AMENDMENT TO THE RULES COMMITTEE PRINT
OF 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. 1726. SMART COMMUNITIES PROGRAM.

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

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

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

      (1) SYSTEM OPERATIONS AND ITS DEPLOY-
      MENT PLAN.—A plan to use funds authorized under
title 23 and title 49, United States Code, to deploy and provide for the ongoing operation and maintenance of intelligent transportation systems and operational strategies designed to improve safety, mobility, and system performance, such as—

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

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

(C) vehicle-based, infrastructure-based, and cooperative collision avoidance technologies, including systems to support a connected vehicle network;

(D) advanced technologies to improve public transportation and commercial vehicle operations;

(E) electronic tolling and payment systems;

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

(G) real-time ridesharing and other technology applications to improve mobility and access to transportation services;

(H) infrastructure maintenance, monitoring, and condition assessment technologies;
(I) integration of ITS with the Smart Grid and other energy distribution and vehicle charging systems;

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

(K) efficient utilization of existing highway capacity through the use of shoulder lanes, variable pricing, and other system optimization strategies; and

(L) other ITS technologies to improve safety, mobility, energy efficiency, and the environment and meet performance objections.

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

(A) optimize existing capacity by improving the return on investment for transportation users, including through the more efficient utilization of existing highway and transportation system capacity;

(B) reduce fatalities and injuries by reducing the number and severity of traffic collisions;

(C) mitigate traffic congestion and reduce energy consumption within all aspects of the
transportation network and systems (such as through vehicles, signals, and lighting), deliver environmental benefits, and improve the quality of life for transportation users by alleviating congestion, streamlining traffic flow, and improving travel time reliability;

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

(E) provide real-time information to users by collecting, disseminating, and utilizing real-time traffic, transit, parking, and other transportation-related information to enhance mobility, improve traffic management and incident response, and empower transportation users to make informed travel decisions;

(F) ensure a state of good repair by monitoring transportation assets to improve infrastructure management, reduce maintenance costs, prioritize investment decisions, and ensure a state of good repair; and

(G) strengthen economic competitiveness by delivering economic benefits by reducing delays, providing energy efficiencies, improving system performance, and providing for the effi-
cient and reliable movement of goods and services.

(3) **PARTNERSHIPS.**—A plan for partnering with the private sector, freight movers, employers, public agencies including multimodal and multijurisdictional entities, research institutions, organizations representing transportation and technology leaders, and other stakeholders.

(4) **LEVERAGING.**—A plan to leverage and optimize existing local and regional ITS investments and private sector investments.

(5) **INTEROPERABILITY.**—A plan to ensure interoperability of deployed technologies with other tolling, traffic management, and intelligent transportation systems.

(6) **INTEGRATION.**—A plan to integrate technology components to maximize efficiency and cost savings.

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

(1) **ELIGIBLE ENTITY.**—The term “eligible entity” means a State or local government, including a territory of the United States, tribal government, transit agency, port authority, metropolitan planning organization, or other political subdivision of a State
or local government or a multi-State or multi-jurisdictional group.

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

(3) Smart Community Plan.—The term “Smart Community Plan” means a plan approved by the Secretary that is developed by a State or local entity in coordination with other transportation stakeholders including private sector partners, employers, freight movers, technology leaders, and transit agencies to deploy and operate a comprehensive infrastructure optimization strategy which includes ITS deployment, transportation demand management, and other operational strategies designed to make more efficient use of highway capacity and achieve no less than 5 of the 7 objectives contained in subsection (c)(2).