

requirements for the submittal of noise compatibility programs, but that further review will be necessary prior to approval or disapproval of the program. Since initial notification of the NCP on April 11, 2022, DAA has decided to remove language from the NCP Measure M–D that recommended offering aviation easements to single family owner occupied homes within the block rounding area (NMPA #2). DAA has also decided to withdraw NCP Measure M–F which recommended offering aviation easements to single family owner occupied mobile homes within the block rounding area (NMPA #2). The decision to modify and withdraw these measures was based on FAA comments and the desire of the Airport to only recommended and put forth measures that the Airport can commit to implementing in the future, as funding becomes available. The formal review period, limited by law to a maximum of 180 days, will be completed on or before October 8, 2022.

The FAA's detailed evaluation will be conducted under the provisions of 14 CFR part 150, § 150.33. The primary considerations in the evaluation process are whether the proposed measures may reduce the level of aviation safety, create an undue burden on interstate or foreign commerce, or be reasonably consistent with obtaining the goal of reducing existing non-compatible land uses and preventing the introduction of additional non-compatible land uses.

Interested persons are invited to comment on the proposed program with specific reference to these factors. All

comments, other than those properly addressed to local land use authorities, will be considered by the FAA to the extent practicable. Copies of the noise exposure maps, the FAA's evaluation of the maps, and the proposed noise compatibility program can be viewed online at the DLH website at <https://duluthairport.com/noise-study/#documents>. To review the documents in person, please contact the Airport by phone at (218) 727–2968 to set up a visit in their office at: Duluth Airport Authority, Attn: Tom Werner 4701 Grinden Drive, Duluth, MN 55811.

Questions may be directed to the individual named above under the heading, **FOR FURTHER INFORMATION CONTACT**.

Originally Issued in Minneapolis, Minnesota, April 11, 2022 and Amended August 1, 2022.

E. Lindsay Butler,

Manager, Dakota-Minnesota Airports District Office.

[FR Doc. 2022–16750 Filed 8–3–22; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

[DOT–OST–2022–0076]

Update to U.S. DOT FY22 Safe Streets and Roads for All Funding

AGENCY: Office of the Secretary of Transportation, U.S. Department of Transportation (DOT).

ACTION: Amendment to FY22 Notice of Funding Opportunity (NOFO).

SUMMARY: The purpose of this notice is to amend the Fiscal Year 2022 (FY22) NOFO for the Safe Streets and Roads for All (SS4A) discretionary grant program. Amendments are technical corrections as outlined in this **Federal Register** Notice.

DATES: Applications still must be submitted by 5:00 p.m. EDT on Thursday, September 15, 2022. Late applications will not be accepted.

ADDRESSES: Applications must be submitted through www.Grants.gov. Only applicants who comply with all submission requirements described in this notice and submit applications through www.Grants.gov on or before the application deadline will be eligible for award.

FOR FURTHER INFORMATION CONTACT: For further information regarding this notice, please contact the Office of the Secretary via email at SS4A@dot.gov, or call Paul Teicher at (202) 366–4114. A TDD is available for individuals who are deaf or hard of hearing at 202–366–3993. In addition, DOT will periodically post answers to common questions and requests for clarifications on the Department's website at <https://www.transportation.gov/SS4A>.

Signed in Washington, DC, on July 29, 2022.

Christopher Coes,

Assistant Secretary for Transportation Policy.

BILLING CODE 4910–9X–P

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.

Definitions

| Term | Definition |
|-----------------------|--|
| Underserved Community | <p>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:</p> <ul style="list-style-type: none"> • U.S. Census tracts identified in this table <u>and corresponding map tool that visualizes the table</u>: 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

| 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. ¹ 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 per 100,000 persons | |
| Action Plan Type | New Action Plan Complete Action Plan Supplemental Planning Activities |
| 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.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 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.**

¹ 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/99f9268777ff4218867ceedfabe58a3a>; any Tribal land; or any territory or possession of the United States.

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

- 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.~~

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 | The costs for the implementation of the projects and strategies | The costs for the implementation of the projects and strategies | Cost information is not provided. |

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

⁴ ~~<https://usdot.maps.arcgis.com/apps/dashboards/d6f90dfce8b44525b04c7ce748a3674a>~~
<https://usdot.maps.arcgis.com/apps/dashboards/99f9268777ff4218867ceedfabe58a3a>

| | | | | |
|--|---|---|---|--|
| | 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. | 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. | 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. | |
|--|---|---|---|--|

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.~~⁵ 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.

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

[end of Amendment]