

1 Title: To amend titles 23 and 49, United States Code, to encourage travel and tourism, and for
2 other purposes.
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5 Be it enacted by the Senate and House of Representatives of the United States of America in
6 Congress assembled,

7 SECTION 1. SHORT TITLE.

8 This Act may be cited as the “Transportation Resources to Add Vital Economic Longevity
9 Act” or the “TRAVEL Act”.

10 SEC. 2. FINDINGS.

11 Congress finds that—

12 (1) travel is the seventh-largest industry in the United States, with respect to employment;

13 (2) the Department of Transportation document entitled “National Travel and Tourism
14 Infrastructure Strategic Plan FY 2020–2024” and dated January 2021—

15 (A) states that—

16 (i) the travel and tourism industry in the United States—

17 (I) supports 1 out of 10 United States jobs;

18 (II) accounts for—

19 (aa) 2.9 percent of the annual gross domestic product; and

20 (bb) more than 15,000,000 jobs; and

21 (III) annually contributes \$2,600,000,000,000 in economic activity across
22 each State and territory;

23 (ii) the national intermodal transportation network is the backbone of the travel
24 and tourism industry, facilitating the large-scale movement of business and leisure
25 travelers throughout the United States;

26 (iii) the performance of the highway network, as in existence on the date of
27 enactment of this Act, has been suboptimal for travel in urban areas of all sizes,
28 leading to steadily increasing travel time in all urban areas, including—

29 (I) small urban areas with a population of less than 500,000 individuals;
30 and

31 (II) very large urban areas with a population of more than 3,000,000
32 individuals;

33 (iv) seamless, multimodal travel options are critical to supporting business and
34 leisure travel in the United States;

35 (v)(I) approximately 9 out of 10 long-distance passenger trips covering a
36 distance of more than 50 miles involve the use of a personal vehicle; and

- 1 (II) most tourist travel in the United States occurs in personal vehicles;
- 2 (vi)(I) intercity buses and motor coaches are also significant modes of travel;
- 3 and
- 4 (II) in calendar year 2015, there were more than 600,000,000 passenger trips
- 5 taken by motor coach, a number that represents—
- 6 (aa) nearly as many passenger trips as were taken through United States
- 7 airlines; and
- 8 (bb) 20 times as many passenger trips as were taken on Amtrak; and
- 9 (vii)(I) the usage of public roads as of the date of enactment of this Act is
- 10 greater than such usage 30 years before that date of enactment; but
- 11 (II) road capacity has increased by approximately 8 percent, while vehicle
- 12 miles traveled has increased by approximately 50 percent;
- 13 (B) forecasts that—
- 14 (i) by 2023—
- 15 (I) domestic long-distance trips will increase, as compared to 2018 levels,
- 16 by 8.6 percent; and
- 17 (II) leisure trips will comprise approximately 80 percent of all domestic
- 18 trips in the United States each year; and
- 19 (ii) by 2045, significant congestion is expected on many United States
- 20 highways, which will greatly affect tourism travel, as passenger vehicles and
- 21 motor coaches will be caught in congested highway stretches alongside major
- 22 freight networks;
- 23 (C) finds that international tourism across all countries—
- 24 (i) increased from 1,000,000,000 trips during calendar year 2012 to
- 25 1,400,000,000 during calendar year 2018; and
- 26 (ii) is estimated to increase to 1,800,000,000 or more trips during calendar year
- 27 2030;
- 28 (D) describes financial barriers, including the findings that—
- 29 (i) the Department of Transportation administers several funding programs,
- 30 some of which apply models and approaches that typically emphasize peak-period
- 31 commuting and freight movement, rather than temporary or seasonal visitation;
- 32 and
- 33 (ii) while travel and tourism trips may benefit from investments under the
- 34 programs described in clause (i), areas with small resident populations but
- 35 significant tourism traffic may not receive funding that corresponds to applicable
- 36 demands on transportation infrastructure; and
- 37 (E) includes strategies to improve intermodal connectivity, such as—
- 38 (i) developing guidance and best practices to help States and metropolitan

1 planning organizations to address the new travel and tourism planning factor;

2 (ii) modernizing data collection and modeling and forecasting approaches for
3 long-distance trips;

4 (iii) assessing the means by which formula and discretionary funding programs
5 of the Department of Transportation could benefit travel and tourism projects; and

6 (iv) communicating key travel and tourism facilities and corridors;

7 (3) 83 percent of all travel- and tourism-dependent businesses are small businesses;

8 (4) the economic benefits of travel depend on the condition and performance of the
9 national transportation network; and

10 (5) as of the date of enactment of this Act, aging infrastructure, increased demand and
11 congestion, poor or no multimodal connectivity, and a multitude of other challenges are—

12 (A) impairing travel mobility in the United States; and

13 (B) causing strain on the ability to sustain and grow the travel and tourism industry
14 in the United States.

15 SEC. 3. NATIONALLY SIGNIFICANT FREIGHT, 16 HIGHWAY, AND TRANSPORTATION PROJECTS.

17 (a) In General.—Section 117 of title 23, United States Code, is amended—

18 (1) in the section heading, by striking “freight and highway” and inserting “freight,
19 highway, and transportation”;

20 (2) in subsection (a)—

21 (A) in paragraph (1), by striking “freight and highway” and inserting “freight,
22 highway, and transportation”; and

23 (B) in paragraph (2)(D), by striking “freight”;

24 (3) in subsection (d)—

25 (A) in paragraph (1)(A)—

26 (i) in clause (iii)(II), by striking “or” at the end;

27 (ii) in clause (iv), by striking “and” at the end and inserting “or”; and

28 (iii) by adding at the end the following:

29 “(v) a surface transportation project eligible for Federal assistance under this
30 title, if the Secretary determines that the project is—

31 “(I) functionally connected to, and increases the efficiency of, the National
32 Highway Freight Network; or

33 “(II) carried out in accordance with the National Travel and Tourism
34 Infrastructure Strategic Plan under section 1431(e) of Public Law 114–94 (49
35 U.S.C. 301 note); and”;

1 (B) by striking paragraph (2);
2 (C) by striking the subsection designation and heading and all that follows through
3 “Except as” in the matter preceding subparagraph (A) of paragraph (1) and inserting
4 the following:
5 “(d) Eligible Projects.—Except as”;
6 (D) by redesignating subparagraphs (A) and (B) as paragraphs (1) and (2),
7 respectively, and indenting the paragraphs appropriately;
8 (E) in paragraph (1) (as so redesignated)—
9 (i) by redesignating clauses (i) through (v) (as added by subparagraph (A)(iii))
10 as subparagraphs (A) through (E), respectively, and indenting the subparagraphs
11 appropriately; and
12 (ii) in each of subparagraphs (B), (C), and (E) (as so redesignated), by
13 redesignating subclauses (I) and (II) as clauses (i) and (ii), respectively, and
14 indenting the clauses appropriately; and
15 (F) in paragraph (2) (as so redesignated)—
16 (i) by redesignating clauses (i) and (ii) as subparagraphs (A) and (B),
17 respectively, and indenting the subparagraphs appropriately; and
18 (ii) in subparagraph (B) (as so redesignated), by redesignating subclauses (I)
19 and (II) as clauses (i) and (ii), respectively, and indenting the clauses
20 appropriately;
21 (4) in subsection (e)(1)—
22 (A) by striking “subsection (d)(1)(A)” and inserting “subsection (d)(1)”; and
23 (B) by striking “subsection (d)(1)(B)” and inserting “subsection (d)(2)”;
24 (5) by redesignating subsections (i) through (n) as subsections (j) through (o),
25 respectively;
26 (6) by inserting after subsection (h) the following:
27 “(i) Multistate Corridor Planning, Operations, and Management.—
28 “(1) DEFINITION OF MULTISTATE CORRIDOR ORGANIZATION.—In this subsection, the term
29 ‘multistate corridor organization’ means an organization—
30 “(A) that is—
31 “(i) comprised of—
32 “(I) States; and
33 “(II) applicable metropolitan planning organizations; and
34 “(ii) developed through cooperative agreements, coalitions, or other
35 arrangements; and
36 “(B) the purpose of which is to promote regional cooperation, planning, and shared
37 project implementation for programs and projects to improve transportation system

1 management and operations for a shared transportation corridor.

2 “(2) RESERVATION.—The Secretary shall reserve not less than 10 percent of the amounts
3 made available under this section for each fiscal year to make grants to multistate corridor
4 organizations to promote regional cooperation and the planning of projects and activities to
5 improve multimodal transportation system operations and management in critical
6 transportation corridors.

7 “(3) USE OF FUNDS.—Funds reserved under paragraph (2) may be used—

8 “(A) to support—

9 “(i) multistate coordination for planning, development, and construction of
10 major multimodal capital projects; and

11 “(ii) development of information technology and operations that improve the
12 intermodal movement of freight and passengers;

13 “(B) to enhance coordination and implementation of interagency efforts in response
14 to incidents; and

15 “(C) to develop a corridor-wide, multimodal traveler information system that
16 provides agencies and travelers with accurate and timely information regarding
17 incidents, congestion, and construction activity.

18 “(4) CONSIDERATIONS.—In making grants under this subsection, the Secretary shall—

19 “(A) give priority to projects located in corridors that—

20 “(i) are part of the Interstate System; or

21 “(ii) will be designated as part of the Interstate System after completion of the
22 work described in an application received by the Secretary; and

23 “(B) take into consideration—

24 “(i) the extent to which—

25 “(I) a corridor provides a link between 2 existing segments of the
26 Interstate System;

27 “(II) a project will facilitate regional mobility, accessibility, and economic
28 growth and development in areas underserved by existing highway
29 infrastructure;

30 “(III) international truck-borne commodities move through a corridor; and

31 “(IV) a project will make improvements to an existing segment of the
32 Interstate System that will result in a decrease in congestion;

33 “(ii) the reduction in commercial and other travel time through a major freight
34 corridor expected as a result of a project; and

35 “(iii) the value of the cargo carried by commercial vehicle traffic in a corridor
36 and the economic costs arising from congestion in the corridor.”; and

37 (7) in paragraph (1)(B) of subsection (n) (as so redesignated), by striking “subsection
38 (d)(1)(A)(iii)” and inserting “subsection (d)(1)(C)”.

1 (b) Technical Amendment.—The analysis for chapter 1 of title 23, United States Code, is
2 amended by striking the item relating to section 117 and inserting the following:

3 “ 117. Nationally significant freight, highway, and transportation projects.”.

4 **SEC. 4. FEDERAL SHARE PAYABLE.**

5 Section 120(c) of title 23, United States Code, is amended by adding at the end the following:

6 “(4) LOCAL OR REGIONAL ECONOMIC GENERATOR.—At the discretion of the applicable
7 State, the Federal share payable on account of a project, program, or activity carried out
8 with funds apportioned under section 104(b) may be up to 100 percent, if the Secretary
9 determines that the project, program, or activity—

10 “(A) results in significant local or economic growth, including increased travel and
11 tourism;

12 “(B) is—

13 “(i) included in the long-range transportation plan of the State under section
14 135; and

15 “(ii) recommended by the State travel and tourism advisory committee
16 established under section 303(a) as a project, program, or activity of significance
17 to local or regional economic development; or

18 “(C) would help achieve the goals of the National Travel and Tourism Infrastructure
19 Strategic Plan under section 1431(e) of Public Law 114–94 (49 U.S.C. 301 note).”.

20 **SEC. 5. SURFACE TRANSPORTATION BLOCK GRANT** 21 **PROGRAM.**

22 Section 133(b) of title 23, United States Code, is amended by adding at the end the following:

23 “(16) Projects and programs to enhance travel and tourism and mitigate impacts on
24 communities, including infrastructure improvements, intelligent transportation systems and
25 signage, and strategies to support increased seasonal travel, accommodate future growth
26 along major corridors for long-haul travel, improve the safety, efficiency, and reliability of
27 long-haul travel, and enhance connectivity between and among modes of transportation and
28 major destinations.”.

29 **SEC. 6. TRANSPORTATION PLANNING.**

30 (a) Title 23 Amendments.—

31 (1) METROPOLITAN.—Section 134(i)(2) of title 23, United States Code, is amended by
32 adding at the end the following:

33 “(I) TRAVEL AND TOURISM STRATEGIES.—Capital investment and other strategies to
34 enhance travel and tourism and mitigate impacts on communities, including
35 infrastructure improvements and strategies to support increased seasonal travel,
36 accommodate future growth along major corridors for long-haul travel, improve the
37 safety, efficiency, and reliability of long-haul travel, and enhance connectivity between
38 and among modes of transportation and major destinations.”.

1 (2) STATEWIDE AND NONMETROPOLITAN.—Section 135 of title 23, United States Code, is
2 amended—

3 (A) in subsection (f)(3)(A)(ii), by inserting “representatives of the travel and tourism
4 industry,” after “services,”; and

5 (B) in subsection (g)(3), by striking “operators),, providers of freight transportation
6 services,” and inserting “operators), providers of freight transportation services,
7 representatives of the travel and tourism industry,”.

8 (b) Title 49 Amendments.—

9 (1) SCOPE OF PLANNING PROCESS.—Section 5303(h)(1) of title 49, United States Code, is
10 amended—

11 (A) in subparagraph (H), by striking “and” at the end;

12 (B) in subparagraph (I), by striking the period at the end and inserting “; and”; and

13 (C) by adding at the end the following:

14 “(J) support travel and tourism, including interregional planning to address capacity,
15 congestion, and multimodal options for travelers.”.

16 (2) TRANSPORTATION PLAN.—Section 5303(i)(2) of title 49, United States Code, is
17 amended by adding at the end the following:

18 “(I) TRAVEL AND TOURISM STRATEGIES.—Capital investment and other strategies to
19 enhance travel and tourism and mitigate impacts on communities, including
20 infrastructure improvements and strategies to support increased seasonal travel,
21 accommodate future growth along major corridors for long-haul travel, improve the
22 safety, efficiency, and reliability of long-haul travel, and enhance connectivity between
23 and among modes of transportation and major destinations.”.

24 (3) STATEWIDE AND NONMETROPOLITAN.—Section 5304 of title 49, United States Code,
25 is amended—

26 (A) in subsection (e), in the matter preceding paragraph (1), by striking the quotation
27 marks before “In”;

28 (B) in subsection (f)(3)(A)(ii), by inserting “representatives of the travel and tourism
29 industry,” after “services,”;

30 (C) in subsection (g)(3), by inserting “representatives of the travel and tourism
31 industry,” after “services,”; and

32 (D) in subsection (i), by striking “this this” and inserting “this”.

33 SEC. 7. CONGESTION MITIGATION AND AIR QUALITY 34 IMPROVEMENT PROGRAM.

35 Section 149(b) of title 23, United States Code, is amended—

36 (1) in paragraph (8)(B), by striking “or” at the end;

37 (2) in paragraph (9), by striking the period at the end and inserting “; or”; and

1 (3) by adding at the end the following:

2 “(10) if the project or program mitigates seasonal or temporary congestion from long-
3 haul travel or tourism.”.

4 SEC. 8. NATIONAL GOALS.

5 Section 150(b) of title 23, United States Code, is amended—

6 (1) by redesignating paragraphs (6) and (7) as paragraphs (7) and (8), respectively; and

7 (2) by striking paragraph (5) and inserting the following:

8 “(5) FREIGHT MOVEMENT.—To improve the National Highway Freight Network and
9 strengthen the ability of rural communities to access national and international trade
10 markets.

11 “(6) ECONOMIC VITALITY.—To support local and regional economic development and
12 increased tourism, recreational, and business travel.”.

13 SEC. 9. NATIONAL TRAVEL MOBILITY PROGRAM.

14 (a) In General.—Chapter 1 of title 23, United States Code, is amended by inserting after
15 section 154 the following:

16 “155. National Travel Mobility Program

17 “(a) Definitions.—In this section:

18 “(1) ELIGIBLE PROJECT.—The term ‘eligible project’ means any project described in
19 section 133(b).

20 “(2) LONG-HAUL TRAVEL.—The term ‘long-haul travel’ means a trip consisting of not
21 less than 50 miles from the point of origin to the point of destination.

22 “(3) NONLOCAL VISITOR.—The term ‘nonlocal visitor’, with respect to a State, means an
23 individual who—

24 “(A) does not permanently reside in the State; and

25 “(B) engages in long-haul travel in the State (including long-haul travel any portion
26 of which occurs within the State) for a period that includes at least 1 overnight stay in
27 the State.

28 “(4) PROGRAM.—The term ‘program’ means the National Travel Mobility Program
29 established under subsection (b).

30 “(b) Establishment.—

31 “(1) IN GENERAL.—The Secretary shall establish a program, to be known as the ‘National
32 Travel Mobility Program’, under which the Secretary shall distribute funds to States in
33 accordance with subsection (c) to carry out eligible projects that, as determined by the
34 Secretary—

35 “(A) alleviate congestion, improve reliability of travel time, and accommodate
36 future growth along major corridors for long-haul travel;

1 “(B) improve the safety and efficiency of long-haul travel;

2 “(C) enhance connectivity between and among—

3 “(i) modes of transportation; and

4 “(ii) major destinations; and

5 “(D) achieve the goals of the National Travel and Tourism Infrastructure Strategic
6 Plan under section 1431(e) of Public Law 114–94 (49 U.S.C. 301 note).

7 “(2) PURPOSE.—The purpose of the program shall be to develop long-term plans and
8 capital improvements that ensure the efficient movement of people on the national
9 transportation network.

10 “(c) Distribution.—In carrying out the program, the Secretary shall distribute to each State for
11 each fiscal year an amount equal to the sum of—

12 “(1) the product obtained by multiplying—

13 “(A) the number of nonlocal visitors to the State during fiscal year 2019; and

14 “(B) \$1.50; and

15 “(2) the product obtained by multiplying—

16 “(A) the number of residents of the State engaging in long-haul travel within the
17 State during fiscal year 2019; and

18 “(B) \$0.50.

19 “(d) Use of Funds.—

20 “(1) IN GENERAL.—A State shall use assistance received under the program—

21 “(A) to carry out 1 or more eligible projects in the State; or

22 “(B) to conduct long-term planning activities relating to enhancing national and
23 regional travel mobility, in accordance with paragraph (2).

24 “(2) LONG-TERM PLANNING.—In conducting long-term planning activities under the
25 program, a State (or a metropolitan planning organization on behalf of a State) shall—

26 “(A) act in accordance with any applicable requirements of a transportation
27 improvement program under sections 134 and 135; and

28 “(B) identify projects and strategies to facilitate travel and tourism.

29 “(3) FEDERAL SHARE.—The Federal share of the cost of an eligible project shall be—

30 “(A) for an eligible project conducted on a unit of the National Park System or other
31 Federal land, 100 percent of the total cost of the eligible project; and

32 “(B) for an eligible project conducted on land not described in subparagraph (A), 80
33 percent of the total cost of the eligible project.

34 “(e) National Multimodal Travel Infrastructure Network.—The Secretary shall use amounts
35 made available to carry out the program to establish a network, to be known as the ‘National
36 Multimodal Travel Infrastructure Network’, to identify surface transportation assets (including

1 assets of the National Highway System, rail assets, transit systems, assets to provide access to
2 Federal land, National Parks, and Scenic Byways) that are critical to facilitating the majority of
3 long-haul travel to and within the United States.

4 “(f) Authorization of Appropriations.—There is authorized to be appropriated to the Secretary
5 out of the Highway Trust Fund (other than the Mass Transit Account) \$1,200,000,000 for each of
6 fiscal years 2022 through 2026 to carry out the program, to be available for obligation, and
7 subject to limitations, in the same manner as other projects on Federal-aid highways under this
8 chapter.”.

9 (b) Technical Amendment.—The analysis for chapter 1 of title 23, United States Code, is
10 amended by inserting after the item relating to section 154 the following:

11 “ 155. National Travel Mobility Program.”.

12 SEC. 10. STATE TRAVEL AND TOURISM ADVISORY 13 COMMITTEES.

14 (a) In General.—Chapter 3 of title 23, United States Code, is amended by inserting after
15 section 302 the following:

16 “303. State travel and tourism advisory committees

17 “(a) Establishment.—As a condition of receiving a grant under this chapter, a State shall
18 establish or maintain a travel and tourism advisory committee, consisting of a balanced cross-
19 section of public and private travel and tourism stakeholders representing all transportation
20 modes, including—

21 “(1) travel and tourism industry product and service providers;

22 “(2) travel- and tourism-related associations;

23 “(3) destination marketing organizations;

24 “(4) State tourism offices; and

25 “(5) the travel- and tourism-related workforce.

26 “(b) Qualifications.—Each member of a State travel and tourism advisory committee shall
27 have qualifications sufficient to represent the interests of the stakeholder group represented by
28 the member, such as experience or qualifications relating to—

29 “(1) general business and finance;

30 “(2) travel and tourism;

31 “(3) tourism planning, safety, or workforce issues;

32 “(4) representing employees of the travel and tourism industry; or

33 “(5) representing units of State or local government or metropolitan planning
34 organizations in transportation-related issues.

35 “(c) Duties.—Each State travel and tourism advisory committee established under subsection
36 (a) shall—

1 “(1) advise the State with respect to travel- and tourism-related priorities, issues, projects,
2 and funding needs;

3 “(2) serve as a forum for discussion for State transportation decisions affecting travel and
4 tourism;

5 “(3) communicate and coordinate with other travel- and tourism-related organizations
6 relating to regional priorities;

7 “(4) promote the sharing of information between the private and public sectors regarding
8 travel and tourism issues;

9 “(5) participate in the development of the statewide transportation improvement program
10 and long-range statewide transportation plan under section 135; and

11 “(6) not less frequently than annually, submit to the Members of Congress of the State a
12 report that describes the travel- and tourism-related issues and needs of the State, including
13 recommendations to address those issues and needs, if any.”.

14 (b) Technical Amendment.—The analysis for chapter 3 of title 23, United States Code, is
15 amended by inserting after the item relating to section 302 the following:

16 “ 303. State travel and tourism advisory committees.”.

17 SEC. 11. OFFICE OF TRAVEL AND TOURISM.

18 Section 102 of title 49, United States Code, is amended by striking “(h) The Department” and
19 inserting the following:

20 “(h) Office of Travel and Tourism.—

21 “(1) ESTABLISHMENT.—There is established in the Office of the Secretary of
22 Transportation a separate office, to be known as the ‘Office of Travel and Tourism’
23 (referred to in this subsection as the ‘Office’).

24 “(2) DUTIES.—The duties of the Office shall be—

25 “(A) to plan, coordinate, and implement Department of Transportation-wide
26 research, strategies, and actions to enhance travel and tourism;

27 “(B) to serve as the primary point of contact for the Department with respect to
28 domestic travel and tourism issues, including funding for the improvement of travel
29 and tourism infrastructure;

30 “(C) to carry out the recommendations in the National Travel and Tourism
31 Infrastructure Strategic Plan under section 1431(e) of Public Law 114–94 (49 U.S.C.
32 301 note);

33 “(D) to update, not less frequently than once every 4 years, the plan referred to in
34 subparagraph (C);

35 “(E) to facilitate communication among government, public, and private travel and
36 tourism stakeholders; and

37 “(F) to carry out such other duties as the Secretary of Transportation may require.

38 “(i) Departmental Seal.—The Department of Transportation”.

1 SEC. 12. CONSOLIDATED RAIL INFRASTRUCTURE AND 2 SAFETY IMPROVEMENTS.

3 Section 22907 of title 49, United States Code, is amended—

4 (1) in subsection (c)—

5 (A) by redesignating paragraphs (8) through (12) as paragraphs (9) through (13),
6 respectively; and

7 (B) by inserting after paragraph (7) the following:

8 “(8) A capital project to increase access to a travel or tourist destination.”; and

9 (2) in subsection (e)(3)—

10 (A) by striking “demand, and any other” and inserting the following: “demand; and

11 “(E) any other”; and

12 (B) in the matter preceding subparagraph (E) (as so designated), by striking “may
13 include the effects” and inserting the following: “may include—

14 “(A) local and regional economic development;

15 “(B) increased travel and tourism;

16 “(C) increased mobility between modes;

17 “(D) the effects”.

18 SEC. 13. MULTIMODAL GRANT SELECTION 19 REQUIREMENT.

20 Notwithstanding any other provision of law (including regulations), in each notice of funding
21 opportunity for the National Infrastructure Investment program of the Department of
22 Transportation, the Secretary of Transportation shall select among eligible projects by evaluating
23 the extent to which each eligible project provides significant benefits to a State, a metropolitan
24 area, a region, or the United States, including the extent to which the eligible project—

25 (1) improves the safety of transportation facilities and systems;

26 (2) improves the condition of existing transportation facilities and systems;

27 (3) contributes to economic competitiveness over the medium- to long-term, including by
28 increasing travel and tourism; and

29 (4) improves access to and between transportation facilities and systems.