

AMENDMENT
OFFERED BY MR. GARCÍA OF ILLINOIS

At the end of title I, insert the following:

1 **SEC. 1___ . NATIONAL HIGHWAY PERFORMANCE PROGRAM**
2 **ELIGIBLE PROJECTS.**

3 Section 119 of title 23, United States Code, is
4 amended—

5 (1) in subsection (d)—

6 (A) in paragraph (1)(B) by striking “and”
7 at the end;

8 (B) in paragraph (2)(S) by striking the pe-
9 riod at the end and inserting “; and”; and

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

11 “(3) a project that is otherwise eligible under
12 this subsection to construct new capacity for single
13 occupancy passenger vehicles only if the State—

14 “(A) has demonstrated progress in achiev-
15 ing a state of good repair, as defined in the
16 State’s asset management plan, on the National
17 Highway System;

18 “(B) demonstrates that the project—

1 “(i) supports the achievement of per-
2 formance targets of the State established
3 under section 150; and

4 “(ii) is more cost effective, as deter-
5 mined by benefit-cost analysis, than—

6 “(I) an operational improvement
7 to the facility or corridor;

8 “(II) the construction of a public
9 transportation project eligible for as-
10 sistance under chapter 53 of title 49;
11 or

12 “(III) the construction of a non-
13 single occupancy passenger vehicle
14 project that improves freight move-
15 ment; and

16 “(C) has a public plan for maintaining and
17 operating the new asset while continuing its
18 progress in achieving a state of good repair
19 under subparagraph (A).”; and

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

21 “(l) BENEFIT-COST ANALYSIS.—In carrying out sub-
22 section (d)(3)(B)(ii), the Secretary shall establish a proc-
23 ess for analyzing the cost and benefits of projects under
24 such subsection, ensuring that—

1 “(1) the benefit-cost analysis includes a calcula-
2 tion of all the benefits addressed in the performance
3 measures established under section 150;

4 “(2) the benefit-cost analysis includes a consid-
5 eration of the total maintenance cost of an asset
6 over the lifecycle of the asset; and

7 “(3) the State demonstrates that any travel de-
8 mand modeling used to calculate the benefit-cost
9 analysis has a track record in predicting benefits of
10 past projects.”.

