

117TH CONGRESS  
1ST SESSION

# S. 1516

To amend titles 23 and 49, United States Code, to encourage travel and tourism, and for other purposes.

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IN THE SENATE OF THE UNITED STATES

APRIL 29, 2021

Ms. CORTEZ MASTO introduced the following bill; which was read twice and referred to the Committee on Environment and Public Works

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## A BILL

To amend titles 23 and 49, United States Code, to encourage travel and tourism, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Transportation Re-  
5 sources to Add Vital Economic Longevity Act” or the  
6 “TRAVEL Act”.

7 **SEC. 2. FINDINGS.**

8 Congress finds that—

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

1           (2) the Department of Transportation docu-  
2           ment entitled “National Travel and Tourism Infra-  
3           structure Strategic Plan FY 2020–2024” and dated  
4           January 2021—

5                   (A) states that—

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

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

10                                   (II) accounts for—

11   (aa) 2.9 percent of the an-  
12   nual gross domestic product; and

13   (bb) more than 15,000,000  
14   jobs; and

15                                   (III) annually contributes  
16                                   \$2,600,000,000,000 in economic ac-  
17                                   tivity across each State and territory;

18                           (ii) the national intermodal transpor-  
19                           tation network is the backbone of the trav-  
20                           el and tourism industry, facilitating the  
21                           large-scale movement of business and lei-  
22                           sure travelers throughout the United  
23                           States;

24                           (iii) the performance of the highway  
25                           network, as in existence on the date of en-

1 actment of this Act, has been suboptimal  
2 for travel in urban areas of all sizes, lead-  
3 ing to steadily increasing travel time in all  
4 urban areas, including—

5 (I) small urban areas with a pop-  
6 ulation of less than 500,000 individ-  
7 uals; and

8 (II) very large urban areas with  
9 a population of more than 3,000,000  
10 individuals;

11 (iv) seamless, multimodal travel op-  
12 tions are critical to supporting business  
13 and leisure travel in the United States;

14 (v)(I) approximately 9 out of 10 long-  
15 distance passenger trips covering a dis-  
16 tance of more than 50 miles involve the  
17 use of a personal vehicle; and

18 (II) most tourist travel in the United  
19 States occurs in personal vehicles;

20 (vi)(I) intercity buses and motor  
21 coaches are also significant modes of trav-  
22 el; and

23 (II) in calendar year 2015, there were  
24 more than 600,000,000 passenger trips

1 taken by motor coach, a number that rep-  
2 resents—

3 (aa) nearly as many passenger  
4 trips as were taken through United  
5 States airlines; and

6 (bb) 20 times as many passenger  
7 trips as were taken on Amtrak; and

8 (vii)(I) the usage of public roads as of  
9 the date of enactment of this Act is greater  
10 than such usage 30 years before that date  
11 of enactment; but

12 (II) road capacity has increased by  
13 approximately 8 percent, while vehicle  
14 miles traveled has increased by approxi-  
15 mately 50 percent;

16 (B) forecasts that—

17 (i) by 2023—

18 (I) domestic long-distance trips  
19 will increase, as compared to 2018  
20 levels, by 8.6 percent; and

21 (II) leisure trips will comprise  
22 approximately 80 percent of all do-  
23 mestic trips in the United States each  
24 year; and

1 (ii) by 2045, significant congestion is  
2 expected on many United States highways,  
3 which will greatly affect tourism travel, as  
4 passenger vehicles and motor coaches will  
5 be caught in congested highway stretches  
6 alongside major freight networks;

7 (C) finds that international tourism across  
8 all countries—

9 (i) increased from 1,000,000,000 trips  
10 during calendar year 2012 to  
11 1,400,000,000 during calendar year 2018;  
12 and

13 (ii) is estimated to increase to  
14 1,800,000,000 or more trips during cal-  
15 endar year 2030;

16 (D) describes financial barriers, including  
17 the findings that—

18 (i) the Department of Transportation  
19 administers several funding programs,  
20 some of which apply models and ap-  
21 proaches that typically emphasize peak-pe-  
22 riod commuting and freight movement,  
23 rather than temporary or seasonal visita-  
24 tion; and

1 (ii) while travel and tourism trips may  
2 benefit from investments under the pro-  
3 grams described in clause (i), areas with  
4 small resident populations but significant  
5 tourism traffic may not receive funding  
6 that corresponds to applicable demands on  
7 transportation infrastructure; and

8 (E) includes strategies to improve inter-  
9 modal connectivity, such as—

10 (i) developing guidance and best prac-  
11 tices to help States and metropolitan plan-  
12 ning organizations to address the new trav-  
13 el and tourism planning factor;

14 (ii) modernizing data collection and  
15 modeling and forecasting approaches for  
16 long-distance trips;

17 (iii) assessing the means by which for-  
18 mula and discretionary funding programs  
19 of the Department of Transportation could  
20 benefit travel and tourism projects; and

21 (iv) communicating key travel and  
22 tourism facilities and corridors;

23 (3) 83 percent of all travel- and tourism-de-  
24 pendent businesses are small businesses;

1 (4) the economic benefits of travel depend on  
2 the condition and performance of the national trans-  
3 portation network; and

4 (5) as of the date of enactment of this Act,  
5 aging infrastructure, increased demand and conges-  
6 tion, poor or no multimodal connectivity, and a mul-  
7 titude of other challenges are—

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

10 (B) causing strain on the ability to sustain  
11 and grow the travel and tourism industry in the  
12 United States.

13 **SEC. 3. NATIONALLY SIGNIFICANT FREIGHT, HIGHWAY,**  
14 **AND TRANSPORTATION PROJECTS.**

15 (a) IN GENERAL.—Section 117 of title 23, United  
16 States Code, is amended—

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

20 (2) in subsection (a)—

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

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

1 (3) in subsection (d)—

2 (A) in paragraph (1)(A)—

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

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

7 (iii) by adding at the end the fol-  
8 lowing:

9 “(v) a surface transportation project  
10 eligible for Federal assistance under this  
11 title, if the Secretary determines that the  
12 project is—

13 “(I) functionally connected to,  
14 and increases the efficiency of, the  
15 National Highway Freight Network;  
16 or

17 “(II) carried out in accordance  
18 with the National Travel and Tourism  
19 Infrastructure Strategic Plan under  
20 section 1431(e) of Public Law 114–94  
21 (49 U.S.C. 301 note); and”;

22 (B) by striking paragraph (2);

23 (C) by striking the subsection designation  
24 and heading and all that follows through “Ex-  
25 cept as” in the matter preceding subparagraph

1 (A) of paragraph (1) and inserting the fol-  
2 lowing:

3 “(d) ELIGIBLE PROJECTS.—Except as”;

4 (D) by redesignating subparagraphs (A)  
5 and (B) as paragraphs (1) and (2), respectively,  
6 and indenting the paragraphs appropriately;

7 (E) in paragraph (1) (as so redesign-  
8 nated)—

9 (i) by redesignating clauses (i)  
10 through (v) (as added by subparagraph  
11 (A)(iii)) as subparagraphs (A) through  
12 (E), respectively, and indenting the sub-  
13 paragraphs appropriately; and

14 (ii) in each of subparagraphs (B), (C),  
15 and (E) (as so redesignated), by redesign-  
16 ating subclauses (I) and (II) as clauses  
17 (i) and (ii), respectively, and indenting the  
18 clauses appropriately; and

19 (F) in paragraph (2) (as so redesign-  
20 nated)—

21 (i) by redesignating clauses (i) and  
22 (ii) as subparagraphs (A) and (B), respec-  
23 tively, and indenting the subparagraphs  
24 appropriately; and

1                   (ii) in subparagraph (B) (as so redesi-  
 2                   gnated), by redesignating subclauses (I)  
 3                   and (II) as clauses (i) and (ii), respec-  
 4                   tively, and indenting the clauses appro-  
 5                   priately;

6                   (4) in subsection (e)(1)—

7                   (A) by striking “subsection (d)(1)(A)” and  
 8                   inserting “subsection (d)(1)”; and

9                   (B) by striking “subsection (d)(1)(B)” and  
 10                  inserting “subsection (d)(2)”;

11                  (5) by redesignating subsections (i) through (n)  
 12                  as subsections (j) through (o), respectively;

13                  (6) by inserting after subsection (h) the fol-  
 14                  lowing:

15                  “(i) MULTISTATE CORRIDOR PLANNING, OPER-  
 16                  ATIONS, AND MANAGEMENT.—

17                  “(1) DEFINITION OF MULTISTATE CORRIDOR  
 18                  ORGANIZATION.—In this subsection, the term  
 19                  ‘multistate corridor organization’ means an organi-  
 20                  zation—

21                  “(A) that is—

22                  “(i) comprised of—

23                  “(I) States; and

24                  “(II) applicable metropolitan  
 25                  planning organizations; and

1           “(ii) developed through cooperative  
2           agreements, coalitions, or other arrange-  
3           ments; and

4           “(B) the purpose of which is to promote  
5           regional cooperation, planning, and shared  
6           project implementation for programs and  
7           projects to improve transportation system man-  
8           agement and operations for a shared transpor-  
9           tation corridor.

10          “(2) RESERVATION.—The Secretary shall re-  
11          serve not less than 10 percent of the amounts made  
12          available under this section for each fiscal year to  
13          make grants to multistate corridor organizations to  
14          promote regional cooperation and the planning of  
15          projects and activities to improve multimodal trans-  
16          portation system operations and management in  
17          critical transportation corridors.

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

20               “(A) to support—

21                   “(i) multistate coordination for plan-  
22                   ning, development, and construction of  
23                   major multimodal capital projects; and

24                   “(ii) development of information tech-  
25                   nology and operations that improve the

1 intermodal movement of freight and pas-  
2 sengers;

3 “(B) to enhance coordination and imple-  
4 mentation of interagency efforts in response to  
5 incidents; and

6 “(C) to develop a corridor-wide,  
7 multimodal traveler information system that  
8 provides agencies and travelers with accurate  
9 and timely information regarding incidents,  
10 congestion, and construction activity.

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

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

15 “(i) are part of the Interstate System;

16 or

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

21 “(B) take into consideration—

22 “(i) the extent to which—

23 “(I) a corridor provides a link be-  
24 tween 2 existing segments of the  
25 Interstate System;

1                   “(II) a project will facilitate re-  
2                   gional mobility, accessibility, and eco-  
3                   nomic growth and development in  
4                   areas underserved by existing highway  
5                   infrastructure;

6                   “(III) international truck-borne  
7                   commodities move through a corridor;  
8                   and

9                   “(IV) a project will make im-  
10                  provements to an existing segment of  
11                  the Interstate System that will result  
12                  in a decrease in congestion;

13                  “(ii) the reduction in commercial and  
14                  other travel time through a major freight  
15                  corridor expected as a result of a project;  
16                  and

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

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

24                  (b) TECHNICAL AMENDMENT.—The analysis for  
25 chapter 1 of title 23, United States Code, is amended by

1 striking the item relating to section 117 and inserting the  
2 following:

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

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

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

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

13 “(A) results in significant local or eco-  
14 nomic growth, including increased travel and  
15 tourism;

16 “(B) is—

17 “(i) included in the long-range trans-  
18 portation plan of the State under section  
19 135; and

20 “(ii) recommended by the State travel  
21 and tourism advisory committee estab-  
22 lished under section 303(a) as a project,  
23 program, or activity of significance to local  
24 or regional economic development; or

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

5 **SEC. 5. SURFACE TRANSPORTATION BLOCK GRANT PRO-**  
6           **GRAM.**

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

9           “(16) Projects and programs to enhance travel  
10          and tourism and mitigate impacts on communities,  
11          including infrastructure improvements, intelligent  
12          transportation systems and signage, and strategies  
13          to support increased seasonal travel, accommodate  
14          future growth along major corridors for long-haul  
15          travel, improve the safety, efficiency, and reliability  
16          of long-haul travel, and enhance connectivity be-  
17          tween and among modes of transportation and  
18          major destinations.”.

19 **SEC. 6. TRANSPORTATION PLANNING.**

20          (a) TITLE 23 AMENDMENTS.—

21           (1) METROPOLITAN.—Section 134(i)(2) of title  
22          23, United States Code, is amended by adding at  
23          the end the following:

24           “(I) TRAVEL AND TOURISM STRATEGIES.—  
25          Capital investment and other strategies to en-

1           hance travel and tourism and mitigate impacts  
2           on communities, including infrastructure im-  
3           provements and strategies to support increased  
4           seasonal travel, accommodate future growth  
5           along major corridors for long-haul travel, im-  
6           prove the safety, efficiency, and reliability of  
7           long-haul travel, and enhance connectivity be-  
8           tween and among modes of transportation and  
9           major destinations.”.

10           (2) STATEWIDE AND NONMETROPOLITAN.—Sec-  
11           tion 135 of title 23, United States Code, is amend-  
12           ed—

13                   (A) in subsection (f)(3)(A)(ii), by inserting  
14                   “representatives of the travel and tourism in-  
15                   dustry,” after “services,”; and

16                   (B) in subsection (g)(3), by striking “oper-  
17                   ators),, providers of freight transportation serv-  
18                   ices,” and inserting “operators), providers of  
19                   freight transportation services, representatives  
20                   of the travel and tourism industry,”.

21           (b) TITLE 49 AMENDMENTS.—

22                   (1) SCOPE OF PLANNING PROCESS.—Section  
23                   5303(h)(1) of title 49, United States Code, is  
24                   amended—

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

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

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

6 “(J) support travel and tourism, including  
7 interregional planning to address capacity, con-  
8 gestion, and multimodal options for travelers.”.

9 (2) TRANSPORTATION PLAN.—Section  
10 5303(i)(2) of title 49, United States Code, is amend-  
11 ed by adding at the end the following:

12 “(I) TRAVEL AND TOURISM STRATEGIES.—  
13 Capital investment and other strategies to en-  
14 hance travel and tourism and mitigate impacts  
15 on communities, including infrastructure im-  
16 provements and strategies to support increased  
17 seasonal travel, accommodate future growth  
18 along major corridors for long-haul travel, im-  
19 prove the safety, efficiency, and reliability of  
20 long-haul travel, and enhance connectivity be-  
21 tween and among modes of transportation and  
22 major destinations.”.

23 (3) STATEWIDE AND NONMETROPOLITAN.—Sec-  
24 tion 5304 of title 49, United States Code, is amend-  
25 ed—

1 (A) in subsection (e), in the matter pre-  
2 ceding paragraph (1), by striking the quotation  
3 marks before “In”;

4 (B) in subsection (f)(3)(A)(ii), by inserting  
5 “representatives of the travel and tourism in-  
6 dustry,” after “services,”;

7 (C) in subsection (g)(3), by inserting “rep-  
8 resentatives of the travel and tourism indus-  
9 try,” after “services,”; and

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

12 **SEC. 7. CONGESTION MITIGATION AND AIR QUALITY IM-**  
13 **PROVEMENT PROGRAM.**

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

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

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

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

21 “(10) if the project or program mitigates sea-  
22 sonal or temporary congestion from long-haul travel  
23 or tourism.”.

1 **SEC. 8. NATIONAL GOALS.**

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

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

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

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

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

15 **SEC. 9. NATIONAL TRAVEL MOBILITY PROGRAM.**

16 (a) IN GENERAL.—Chapter 1 of title 23, United  
17 States Code, is amended by inserting after section 154 the  
18 following:

19 **“§ 155. National Travel Mobility Program**

20 “(a) DEFINITIONS.—In this section:

21 “(1) ELIGIBLE PROJECT.—The term ‘eligible  
22 project’ means any project described in section  
23 133(b).

24 “(2) LONG-HAUL TRAVEL.—The term ‘long-  
25 haul travel’ means a trip consisting of not less than

1 50 miles from the point of origin to the point of des-  
2 tination.

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

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

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

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

15 “(b) ESTABLISHMENT.—

16 “(1) IN GENERAL.—The Secretary shall estab-  
17 lish a program, to be known as the ‘National Travel  
18 Mobility Program’, under which the Secretary shall  
19 distribute funds to States in accordance with sub-  
20 section (c) to carry out eligible projects that, as de-  
21 termined by the Secretary—

22 “(A) alleviate congestion, improve reli-  
23 ability of travel time, and accommodate future  
24 growth along major corridors for long-haul trav-  
25 el;

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

3           “(C) enhance connectivity between and  
4 among—

5                 “(i) modes of transportation; and

6                 “(ii) major destinations; and

7           “(D) achieve the goals of the National  
8 Travel and Tourism Infrastructure Strategic  
9 Plan under section 1431(e) of Public Law 114–  
10 94 (49 U.S.C. 301 note).

11           “(2) PURPOSE.—The purpose of the program  
12 shall be to develop long-term plans and capital im-  
13 provements that ensure the efficient movement of  
14 people on the national transportation network.

15           “(c) DISTRIBUTION.—In carrying out the program,  
16 the Secretary shall distribute to each State for each fiscal  
17 year an amount equal to the sum of—

18                 “(1) the product obtained by multiplying—

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

21                         “(B) \$1.50; and

22                 “(2) the product obtained by multiplying—

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

1           “(B) \$0.50.

2           “(d) USE OF FUNDS.—

3           “(1) IN GENERAL.—A State shall use assist-  
4           ance received under the program—

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

7           “(B) to conduct long-term planning activi-  
8           ties relating to enhancing national and regional  
9           travel mobility, in accordance with paragraph  
10          (2).

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

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

18          “(B) identify projects and strategies to fa-  
19          cilitate travel and tourism.

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

22          “(A) for an eligible project conducted on a  
23          unit of the National Park System or other Fed-  
24          eral land, 100 percent of the total cost of the  
25          eligible project; and

1           “(B) for an eligible project conducted on  
2           land not described in subparagraph (A), 80 per-  
3           cent of the total cost of the eligible project.

4           “(e) NATIONAL MULTIMODAL TRAVEL INFRASTRUC-  
5           TURE NETWORK.—The Secretary shall use amounts made  
6           available to carry out the program to establish a network,  
7           to be known as the ‘National Multimodal Travel Infra-  
8           structure Network’, to identify surface transportation as-  
9           sets (including assets of the National Highway System,  
10          rail assets, transit systems, assets to provide access to  
11          Federal land, National Parks, and Scenic Byways) that  
12          are critical to facilitating the majority of long-haul travel  
13          to and within the United States.

14          “(f) AUTHORIZATION OF APPROPRIATIONS.—There  
15          is authorized to be appropriated to the Secretary out of  
16          the Highway Trust Fund (other than the Mass Transit  
17          Account) \$1,200,000,000 for each of fiscal years 2022  
18          through 2026 to carry out the program, to be available  
19          for obligation, and subject to limitations, in the same man-  
20          ner as other projects on Federal-aid highways under this  
21          chapter.”.

22          (b) TECHNICAL AMENDMENT.—The analysis for  
23          chapter 1 of title 23, United States Code, is amended by  
24          inserting after the item relating to section 154 the fol-  
25          lowing:

“§ 155. National Travel Mobility Program.”.

1 **SEC. 10. STATE TRAVEL AND TOURISM ADVISORY COMMIT-**  
 2 **TEES.**

3 (a) IN GENERAL.—Chapter 3 of title 23, United  
 4 States Code, is amended by inserting after section 302 the  
 5 following:

6 **“§ 303. State travel and tourism advisory committees**

7 “(a) ESTABLISHMENT.—As a condition of receiving  
 8 a grant under this chapter, a State shall establish or main-  
 9 tain a travel and tourism advisory committee, consisting  
 10 of a balanced cross-section of public and private travel and  
 11 tourism stakeholders representing all transportation  
 12 modes, including—

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

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

16 “(3) destination marketing organizations;

17 “(4) State tourism offices; and

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

19 “(b) QUALIFICATIONS.—Each member of a State  
 20 travel and tourism advisory committee shall have quali-  
 21 fications sufficient to represent the interests of the stake-  
 22 holder group represented by the member, such as experi-  
 23 ence or qualifications relating to—

24 “(1) general business and finance;

25 “(2) travel and tourism;

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

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

5           “(5) representing units of State or local govern-  
6 ment or metropolitan planning organizations in  
7 transportation-related issues.

8           “(c) DUTIES.—Each State travel and tourism advi-  
9 sory committee established under subsection (a) shall—

10           “(1) advise the State with respect to travel- and  
11 tourism-related priorities, issues, projects, and fund-  
12 ing needs;

13           “(2) serve as a forum for discussion for State  
14 transportation decisions affecting travel and tour-  
15 ism;

16           “(3) communicate and coordinate with other  
17 travel- and tourism-related organizations relating to  
18 regional priorities;

19           “(4) promote the sharing of information be-  
20 tween the private and public sectors regarding travel  
21 and tourism issues;

22           “(5) participate in the development of the state-  
23 wide transportation improvement program and long-  
24 range statewide transportation plan under section  
25 135; and

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

6           (b) **TECHNICAL AMENDMENT.**—The analysis for  
7           chapter 3 of title 23, United States Code, is amended by  
8           inserting after the item relating to section 302 the fol-  
9           lowing:

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

10 **SEC. 11. OFFICE OF TRAVEL AND TOURISM.**

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

14           “(h) **OFFICE OF TRAVEL AND TOURISM.**—

15           “(1) **ESTABLISHMENT.**—There is established in  
16           the Office of the Secretary of Transportation a sepa-  
17           rate office, to be known as the ‘Office of Travel and  
18           Tourism’ (referred to in this subsection as the ‘Of-  
19           fice’).

20           “(2) **DUTIES.**—The duties of the Office shall  
21           be—

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

1           “(B) to serve as the primary point of con-  
2           tact for the Department with respect to domes-  
3           tic travel and tourism issues, including funding  
4           for the improvement of travel and tourism in-  
5           frastructure;

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

10           “(D) to update, not less frequently than  
11           once every 4 years, the plan referred to in sub-  
12           paragraph (C);

13           “(E) to facilitate communication among  
14           government, public, and private travel and tour-  
15           ism stakeholders; and

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

18           “(i) DEPARTMENTAL SEAL.—The Department of  
19           Transportation”.

20           **SEC. 12. CONSOLIDATED RAIL INFRASTRUCTURE AND**  
21           **SAFETY IMPROVEMENTS.**

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

24           (1) in subsection (c)—

1 (A) by redesignating paragraphs (8)  
 2 through (12) as paragraphs (9) through (13),  
 3 respectively; and

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

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

8 (2) in subsection (e)(3)—

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

11 “(E) any other”; and

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

15 “may include—

16 “(A) local and regional economic develop-  
 17 ment;

18 “(B) increased travel and tourism;

19 “(C) increased mobility between modes;

20 “(D) the effects”.

21 **SEC. 13. MULTIMODAL GRANT SELECTION REQUIREMENT.**

22 Notwithstanding any other provision of law (includ-  
 23 ing regulations), in each notice of funding opportunity for  
 24 the National Infrastructure Investment program of the  
 25 Department of Transportation, the Secretary of Transpor-

1 tation shall select among eligible projects by evaluating the  
2 extent to which each eligible project provides significant  
3 benefits to a State, a metropolitan area, a region, or the  
4 United States, including the extent to which the eligible  
5 project—

6           (1) improves the safety of transportation facili-  
7 ties and systems;

8           (2) improves the condition of existing transpor-  
9 tation facilities and systems;

10           (3) contributes to economic competitiveness  
11 over the medium- to long-term, including by increas-  
12 ing travel and tourism; and

13           (4) improves access to and between transpor-  
14 tation facilities and systems.

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