

**693JJ322NF00008,
Amendment 1**

**2022 NATIONAL SCENIC
BYWAYS PROGRAM**

**GRANTS AND TECHNICAL
ASSISTANCE**

Opening Date: March 16, 2022

Webinar: March 31, 2022

Letter of Intent Due: April 11, 2022 (note change)

Application Due: May 16, 2022

The purpose of this Amendment is to:

1. On the title page of Notice of Funding Opportunity (NOFO) 693JJ322NF00008, change the date due for Letters of Intent from April 4, 2022 to April 11, 2022.
2. On NOFO page 19, reformat (c) Policy Considerations, to better identify policy consideration #2 and to renumber the following policy considerations as follows:

(c) Policy Considerations. The FHWA will give priority consideration to applications that address one or more of the following priorities:

1. The majority of the project's costs will be spent within (or on the boundary of) a Census-designated rural area.

For purposes of this notice, a project is designated as urban if it is located within (or on the boundary of) a Census-designated urbanized area that had a population greater than 50,000 in the 2010 Census. If a project is located outside a Census-designated urbanized area with a population less than 50,000, it is designated as a rural project. A project located in both an urban and a rural area will be designated as urban if the majority of the project's costs will be spent within (or on the boundary of) a Census-designated urbanized area. Conversely, a project located in both an urban area and a rural area will be designated as rural if the majority of the project's costs will be spent within (or on the boundary of) a Census-designated rural area.

If the majority of project costs will be located within (or on the boundary of) a Census-designated rural area, the application should include a cost breakdown specific to geographic location to demonstrate that more than 50 percent of funds will be spent within or on the boundary of a rural area.

2. At least part of the project falls within an economically distressed community per the U.S. Economic Development Administration.

FHWA encourages the use of the following tool to verify:

<http://www.statsamerica.org/distress/distress.aspx>; however, additional evidence can be provided for verification. If applicable, in the application discuss what part(s) of the byway are located in distressed communities.

3. The total cost of the project is \$500,000 or larger.
4. Applicant has identified cost sharing and leveraging of non-Federal funds beyond the required 20 percent non-Federal match.

No other changes to the NOFO.