U.S. TRAVEL ANSWER SHEET

FACTS ABOUT A LEADING AMERICAN INDUSTRY THAT'S MORE THAN JUST FUN

U.S. TRAVEL ASSOCIATION

LEISURE TRAVEL

- Direct spending on leisure travel by domestic and international travelers totaled **$683.1 billion** in 2016.
- Spending on leisure travel generated **$106.4 billion** in tax revenue.
- **Nearly 4 out of 5** domestic trips taken are for leisure purposes (79%)**.**
- U.S. residents logged **1.7 billion** person-trips* for leisure purposes in 2016.
- Top leisure travel activities for U.S. domestic travelers: (1) visiting relatives; (2) shopping; (3) visiting friends; (4) fine dining; and (5) rural sightseeing.

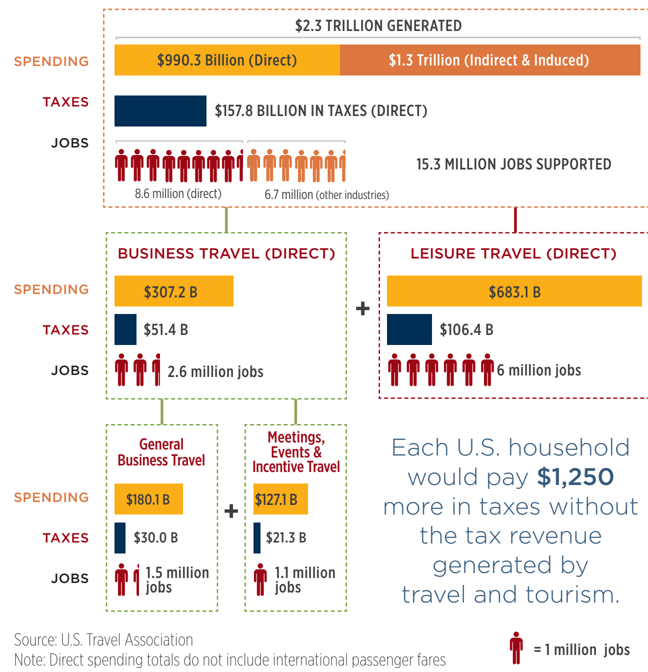
BUSINESS TRAVEL

(Including Meetings, Events and Incentive)

- Direct spending on business travel by domestic and international travelers, including expenditures on meetings, events and incentive programs (ME&I), totaled **$307.2 billion** in 2016.
- ME&I travel accounted for **$127.1 billion** of all business travel spending.
- U.S. residents logged **457.4 million** person-trips* for business purposes in 2016, with 38% for meetings and events.
- For every dollar invested in business travel, businesses benefit from an average of **$9.50** in increased revenue and **$2.90** in new profits *(2012)*.

* Person-trip defined as one person on a trip away from home overnight in paid accommodations or on a day or overnight trip to places 50 miles or more [one-way] away from home.

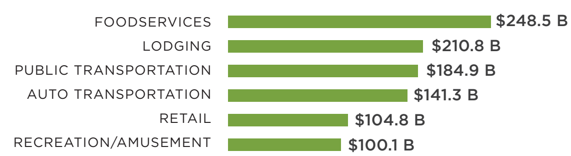
U.S. TRAVEL INDUSTRY IMPACT



Each U.S. household would pay **$1,250** more in taxes without the tax revenue generated by travel and tourism.

Source: U.S. Travel Association
Note: Direct spending totals do not include international passenger fares

SOURCES OF TRAVEL SPENDING



TOTAL: **$990.3 billion**

Source: U.S. Travel Association

BY THE NUMBERS

(all data 2016 unless indicated otherwise)

$2.3 trillion: Economic output generated by domestic and international visitors (includes $990.3 billion in direct travel expenditures that spurred an additional $1.3 trillion in other industries)

15.3 million: Jobs supported by travel expenditures (includes 8.6 million directly in the travel industry and 6.7 million in other industries)

$248.2 billion: Wages shared by American workers directly employed by travel

$157.8 billion: Tax revenue generated by travel spending for federal, state and local governments

2.7%: Percentage of nation's gross domestic product (GDP) attributed to travel and tourism

1 out of 9: U.S. jobs that depend on travel and tourism

No. 6: Where travel ranks in terms of employment compared to other major private industry sectors

84%: Percentage of travel companies that are considered small businesses *(2012)*

2.2 billion: Number of person-trips* that Americans took for business and leisure purposes

74.7 million: Number of international arrivals in the U.S. in 2015, including 37.3 million from overseas markets

Travel is among the **top 10 industries** in 49 states and D.C. in terms of employment

INTERNATIONAL TRAVEL

- In 2016, U.S. Travel Exports (includes general travel spending, international passenger fares, as well as international traveler spending on medical, educational and cross-border/seasonal work-related activities) totaled **$246 billion**. International Travel Imports totaled **$159 billion,** creating a **$87 billion** travel trade surplus.
- The U.S. received **74.7 million** international arrivals in 2016. Of those, approximately **37.3 million** came from overseas markets and **37.4 million** were from Canada and Mexico.
- The United States' share of total international arrivals is **6.0%** (down from **7.5%** in 2000).
- International travel spending directly supported about **1.2 million** U.S. jobs and **$32.4 billion** in wages.
- Each overseas traveler spends approximately **$4,360** when they visit the U.S. and stay on average **18 nights**.
- Overseas arrivals represent **50%** of all international arrivals, yet account for **85.3%** of total international travel spending.
- Top leisure travel activities for overseas visitors: (1) shopping; (2) sightseeing; (3) fine dining; (4) national parks/monuments; and (5) amusement/theme parks.

TOP 5 INTERNATIONAL MARKETS TO THE U.S. (2015 ARRIVALS)

ORIGIN OF VISITOR	2015
Canada	20.7 million
Mexico	18.4 million
United Kingdom	4.9 million
Japan	3.8 million
China	2.6 million

TOP 5 HIGH-GROWTH TRAVEL MARKETS THRU 2021 *(forecasted)*

ORIGIN OF VISITOR	ARRIVALS % CHANGE '21/'15
China	121%
India	72%
Argentina	50%
South Korea	43%
Taiwan	40%

Source: U.S. Department of Commerce – National Travel and Tourism Office

Direct spending by resident and international travelers in the U.S. averaged $2.7 billion a day, $113.1 million an hour, $1.9 million a minute and $31,400 a second.

The U.S. Travel Association is the national, non-profit organization representing all components of the travel industry that generates $2.3 trillion in economic output. It is the voice for the collective interests of the U.S. travel industry and the association's 1,350 member organizations. U.S. Travel's mission is to promote and facilitate increased travel to and within the United States. For more information, visit **www.ustravel.org**

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TRAVEL VOLUME TO AND WITHIN THE UNITED STATES

U.S. domestic travel increased **1.2 percent** from 2015 to a total of more than **2.2 billion** person-trips in 2016.

U.S. domestic travel increased 1.2 percent from 2015 to a total of more than 2.2 billion person-trips in 2016.[1] Domestic leisure travel increased 1.7 percent in 2016 to more than 1.7 billion person-trips.[2] Leisure travel accounted for about 79 percent of all U.S. domestic travel in 2016. Domestic business travel declined marginally (0.6 percent) in 2016 to 457 million person-trips.

International inbound travelers, including visitors from overseas, Canada and Mexico, made 74.7 million visits to the United States in 2016.

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ECONOMIC IMPACT OF TRAVEL

In 2016, domestic and international travelers spent $990.3 billion in the U.S. This spending supported more than 8.6 million jobs directly, and generated $248 billion in payroll income and $158 billion in tax revenues for federal, state, and local governments.

Travel spending in the U.S. by domestic and international travelers grew 2.1 percent to $990.3 billion in 2016.[3] Of this total, domestic travelers spent $837 billion (a 2.9% increase from 2015), and international travelers spent $153.7 billion in the U.S.,[4] declining 2.1 percent from 2015. In addition, international travelers paid a total of $39.1 billion to U.S. air carriers on international passenger fares in 2016, a decline of 6.1 percent from 2015.

Due to the slowdown of the world economy and a stronger U.S. dollar against most of foreign currencies, international travelers spending in the U.S. continued to decline in 2016[5]

International travel spending continued to show a **$43 billion surplus** in 2016.

However, with $110.5 billion in U.S. residents travel spending abroad, the international trade balance in travel spending continued to show a nearly $43.2 billion surplus in 2016.[6]

Adjusted for inflation, real travel spending (in chained 2005 dollar) rose 2.3 percent in 2016. The Travel Price Index—a measurement of the cost inflation of travel goods and services—was stable (0.3%) in 2016. Motor fuel price continued to decline by 11.6 percent in 2016.

EMPLOYMENT DIRECTLY SUPPORTED BY TRAVEL

The power of travel to create jobs is much greater than other industries. Every **$1 million in sales** of travel goods and services directly **generates nine jobs for the industry.**

Accounting for 6 percent of total non-farm employment in the U.S., travel directly supported nearly 8.6 million U.S. jobs in 2016, an increase of 2.4 percent from 2015. Characterized as a labor-intensive industry, the power of travel to create jobs is much greater than other industries. **On average, every $1 million in sales of travel goods and services directly generates nine jobs for the industry. In contrast, every $1 million in sales in total non-farm industry as whole creates six jobs on average.**

Supporting American jobs that cannot be outsourced abroad, **the travel industry has created jobs at a faster rate (16.6 percent) than the rest of the economy (10.3 percent) from the beginning of the overall employment recovery in early 2010 to 2016.** Increasing travel to and within the U.S. will continue to create job opportunities for the Americans who continue to be unemployed.

The travel industry has **created jobs at a faster rate (16.6 percent) than the rest of the economy (10.3 percent)** from the beginning of the overall employment recovery in early 2010.

Foodservices and lodging are the top two spending categories by domestic and international travelers.

Travelers spent **$248.5 billion** on food services which **accounted for 25 percent** of total travelers spending.

Spending on lodging **increased 4.5 percent** from 2015, the highest growth rate among all major travel spending categories in 2016.

15.3 MILLION

Total travel-related employment was over 15.3 million in 2016.

OTHER HIGHLIGHTS OF THE TRAVEL INDUSTRY

Leisure travelers spent a total of $683.1 billion in 2016 and grew by 2.4 percent from 2015 (not adjusted). Business traveler spending increased 1.4 percent over 2015 to $307.2 billion in 2016. Of total business traveler spending, meeting and convention travelers spent $127.1 billion, up 3.0 percent from 2015.

Foodservices and lodging are the top two spending categories by domestic and international travelers. **In 2016, travelers spent $248.5 billion on food services, including restaurant/grocery and drinking places, which accounted for 25 percent of total travelers spending in the U.S.** Making up 21.3 percent of total, travelers' spending on lodging, including hotels/motels/B&B, vacation homes and campgrounds, totaled $210.8 billion. **Spending on lodging increased 4.5 percent from 2015, the highest growth rate among all major travel spending categories in 2016.**

TOTAL ECONOMIC IMPACT OF THE TRAVEL INDUSTRY

Travelers produce "multiplier" impacts on the U.S. economy. In addition to the goods and services that are purchased **directly** by travelers, the inputs used to produce these goods and services are also purchased through travel business operators: **indirect travel output.** Furthermore, as a result of spending in the areas by the employees of travel businesses and their suppliers, additional sales are generated: **induced output.** Total travel related output was $2.26 trillion in 2016.

Total travel-related employment was over 15.3 million in 2016. This indicates that one in nine U.S. non-farm jobs directly and indirectly relies on the travel industry. Total travel-related employment includes 8.6 million travel jobs—jobs where workers produce goods and services sold directly to visitors—and seven million indirect and induced travel-related jobs—jobs where workers produce goods and services used to produce what visitors buy and jobs supported by induced output.

DIRECT

Spending on travel goods and services.

Creates travel industry employment/payroll.

INDIRECT

Travel Industry buys inputs and suppliers to meet traveler demand.

Creates other industry employment/payroll

INDUCED IMPACT

Consumer spending by the employees of travel industry and their suppliers creates additional employment/payroll.

[1] A person-trip is defined as one person on a trip away from home overnight in paid accommodations, or on a day or overnight trip to places 50 miles or more, one-way, away from home

[2] which includes visits to friends and relatives as well as trips taken for outdoor recreation and entertainment purposes

[3] not adjusted for inflation

[4] excluding nonresidents spending on U.S. airlines passenger fares between the U.S. and foreign countries and between two foreign points, medical, educational and cross-border/seasonal work related activities

[5] excluding international travelers spending on medical, educational and cross-border/seasonal work related activities, as well as nonresidents spending on U.S. airlines passenger fares between the U.S. and foreign countries and between two foreign points.

[6] Excludes U.S. residents payments on passenger fares to foreign air carriers and payments for medical, educational and cross-border/seasonal work related travel

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Person-Trips (millions)	2,060.6	2,022.9	1,955.2	2,023.7	2,060.3	2,097.0	2,129.6	2,184.3	2,256.2	2,279.8
Domestic P-Trips	2,004.5	1,964.9	1,900.1	1,963.7	1,997.5	2,030.3	2,059.6	2,109.3	2,178.7	2,205.1
International Arrivals	56.1	58.0	55.1	60.0	62.8	66.7	70.0	75.0	77.5	74.7
Total Expenditures ($ billions)	738.0	772.5	699.8	747.4	812.7	854.7	890.7	941.6	970.4	990.3
Domestic	645.3	667.9	609.1	640.6	694.0	728.0	751.2	792.4	813.4	836.6
International	92.7	104.6	90.7	106.9	118.6	126.7	139.5	149.2	157.0	153.7
Total Employment (thousands)	7,699.9	7,723.1	7,397.2	7,370.9	7,528.9	7,675.2	7,880.6	8,119.8	8,395.9	8,597.5
Domestic	6,700.6	6,620.8	6,424.2	6,277.1	6,429.7	6,551.0	6,679.2	6,878.8	7,124.1	7,389.7
International	999.3	1,102.3	973.0	1,093.9	1,099.2	1,124.1	1,201.4	1,241.1	1,271.8	1,207.8
Total Payroll ($ billions)	187.5	192.5	185.1	186.8	195.8	204.0	209.3	224.6	237.9	248.2
Domestic	163.5	165.3	161.2	161.8	170.0	176.6	179.5	192.7	204.6	215.9
International	24.0	27.2	23.9	25.1	25.8	27.4	29.8	31.8	33.3	32.4
Tax Revenues ($ Billions)	115.8	118.9	113.0	117.4	123.7	128.8	134.3	143.6	151.7	157.8
Domestic	101.3	102.8	98.4	100.6	105.6	109.7	113.3	120.8	127.9	134.7
International	14.6	16.1	14.6	16.8	18.1	19.1	21.0	22.8	23.8	23.1

% Change from Previous Year

	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Person-Trips	0.4%	-1.8%	-3.3%	3.5%	1.8%	1.8%	1.6%	2.6%	3.3%	1.0%
Domestic P-Trips	0.2%	-2.0%	-3.3%	3.3%	1.7%	1.6%	1.4%	2.4%	3.3%	1.2%
International Arrivals	10.1%	3.3%	-5.0%	8.9%	4.7%	6.1%	5.0%	7.2%	3.3%	-3.6%
Total Expenditures	5.9%	4.7%	-9.4%	6.8%	8.7%	5.2%	4.2%	5.7%	3.1%	2.1%
Domestic	4.6%	3.5%	-8.8%	5.2%	8.3%	4.9%	3.2%	5.5%	2.7%	2.9%
International	16.5%	12.8%	-13.3%	17.8%	11.0%	6.8%	10.0%	7.0%	5.2%	-2.1%
Total Employment	2.1%	0.3%	-4.2%	-0.4%	2.1%	1.9%	2.7%	3.0%	3.4%	2.4%
Domestic	0.7%	-1.2%	-3.0%	-2.3%	2.4%	1.9%	2.0%	3.0%	3.6%	3.7%
International	12.7%	10.3%	-11.7%	12.4%	0.5%	2.3%	6.9%	3.3%	2.5%	-5.0%
Total Payroll	7.0%	2.7%	-3.9%	0.9%	4.8%	4.2%	2.6%	7.3%	6.0%	4.3%
Domestic	5.8%	1.1%	-2.5%	0.4%	5.1%	3.9%	1.7%	7.4%	6.2%	5.5%
International	15.3%	13.5%	-12.3%	4.9%	3.0%	6.3%	8.6%	6.9%	4.6%	-2.9%
Tax Revenues	6.0%	2.7%	-5.0%	3.9%	5.4%	4.1%	4.3%	6.9%	5.7%	4.0%
Domestic	4.6%	1.6%	-4.3%	2.3%	5.0%	3.8%	3.3%	6.7%	5.9%	5.3%

* According to the National Travel and Tourism Office, the completion of the I-94 automation project now provides a more accurate determination of how many nights were spent in the United States which makes it possible to be more inclusive of one-night stays (travelers from overseas countries) given that the arrival-departure record match is now more complete and accurate. With the inclusion of one-night stay travelers in 2014 as well as the availability of additional arrival records in 2015, arrivals data from overseas countries in 2013, 2014 and 2015 are basically not comparable.

AMERICA FIRST: REMEMBER TRAVEL

U.S. TRAVEL ASSOCIATION

Travel supports jobs in every state and congressional district. The travel industry is America's number one services export, and has added jobs faster than other sectors since the economic recovery began. The increase in jobs and revenue from the travel industry helps the U.S. compete globally. When lawmakers support pro-travel legislation, they are putting America first.

Travel: America's Largest Industry

- Travel generates $2.1 trillion for the U.S. economy.
- Direct travel spending in the U.S. totaled $947 billion by domestic and international travelers in 2015.
- The travel industry directly generated $148 billion in tax revenue for local, state, and federal governments.
- Direct spending by resident and international travelers in the U.S. averaged $2.6 billion a day, $108.1 million an hour, $1.8 million a minute, and $30,033 a second.
- Each U.S. household would pay $1,192 MORE in taxes without the tax revenue generated by the travel industry.

Travel: America's Largest Employer

- Travel supports more than 15.1 million jobs in the U.S.—8.2 million in direct tourism jobs and 6.9 million indirect and induced jobs.
- One in every nine American jobs depends on travel.
- Travel is one of the top 10 employers of American workers in 49 of the 50 states, plus the District of Columbia.
- Since the employment recovery began in 2010, the travel industry has added one million jobs and has outpaced job growth in the rest of the economy by 17 percent.
- U.S. travel jobs cannot be outsourced.
- Jobs in the travel industry provide a good path to the middle class for millions of Americans.

Travel: America's Largest Export Industry

- Travel generated $246 billion in travel exports in 2015.
- The U.S. travel and tourism industry generated nearly $98 billion in trade surplus for the U.S. economy in 2015.
- Travel now accounts for 11 percent of all U.S. exports of goods and services.

Travel: Fueling Local Economies and Improving Communities

- Travel tax revenue funds critical city and state services like police officers, teachers and healthcare systems.

CONGRESS SHOULD SUPPORT PRO-TRAVEL LEGISLATION BECAUSE THE TRAVEL INDUSTRY IS AN ECONOMIC ENGINE THAT CREATES GOOD AMERICAN JOBS IN EVERY CORNER OF THE COUNTRY.

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AIR TRAVEL MODERNIZATION: KEEPING AMERICA GLOBALLY CONNECTED AND COMPETITIVE

U.S. TRAVEL ASSOCIATION

In the next decade, passenger enplanements are forecast to reach almost 927 million, which could add $243 billion in annual travel spending and support 750,000 new American jobs.

PROBLEMS THREATEN FUTURE GROWTH

Declining Airline Options

- Just four U.S. carriers now control more than 75 percent of domestic seat capacity, down from 11 carriers in 2005.
- In the Transatlantic market, seats controlled by joint venture alliances have increased from 20 percent in 2009 to about 80 percent in 2016.

Aging Airport Infrastructure

- The American Society of Civil Engineers rated airport infrastructure a D and not one U.S. airport ranks among the world's top 25.
- Airport investment needs total $100 billion over the next five years, or $20 billion per year, which far exceeds the federal and local funding that's currently available.

Outdated Navigation System

- The U.S. air traffic control system uses WWII-era radar technology that causes systemic flight delays, wastes fuel and increases airline costs.

THE IMPACTS

Reduced Air Service at Small and Medium Airports

- From 2007 to 2013, air service at medium hubs dropped by 25 percent and at small hubs fell by 20 percent.
- Declining airline competition has significantly reduced air service connectivity. In two-thirds of U.S. states, air service quality and convenience is worse today than in 2007. This means fewer direct flights to fewer destinations, with smaller planes and fewer seats available.

More Travel Frustrations

- With fewer airline options, many travelers have to fly with carriers that offer smaller seat sizes, less leg room and high fees. A recent survey found that American flyers are the unhappiest in the world.

Greater Congestion at Large Airports

- In 2016, one-in-five flights in the U.S. was delayed or cancelled. In the next six years, the top 30 U.S. airports will experience passenger volumes equal to the day before Thanksgiving at least once per week.

Billions in Lost Revenue

- According to a recent survey, Americans avoided 38 million trips because of flying hassles, dealing a $35.7 billion blow to the U.S. economy. The Federal Aviation Administration (FAA) predicts that travel demand will exceed capacity at 12 airports in the next 15 years, unless additional airport funding becomes available.

SOLUTION

1. Representatives should cosponsor H.R. 1265, the "Investing in America: Rebuilding America's Airport Infrastructure Act" and support its inclusion in the FAA reauthorization bill. H.R. 1265 removes the arbitrary federal limitation on airport user fees, called Passenger Facility Charges (PFC). This allows local authorities and market forces to determine appropriate levels of airport investment and control how much a passenger is charged. It also enables airports to efficiently fund projects that increase airport capacity, enhance airline competition, reduce congestion, strengthen safety/security and reduce airport noise. This would:

- **Modernize airport infrastructure**
- **Enhance airline competition and expand air service**
- **Reduce air traffic congestion**
- **Improve the passenger experience**

PRESERVING OPEN SKIES

U.S. TRAVEL
ASSOCIATION

What do U.S. Legacy Airlines (American, Delta and United) want?

- The Big 3 carriers have asked the U.S. Government to re-regulate international aviation by breaking U.S. Open Skies and blocking foreign air carriers from starting new direct flights to the U.S.
- At the request of the U.S. legacy carriers, the U.S. Government launched an investigation into the legacy carrier's claims that the Gulf airlines (Etihad, Emirates and Qatar) are unfairly subsidized in violation of U.S. Open Skies agreements.
- Follwoing the two-year investigation, the U.S. Government found no found no violation of Open Skies by the Gulf airlines (Etihad, Emirates and Qatar) and, instead, acknowledged the positive economic benefits Open Skies has fostered for the United States.
- The U.S. Legacy carriers have now returned to the Trump Administration with their request to undermine Open Skies and freeze routes and capacity for the Gulf carriers. If they are successful, the victims will be American workers and the U.S. economy.

Position of the Broader Travel Industry

- Other U.S. passenger and cargo airlines, hotels, restaurants and the broader travel community do not support the U.S. Legacy carrier's request to freeze new routes and capacity from the Gulf airlines. Doing so would threaten Open Skies policy, have a disproportionately negative impact on American travel businesses, aviation manufacturing, international visitation and U.S. exports. U.S. Travel supports using the existing Open Skies framework to process disputes between parties, including consultations, but only when *substantiated violations* of an agreement exist.

How Does Open Skies Benefit Travelers and Our Economy?

- **Grows the economy and creates American jobs:** In 2014, under Open Skies agreements, Gulf carriers brought 1.1 million international visitors to U.S. markets. These visitors contributed more than $4.1 billion to the nation's GDP, supported nearly 50,000 American jobs and generated $1.1 billion in federal, state and local tax revenue. Given that each overseas visitor spends on average $4,400 when they visit the United States, these visitors are generating economic benefits well-beyond the travel industry.
- **Benefits U.S. Airlines:** Gulf carriers drive thousands of travelers (and millions in revenue) directly to the U.S. legacy carriers. In fact, in 2014, nearly 30 percent (620,000) of all Gulf carrier passengers to the U.S. transferred to U.S. airlines upon their arrival in the U.S.
- **Expanding the U.S. Travel Market:** In 2014, more than 52 percent of inbound traffic to the U.S. on Gulf flights originated in South Asia, compared to less than 1 percent for U.S. carriers, meaning the Gulf carriers are generating new passengers to the United States. Nearly 30 percent of Gulf carrier traffic to the U.S. came from the Middle East, compared to just 3.7 percent for U.S. carriers, helping reach markets previously under-serviced by U.S. carriers.
- **Lower Fares for Travelers**: Economists have noted that fares have fallen 32 percent on routes subject to Open Skies agreements compared to markets that remained regulated. Subsequently, Open Skies agreements have generated at least $4 billion in traveler benefits.

THE U.S. VISA WAIVER PROGRAM MAKES AMERICA MORE SECURE

U.S. TRAVEL
ASSOCIATION

Countries that participate in the U.S. Visa Waiver Program (VWP) are required to share security information, maintain high security standards and allow U.S. inspection of security compliance. Recent upgrades, enacted in late 2015, have further increased the security of the program to help minimize risks and strengthen the VWP's ability to help us track and identify terrorists.

HOW THE VISA WAIVER PROGRAM STRENGTHENS U.S. SECURITY:

VWP requires increased security from participating countries.

VWP participating countries are required to:

- Share information about known or suspected terrorists and criminals with U.S. authorities, as well as maintain high standards for transportation security, border security and document integrity. Through VWP-mandated exchanges, the U.S. Government has received actionable information that was previously unknown to U.S. authorities. Without the leverage the VWP provides, the U.S. Government likely would not receive the same amount and quality of information.
- Allow U.S. inspections of their security standards, protocols and apparatus to ensure compliance with the highest security practices.
- Promptly enter data on all lost and stolen passports into INTERPOL's Stolen and Lost Travel Documents (SLTD) database.
- Ensure all VWP travelers use e-passports that conform to stringent international aviation security standards. The use of e-passports, which are particularly difficult to forge, is mandatory for all VWP travelers.

VWP security compliance is regularly reviewed by U.S. authorities.

The United States conducts comprehensive reviews of all VWP countries, at least every other year, to ensure ongoing compliance. Such reviews can result (and have resulted) in membership revocation or other conditions placed on a country's membership in the program.

Travelers from VWP countries are screened against multiple law enforcement and security databases before arriving in the United States.

Through the Electronic System for Travel Authorization (ESTA), the Department of Homeland Security (DHS) can determine whether an individual traveler represents any law enforcement or security risk before traveling to the United States.

ESTA gives DHS the capability to conduct both advance and ongoing vetting of VWP travelers through appropriate law enforcement data, including:

- The Terrorist Screening Database;
- Lost and stolen passports data (including INTERPOL's SLTD database); and
- Visa revocations, previous visa refusals and other immigration violations.

U.S. Customs and Border Protection officers may deny entry to anyone who is considered to be a security risk or is deemed to be at risk of overstaying their visa. Pre-screening works. For example, DHS estimated the visa overstay rate among VWP travelers to be approximately 0.65% in 2016.

WHAT THE EXPERTS SAY

"The VWP is essential to protecting international travel in today's growing and persistent threat environment. It provides necessary information to identify and validate a person's identity, determine if they are a risk and whether they pose a threat to the United States. The information provided to the U.S. prior to a VWP traveler's departure, along with the information sharing and law enforcement cooperation in place between the U.S. and Visa Waiver Program countries, is essential to ensuring our country remains open for legitimate international travel and trade while preventing harmful or more threatening persons from crossing our borders."

–Michael Chertoff, Former Secretary of Homeland Security

"The VWP … is now an essential tool for increasing security standards, advancing information sharing, strengthening international relationships and promoting legitimate trade and travel to the United States. … One of the VWP's most important contributions is its enhancement of U.S. law enforcement and security interests. … The VWP is a vital part of a robust travel security system … [E] xpansion of the program … will … contribute positively to our national security."

–David Heyman, Former Assistant Secretary for Policy, Department of Homeland Security

THE VISA WAIVER PROGRAM WORKS FOR AMERICA. PRESERVE VISA WAIVER PROGRAM EXPANSION.

THE U.S. VISA WAIVER PROGRAM MAKES AMERICA MORE SECURE (CONTINUED)

U.S. TRAVEL ASSOCIATION

DID YOU KNOW?

Countries considered for VWP membership are independently assessed by U.S. intelligence agencies, in addition to DHS review.

The VWP, like all good security measures, continues to evolve in the face of current threats, such as those posed by foreign fighters.

VWP Travelers Are More Secure, More Well-Screened and More Reliably Identified

		VWP COUNTRIES	NON-VWP COUNTRIES
Who is coming here?		ESTA	B1/B2 VISA
Who poses a risk?	Required to share terrorist watchlist information?	✓	
	Required to share criminal data upon request?	✓	
	Required to share lost and stolen passport information?	✓	
Who is this person?	Generally required to have secure electronic passport?	✓	
	Fingerprints obtained?	✓	✓

LEARN MORE AT **USTRAVEL.ORG/VWP**

THE VISA WAIVER PROGRAM WORKS FOR AMERICA. PRESERVE VISA WAIVER PROGRAM EXPANSION.

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BRAND USA:
BOOST TRAVEL TO THE UNITED STATES TO FUEL OUR NATION'S ECONOMY

U.S. TRAVEL ASSOCIATION

Sometimes Congress gets it just right. Brand USA was created by statute in 2010 to attract international travelers to the United States and it's been an unqualified success. Today, Brand USA provides global marketing for hundreds of U.S. communities, large and small, to generate American jobs and enhance our image abroad—at no expense to our taxpayers.

It's all about return-on-investment. Over the last three years, Brand USA has produced

$9.5 BILLION in VISITOR SPENDING and $21 BILLION in OVERALL economic impact.

For every $1 spent on marketing, it returns to the U.S. economy an average of $25.

That's why Congress voted on a bipartisan basis to reauthorize Brand USA for another five years (through 2020).

Marketing initiatives in **more than 40 countries**.

Travel from these markets makes up **93 percent of inbound visitation to the U.S.**

Partnership with more than 600 organizations **to invite the world to explore the U.S.**

Brand USA's work has welcomed **more than 3 million incremental international visitors** to the USA

Supporting 50,000 incremental jobs annually

yielding nearly $3 billion in tax revenue

What does Brand USA do?

Brand USA markets the United States as the premier global destination. After the September 11 attacks, the U.S. share of the booming global travel market plummeted. Today, Brand USA has global platforms that leverage the USA brand in ways that its local U.S. partners can't do on their own. Inbound international travel is America's top service export, boosting our trade balance even more than the automobile industry. International business and leisure travelers tend to stay longer and spend far more than domestic travelers. Brand USA makes it possible for local destinations to reach them.

What else?

In addition, **Brand USA works with dozens of our embassies to explain our changing visa and entry policies to key audiences of potential travelers around the world.** And Brand USA has pioneered collaboration with federal agencies, like the National Park Service, by creating its giant-screen IMAX film around the park centennial year. It was the world's top-grossing documentary of 2016 and the centerpiece of a larger campaign around our great outdoors. All this builds trust, goodwill and interest in the American heartland—all essential to our ability to compete in the international travel marketplace.

How is Brand USA funded?

Half of Brand USA's budget comes from cash and in-kind contributions from the private sector. Those funds are matched, up to $100 million, from a $10 fee assessed once every two years on travelers visiting the U.S. from Visa Waiver Program countries, through the Electronic System for Travel Authorization (ESTA) program. **Excess ESTA fee collections—over and above the $100 million for Brand USA—go to paying down the federal debt.**

INTERNATIONAL VISITATION...

SUPPORTS WAGES

$32.4B

Spending by international visitors in 2016 directly supported nearly $32.4 billion in U.S. wages in 2016.

GENERATES TAXES

$23.1B

Last year, international visitors spent $153.7 billion on travel and generated $23.1 billion in federal, state and local tax revenue.

CREATES JOBS

One in nine American jobs depend on travel and tourism and every 36 additional overseas visitors create one American job.

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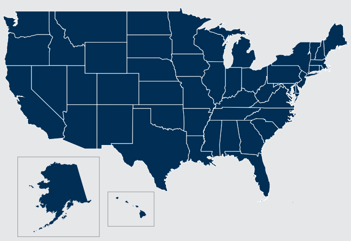
TRAVEL AND TOURISM CAUCUSES PROMOTE TRAVEL-FRIENDLY POLICIES

U.S. TRAVEL
ASSOCIATION

The U.S. House of Representatives and the Senate each established a Travel and Tourism Caucus that members of Congress can join to promote policies that will help deliver the benefits of travel to their states and districts.

BY THE NUMBERS

The **economic benefits of travel and tourism** extend to all 50 states and every congressional district.



In fact, travel and tourism ranks in the **TOP 10 INDUSTRIES** in 49 states and Washington, D.C.

Nationally, the travel sector is the country's largest service export, **supporting one in every nine American jobs.**

HOUSE AND SENATE TRAVEL AND TOURISM CAUCUSES ARE AN INFLUENTIAL VOICE FOR TRAVEL

The House of Representatives' bipartisan Congressional Travel & Tourism Caucus (CTTC) was founded in 1979.

The CTTC communicates major policies and events that affect travel. When needed, the Caucus' co-chairs introduce important legislation, such as the ***Travel Promotion, Enhancement, and Modernization Act*** that reauthorized the vital Brand USA program.

The CTTC is co-chaired by Representatives Gus Bilirakis (R-FL) and Dina Titus (D-NV).


The bipartisan Senate Tourism Caucus was formed in 2011 to promote commonsense policies that encourage domestic and international travel, reduce barriers to travel and raise awareness of the importance of the travel and tourism industry in creating jobs and growing the economy.

The Senate Tourism Caucus is co-chaired by Senators Roy Blunt (R-MO), Dean Heller (R-NV), Amy Klobuchar (D-MN) and Brian Schatz (D-HI).




MEMBERS OF CONGRESS SHOULD JOIN THESE IMPORTANT CAUCUSES