

116TH CONGRESS
1ST SESSION

S. 1939

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 SENATE OF THE UNITED STATES

JUNE 20, 2019

Ms. CORTEZ MASTO (for herself, Mr. BURR, Mr. GARDNER, and Ms. SINEMA) introduced the following bill; which was read twice and referred to the Committee on Commerce, Science, and Transportation

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”.

1 **SEC. 2. FINDINGS.**

2 Congress makes the following findings:

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

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

11 (B) emerging megaregions could absorb 75
12 percent of the United States population by
13 2050;

14 (C) freight volume will increase by more
15 than 40 percent by 2045;

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

19 (E) the current annual cost of congestion
20 in delays and lost fuel amounts to
21 \$160,000,000,000;

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

25 (G) connected vehicles and new crash
26 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 a beneficiary 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 a beneficiary community
10 with a population between 75,000 and 400,000, or
11 a beneficiary 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 a beneficiary
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 agencies, each of which is eligible to apply for a
22 SMART grant under section 4.

23 (4) **REGIONAL PARTNERSHIP.**—The term “re-
24 gional partnership” means a group of 2 or more ju-
25 risdictions with a combined population between
26 10,000 and 75,000, according to the Census Bu-

1 reau’s most recent annual estimates of resident pop-
 2 ulation, which have entered into a partnership to
 3 apply for a SMART grant under section 4.

4 (5) RURAL COMMUNITY.—The term “rural
 5 community” means a beneficiary jurisdiction with a
 6 population between 10,000 and 75,000 people, not
 7 located within an urbanized area or cluster, accord-
 8 ing to the Census Bureau’s most recent annual esti-
 9 mates of resident population.

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

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

18 **SEC. 4. SMART GRANT PROGRAM.**

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

22 (1) 1 SMART grant of not less than
 23 \$30,000,000 or more than \$50,000,000 to an appli-
 24 cant on behalf of a large community to carry out an
 25 eligible project;

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

5 (3) 2 SMART grants, totaling not more than
 6 the greater of \$20,000,000 or 20 percent of the
 7 amount appropriated pursuant to section 6(a) for
 8 the fiscal year, to applicants on behalf of rural com-
 9 munities or regional partnerships to carry out eligi-
 10 ble projects.

11 (b) ELIGIBLE ENTITIES.—The following entities are
 12 eligible to receive a grant under this section:

13 (1) A unit of local government, including coun-
 14 ties.

15 (2) A tribal government.

16 (3) A public transit agency or authority.

17 (4) A public toll authority.

18 (5) A metropolitan planning organization.

19 (6) A multijurisdictional group applying
 20 through a single lead applicant listed in paragraphs
 21 (1) through (5).

22 (c) APPLICATION PROCESS.—

23 (1) IN GENERAL.—An eligible applicant may
 24 apply for a grant under this section by submitting
 25 an application to the Secretary at such time, in such

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

5 (2) TECHNICAL ASSISTANCE.—

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

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

19 (i) provide not fewer than 2 applicants
20 from each of the 3 groups of applicants
21 that submitted applications deemed supe-
22 rior by the Secretary with limited technical
23 assistance to improve their respective ap-
24 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, shall evaluate applications for SMART
13 grants based on the applicable criteria described in
14 paragraphs (2) through (4).

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

18 (A) has a dense urban population typical
19 for a large or mid-sized American city;

20 (B) represents more than 15 percent of the
21 population of the census-designated place in
22 which it is located, according to the Census Bu-
23 reau's most recent annual estimates of resident
24 population;

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

6 (D) has an environment that is conducive
 7 to demonstrating proposed strategies;

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

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

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

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

1 (A) reduce congestion and delays for com-
2 merce and the traveling public;

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

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

8 (D) connect underserved populations and
9 reduce their transportation costs;

10 (E) contribute to medium- and long-term
11 economic competitiveness;

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

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

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

22 (I) demonstrate strong collaboration
23 among a broad range of participants, including
24 the private sector, or the integration of trans-
25 portation with other public service efforts, in-

cluding working with existing mobile and fixed telecommunication service provides whenever possible;

(J) improve the environment, improve energy efficiency, reduce dependence on oil, or reduce pollution;

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

(L) increase resiliency of the transportation system;

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

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

(O) address issues identified by the Department of Transportation in the Beyond Traffic 2045 report.

(e) USE OF GRANT FUNDS.—

(1) VISION ELEMENTS.—A SMART grant may be used for a project that demonstrates a sound, innovative, integrated, and holistic approach and in-

1 corporate many aspects of the applicable vision ele-
2 ments set forth in this paragraph.

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

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

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

mized through a combination of planning and innovation deployments designed to lead to a better connected community that incorporates new modes of shared and sustainable transportation into its existing infrastructure, expanding the range of transportation choices and access to employment, housing, education and health services, which may include—

(i) the establishment of value capture programs and value capture districts to use a portion of the increase in value resulting infrastructure investments as part of a mixed package of funding for the infrastructure and other public benefits; and

(ii) planning updates and policy changes to increase the supply of housing located in proximity to public transportation services.

(G) COMPREHENSIVE ANALYTICS.—The development of platforms for understanding and analyzing data to address complex challenges, including personal safety and mobility, network efficiency, and environmental sustainability, and measuring the performance of a transportation 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 that increase transportation choices
6 and options by supporting and improving mobil-
7 ity for all travelers, including aging Americans
8 and persons with disabilities and advanced trav-
9 eler information systems that provide real-time
10 traffic, transit, parking, and other transpor-
11 tation-related information to travelers.

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

23 (J) LEVERAGE THE USE OF INNOVATIVE
24 AVIATION TECHNOLOGY.—Leveraging the use of
25 innovative aviation technologies, such as un-

1 manned aircraft systems, to support transpor-
 2 tation safety and efficiencies, including traffic
 3 monitoring and infrastructure inspection.

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

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

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

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

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

vehicle deployment, including electrically-assisted bicycles, or freight or commercial fleet fuel efficiency; and

(ii) explore and utilize interactions between electric vehicles and intelligent transportation systems with the smart grid.

(M) SYNCHRONIZATION OF TECHNOLOGY.—Strategies and initiatives that utilize technology, such as integrated mobile commerce infrastructure—

(i) to enhance public interaction with transportation systems;

(ii) to increase intermodal efficiency; and

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

(N) CONNECTED, INVOLVED CITIZENS.—Strategies, local campaigns, and processes to proactively engage and inform citizens at the individual level by deploying hardware, software, and open data platforms in an effort to 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) systems development or informa-
14 tion technology work; and

15 (viii) other preconstruction activities;

16 and

17 (B) construction phase activities, includ-
18 ing—

19 (i) construction;

20 (ii) reconstruction;

21 (iii) rehabilitation;

22 (iv) replacement;

23 (v) acquisition of real property (in-
24 cluding land related to the eligible project
25 and improvements to land);

- 1 (vi) environmental mitigation;
- 2 (vii) construction contingencies; and
- 3 (viii) 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 (c).

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 the 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 applicant
3 for a SMART grant under this section may submit an ap-
4 plication for projects outlined in the applicant’s SMART
5 grant application to seek Federal financial assistance for
6 the proposed transportation project through—

7 (1) the Better Utilizing Investments to Lever-
8 age Development (BUILD) discretionary grant pro-
9 gram;

10 (2) the Infrastructure for Rebuilding America
11 grant program (commonly known as “INFRA”);

12 (3) the Transportation Infrastructure Finance
13 and Innovation program established under chapter 6
14 of title 23, United States Code (commonly known as
15 “TIFIA”);

16 (4) the Railroad Rehabilitation and Improve-
17 ment Financing Program of the Federal Railroad
18 Administration;

19 (5) the Capital Investment Grant Program of
20 the Federal Transit Administration;

21 (6) the Congestion Mitigation and Air Quality
22 Improvement Program of the Federal Highway Ad-
23 ministration; or

24 (7) the Advanced Transportation and Conges-
25 tion Management Technologies Deployment Program

1 established under section 503(c)(4) of title 23,
2 United States Code (commonly known as
3 “ATCMTD”).

4 (h) CONFORMING AMENDMENT.—Section 117(c) of
5 title 23, United States Code, is amended

6 **SEC. 5. REPORTING REQUIREMENTS.**

7 (a) REPORT TO SECRETARY.—Not later than 2 years
8 after the date on which a SMART grant recipient receives
9 a grant under section 4, and annually thereafter until such
10 grant is expended, the recipient shall submit an implemen-
11 tation report to the Secretary that describes—

12 (1) the deployment and operational costs com-
13 pared to the benefits and savings from the project;
14 and

15 (2) how the project has met the original expecta-
16 tion as projected in the deployment plan submitted
17 with the application, including—

18 (A) data on how the project—

19 (i) affected the measurement and im-
20 provement of transportation system per-
21 formance through the deployment of ad-
22 vanced technologies;

23 (ii) reduced traffic-related fatalities
24 and injuries;

- 1 (iii) reduced traffic congestion, im-
2 proved travel time reliability, and reduced
3 costs;
- 4 (iv) reduced transportation-related
5 emissions;
- 6 (v) optimized multimodal system per-
7 formance;
- 8 (vi) improved access to all transpor-
9 tation alternatives;
- 10 (vii) implemented technological inno-
11 vation to increase efficiency with regards
12 to intermodal communication, energy con-
13 sumption, information and communications
14 technology, and personal mobility;
- 15 (viii) provided the public with access
16 to real-time integrated traffic, transit, and
17 multimodal transportation information to
18 make informed travel decisions;
- 19 (ix) provided cost savings to transpor-
20 tation agencies, businesses, and the trav-
21 eling public;
- 22 (x) provided other benefits to trans-
23 portation users and the general public;

1 (xi) reduced barriers or improved ac-
2 cess to jobs, education, or various essential
3 services; and

4 (xii) utilized partnerships with the pri-
5 vate sector;

6 (B) the effectiveness of providing real-time
7 integrated traffic, transit, and multimodal
8 transportation information to the public to
9 make informed travel decisions; and

10 (C) lessons learned and recommendations
11 for future deployment strategies to optimize
12 transportation efficiency and multimodal system
13 performance.

14 (b) GAO BIENNIAL REVIEWS.—Not later than 2
15 years after the date of the enactment of this Act, and bien-
16 nially thereafter, the Comptroller General of the United
17 States shall conduct a review of the SMART grant selec-
18 tion process and submit a report containing the results
19 of such review to the Committee on Commerce, Science,
20 and Transportation of the Senate, the Committee on Ap-
21 propriations of the Senate, the Committee on Energy and
22 Commerce of the House of Representatives, the Com-
23 mittee on Appropriations of the House of Representatives,
24 and the Committee on Transportation and Infrastructure
25 of the House of Representatives.

1 (c) REPORT TO CONGRESS.—Not later than 2 years
2 after the date on which initial grants are awarded under
3 section 4, the Secretary shall submit a report to the Com-
4 mittee on Commerce, Science, and Transportation of the
5 Senate, the Committee on Energy and Commerce of the
6 House of Representatives, and the Committee on Trans-
7 portation and Infrastructure of the House of Representa-
8 tives that—

9 (1) describes all of the grant recipients;

10 (2) identifies the amount each grant recipient
11 was awarded;

12 (3) summarizes the intended uses for the
13 grants;

14 (4) describes the effectiveness of SMART grant
15 recipients in meeting their projected deployment
16 plan;

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

20 (A) affected the measurement and im-
21 provement of transportation system perform-
22 ance through the deployment of advanced tech-
23 nologies;

24 (B) reduced traffic-related fatalities and
25 injuries;

1 (C) reduced traffic congestion, improved
2 travel time reliability, and reduced costs;

3 (D) reduced transportation-related emis-
4 sions;

5 (E) optimized multimodal system perform-
6 ance;

7 (F) improved access to all transportation
8 alternatives;

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

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

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

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

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

24 (L) utilized partnerships with the private
25 sector; and

1 (M) effectively provided real-time inte-
 2 grated traffic, transit, and multimodal trans-
 3 portation information to the public to make in-
 4 formed travel decisions; and

5 (6) describes lessons learned and recommenda-
 6 tions for future deployment strategies to optimize
 7 transportation efficiency and multimodal system per-
 8 formance.

9 **SEC. 6. AUTHORIZATION OF APPROPRIATIONS.**

10 (a) IN GENERAL.—There are authorized to be appro-
 11 priated to the Department of Transportation
 12 \$100,000,000 for each of the first 5 fiscal years beginning
 13 after the date of the enactment of this Act, of which—

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

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

21 (3) not more than 2 percent shall be used for
 22 administrative costs by the Office of the Secretary
 23 within the Department of Transportation.

1 (b) LIMITATION.—A grant recipient may not use
2 more than 3 percent of the grant award each fiscal year
3 to carry out planning and reporting requirements.

4 (c) AVAILABILITY.—Amounts appropriated for a fis-
5 cal year pursuant to this section shall be available for obli-
6 gation during the 2-year period beginning on the first day
7 of the fiscal year for which such amounts were appro-
8 priated.

○