

# INVEST IN NEW TRANSPORTATION TECHNOLOGIES AND THE FUTURE OF TRAVEL MOBILITY

From high-speed rail to the Hyperloop, from electric vehicles to autonomous ones, new and emerging transportation technologies will make travel within the U.S. more efficient, sustainable, and frequent. To bring about the future of travel mobility, it's time to update federal policies and programs to increase investment, expand access, and encourage the use of modern and more efficient transportation technologies.

## Empower Americans to travel anywhere in the U.S. by electric vehicle:

It's nearly impossible to take an EV on a cross-country road trip because EV infrastructure has not kept pace with demand. While more and more Americans purchase EVs every year, large swaths of America's main travel corridors and roadways lack EV charging stations. As EVs continue to grow in popularity, parts of the country—particularly rural areas—will be cut off from visitors who drive EVs due to the lack of EV infrastructure.

- **Establish a federal grant program within the U.S. Department of Transportation (DOT) to fund a national network of charging infrastructure.** DOT should establish the network by identifying the most highly used corridors for long-haul passenger travel, including corridors identified in DOT's National Travel and Tourism Infrastructure Strategic Plan and expanding eligibility to U.S. airports.
- **Expand EV corridor designations to every eligible corridor identified in DOT's National Travel and Tourism Strategic Plan** to ensure more travel businesses along heavily trafficked corridors are eligible to receive grants through the Department of Energy programs.

## Incentivize more Americans to own electric vehicles:

To ensure EV infrastructure growth does not stall amid America's pandemic recovery, the federal government must continue to incentivize businesses—and consumers—to adopt EVs and EV infrastructure.

- **Extending the Section 30C tax credit** beyond its December 31, 2021 deadline through 2029.
- **Expanding the Section 30C tax credit** from its \$30,000 cap up to \$200,000 per property, clarifying that the credit applies separately to each item of refueling property and includes the cost of installation. This would incentive more lodging facilities and highly-trafficked travel destinations to increase the availability of EV charging stations and quicken the transition to EVs for long-haul travel.
- **Eliminating the Section 30D manufacturer's cap** and replacing it with a general phaseout for all manufacturers after EV sales exceed 50% of annual light vehicle retail sales.

## Provide foundational investments in innovative transportation technologies:

Long-haul travel to and within the U.S. can be forever changed by new and innovative technologies, such as the hyperloop. By making travel faster, more efficient, and sustainable, new transportation technologies can bring cities and destinations closer together, better connect rural areas with the rest of the country and increase demand. It's time for Federal programs to recognize and invest in the future of travel mobility by:

- **Codifying the Non-traditional and Emerging Transportation Technology (NETT) Council** at Department of Transportation and call for prompt regulatory action to further safe and prompt hyperloop deployment in the United States.
- **Clarify that hyperloop projects are eligible for any federal funding program for which rail is eligible**, including the Consolidated Rail Infrastructure and Safety Improvements (CRISI) program; and
- **Establishing a grant program for hyperloop transportation technology** to support the development of this innovative technology that can position the U.S. as a global leader in travel.

## Expand and improve passenger rail service throughout the U.S.

When it comes to passenger rail, we all know the U.S. is behind the rest of the world. It's time to put federal passenger rail investments on equal footing with other modes of transportation and expand access rail travel throughout the U.S.

- **Increase Amtrak funding to \$30 billion** to improve and expand existing service and bring Amtrak's network to a state of good repair.
- **Provide \$18 billion in targeted investments for the Northeast Corridor** which is one of the busiest and most important corridors for business and leisure travel in the U.S.;
- **Incorporate Travel and Tourism in Rail Programs** by making capital projects that increase access to tourism destinations an eligible project, and by providing preference to projects that increase travel and tourism, improve mobility between modes, and enhance local and regional economic development.

## Provide \$25 billion for U.S. airport infrastructure through a new enplanement-based formula program.

Not a single U.S. airport ranks among the top 25 in the world and airport infrastructure needs will top \$115 billion over the next five years. It's time to increase investments in the most heavily-used and under-funded airports that support travel to and within the U.S.

- **Establish a new enplanement-based formula program to distribute \$25 billion in funding to U.S. airports.** To target investments where they are needed the most, the funding formula should mirror allocations provided under the American Rescue Plan Act.
- **Ensure all PFC-eligible infrastructure projects, and resiliency and sustainability projects are eligible under the new enplanement-based termination renovation formula program.**

## Prioritize federal discretionary grants to projects that improve national travel mobility—not just freight mobility.

Projects that improve national freight mobility are more competitive for federal discretionary grants, while projects that enhance national travel mobility are often at the back of the line or ineligible. It's time to ensure that projects that improve travel mobility to and within the U.S. are more competitive to receive federal funding.

- **Amend the Nationally Significant Freight and Highway Projects program** to include projects that facilitate the interstate movement of both freight and people or help to achieve the goals of the National Travel and Tourism Infrastructure Strategic Plan.
- **Establish a Projects of National and Regional Significance program**, funded at \$9 billion over five years, to invest in major projects that would improve travel mobility between regions, but cannot be funded through annual apportionments or other discretionary sources.

## Modernize National Parks infrastructure.

Paved roads and structures make up more than half of the backlog, over \$6.1 billion. This includes bridges, tunnels, paved parking areas, and paved roadways. All other facilities' needs, including buildings, housing, campgrounds, trails, water systems, etc., total more than \$5.7 billion. In order to make travel to and within National Parks more modern and sustainable, Congress should:

- **Establish EV charging infrastructure in and around National Parks.** Congress should direct the National Park Service, DOT and DOE to establish a plan for achieving widespread EV charging capacity within a short range of each of America's national parks.
- **Enact the Green Spaces, Green Vehicles Act (S. 504) to build charging infrastructure on public lands managed by the federal government.** The bill would also work to convert Park Service and Forest Service fleets to zero-emissions vehicle (ZEV) technology, with priority for service shuttles.
- **Implement local and regional cost sharing for maintenance of connector roads and roads that are not exclusively used for parks visitors.** NPS roads play as much of a local and regional transportation function as they do in supporting internal park connectivity. This dual function adds wear and tear on the roads that is not accompanied by a local or regional cost-share approach to road maintenance.
- **Expand broadband access throughout public lands.** Access to broadband on public lands provides both visitor experience and safety benefits. Expanding broadband service throughout public lands provides visitors the technology they expect. It also provides greater safety for lost individuals and natural disaster protection.