

Strengthening Mobility and Revolutionizing Transportation (SMART) 2023 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-FY23-01	Agency – USDOT	
Available Funding: FY23 - \$100 million, with individual awards (up to 30 total expected) up to \$2 million per award. Large communities: Not more than 40%. Midsized communities: Not more than 30%. Rural communities or regional partnerships: Not more than 30%	NOFO – https://www.transportation.gov/grants/smart/fy23-smart-stage-1-notice-funding-opportunity-nofo	
	BCA Required? No, but Summary Budget Narrative required in an appendix	
Closing – October 10, 2023, 5:00 PM EST	Start Deadline: Signed Agreement no later than 6 months after award; all funds used within 18 months	
Period of Performance: Up to 18 months maximum or face deobligation/reallocation of funding	Minimum Award: \$250K	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. <u>This NOFO solicits applications only for Stage 1 grants.</u> FY24 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: (Page 12) 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; (listed as Stage 2 last year) construction; reconstruction; rehabilitation; replacement; environmental mitigation; construction contingencies; and acquisition of equipment, including vehicles Not Eligible: 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; A group comprised of the above 2 or more eligible entities	Eligible Projects: Coordinated Automation; Connected Vehicles; Intelligent, Sensor-Based Infrastructure; Systems Integration; Commerce Delivery and Logistics; Leveraging Use of Innovative Aviation Technology; Smart Grid; or 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 for pedestrians, bicyclists, public. Improve emergency response.
- **Resiliency:** Increase the reliability/resiliency of the system, including cybersecurity, and climate change adaption.
- **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/incentivize private sector investments or partnerships, including technical/financial commitments on the proposed solution. Demonstrate committed leadership/capacity
- **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. Must account for data/performance reporting in their budget submission.

Technical Merit Criteria	Project Readiness Criteria
1 – Identification and Understanding of the Problem to be solved	1 – Feasibility of Work Plan
2 – Appropriateness of Proposed Solution	2 – Community Engagements and Partnerships
3 – Expected Benefits	3 – Leadership and Qualifications

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 address two, three, or even four.

- **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/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/vehicle 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.

Application & Narrative Requirements –

Required components include: **SF-424**, **SF-424A**, Budget Information for Non-Construction Programs (**SF-424A**) and the Certification Regarding Lobbying form. If applicable, applicants should also complete the Disclosure of Lobbying Activities (**SF-LLL**). Narrative should be no longer than 7 pages (excluding appendices) consisting of **Overview/Project Description** (1-2 pages), **Project Location** (1 paragraph), **Community Impact** (1 paragraph), **Technical Merit Overview** (2 pages) and **Project Readiness Overview** (2 pages). Standard formatting: i.e. single-spaced, standard 12-point such as Times New Roman, 1-inch margins. Cross-referencing to avoid information redundancies. Appendices: I -- **Resumes** (3 pages of less), II- **Summary Budget Narrative** (3 pages of less), III – **Letters of Commitment** (not more than 2 pgs per letter, no more than 10 pages total), IV – **Project Location File**.

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_2023/signup.

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

- Fit, scale, and adoption; Data sharing, cybersecurity, and privacy; Workforce development; Measurement and validation

Departmental Priorities: Safety, Climate Change and Sustainability, Equity and Justice40 Initiative, Workforce Development, Job Quality and Wealth Creation.