

### At a Glance

## S. 3375, Omnibus Travel and Tourism Act of 2021

As reported by the Senate Committee on Commerce, Science, and Transportation on December 17, 2021

By Fiscal Year, Millions of Dollars	2022	2022-2027	2022-2032
Direct Spending (Outlays)	0	0	0
Revenues	0	0	0
Increase or Decrease (-) in the Deficit	0	0	0
Spending Subject to Appropriation (Outlays)	*	88	not estimated
Statutory pay-as-you-go procedures apply?	No	<b>Mandate Effects</b>	
Increases on-budget deficits in any of the four consecutive 10-year periods beginning in 2033?	No	Contains intergovernmental mandate?	No
		Contains private-sector mandate?	No

\* = between zero and \$500,000.

#### The bill would

- Establish an Assistant Secretary of Commerce for Travel and Tourism to oversee a new office within the Department of Commerce (DOC)
- Require DOC to complete additional reports, expand existing surveys, and develop a tourism strategy
- Require the Transportation Security Administration (TSA) to conduct two studies and implement a pilot program

#### Estimated budgetary effects would mainly stem from

- Spending subject to appropriation to implement the bill's requirements for DOC and TSA

**Detailed estimate begins on the next page.**



## Bill Summary

S. 3375 would establish a new office of the Assistant Secretary of Commerce for Travel and Tourism within the Department of Commerce (DOC) to recommend ways to enhance and develop support for domestic tourism and to report annually on the forecast for the travel and tourism industry. The bill also would require DOC to collect and report additional data on travel in the United States, develop a 10-year travel and tourism strategy, establish a board to advise it on matters related to the travel industry, and study the effects of the COVID-19 pandemic on the travel and tourism industry.

S. 3375 also would affect several transportation programs. Specifically, the bill would:

- Require the Departments of Health and Human Services, Homeland Security, and Transportation to establish a joint task force to study air travel during and after the COVID-19 pandemic and report any recommendations to the Congress;
- Require the Transportation Security Administration (TSA) to study the feasibility of using canines at airport security checkpoints to screen passengers, crew members, and other people for coronavirus infections; and
- Authorize a pilot program to allow passengers and baggage arriving from up to six foreign airports to bypass security screening before boarding a subsequent transfer flight, under conditions specified in the bill.

## Estimated Federal Cost

The estimated budgetary effect of S. 3375 is shown in Table 1. The costs of the legislation largely fall within budget functions 370 (commerce and housing credit) and 400 (transportation).

**Table 1.**  
**Estimated Increases in Spending Subject to Appropriation Under S. 3375**

	By Fiscal Year, Millions of Dollars						2022-2027
	2022	2023	2024	2025	2026	2027	
Department of Commerce							
Estimated Authorization	0	18	19	17	18	19	91
Estimated Outlays	0	15	18	16	17	18	84
Transportation Programs							
Estimated Authorization	0	3	*	*	*	*	4
Estimated Outlays	0	3	*	*	*	*	4
Total Changes							
Estimated Authorization	0	21	19	17	18	19	95
Estimated Outlays	0	18	18	16	17	18	88

Components may not sum to totals due to rounding; \* = between zero and \$500,000.



## **Basis of Estimate**

CBO assumes that S. 3375 will be enacted near the end of fiscal year 2022. Some activities required under the bill are already being fully or partially carried out by DOC, such as the requirement to establish annual goals for the number of international visitors and the value of U.S. goods and services purchased by such visitors. The costs of implementing those responsibilities are excluded from CBO's analysis of federal costs.

Using information from the affected agencies, CBO estimates that implementing S. 3375 would cost \$88 million over the 2022-2027 period. Spending would be subject to the availability of appropriated funds.

## **Department of Commerce**

Using information from DOC, CBO estimates that it would cost the department \$84 million to implement the bill's requirements over the 2022-2027 period, assuming appropriation of the estimated amounts.

CBO estimates the required responsibilities of the new Assistant Secretary of Commerce for Travel and Tourism would cost \$47 million over the 2022-2027 period. That estimate is based on the cost of an additional 35 employees annually at a cost of about \$290,000 per employee; that amount reflects salaries, benefits, and associated overhead costs such as rent, utilities, and travel.

Adding questions on wait times, visits to public lands, and state visitation data to its existing Survey of International Air Travelers would cost \$19 million over the 2022-2027 period, CBO estimates. That amount reflects a mixture employee and contracting costs necessary to double the sample size of the survey and add new questions.

Reporting on international arrival and spending data and updating the Travel and Tourism Satellite Accounts each year would cost \$12 million, CBO estimates, to develop a more robust estimation model that includes regional data. That amount reflects the cost of seven additional employees, contracting costs, and annual data purchases.

Other provisions in the bill would have smaller costs over that same period, as detailed below:

- \$4 million to study the effects of the COVID-19 pandemic on the travel and tourism industry,
- \$1 million to develop a 10-year travel and tourism strategy and submit it to the Congress at least once every 10 years, and
- \$1 million to establish and support the U.S. Travel and Tourism Advisory Board to advise it on matters relating to the travel and tourism industry.



### **Transportation Programs**

Using information on the cost of similar activities, CBO estimates that implementing the transportation provisions would cost \$4 million over the 2022-2027 period. Specifically, CBO estimates that over the six-year period the task force on air travel would cost \$1 million, the study on the use of canines would cost \$1 million, and the pilot program would cost \$2 million. All such spending would be subject to the availability of appropriated funds.

**Pay-As-You-Go Considerations:** None.

**Increase in Long-Term Deficits:** None.

**Mandates:** None.

### **Estimate Prepared By**

Federal Costs:

David Hughes (Department of Commerce)  
Aaron Krupkin (transportation programs)

Mandates:

Rachel Austin  
Brandon Lever

### **Estimate Reviewed By**

Justin Humphrey  
Chief, Finance, Housing, and Education Cost Estimates Unit

Susan Willie  
Chief, Natural and Physical Resources Cost Estimates Unit

H. Samuel Papenfuss  
Deputy Director of Budget Analysis

Theresa Gullo  
Director of Budget Analysis