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AMENDMENT TO H.R. 7
OFFERED BY MR. CARNAHAN OF MISSOURI

At the end of subtitle G of title I, add the following,
and conform the table of contents accordingly:

1 SEC. 1719. SMART COMMUNITIES PROGRAM.

2 (a) IN GENERAL.—Not later than 3 months after the
3 date of enactment of this Act, the Secretary shall establish
4 guidance and implement a smart community program en-
5 couraging eligible entities to apply for a designation which
6 will allow the Federal share of the costs to deploy, operate,
7 and maintain ITS technologies and optimization strategies
8 included in the Smart Community Plan to be 90 percent.

9 (b) PLAN.—A Smart Community Plan shall consist
10 of an inter-connected plan of projects and programs for
11 deployment, operation, and maintenance of ITS, transpor-
12 tation demand management, and operational strategies to
13 improve safety, efficiency, system performance, and return
14 on investment within or across jurisdictions.

15 (c) PLAN CONTENTS.—At a minimum, a Smart Com-
16 munity Plan shall consist of the following:

17 (1) SYSTEM OPERATIONS AND ITS DEPLOY-
18 MENT PLAN.—A plan to use funds authorized under
19 title 23 and title 49, United States Code, to deploy

1 and provide for the ongoing operation and mainte-
2 nance of intelligent transportation systems and oper-
3 ational strategies designed to improve safety, mobil-
4 ity, and system performance, such as—

5 (A) real-time traffic, transit, parking and
6 multimodal traveler information;

7 (B) advanced traffic, freight, parking and
8 incident management systems;

9 (C) vehicle-based, infrastructure-based,
10 and cooperative collision avoidance technologies,
11 including systems to support a connected vehi-
12 cle network;

13 (D) advanced technologies to improve pub-
14 lic transportation and commercial vehicle oper-
15 ations;

16 (E) electronic tolling and payment systems;

17 (F) synchronized, adaptive, and transit
18 preferential traffic signals;

19 (G) real-time ridesharing and other tech-
20 nology applications to improve mobility and ac-
21 cess to transportation services;

22 (H) infrastructure maintenance, moni-
23 toring, and condition assessment technologies;

1 (I) integration of ITS with the Smart Grid
2 and other energy distribution and vehicle charg-
3 ing systems;

4 (J) transportation system performance
5 data collection, analysis and dissemination;

6 (K) efficient utilization of existing highway
7 capacity through the use of shoulder lanes, vari-
8 able pricing, and other system optimization
9 strategies; and

10 (L) other ITS technologies to improve
11 safety, mobility, energy efficiency, and the envi-
12 ronment and meet performance objections.

13 (2) QUANTIFIABLE OBJECTIVES.—The plan
14 shall contain data-driven projections and a plan for
15 measuring how the strategies pursued by the Smart
16 Community plan will—

17 (A) optimize existing capacity by improv-
18 ing the return on investment for transportation
19 users, including through the more efficient utili-
20 zation of existing highway and transportation
21 system capacity;

22 (B) reduce fatalities and injuries by reduc-
23 ing the number and severity of traffic collisions;

24 (C) mitigate traffic congestion and reduce
25 energy consumption within all aspects of the

1 transportation network and systems (such as
2 through vehicles, signals, and lighting), deliver
3 environmental benefits, and improve the quality
4 of life for transportation users by alleviating
5 congestion, streamlining traffic flow, and im-
6 proving travel time reliability;

7 (D) improve accountability by measuring
8 and improving the operational performance of
9 the transportation system;

10 (E) provide real-time information to users
11 by collecting, disseminating, and utilizing real-
12 time traffic, transit, parking, and other trans-
13 portation-related information to enhance mobil-
14 ity, improve traffic management and incident
15 response, and empower transportation users to
16 make informed travel decisions;

17 (F) ensure a state of good repair by moni-
18 toring transportation assets to improve infra-
19 structure management, reduce maintenance
20 costs, prioritize investment decisions, and en-
21 sure a state of good repair; and

22 (G) strengthen economic competitiveness
23 by delivering economic benefits by reducing
24 delays, providing energy efficiencies, improving
25 system performance, and providing for the effi-

1 cient and reliable movement of goods and serv-
2 ices.

3 (3) PARTNERSHIPS.—A plan for partnering
4 with the private sector, freight movers, employers,
5 public agencies including multimodal and multijuris-
6 dictional entities, research institutions, organizations
7 representing transportation and technology leaders,
8 and other stakeholders.

9 (4) LEVERAGING.—A plan to leverage and opti-
10 mize existing local and regional ITS investments and
11 private sector investments.

12 (5) INTEROPERABILITY.—A plan to ensure
13 interoperability of deployed technologies with other
14 tolling, traffic management, and intelligent transpor-
15 tation systems.

16 (6) INTEGRATION.—A plan to integrate tech-
17 nology components to maximize efficiency and cost
18 savings.

19 (d) DEFINITIONS.—For purposes of this section, the
20 following terms apply:

21 (1) ELIGIBLE ENTITY.—The term “eligible enti-
22 ty” means a State or local government, including a
23 territory of the United States, tribal government,
24 transit agency, port authority, metropolitan planning
25 organization, or other political subdivision of a State

1 or local government or a multi-State or multi-juris-
2 dictional group.

3 (2) ITS.—The term “ITS” means intelligent
4 transportation systems.

5 (3) SMART COMMUNITY PLAN.—The term
6 “Smart Community Plan” means a plan approved
7 by the Secretary that is developed by a State or local
8 entity in coordination with other transportation
9 stakeholders including private sector partners, em-
10 ployers, freight movers, technology leaders, and
11 transit agencies to deploy and operate a comprehen-
12 sive infrastructure optimization strategy which in-
13 cludes ITS deployment, transportation demand man-
14 agement, and other operational strategies designed
15 to make more efficient use of highway capacity and
16 achieve no less than 5 of the 7 objectives contained
17 in subsection (c)(2).

