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*(Christy Johnson)*  
COUNTY CLERK  
VERMILION CO. IL

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 pm 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**

Term	Definition
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: <ul style="list-style-type: none"> <li>• U.S. Census tracts identified in this table <b><u>and corresponding map tool that visualizes the table:</u></b>  <a href="https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a">https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a</a>  <a href="https://datahub.transportation.gov/stories/s/tsyd-k6ij">https://datahub.transportation.gov/stories/s/tsyd-k6ij</a>;</li> <li>• Any Tribal land; or</li> <li>• Any territory or possession of the United States.</li> </ul>

**Section A.2.i Program Description, Grant Types and Deliverables, Action Plan Grants, Table 1: Action Plan Components**

Component	Description
Equity Considerations	Plan development using inclusive and representative processes. Underserved communities are identified through data and other analyses in collaboration with appropriate partners. <sup>1</sup> Analysis includes both population characteristics and initial equity impact assessments of the proposed projects and strategies.

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

a) Key Information Table

Lead Applicant	
If Multijurisdictional, additional eligible entities jointly applying	
Total jurisdiction population	
Count of motor-vehicle-involved roadway fatalities from 2016 to 2020	
Fatality rate <b>per 100,000 persons</b>	
<b><u>Action Plan Type</u></b>	<b><u>New Action Plan</u></b> <b><u>Complete Action Plan</u></b> <b><u>Supplemental Planning Activities</u></b>
Population in Underserved Communities	
States(s) in which projects and strategies are located	
Costs by State (if project spans more than one State)	

- Total jurisdiction population is based on 2020 **2019** U.S. Census **American Community Survey (ACS)** data and includes the total population of all Census tracts where the applicant operates or performs their safety responsibilities.<sup>2</sup>

<sup>1</sup> An underserved community as defined for this NOFO is consistent with the Office of Management and Budget’s Interim Guidance for the Justice40 Initiative (<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/s/tsyd-k6ij> <https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabc58a3a>; any Tribal land; or any territory or possession of the United States.

<sup>2</sup> <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2019/>

- 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 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.**<sup>3</sup>

**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.<sup>4</sup> 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.

<sup>3</sup> Use <https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a> to calculate the percentage of population in underserved community. Census data can be found at <https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2019/>

<sup>4</sup> <https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfec8b44525b04c7ee748a3674a>  
<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:

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

**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.<sup>5</sup>~~ 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]

<sup>5</sup> <https://www.access-board.gov/prowag/>

## NOFO Amendment

### What has changed with the August 2022 SS4A NOFO amendment?

Technical changes were made that affect the selection criteria, the application requirements, and the post-award grant administration requirements.

To calculate the population percentage in underserved communities required in both Action Plan and Implementation Grant applications, a new web tool that uses the same underlying data for the Underserved Community designation was duplicated with additional query features and appended 2019 population data. The new web link is:

\*\*\*\*\*[usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfab58a3a](https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfab58a3a). Also see the calculation instructions here: TO INSERT INSTRUCTIONS LINK

For Action Plan Grant applicants:

- The Key Information Table includes a new row to denote whether the application is for “a new action plan,” “to complete an action plan,” or for “supplemental planning activities.”
- The calculation for the **selection criteria #1: safety impact** clarified how to calculate the fatality rate. The rate is a 5-year annual average per 100,00 persons based on 2019 American Community Survey population data.
- The calculation for **selection criteria #2: equity** was modified to use 2019 American Community Survey data for the population counts.

For Implementation Grant applicants:

- The percentage of the population that resides in an Underserved Community calculation was modified to use 2019 American Community Survey data for the population counts.
- The safety impact criterion rating methodology was revised to remove a reference to “future costs,” which are not to be included in an application narrative.
- Award recipients are encouraged but not required to adhere to the Public Rights-of-Way Accessibility Guidelines.

### Why did DOT make these changes?

The changes are technical in nature, and are not substantive policy changes. The changes improve consistency across the notice of funding opportunity.

The changes to the calculations for the percentage of the population that resides in an Underserved Community ensures a consistent unit of analysis: 2019 Census tracts. The Underserved Communities Tool is based on 2019 Census tract boundaries, some of which changed based on the 2020 Census.

### Is the SS4A Underserved Communities Tool different from the original Historically Disadvantaged Communities Tool?

The underlying data and methodology for the Underserved Community designation remain the same. The query features in the web tool and the inclusion of 2019 population data have both been added to

make it easier for applicants to calculate the percent population in underserved communities directly in the tool. The definition of an Underserved Community as defined for this NOFO is still consistent with the Office of Management and Budget's Interim Guidance for the Justice40 Initiative and the Historically Disadvantaged Community designation [ADD HYPERLINK](#).

### **What should we do if we have already submitted an application or were about to submit?**

DOT will reach out to those who already submitted applications prior to the amendment to make corrections and address any issues in their application.

### **What changes were made related to post-award grant agreement terms?**

In Section F.2.v of the NOFO, which focuses on grant recipient requirements, the paragraph on civil rights obligations and nondiscrimination laws was amended to read as follows:

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. The Department's and the applicable Operating Administrations' Offices of Civil Rights will ~~may~~ work with awarded grant recipients as appropriate to ensure full compliance with Federal civil rights requirements.