

AMENDMENT

OFFERED BY MR. HUFFMAN OF CALIFORNIA

At the end of subtitle C of title I of the bill, add the following:

1 **SEC. 13 ____ . USEFUL SERVICE LIFE STANDARDS FOR FED-**
2 **ERALLY FUNDED TRANSPORTATION**
3 **PROJECTS.**

4 (a) IN GENERAL.—Chapter 1 of title 23, United
5 States Code, is further amended by adding at the end the
6 following:

7 **“§ 184. Useful service life standards for federally**
8 **funded transportation projects**

9 “(a) DEFINITIONS.—In this section:

10 “(1) USEFUL SERVICE LIFE.—The term ‘useful
11 service life’ means the estimated period during which
12 a transportation asset is expected to remain in serv-
13 ice while meeting applicable performance, oper-
14 ational, and safety standards.

15 “(2) TEMPORARY INFRASTRUCTURE.—The
16 term ‘temporary infrastructure’ means infrastruc-
17 ture primarily intended for short-term use, interim
18 installation, demonstration purposes, or rapid re-
19 placement.

1 “(b) MINIMUM USEFUL SERVICE LIFE STAND-
2 ARDS.—

3 “(1) IN GENERAL.—Not later than 18 months
4 after the date of enactment of this section, the Sec-
5 retary shall establish minimum useful service life
6 standards applicable to projects carried out using
7 funds made available under this title with a total
8 project cost exceeding \$50,000,000.

9 “(2) CATEGORIES.—The standards established
10 under paragraph (1) shall include categories for—

11 “(A) highways and roads;

12 “(B) bridges;

13 “(C) bicycle and pedestrian infrastructure;

14 “(D) intelligent transportation systems;

15 and

16 “(E) other transportation infrastructure
17 categories determined appropriate by the Sec-
18 retary.

19 “(3) CONTENTS.—In establishing standards
20 under this subsection, the Secretary shall—

21 “(A) maximize long-term durability;

22 “(B) minimize repetitive replacement and
23 reconstruction costs;

24 “(C) account for geographic, climatic, envi-
25 ronmental, and operational conditions affecting

1 long-term infrastructure performance, including
2 flooding, landslides, coastal erosion, seismic ac-
3 tivity, freeze-thaw cycles, extreme heat, heavy
4 precipitation, wildfire impacts, soil instability,
5 high traffic volumes, freight movement de-
6 mands, and other regional conditions that may
7 accelerate infrastructure deterioration; and

8 “(D) incorporate accepted engineering, re-
9 siliency, and safety practices.

10 “(c) EXCEPTIONS.—The Secretary may exempt from
11 the requirements of this section—

12 “(1) emergency projects necessary to respond to
13 natural disasters, catastrophic infrastructure fail-
14 ures, severe weather events, or other emergencies;

15 “(2) pilot or demonstration projects intended to
16 evaluate innovative designs, technologies, or safety
17 measures; and

18 “(3) projects for which the Secretary deter-
19 mines that compliance is impracticable or contrary
20 to the public interest.

21 “(d) ANNUAL REPORT.—Not later than 2 years after
22 the date of enactment of this section, and annually there-
23 after, the Secretary shall submit to Congress and publish
24 on the website of the Department a report describing—

1 “(1) projects granted exemptions under sub-
2 section (c); and

3 “(2) recommendations to improve infrastructure
4 durability.”.

5 (b) CLERICAL AMENDMENT.—The analysis for chap-
6 ter 1 of title 23, United States Code, is further amended
7 by adding at the end the following:

 “184. Useful service life standards for federally funded transportation
 projects.”.

