



Q&A: Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program

Answers to questions asked during the Local Infrastructure Hub's Revolutionizing Transportation: The SMART Program webinar on Oct. 25, 2022

Q: Is a municipal government allowed to apply directly for Strengthening Mobility and Revolutionizing Transportation (SMART) funding for construction and/or engineering, or does it need to apply for planning first?

A: Construction is an eligible use of funds for Stage 1 and Stage 2; however, because of the \$2 million grant size for Stage 1, there is a natural limit to the types of construction you can accomplish.

Q: Can a small city government with staff capacity constraints access State and Local Fiscal Recovery Funds (SLFRF) available through the American Rescue Plan Act (ARPA) to hire an infrastructure coordinator to help manage projects within the SMART program? If so, how?

A: In general, the federal government has made ARPA funds available for broad purposes. We recognize that grant funding will require flexibility to address unique needs among localities. If the jurisdiction uses "revenue loss" or the \$10 million standard use of funds, the city or town can use SLFRF funds to hire staff as a "governmental service."

Q: Is there a contact person or email for follow up questions regarding the SMART program?

A: Please feel free to share questions at smart@dot.gov.

Ben Levine, *Senior Advisor, Research & Technology at the Department of Transportation*, provided an overview of SMART and answered questions from mayors during the webinar.

Other policy experts at DOT also provided answers.

Visit the [Local Infrastructure Hub's website](#) for additional resources and expert advice.