

117TH CONGRESS
1ST SESSION

H. R. 1736

To direct the Secretary of Transportation to establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation's communities.

IN THE HOUSE OF REPRESENTATIVES

MARCH 10, 2021

Mr. DESAULNIER introduced the following bill; which was referred to the
Committee on Transportation and Infrastructure

A BILL

To direct the Secretary of Transportation to establish the Strengthening Mobility and Revolutionizing Transportation (SMART) Challenge Grant Program to promote technological innovation in our Nation's communities.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLES.**

4 This Act may be cited as the “Moving and Fostering
5 Innovation to Revolutionize Smarter Transportation Act”
6 or the “Moving FIRST Act”.

7 **SEC. 2. FINDINGS.**

8 Congress makes the following findings:

1 (1) Beyond Traffic 2045, a comprehensive as-
2 sessment of the national transportation system re-
3 cently published by the Department of Transpor-
4 tation, identified transportation trends that need to
5 be proactively addressed, including—

6 (A) the population of the United States
7 will increase by 70,000,000 during the 30-year
8 period ending in 2045;

9 (B) emerging megaregions could absorb 75
10 percent of the United States population by
11 2050;

12 (C) freight volume will increase by more
13 than 40 percent by 2045;

14 (D) Americans are currently stuck in traf-
15 fic for more than 42 hours each year, on aver-
16 age;

17 (E) the current annual cost of congestion
18 in delays and lost fuel amounts to
19 \$160,000,000,000;

20 (F) 96 people die in motor vehicle crashes
21 in the United States every day, on average, and
22 nearly 6,700 are injured per day; and

23 (G) connected vehicles and new crash
24 avoidance technology could potentially address

1 81 percent of crashes involving unimpaired
2 drivers.

3 (2) According to the Department of Transpor-
4 tation, in 2015—

5 (A) traffic crash-related deaths increased
6 by more than 7 percent compared to 2014;

7 (B) pedestrian fatalities increased by more
8 than 9 percent compared to 2014; and

9 (C) pedalcyclist fatalities increased by
10 more than 12 percent compared to 2014.

11 (3) In 2015, the Secretary of Transportation
12 created the Smart City Challenge to assist cities in
13 addressing the challenges facing our Nation’s trans-
14 portation system through innovative and creative
15 means, utilizing both the public and the private sec-
16 tors.

17 (4) By asking American cities to use emerging
18 transportation technologies to address their most
19 pressing problems, the Smart City Challenge aimed
20 to spark and spread innovation through a mixture of
21 collaboration, competition, and experimentation.

22 (5) The following outcomes were expected from
23 the original Smart City Challenge and are expected
24 to result from the SMART grants awarded under
25 this Act:

1 (A) Improved safety from the use of ad-
2 vanced technologies, including connected vehicle
3 technologies, to reduce the number of collisions,
4 fatalities, and injuries for vehicle occupants and
5 nonvehicle occupants.

6 (B) Enhanced mobility by providing
7 realtime traveler information and emerging mo-
8 bility services to improve personal mobility for
9 all citizens including people with lower incomes,
10 people with disabilities, and older adults.

11 (C) Enhanced ladders of opportunity by—

12 (i) providing access to advanced tech-
13 nology and its benefits for underserved
14 areas and residents;

15 (ii) increasing connectivity to employ-
16 ment, education, and other services; and

17 (iii) contributing to revitalization by
18 incentivized reinvestment in underserved
19 communities.

20 (D) Reduction in pollution by imple-
21 menting advanced technologies and policies that
22 support a more sustainable and cost-effective
23 relationship between transportation and the en-
24 vironment through more efficient fuel use and
25 emissions reductions.

1 **SEC. 3. DEFINITIONS.**

2 In this Act:

3 (1) **LARGE COMMUNITY.**—The term “large com-
4 munity” means an applicant community with a pop-
5 ulation between 400,000 and 1,000,000, according
6 to the Census Bureau’s most recent annual esti-
7 mates of resident population.

8 (2) **MID-SIZED COMMUNITY.**—The term “mid-
9 sized community” means an applicant community
10 with a population between 75,000 and 400,000, or
11 an applicant community with a population between
12 10,000 and 75,000 that is located within an urban-
13 ized area or cluster, according to the Census Bu-
14 reau’s most recent annual estimates of resident pop-
15 ulation.

16 (3) **MULTI-JURISDICTIONAL GROUP.**—The term
17 “multi-jurisdictional group” means an applicant
18 composed of 2 or more combination of States, tribal
19 governments, local governments, public transit agen-
20 cies, public toll authorities, or metropolitan planning
21 organizations (as defined in section 134(b) of title
22 23, United States Code), each of which is eligible to
23 apply for a SMART grant under section 4.

24 (4) **REGIONAL PARTNERSHIP.**—The term “re-
25 gional partnership” means a group of 2 or more ju-
26 risdictions with a combined population between

1 10,000 and 75,000, according to the Census Bu-
2 reau’s most recent annual estimates of resident pop-
3 ulation, which have entered into a partnership to
4 apply for a SMART grant under section 4.

5 (5) RURAL COMMUNITY.—The term “rural
6 community” means an applicant community with a
7 population between 10,000 and 75,000 people that
8 is not located within an urbanized area or cluster,
9 according to the Census Bureau’s most recent an-
10 nual estimates of resident population.

11 (6) SECRETARY.—The term “Secretary” means
12 the Secretary of Transportation.

13 (7) STRENGTHENING MOBILITY AND REVOLU-
14 TIONIZING TRANSPORTATION GRANT; SMART
15 GRANT.—The terms “Strengthening Mobility and
16 Revolutionizing Transportation grant” and
17 “SMART grant” means a grant awarded to an eligi-
18 ble applicant under section 4.

19 **SEC. 4. SMART GRANT PROGRAM.**

20 (a) GRANTS AUTHORIZED.—During each of the fiscal
21 years 2020 through 2024, the Secretary is authorized to
22 award—

23 (1) 1 SMART grant of not less than
24 \$30,000,000 or more than \$50,000,000 to an appli-

1 cant on behalf of a large community to carry out an
2 eligible project;

3 (2) 1 SMART grant of not less than
4 \$30,000,000 or more than \$50,000,000 to an appli-
5 cant on behalf of a mid-sized community to carry
6 out an eligible project; and

7 (3) 2 SMART grants, totaling not more than
8 the greater of \$20,000,000 or 20 percent of the
9 amount appropriated pursuant to section 6(a) for
10 the fiscal year, to applicants on behalf of rural com-
11 munities or regional partnerships to carry out eligi-
12 ble projects.

13 (b) ELIGIBLE APPLICANTS.—The following entities
14 are eligible to receive a grant under this section:

15 (1) A unit of local government, including coun-
16 ties.

17 (2) A tribal government.

18 (3) A public transit agency or authority.

19 (4) A public toll authority.

20 (5) A metropolitan planning organization.

21 (6) A multi-jurisdictional group applying
22 through a single lead applicant.

23 (c) APPLICATION PROCESS.—

24 (1) IN GENERAL.—An eligible applicant may
25 apply for a grant under this section by submitting

1 an application to the Secretary at such time, in such
2 manner, and containing such information as the Sec-
3 retary may reasonably require to evaluate the merits
4 of the proposed project in accordance with the selec-
5 tion criteria set forth in subsection (d).

6 (2) TECHNICAL ASSISTANCE.—

7 (A) STATE DEPARTMENTS OF TRANSPOR-
8 TATION.—Eligible rural and regional partner-
9 ship applicants are strongly encouraged to seek
10 technical assistance from the department of
11 transportation in their respective States during
12 the application process and during the imple-
13 mentation of a project that is awarded a
14 SMART grant, as applicable.

15 (B) FEDERAL DEPARTMENT OF TRANS-
16 PORTATION.—The Secretary, after reviewing all
17 of the applications for SMART grants sub-
18 mitted in a fiscal year under paragraphs (1),
19 (2), and (3) of subsection (a), shall—

20 (i) provide not fewer than 2 applicants
21 from each of the 3 groups of applicants
22 that submitted applications deemed supe-
23 rior by the Secretary with limited technical
24 assistance to improve their respective ap-
25 plications; and

1 (ii) allow such applicants to resubmit
2 their improved applications before deter-
3 mining which applicants will receive a
4 SMART grant in such fiscal year.

5 (3) MULTIPLE GRANTS.—An eligible applicant
6 may not be awarded more than 1 SMART grant
7 during the duration of the SMART Grant Program.

8 (d) SELECTION CRITERIA.—

9 (1) IN GENERAL.—A panel of experts from the
10 Department of Transportation, including representa-
11 tives from the applicable subagencies within the De-
12 partment and representatives from any of the Na-
13 tional Institute of Standards and Technology's
14 Smart Cities and Communities Projects, shall evalu-
15 ate applications for SMART grants based on the ap-
16 plicable criteria described in paragraphs (2) and (3).

17 (2) APPLICANT READINESS.—The panel re-
18 ferred to in paragraph (1) shall determine the extent
19 to which the applicant or applicant community—

20 (A) has a dense urban population typical
21 for a large or mid-sized American city (except
22 for grants described in subsection (a)(3));

23 (B) represents more than 15 percent of the
24 population of the census-designated place in
25 which it is located, according to the Census Bu-

1 reau’s most recent annual estimates of resident
2 population;

3 (C) has a public transportation system or
4 other transit options committed to integrating
5 with the sharing economy, and is considering
6 options to reduce the frequency of single occu-
7 pancy vehicles;

8 (D) has an environment that is conducive
9 to demonstrating proposed strategies;

10 (E) has continuity of committed leadership
11 and capacity to carry out the proposed project;

12 (F) is committed to making open, ma-
13 chine-readable data accessible, discoverable, and
14 usable by the public, in a secure fashion, to fuel
15 entrepreneurship and innovation; and

16 (G) is likely to successfully implement the
17 project, including technical and financial com-
18 mitments from public and private sectors, and
19 its functional capability to perform.

20 (3) EFFECTIVE USE OF TECHNOLOGY AND
21 PROJECT BENEFITS.—The panel shall determine the
22 extent to which the proposed project will use ad-
23 vanced data and intelligent transportation systems
24 technologies and applications to provide significant
25 benefits to a local area, a State, a region, or the

1 United States, including the extent to which the
2 project will—

3 (A) reduce congestion and delays for com-
4 merce and the traveling public;

5 (B) improve the safety of transportation
6 facilities and systems for pedestrians, bicyclists,
7 and the broader traveling public;

8 (C) provide access to jobs, education, and
9 essential services, including health care;

10 (D) connect underserved populations and
11 reduce their transportation costs;

12 (E) contribute to medium- and long-term
13 economic competitiveness;

14 (F) improve the condition, reliability, and
15 user experience of existing transportation facili-
16 ties and systems;

17 (G) promote connectivity between con-
18 nected vehicles, roadway infrastructure, pedes-
19 trians, bicyclists, the public, and transportation
20 systems;

21 (H) use innovative strategies or tech-
22 nologies to pursue any of the primary selection
23 criteria;

24 (I) demonstrate strong collaboration
25 among a broad range of participants, including

1 the private sector, job centers, or the integra-
2 tion of transportation with other public service
3 efforts, including working with existing mobile
4 and fixed telecommunication service provides
5 whenever possible;

6 (J) improve the overall environment, in-
7 cluding through improved energy efficiency, re-
8 duced dependence on oil, or reduced pollution;

9 (K) promote or improve positive public
10 health outcomes for a community;

11 (L) increase resiliency of the transpor-
12 tation system;

13 (M) incorporate relevant security solutions
14 and address emergency situations based on the
15 scope and necessity;

16 (N) includes sufficient technical, physical,
17 and administrative measures to ensure security
18 of information and protection of individuals'
19 privacy; and

20 (O) address issues identified by the De-
21 partment of Transportation in the Beyond
22 Traffic 2045 report.

23 (e) USE OF GRANT FUNDS.—

24 (1) VISION ELEMENTS.—A SMART grant may
25 be used for a project that demonstrates a sound, in-

1 novative, integrated, and holistic approach and in-
2 corporates many aspects of the applicable vision ele-
3 ments set forth in this paragraph.

4 (A) COORDINATED AUTOMATION.—The use
5 of automated transportation and autonomous
6 vehicles, which offer tremendous possibilities for
7 enhancing safety, mobility, accessibility, equity,
8 and the environment, while working to minimize
9 the impact on the accessibility of any other user
10 group or mode of travel.

11 (B) CONNECTED VEHICLES.—Connected
12 vehicles, which send and receive information
13 about their movements in the network, use vehi-
14 cle-to-vehicle, vehicle-to-infrastructure, and ve-
15 hicle-to-pedestrian communications to provide
16 connectivity that will enable countless safety,
17 mobility, and environmental applications.

18 (C) INTELLIGENT, SENSOR BASED INFRA-
19 STRUCTURE.—The use of a collective intelligent
20 infrastructure allows sensors to collect and re-
21 port real-time data to inform every day trans-
22 portation-related operations, performance, and
23 trends of a community, ensuring that data col-
24 lection and dissemination is conducted in a
25 safe, secure manner.

1 (D) ARCHITECTURE AND STANDARDS.—

2 The explicit use of architectures, which—

3 (i) are governed by rules, documenta-
4 tion, and standards;

5 (ii) may be extended to a nationwide
6 or broader deployment;

7 (iii) are defined and demonstrate inte-
8 gration of intelligent transportation sys-
9 tems with other systems which comprise a
10 smart community; and

11 (iv) include a description of the re-
12 quired interfaces to other systems that uti-
13 lize existing networking or other standards,
14 if available, and any new standards that
15 may be needed.

16 (E) LOW COST, EFFICIENT, SECURE, AND
17 RESILIENT INFORMATION AND COMMUNICA-
18 TIONS TECHNOLOGY.—Strategies and practices
19 that advance information and communications
20 technology that is affordable, adaptable, effi-
21 cient, secure and resilient, including integrated
22 telecommunications platforms, enterprise soft-
23 ware, storage, and visualization systems.

24 (F) SMART LAND USE.—Strategies and
25 practices that ensure land use is efficiently opti-

1 mized through a combination of planning and
2 innovation deployments designed to lead to a
3 better connected community that incorporates
4 new modes of shared and sustainable transpor-
5 tation into its existing infrastructure, expanding
6 the range of transportation choices and access
7 to employment, housing, education and health
8 services, which may include—

9 (i) the establishment of value capture
10 programs and value capture districts to
11 use a portion of the increase in value re-
12 sulting infrastructure investments as part
13 of a mixed package of funding for the in-
14 frastructure and other public benefits; and

15 (ii) planning updates and policy
16 changes to increase the supply of housing
17 located in proximity to public transpor-
18 tation services.

19 (G) COMPREHENSIVE ANALYTICS.—The
20 development of platforms for understanding and
21 analyzing data to address complex challenges,
22 including personal safety and mobility, network
23 efficiency, and environmental sustainability, and
24 measuring the performance of a transportation
25 network.

1 (H) USER-FOCUSED MOBILITY SERVICES

2 AND CHOICES.—Strategies, initiatives, and serv-
3 ices, including connected vehicles, automated
4 vehicles, and ride, bicycle, and scooter share in-
5 novations, consistent with current law, that in-
6 crease transportation choices and options by
7 supporting and improving mobility for all trav-
8 elers, including aging Americans and persons
9 with disabilities and advanced traveler informa-
10 tion systems that provide real-time traffic, tran-
11 sit, parking, and other transportation-related
12 information to travelers.

13 (I) COMMERCE DELIVERY AND LOGIS-

14 TICS.—Innovative solutions supporting efficient
15 goods movement in ways that use data or de-
16 ploy technology, such as connected vehicle probe
17 data, road weather data, or GPS, to create op-
18 portunities for a more efficient supply chain ap-
19 proach that delivers safer logistics management,
20 improved on-time pickups and delivery, im-
21 proved travel time reliability, reduced fuel con-
22 sumption, and reduced labor and vehicle main-
23 tenance costs.

24 (J) LEVERAGE THE USE OF INNOVATIVE

25 AVIATION TECHNOLOGY.—Leveraging the use of

1 innovative aviation technologies, such as un-
2 manned aircraft systems, to support transpor-
3 tation safety and efficiencies, including traffic
4 monitoring and infrastructure inspection.

5 (K) STRATEGIC BUSINESS MODELS AND
6 PARTNERING OPPORTUNITIES.—Creative stra-
7 tegic partnerships that—

8 (i) draw in stakeholders, including pri-
9 vate sector, nonprofit, foundation, philan-
10 thropic, academia, and other public agen-
11 cies, to advance SMART grant solutions;
12 and

13 (ii) may include collaboration among
14 transit agencies and other transportation
15 providers to integrate multiple transpor-
16 tation services for increased efficiency, reli-
17 ability, and convenience in first and last
18 mile travel.

19 (L) SMART GRID, ROADWAY ELECTRIFICA-
20 TION, AND ELECTRIC VEHICLES.—Strategies
21 and initiatives that—

22 (i) leverage the smart grid (a pro-
23 grammable and efficient energy trans-
24 mission and distribution system) to sup-
25 port the adoption or expansion of roadway

1 electrification, energy capture, and electric
2 vehicle deployment, including electrically
3 assisted bicycles, or freight or commercial
4 fleet fuel efficiency; and

5 (ii) explore and utilize interactions be-
6 tween electric vehicles and intelligent
7 transportation systems with the smart
8 grid.

9 (M) SYNCHRONIZATION OF TECH-
10 NOLOGY.—Strategies and initiatives that utilize
11 technology, such as integrated mobile commerce
12 infrastructure—

13 (i) to enhance public interaction with
14 transportation systems;

15 (ii) to increase intermodal efficiency;
16 and

17 (iii) to accelerate the transition to
18 open payment fare systems, broadband,
19 GPS, or Wi-Fi access.

20 (N) CONNECTED, INVOLVED CITIZENS.—
21 Strategies, local campaigns, and processes to
22 proactively engage and inform citizens at the
23 individual level by deploying hardware, soft-
24 ware, and open data platforms in an effort to
25 increase personal mobility.

1 (2) ELIGIBLE PROJECT COSTS.—A SMART
2 grant may be used for—

3 (A) development phase activities, including
4 a reasonable amount of funding, as determined
5 by the Secretary, for—

6 (i) planning;

7 (ii) feasibility analysis;

8 (iii) revenue forecasting;

9 (iv) environmental review;

10 (v) permitting;

11 (vi) preliminary engineering and de-
12 sign work;

13 (vii) acquisition of real property (in-
14 cluding land related to the eligible project
15 and improvements to land);

16 (viii) systems development or informa-
17 tion technology work; and

18 (ix) other preconstruction activities;

19 and

20 (B) construction phase activities, includ-
21 ing—

22 (i) construction;

23 (ii) reconstruction;

24 (iii) rehabilitation;

25 (iv) replacement;

- 1 (v) environmental mitigation;
- 2 (vi) construction contingencies; and
- 3 (vii) acquisition of equipment, includ-
- 4 ing vehicles.

5 (3) PROHIBITED USE OF GRANT FUNDS.—
6 SMART grants may not be used—

7 (A) to reimburse any pre-award costs or
8 application preparation costs under the pro-
9 posed project application;

10 (B) for traffic or parking enforcement ac-
11 tivities; or

12 (C) to purchase or lease license plate read-
13 ers.

14 (f) TRANSPARENCY.—

15 (1) IN GENERAL.—The Secretary shall include,
16 in any notice of funding availability, a full descrip-
17 tion of how applications will be evaluated against the
18 criteria set forth in subsection (d).

19 (2) CONSULTATIONS ON DECISIONS.—After all
20 SMART grants have been awarded for a fiscal year,
21 the Secretary (or the Secretary’s designee) shall be
22 available to communicate directly with and have a
23 debrief with each unsuccessful applicant.

24 (g) SUBMISSION OF APPLICATION FOR OTHER FED-
25 ERAL TRANSPORTATION FUNDING PROGRAMS TO CARRY

1 OUT PROPOSED SMART GRANT PROJECTS.—Notwith-
2 standing any other provision of law, an eligible project
3 under this section is deemed to be an eligible project under
4 any of the following programs:

5 (1) The Better Utilizing Investments to Lever-
6 age Development (BUILD) discretionary grant pro-
7 gram (previously known as the “Transportation In-
8 vestment Generating Economic Recovery (TIGER)
9 discretionary grants”) established under title XII of
10 division A of the American Recovery and Reinvest-
11 ment Act of 2009 (Public Law 111–5).

12 (2) The Infrastructure for Rebuilding America
13 (INFRA) grant program (previously known as the
14 “Nationally Significant Freight and Highway
15 Projects Program”) established under section 117 of
16 title 23, United States Code.

17 (3) The Transportation Infrastructure Finance
18 and Innovation program (commonly known as
19 “TIFIA”) established under chapter 6 of title 23,
20 United States Code.

21 (4) The Railroad Rehabilitation and Improve-
22 ment Financing Program of the Federal Railroad
23 Administration established under title V of the Rail-
24 road Revitalization and Regulatory Reform Act of
25 1976 (45 U.S.C. 821 et seq.).

1 (5) The Capital Investment Grants Program of
 2 the Federal Transit Administration authorized
 3 under section 5309 of title 49, United States Code.

4 (6) The Congestion Mitigation and Air Quality
 5 Improvement Program of the Federal Highway Ad-
 6 ministration established pursuant to section 149 of
 7 title 23, United States Code.

8 (7) The Advanced Transportation and Conges-
 9 tion Management Technologies Deployment program
 10 (commonly known as “ATCMTD”) established
 11 under section 503(c)(4) of title 23, United States
 12 Code.

13 **SEC. 5. REPORTING REQUIREMENTS.**

14 (a) REPORT TO SECRETARY.—Not later than 3 years
 15 after the date on which a SMART grant recipient receives
 16 a grant under section 4, and annually thereafter until such
 17 grant is expended, the recipient shall submit an implemen-
 18 tation report to the Secretary that describes—

19 (1) the deployment and operational costs com-
 20 pared to the benefits and savings from the project;
 21 and

22 (2) how the project has met the original expecta-
 23 tion as projected in the deployment plan submitted
 24 with the application, including—

25 (A) data on how the project—

- 1 (i) affected the measurement and im-
2 provement of transportation system per-
3 formance through the deployment of ad-
4 vanced technologies;
- 5 (ii) reduced traffic-related fatalities
6 and injuries;
- 7 (iii) reduced traffic congestion, im-
8 proved travel time reliability, and reduced
9 costs;
- 10 (iv) reduced transportation-related
11 emissions;
- 12 (v) optimized multimodal system per-
13 formance;
- 14 (vi) improved access to all transpor-
15 tation alternatives;
- 16 (vii) implemented technological inno-
17 vation to increase efficiency with regards
18 to intermodal communication, energy con-
19 sumption, information and communications
20 technology, and personal mobility;
- 21 (viii) provided the public with access
22 to real-time integrated traffic, transit, and
23 multimodal transportation information to
24 make informed travel decisions;

1 (ix) provided cost savings to transpor-
2 tation agencies, businesses, and the trav-
3 eling public;

4 (x) provided other benefits to trans-
5 portation users and the general public;

6 (xi) reduced barriers or improved ac-
7 cess to jobs, education, or various essential
8 services; and

9 (xii) utilized partnerships with the pri-
10 vate sector, such as creative strategic part-
11 nerships, which—

12 (I) draw in stakeholders, includ-
13 ing the private sector, nonprofit orga-
14 nizations, foundations, philanthropic
15 organizations, academia, and other
16 public agencies, to advance SMART
17 grant solutions; and

18 (II) may include collaboration
19 among transit agencies and other
20 transportation providers to integrate
21 multiple transportation services for in-
22 creased efficiency, reliability, and con-
23 venience in first and last mile travel;

24 (B) the effectiveness of providing real-time
25 integrated traffic, transit, and multimodal

1 transportation information to the public to
2 make informed travel decisions; and

3 (C) lessons learned and recommendations
4 for future deployment strategies to optimize
5 transportation efficiency and multimodal system
6 performance.

7 (b) GAO BIENNIAL REVIEWS.—Not later than 2
8 years after the first SMART grant is awarded, and bienni-
9 ally thereafter, the Comptroller General of the United
10 States shall conduct a review of the SMART grant selec-
11 tion process and submit a report containing the results
12 of such review to the Committee on Commerce, Science,
13 and Transportation of the Senate, the Committee on Envi-
14 ronment and Public Works of the Senate, the Committee
15 on Appropriations of the Senate, the Committee on En-
16 ergy and Commerce of the House of Representatives, the
17 Committee on Appropriations of the House of Representa-
18 tives, and the Committee on Transportation and Infra-
19 structure of the House of Representatives.

20 (c) REPORT TO CONGRESS.—Not later than 2 years
21 after the date on which initial grants are awarded under
22 section 4, the Secretary shall submit a report to the Com-
23 mittee on Commerce, Science, and Transportation of the
24 Senate, the Committee on Appropriations of the Senate,
25 the Committee on Environment and Public Works of the

1 Senate, the Committee on Energy and Commerce of the
2 House of Representatives, the Committee on Appropria-
3 tions of the House of Representatives, and the Committee
4 on Transportation and Infrastructure of the House of
5 Representatives that—

6 (1) describes all of the grant recipients;

7 (2) identifies the amount each grant recipient
8 was awarded;

9 (3) summarizes the intended uses for the
10 grants;

11 (4) describes the effectiveness of SMART grant
12 recipients in meeting their projected deployment
13 plan;

14 (5) analyzes how the projects funded by such
15 grants or by other Department of Transportation fi-
16 nancial assistance described in section 4(f) have—

17 (A) affected the measurement and im-
18 provement of transportation system perform-
19 ance through the deployment of advanced tech-
20 nologies;

21 (B) reduced traffic-related fatalities and
22 injuries;

23 (C) reduced traffic congestion, improved
24 travel time reliability, and reduced costs;

1 (D) reduced transportation-related emis-
2 sions;

3 (E) optimized multimodal system perform-
4 ance;

5 (F) improved access to all transportation
6 alternatives;

7 (G) implemented technological innovation
8 to increase efficiency with regards to intermodal
9 communication, energy consumption, informa-
10 tion and communications technology, and per-
11 sonal mobility;

12 (H) provided the public with access to real-
13 time integrated traffic, transit, and multimodal
14 transportation information to make informed
15 travel decisions;

16 (I) provided cost savings to transportation
17 agencies, businesses, and the traveling public;

18 (J) provided other benefits to transpor-
19 tation users and the general public;

20 (K) reduced barriers or improved access to
21 jobs, education, or various essential services;

22 (L) utilized partnerships with the private
23 sector, such as creative strategic partnerships,
24 which—

1 (i) draw in stakeholders, including the
2 private sector, nonprofit organizations,
3 foundations, philanthropic organizations,
4 academia, and other public agencies, to ad-
5 vance SMART grant solutions; and

6 (ii) may include collaboration among
7 transit agencies and other transportation
8 providers to integrate multiple transpor-
9 tation services for increased efficiency, reli-
10 ability, and convenience in first and last
11 mile travel; and

12 (M) effectively provided real-time inte-
13 grated traffic, transit, and multimodal trans-
14 portation information to the public to make in-
15 formed travel decisions; and

16 (6) describes lessons learned and recommenda-
17 tions for future deployment strategies to optimize
18 transportation efficiency and multimodal system per-
19 formance.

20 **SEC. 6. AUTHORIZATION OF APPROPRIATIONS.**

21 (a) IN GENERAL.—There are authorized to be appro-
22 priated to the Department of Transportation
23 \$100,000,000 for each of the first 5 fiscal years beginning
24 after the date of the enactment of this Act, of which—

1 (1) not more than 80 percent shall be used for
2 SMART grants to large communities and mid-sized
3 communities under paragraphs (1) and (2) of sec-
4 tion 4(a);

5 (2) not more than 20 percent shall be used for
6 SMART grants to rural communities or regional
7 partnerships under section 4(a)(3); and

8 (3) not more than 2 percent shall be used for
9 administrative costs by the Office of the Secretary
10 within the Department of Transportation.

11 (b) LIMITATION.—A grant recipient may not use
12 more than 2 percent of the grant award each fiscal year
13 to carry out reporting specifications required under the
14 administration of this program.

15 (c) AVAILABILITY.—Amounts appropriated for a fis-
16 cal year pursuant to this section shall be available for obli-
17 gation during the 2-year period beginning on the first day
18 of the fiscal year for which such amounts were appro-
19 priated.

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