

116TH CONGRESS
1ST SESSION

H. R. 3156

To promote the use of smart technologies and systems in communities, and
for other purposes.

IN THE HOUSE OF REPRESENTATIVES

JUNE 6, 2019

Ms. CLARKE of New York introduced the following bill; which was referred
to the Committee on Transportation and Infrastructure

A BILL

To promote the use of smart technologies and systems in
communities, and for other purposes.

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 TITLE; TABLE OF CONTENTS.**

4 (a) SHORT TITLE.—This Act may be cited as the
5 “Smart Technologies Advancing Reliable Transportation
6 Act” or the “START Act”.

7 (b) TABLE OF CONTENTS.—The table of contents for
8 this Act is as follows:

- Sec. 1. Short title; table of contents.
- Sec. 2. Purpose.
- Sec. 3. Definitions.
- Sec. 4. Smart city and community transportation resource guide.
- Sec. 5. Smart Cities Challenge grant extension program.

Sec. 6. GAO study.

Sec. 7. Reports to Secretary of Transportation and Congress.

1 **SEC. 2. PURPOSE.**

2 The purpose of this Act is to promote smart tech-
3 nologies and systems to reduce transportation costs, traf-
4 fic congestion, air pollution, energy use, and carbon emis-
5 sions, and enhance security resiliency for communities of
6 all sizes by—

7 (1) creating a smart city and community trans-
8 portation resource guide;

9 (2) promoting the quality and performance of
10 smart city technologies while protecting—

11 (A) the physical and cyber security of data
12 and smart city technology systems; and

13 (B) privacy; and

14 (3) providing assistance to local governments
15 interested in implementing smart city or community
16 transportation technologies.

17 **SEC. 3 DEFINITIONS.**

18 In this Act:

19 (1) APPROPRIATE COMMITTEES OF CON-
20 GRESS.—The term “appropriate committees of Con-
21 gress” means—

22 (A) the Committee on Commerce, Science,
23 and Transportation of the Senate; and

1 (B) the Committee on Transportation and
2 Infrastructure and the Committee on Energy
3 and Commerce of the House of Representatives.

4 (2) DATA.—The term “data” includes informa-
5 tion and images.

6 (3) LARGE-SIZED CITY.—The term “large-sized
7 city” means a beneficiary city with a population of
8 850,000 or greater, according to the most recent an-
9 nual estimates of resident population by the Bureau
10 of the Census.

11 (4) MEDIUM-SIZED CITY.—The term “medium-
12 sized city” means a beneficiary city with a popu-
13 lation between 200,000 and 850,000, according to
14 the most recent annual estimates of resident popu-
15 lation by the Bureau of the Census.

16 (5) RURAL AREA.—The term “rural area”
17 means a beneficiary jurisdiction with a population
18 between 10,000 and 75,000 people, not located with-
19 in an urbanized area or cluster, according to the
20 most recent annual estimates of resident population
21 by the Bureau of the Census.

22 (6) SECRETARIES.—The term “Secretaries”
23 means the Secretary, acting in coordination with—

24 (A) the Secretary of Energy;

1 (B) the Secretary of Housing and Urban
2 Development; and

3 (C) the Director of the National Science
4 Foundation.

5 (7) SECRETARY.—The term “Secretary” means
6 the Secretary of Transportation.

7 (8) SECURITY SOLUTIONS.—The term “security
8 solutions” means video camera equipment, emer-
9 gency light and panic alarms, information technology
10 and information systems.

11 (9) SMALL CITY.—The term “small city” means
12 a beneficiary city with a population between 75,000
13 and 200,000, according to the most recent annual
14 estimates of resident population by the Bureau of
15 the Census.

16 (10) SMART CITY OR COMMUNITY.—

17 (A) IN GENERAL.—The term “smart city
18 or community” means a community in which
19 innovative, advanced, secure, and reliable infor-
20 mation and communication technologies and re-
21 lated mechanisms are applied—

22 (i) to improve the quality of life for
23 residents;

1 (ii) to reduce resource consumption by
2 increasing the efficiency and cost effective-
3 ness of civic operations and services;

4 (iii) to promote economic growth; and

5 (iv) to create a community that is
6 safer and more secure, sustainable, resil-
7 ient, livable, and workable.

8 (B) INCLUSIONS.—The term “smart city
9 or community” includes a local jurisdiction that
10 installs smart city technology that—

11 (i) gathers and incorporates data from
12 systems, devices, and sensors embedded in
13 civic systems and infrastructure to improve
14 the effectiveness and efficiency of civic op-
15 erations and services;

16 (ii) aggregates and analyzes gathered
17 data;

18 (iii) communicates the analysis and
19 data in a variety of formats;

20 (iv) makes corresponding improve-
21 ments to civic systems and services based
22 on gathered data; and

23 (v) integrates measures—

24 (I) to ensure the resilience of
25 civic systems against cybersecurity

1 threats and physical and social
2 vulnerabilities and breaches;

3 (II) to protect the private data of
4 residents; and

5 (III) to measure the impact of
6 smart city or community technologies
7 on the effectiveness and efficiency
8 civic operations and services.

9 (11) SMART CITY TECHNOLOGY.—The term
10 “smart city technology” means technology and sys-
11 tems that gather and incorporate data from systems,
12 devices, and sensors embedded in civic systems, se-
13 curity systems, transportation and traffic manage-
14 ment systems, and infrastructure to improve the ef-
15 fectiveness and efficiency of civic operations by—

16 (A) aggregating and analyzing collected
17 data;

18 (B) communicating the analysis and data
19 in a variety of forms;

20 (C) corresponding improvements to civic
21 systems and services based on gathered data;

22 (D) providing innovative services in mul-
23 tiple modes of transport and traffic manage-
24 ment to enable users to be safer, better coordi-
25 nated and connected, and better informed; and

1 (E) integrating measures—

2 (i) to protect private data of residents;

3 and

4 (ii) to measure the impact of smart
5 city or community technologies on the ef-
6 fectiveness and efficiency of civic oper-
7 ations and services.

8 (12) STATE.—The term “State” means—

9 (A) a State;

10 (B) the District of Columbia;

11 (C) the Commonwealth of Puerto Rico;

12 and

13 (D) any other territory or possession of the
14 United States.

15 (13) URBAN AREA.—The term “urban area”
16 means a area designated as an urbanized area by
17 the Bureau of the Census with a population of
18 50,000 residents or more.

19 **SEC. 4 SMART CITY AND COMMUNITY TRANSPORTATION**
20 **RESOURCE GUIDE.**

21 (a) PUBLICATION.—

22 (1) IN GENERAL.—The Secretaries, in coordina-
23 tion with the heads of any other applicable Federal
24 agencies, shall create, publish, and maintain a re-
25 source guide designed to assist States, communities,

1 and cities in developing and implementing smart city
2 or community programs.

3 (2) INFORMATION INCLUDED.—The Secretaries,
4 in coordination with representatives of cities, com-
5 munities, and industry entities, shall determine what
6 information shall be included in the guide described
7 in paragraph (1).

8 (b) REQUIREMENTS.—The guide published under
9 subsection (a)—

10 (1) shall be maintained electronically on a
11 website;

12 (2) shall be provided as an electronic reference
13 guide available to the public free of charge; and

14 (3) may include—

15 (A) available examples of local govern-
16 ments engaging private sector entities in order
17 to implement smart city or community solu-
18 tions, including public-private partnership mod-
19 els, that could be used to leverage private sector
20 funding, reduce transportation costs, and en-
21 hance security resiliency;

22 (B) best practices and lessons learned from
23 technology demonstrations, including return on
24 investment and performance information to help

1 cities decide how to initiate integration of smart
2 technologies;

3 (C) Federal best practices for safeguarding
4 cybersecurity and physical security, and ensur-
5 ing appropriate data management and data pri-
6 vacy; and

7 (D) such other topics as are determined to
8 be necessary by the Secretaries.

9 (c) EXISTING GUIDES.—In creating, publishing, and
10 maintaining the guide under subsection (a), the Secre-
11 taries shall consider Federal guides published before, on,
12 or after the date of enactment of this Act relating to smart
13 city or community goals, activities, and best practices—

14 (1) to prevent duplication of efforts by the Fed-
15 eral Government; and

16 (2) to leverage existing complementary efforts.

17 **SEC. 5. SMART CITIES CHALLENGE GRANT EXTENSION**
18 **PROGRAM.**

19 (a) IN GENERAL.—Not later than 12 months after
20 the date of enactment of this Act, the Secretary of Trans-
21 portation shall develop and implement an additional round
22 to the Smart Cities Challenge under which the Secretary
23 shall provide grants on a competitive basis to small- and
24 medium-sized communities to implement smart transpor-
25 tation proposals.

1 (b) ELIGIBILITY.—To be eligible to receive a grant
2 under this section, an entity shall be—

3 (1) a State or local government;

4 (2) a tribal government;

5 (3) a transit agency or authority;

6 (4) a public toll authority;

7 (5) a metropolitan planning organization;

8 (6) any other subdivision of a State or local
9 government; or

10 (7) a multijurisdictional group applying through
11 a single lead applicant.

12 (c) APPLICATIONS.—An eligible entity seeking a
13 grant under this section shall submit to the Secretary an
14 application at the time, in such manner, and containing
15 such information as the Secretary may require. An eligible
16 entity may only submit 1 application.

17 (d) PRIORITY.—In selecting eligible entities to receive
18 grants under this section, the Secretary shall prioritize ap-
19 plicants that—

20 (1) identify transportation challenges and de-
21 scribe how smart city technologies and systems can
22 address such challenges;

23 (2) determine what technologies have the most
24 potential to address the challenges identified;

1 (3) identify what data may be collected and
2 analyzed using these technologies and how such data
3 would be used to continue to address identified
4 transportation challenges;

5 (4) incorporate relevant security solutions based
6 on the scope and necessity for such smart city
7 project; and

8 (5) comply with any other requirements that
9 the Secretary may identify.

10 (e) NON-FEDERAL SHARE.—The non-Federal share
11 of the cost of a project for which a grant is awarded under
12 this section shall be a minimum of 25 percent of the total
13 cost.

14 (f) AMOUNT OF GRANTS.—The amount of a grant
15 awarded under this section shall be a minimum of
16 \$20,000,000 and a maximum of \$40,000,000. The total
17 amount of funds awarded under this section shall not ex-
18 ceed \$100,000,000 for one calendar year.

19 (g) AUTHORIZATION OF APPROPRIATIONS.—There is
20 authorized to be appropriated to carry out this section
21 \$100,000,000 for each of fiscal years 2020 through 2024.
22 Additionally, the Secretary may reallocate unobligated
23 funds to carry out this section.

1 **SEC. 6. GAO STUDY.**

2 Not later than 1 year after the date of enactment
3 of this Act, the Comptroller General of the United States
4 shall conduct a study to identify—

5 (1) financial and procurement mechanisms cur-
6 rently available to public and private entities to fund
7 smart city or community activities and associated
8 demonstration projects, including “pay for perform-
9 ance” financing that could deliver measurable and
10 verifiable market and non-market values to smart
11 cities or communities;

12 (2) new, innovative financial and procurement
13 mechanisms under development or used experi-
14 mentally that may be available, in the near term, to
15 public and private entities to fund smart city or
16 community activities and associated demonstration
17 projects;

18 (3) barriers to creative financing solutions for
19 those activities and projects, including procurement
20 barriers faced by State and local governments; and

21 (4) ways to leverage private sector investments
22 in smart cities and communities.

23 **SEC. 7. REPORTS TO SECRETARY OF TRANSPORTATION**
24 **AND CONGRESS.**

25 (a) **QUARTERLY REPORT.**—Each recipient of a
26 Smart Cities Challenge grant under section 5 shall submit

1 a quarterly report to the Secretary regarding the develop-
2 ment, implementation, and operation of the project.

3 (b) REPORT TO CONGRESS.—Not later than 2 years
4 after the date of enactment of this Act the Secretary shall
5 submit to the appropriate committees of Congress a report
6 that includes—

7 (1) pertinent updates regarding the develop-
8 ment, list of recipients, implementation, and oper-
9 ation of projects funded under Smart Cities Chal-
10 lenge;

11 (2) the impact of such projects on the transpor-
12 tation systems within the area served by the project
13 and review of appropriate security protocols inte-
14 grated into the project;

15 (3) the impact of such projects on frontline
16 communities, including communities of color,
17 women, veterans, and the elderly;

18 (4) the extent to which the goals of the grant
19 program have been met; and

20 (5) any recommendations for revisions or im-
21 provements to the Smart Cities Challenge to guide
22 future deployment activities.

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