

Strengthening Mobility and Revolutionizing Transportation (SMART)

2022 Discretionary Grant

This is only a summary; applicants should not rely on it to meet application requirements. Study the full grant opportunity announcement before applying for any federal grant.

Program Description – Conduct demonstration projects focused on advanced smart city or community technologies and systems in a variety of communities to improve transportation efficiency and safety. The program funds projects that are focused on using technology interventions to solve real-world challenges and build data and technology capacity and expertise in the public sector.

Opportunity Numbers – DOT-SMART-FY22-01		Agency – USDOT	
Available Funding: FY22 - \$100 million for 30 – 50 grants up to \$2 million. Large communities: Not more than 40%. Midsized communities: Not more than 30%. Rural communities or regional partnerships: Not more than 30%		NOFO – https://www.grants.gov/web/grants/search-grants.html	
		BCA Required? No	
Closing – November 18, 2022, 5:00 PM EST		Start Deadline: 12 months after selection	
Period of Performance: Up to 18 months		Minimum Award: \$0	Max Award: \$2 million
Required Cost Share: Cost sharing or matching is <u>not</u> required for Stage I: Planning and Prototyping.			
Eligible Project Phases: Program includes two stages: Stage 1: Planning and Prototyping Grants Stage 2: Implementation Grants. This NOFO solicits applications only for Stage 1 grants. FY23 SMART Grants Program will solicit applications for both Stage 1 and Stage 2 grants. Only recipients of Stage 1 Grants will be eligible for Stage 2 Implementation Grants and anticipates funding projects of up to \$2,000,000 per project for Stage 1 and up to \$15,000,000 per project for Stage 2.		Eligible Project Costs: Stage 1: Planning; feasibility analyses; revenue forecasting; environmental review; permitting; preliminary engineering and design work; systems development or information technology work; acquisition of real property Stage 2: Construction; reconstruction; rehabilitation; replacement; environmental mitigation; construction contingencies; and acquisition of equipment, including vehicles. Restrictions: Reimbursement of any pre-award costs or application preparation costs of the SMART grant application; traffic or parking enforcement activity; or purchase or lease of a license plate reader.	
Eligible Applicants – State; Political subdivision of a State; Tribal government; Public Transit Agency or Authority; Public Toll Authority; MPO		Eligible Projects: Coordinated Automation, Connected Vehicles, Intelligent, Sensor-Based Infrastructure, Systems Integration, Commerce Delivery and Logistics, Leveraging Use of Innovative Aviation Technology, Smart Grid, Smart Technology Traffic Signals	

Program Priorities: Projects funded use advanced data, technology, and applications to provide significant benefits to a local area, a State, a region, or the United States. These benefits align to the following categories:

- **Safety and reliability:** Improve the safety of systems for pedestrians, bicyclists, and the broader traveling public. Improve emergency response.
- **Resiliency:** Increase the reliability and resiliency of the transportation system, including cybersecurity and resiliency to climate change effects.
- **Equity and access:** Connect or expand access for underserved or disadvantaged populations. Improve access to jobs, education, and essential services.
- **Climate:** Reduce congestion and/or air pollution, including greenhouse gases. Improve energy efficiency.
- **Partnerships:** Contribute to economic competitiveness and incentivize private sector investments or partnerships, including technical and financial commitments on the proposed solution. Demonstrate committed leadership and capacity from the applicant, partners, and community.
- **Integration:** Improve integration of systems and promote connectivity of infrastructure, connected vehicles, pedestrians, bicyclists, and the broader traveling public.

To fulfill the reporting requirements and in accordance with the USDOT Public Access Plan, award recipients must consider, budget for, and implement appropriate data management for data and information outputs acquired or generated during the grant.

Application & Narrative Requirements –

Required components include: **SF-424, SF-424A, SF-424B**, If applicable: **SF-424D, SF-424C, SF-LLL, standardized Cover Page with project details, and Project Narrative**. Narrative should be no longer than **7 pages**, excluding cover pages, TOC and appendices Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins. Cross-referencing to avoid information redundancies.

The complete application must be submitted via Valid Eval, an online submission proposal system used by USDOT at https://usg.valideval.com/teams/USDOT_SMART_2022/signup.

The Department will prioritize SMART grants funding applications that demonstrate the following characteristics:

- **Fit, scale, and adoption:** Right-size the proposed solution to population density and demographics, the physical attributes of the community and transportation system, and the transportation needs of the community. Confirm technologies are capable of being integrated with existing transportation systems, including transit. Leverage technologies in repeatable ways that can be scaled and adopted by communities.
- **Data sharing, cybersecurity, and privacy:** Promote public and private sharing of data and best practices and the use of open platforms, open data formats, technology-neutral requirements, and interoperability. Promote industry best practices regarding cybersecurity and technology standards. Safeguard individual privacy.
- **Workforce development:** Promote a skilled and inclusive workforce.
- **Measurement and validation:** Allow for the measurement and validation of the cost savings and performance improvements associated with the installation and use of smart city or community technologies and practices.

Eligible Projects:

The statute outlines eight technology domains for SMART Grants. Recipients of SMART Grants will be required to identify at least one technology domain for their project, though some projects may naturally address two, three, or even four of the technology domains.

- **Coordinated Automation**—Use of automated transportation and autonomous vehicles while working to minimize the impact on the accessibility of any other user group or mode of travel.
- **Connected Vehicles**—Vehicles that send and receive information regarding vehicle movements in the network and use vehicle-to-vehicle and vehicle-to-everything communications to provide advanced and reliable connectivity.
- **Intelligent, Sensor-based Infrastructure**—Deployment and use of a collective intelligent infrastructure that allows sensors to collect and report real-time data to inform everyday transportation-related operations and performance.
- **Systems Integration**—Integration of intelligent transportation systems with other existing systems and other advanced transportation technologies.
- **Commerce Delivery and Logistics**—Innovative data and technological solutions supporting efficient goods movement, such as connected vehicle probe data, road weather data, or global positioning data to improve on-time pickup and delivery, improved travel time reliability, reduced fuel consumption and emissions, and reduced labor and vehicle maintenance costs.
- **Leveraging Use of Innovative Aviation Technology**—Leveraging the use of innovative aviation technologies, such as unmanned aircraft systems, to support transportation safety and efficiencies, including traffic monitoring and infrastructure inspection.
- **Smart Grid**—Developing a programmable and efficient energy transmission and distribution system to support the adoption or expansion of energy capture, electric vehicle deployment, or freight or commercial fleet fuel efficiency.
- **Smart Technology Traffic Signals**—Improving the active management and functioning of traffic signals, including through:
 - Use of automated traffic signal performance measures;
 - Implementing strategies, activities, and projects that support active management of traffic signal operations, including through optimization of corridor timing; improved vehicle, pedestrian, and bicycle detection at traffic signals; or the use of connected vehicle technologies;
 - Replacement of outdated traffic signals; or

- For an eligible entity serving a population of less than 500,000, paying the costs of temporary staffing hours dedicated to updating traffic signal technology.