of 18 nights

# Our Work

## Recommendations

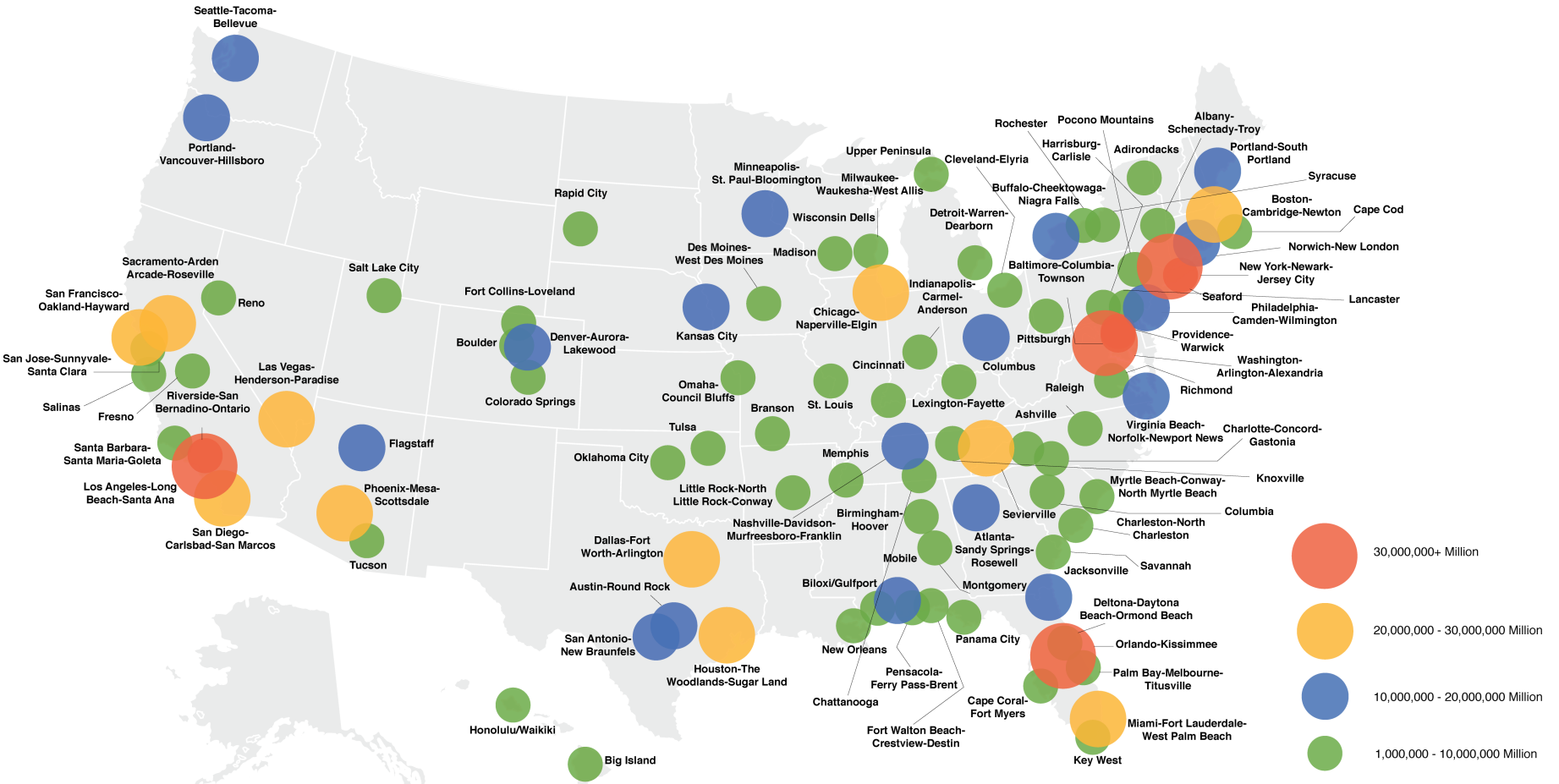
1. Establish a National Travel and Tourism Infrastructure Network (the Network)
2. Assess the condition and performance of the Network.
3. Align Federal policies, programs and resources towards achieving the goals of the Strategic Plan.
4. Provide State, local and tribal agencies with resources to achieve the Strategic Plan
5. Leverage existing U.S. DOT initiatives and programs to improve travel and tourism

# Our Work

## NACTTI Consensus Definition

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

## Top 100 U.S. Destinations (Domestic Travelers Using All Modes of Transportation)

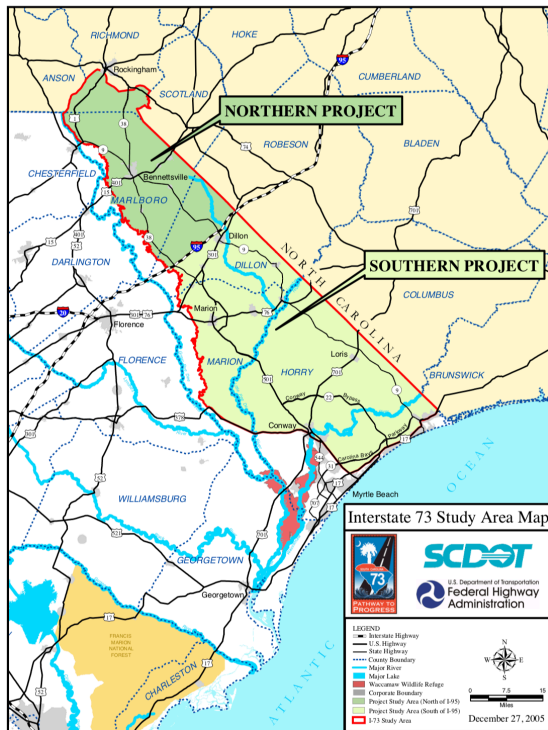


Source: TravelTrak America Survey, 2017

# Examples Of 'Critical'

Complete Interstate 73

PDX Terminal Project



# Examples Of 'Critical'

## Alaska Marine Highway



## North-South Rail Link





# Our Work

## Subcommittee Two

### Improving Critical Infrastructure: Barriers and Solutions

- Funding: modernize mechanisms with clearer prioritization (i.e. ROI)
- Organizational: eliminate friction driving integration across DOT modes
- Regulatory: streamline processes to increase review and permit velocity
- Technology and Innovation: embrace change by incentivizing development and institutionalizing information sharing

# Conclusion

Without specific focus and significant action at all levels of government to maintain and modernize the Network, the 15.6 million jobs, \$216 billion in U.S. exports, and \$1 trillion GDP that depend on travel will be put at risk.

- Put everything on the table related to funding
- Act on organizational and regulatory opportunities
- Enable the National Travel and Tourism Network (NTTIN)
- **Next Steps:** NACTTI stands ready to support development of the Strategic Plan