Opportunity Number DOT-SS4A-FY22-01
Amendment 1

U.S. Department of Transportation
Amendment 1 to Notice of Funding Opportunity Number DOT-SS4A-FY22-01
“Safe Streets and Roads for All Discretionary Grant Program”

Amendment 1 issued on August 1, 2022

The purpose of this amendment is to edit the Notice of Funding Opportunity (NOFO) to make technical modifications. Accordingly, the NOFO is hereby amended. Except as provided herein, all terms and conditions remain unchanged and are in full force and effect. If a section is not listed below, no text changes apply to that section or paragraph as a result of this amendment.

The application due date remains unchanged as September 15, 2022, at 5:00 p.m. Eastern Daylight Time through Grants.Gov at https://www.grants.gov/web/grants/view-opportunity.html?oppId=340385.

This amendment revises the text of the NOFO in the sections identified below.

- Deleted text is shown in strikethrough.
- Added text is both underlined and bolded.

For applications received prior to the amendment, DOT will directly contact the person(s) listed on the Application for Federal Assistance Standard Form 424 to address any of the amendments that affect their submission.

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**Definitions**

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
</table>
| Underserved Community | An underserved community as defined for this NOFO is consistent with the Office of Management and Budget’s Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation, which includes:  
  • U.S. Census tracts identified in this table **and corresponding map tool that visualizes the table:** https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a  
  https://datahub.transportation.gov/stories/s/tsyd-k6ij;  
  • Any Tribal land; or  
  • Any territory or possession of the United States. |
### Section A.2.i Program Description, Grant Types and Deliverables, Action Plan Grants, Table 1: Action Plan Components

<table>
<thead>
<tr>
<th>Component</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Equity Considerations</td>
<td>Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.</td>
</tr>
</tbody>
</table>

### Section D.2.i Application and Submission Information, Key Information Table and Instructions for a), for Action Plan Grant applications.

#### a) Key Information Table

<table>
<thead>
<tr>
<th>Lead Applicant</th>
<th>If Multijurisdictional, additional eligible entities jointly applying</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total jurisdiction population</td>
<td>Count of motor-vehicle-involved roadway fatalities from 2016 to 2020</td>
</tr>
<tr>
<td>Fatality rate <strong>per 100,000 persons</strong></td>
<td>New Action Plan Complete Action Plan Supplemental Planning Activities</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Population in Underserved Communities</th>
<th>States(s) in which projects and strategies are located</th>
</tr>
</thead>
<tbody>
<tr>
<td>Costs by State (if project spans more than one State)</td>
<td></td>
</tr>
</tbody>
</table>

- Total jurisdiction population is based on **2020 2019** U.S. Census [American Community Survey (ACS)](https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2019/) data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities.²

- The fatality rate, calculated using the **a 5-year annual** average from the total count of fatalities from 2016 to 2020 based on FARS data, an alternative traffic fatality dataset, or a

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1 An underserved community as defined for this NOFO is consistent with the Office of Management and Budget’s Interim Guidance for the Justice 40 Initiative ([https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf](https://www.whitehouse.gov/wp-content/uploads/2021/07/M-21-28.pdf)) and the Historically Disadvantaged Community designation, which includes U.S. Census tracts identified in this table and corresponding map tool: [https://datahub.transportation.gov/stories/tsvd-k6ij](https://datahub.transportation.gov/stories/tsvd-k6ij) [https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a](https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a); any Tribal land; or any territory or possession of the United States.

comparable data set with roadway fatality information, which is divided by the population of
the applicant’s jurisdiction based on 2020 2019 U.S. Census ACS population data. The rate
should be normalized to per 100,000 persons.

- The population in underserved communities should be a percentage obtained by dividing the
population living in Census tracts with an Underserved Community designation divided by
the total population living in the jurisdiction. For multi-jurisdictional groups, provide this
information in aggregate as well as for each jurisdiction in the group. The population must
be based on 2019 ACS data.

Section D.2.ii Application and Submission Information, Instructions for a), for
Implementation Grant applications.

- The population in Underserved Community Census Tracts should be a percentage number
obtained by dividing the population living in Underserved Community Census tracts within
the jurisdiction divided by the total population living in the jurisdiction. The population
must be based on 2019 ACS data.3

Section E.1.i Application Review Information, Selection Criteria, Action Plan Grant
Selection Criteria, Selection Criteria #1: Safety Impact

- The fatality rate, which is calculating using the 5-year annual average from the total count
of fatalities from 2016 to 2020 (based on FARS data or an alternative traffic crash dataset)
divided by the 2020 2019 population of the applicant’s jurisdiction based on 2020 2019 ACS
data U.S. Census population data. The rate should be normalized to per 100,000 persons.

Selection E.1.i Application Review Information, Selection Criteria, Action Plan Grant
Selection Criteria, Selection Criteria #2: Equity

- The percentage of the population in the applicant’s jurisdiction that resides in an
Underserved Community Census tract.4 Population of a Census tract, either a tract that is
Underserved Community or not, must be based on 2020 2019 ACS data U.S. Census
population data.

3 Use https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a to calculate the
percentage of population in underserved community. Census data can be found at
4 https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfece8b44525b04e7ee748a3674a
https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a
Section E.2.ii Application Review Information, b) Safety Impact Criterion Rating

Methodology

The implementation costs sub-rating will use the guidelines below:

<table>
<thead>
<tr>
<th>Rating Scale</th>
<th>High</th>
<th>Medium</th>
<th>Low</th>
<th>Non-responsive</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>The costs for the implementation of the projects and strategies are clearly articulated and summarized. Future costs are well described. The quantity and quality of the projects and strategies in relation to the cost amounts strongly indicate the costs are reasonable.</td>
<td>The costs for the implementation of the projects and strategies are summarized. Future costs are described. The quantity and quality of the projects and strategies in relation to the cost amounts seem to indicate the costs are reasonable.</td>
<td>The costs for the implementation of the projects and strategies are not well-articulated or missing key details. Future costs are minimally or not described. Based on the limited quantity and/or quality of the projects and strategies in relation to the cost amounts, the cost reasonableness is uncertain.</td>
<td>Cost information is not provided.</td>
</tr>
</tbody>
</table>

Section F.2.v Federal Award Administration Information, Paragraph 4

SS4A award recipients should demonstrate compliance with civil rights obligations and nondiscrimination laws, including Titles VI of the Civil Rights Act of 1964, the Americans with Disabilities Act (ADA), and Section 504 of the Rehabilitation Act, and accompanying regulations. Recipients of Federal transportation funding will also be required to comply fully with regulations and guidance for the ADA, Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, and all other civil rights requirements. Additionally, to the extent practicable, Implementation Grants must adhere to the proposed Public Rights-of-Way Accessibility Guidelines. The Department’s and the applicable Operating Administrations’ Offices of Civil Rights may will work with awarded grant recipients as appropriate to ensure full compliance with Federal civil rights requirements.

[end of Amendment]

5 [https://www.access-board.gov/prowag/](https://www.access-board.gov/prowag/)