

Key Information Table	
Lead Applicant Name	City of Valdez
Lead Applicant Unique Entity Identifier (UEI)	J4J1BXA95JA8
Eligible Applicant Type	City Government
Total Applicant Jurisdiction Population	4,200
Total Count Motor Vehicle-Involved Roadway Fatalities that includes the last 5 years of data made available in the Fatality Analysis Reporting System (FARS) during the NOFO period	4
Total Average Annual Fatality Rate (per 100,000 population)	19.05
Total Percent of Population in Underserved Communities Census Tract(s)	0%
Project Title	Valdez Safe Streets Action Plan
Application Type	Develop a new Action Plan
Description of Supplemental Planning and Demonstration Activities (if relevant)	N/A
Total Federal Funding Request	\$280,000
Total Local Share/Match (must be equal to or greater than 20% of total project cost share)	\$70,000
Total Project Cost	\$350,000
Coordination	No coordination needed as no overlapping jurisdictions received a previous award or are applying for funding FY 2024 that we are aware of.



City of Valdez, Alaska
FY24 Safe Streets and Roads for All – Planning
Narrative

Overview. The City of Valdez is located in south central Alaska, on the northeast tip of Prince William Sound. The permanent resident population of the city is 3,972 although the summertime population triples thanks to tourists and seasonal employment. The city occupies 275 square miles of land and 55 square miles of water.

Currently, Valdez has no transportation or other similar action plan. The City is seeking federal funds to address this shortcoming and improve the equity, accessibility, and safety of its transportation systems.

Safety Impact. The Valdez Census area population as of 2020 was 4,200 (U.S. Census Bureau). FARS data shows that four persons were killed in fatal crashes between 2017-2021; Valdez has a fatality rate of 19.05.

Transportation hazards in Valdez are primarily driven by three factors: environment, tourism and recreational activities, and oil industry-related traffic. The environment of Valdez presents several risks to drivers, pedestrians, bicyclists, and the entire transportation network. Valdez sees an average of 330 inches of snow in the winter. Not only does the snowfall create hazardous driving conditions, but it also demands that roads be plowed quickly; this leads to dangerously high snow berms on the side of roads that impede visibility (and completely obstruct any pedestrian or bike path) as well as additional damage to road surfaces from the heavy equipment. Valdez experiences as many as 19 hours of darkness each day during winter months and dangerous freeze-thaw patterns fall through the spring, both of which further contribute to dangerous driving conditions.

As dangerous and cold as winters may be, Valdez has equally beautiful summers. The warmer months see tens of thousands of visitors each year coming by cruise ship, recreational vehicle, tour bus, and airplane to take in the beauty of Valdez and partake in its many recreational opportunities. The congestion related to tourism presents additional transportation dangers – lost tourists trying to find their way in the middle of the street, recreational vehicle traffic, large pedestrian groups blocking visibility at an intersection, frequent jaywalking, and more.

These two factors are compounded by the fact that double-tanker fuel trucks, over 75 feet long and weighing more than 30 tons when fully loaded, are traveling through town almost every 30 minutes. These trucks are traveling to and from the PetroStar Refinery on Dayville Road to the tank farm in town (on Egan Drive). These trucks then transport fuel to Eielson Air Force Base outside Fairbanks and Joint Base Elmendorf-Richardson. While critical to the city’s economy as well as the nation’s defenses, this tanker truck traffic poses an additional roadway risk as well as environmental risk if there is a crash or a rollover. In addition, commercial fishing adds to the congestion during the summer months, when over 300 fish freight containers are hauled to and from the Valdez Container Terminal through town.

In March of 2022, Alaska Department of Transportation (ADOT) performed a safety study of Valdez’s roadway network. In several instances, the study highlighted impeded sight lines, which were exacerbated with snow piles, as well as navigation difficulties that were particularly acute for the large trucks and tourist buses constantly traveling through Valdez.

Valdez does not have a comprehensive transportation plan, nor an active transportation or safe routes to school plan. The Safe Streets and Roads for All-funded Action Plan will include these elements and serve as an all-encompassing transportation safety Action Plan for the city. The Action Plan will be of the highest standard and meet evidence-based best practices as it aligns with the requirements set forth by

DOT. The goal of the plan is to improve transportation safety for all users – motorists, cyclists, pedestrians – and to encourage active transportation as much as possible.

Equity. Although the USDOT ETC Explorer does not identify the single Census Tract that contains all of Valdez as disadvantaged, 78% of the population lives with Transportation Insecurity and another 53% are Socially Vulnerable. According to the Climate and Economic Justice Screening Tool, the Census Tract is identified as Partially Disadvantaged. The Alaska Native Village of Tatitlik is Federally Recognized, located within this Census Tract, and considered disadvantaged. 56% of Alaska Natives in Valdez were living below federal poverty levels in 2018 (the most recent year with this data).

Like most Alaska cities, Valdez is isolated; it is 305 road miles east of Anchorage and 364 road miles south of Fairbanks. Valdez residents rely more heavily on the transportation network than many other Americans in order to access jobs, education, medical care, food, etc. SS4A funding to develop this Action Plan will improve equity for this extremely remote, rural community.

Additional Considerations - Safety Context and Budget. The City of Valdez is requesting FY24 Safe Streets and Roads for All (SS4A) funding to establish a formal and thorough Action Plan. This Action Plan will serve as a road map for the city to prioritize and implement identified projects that will improve safety and accessibility for all transportation users. The City anticipates a 24-36 month project period for the completion of the Action Plan.

With SS4A funding, the City will work with a qualified consultant to develop the Valdez Road Safety Action Plan. The creation of this plan will include thorough and frequent community engagement through in-person community events, digital and print communication, public comments periods, and more; the quantification of roadway incidents resulting in injury or death; the identification of possible solutions; and, a prioritization of projects based on need and cost-effectiveness. The proposed solutions and projects will reflect evidence-based standards and as appropriate will adopt innovative technologies to maximize the safety and equity benefits.

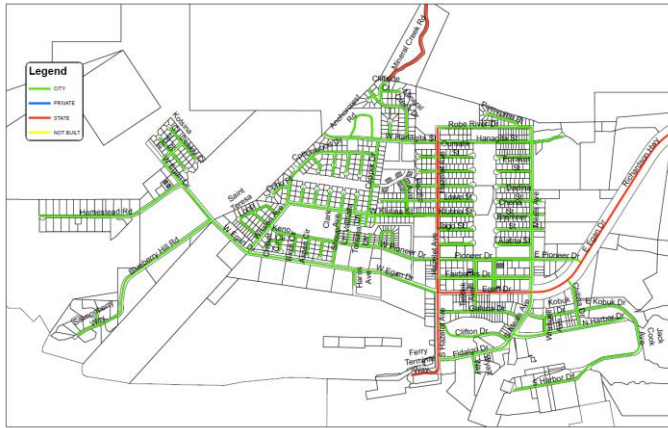
The four objectives of the Valdez Safe Streets Action Plan are: 1) engage in robust community engagement to identify priority transportation infrastructure concerns; 2) promote equity in project identification, selection, and implementation; 3) improve safety and measurably reduce the number of roadway incidents; and, 4) create a list of actionable items that the city can implement.

Valdez has many unique characteristics that underscore the need for an Action Plan to improve safety and accessibility for all road users. Environmental factors, tourism, and traffic related to the oil and gas industry and fishing industry place undue burdens and risks on the transportation system within Valdez and all underscore the importance of a comprehensive action plan, such as the one being proposed in this project.

The City anticipates the total cost of developing this Action Plan to be \$350,000; Valdez requests \$280,000 in Federal SS4A funds and is prepared to meet the 20% cost match requirement of \$70,000 in cash through the CIP reserve fund account 'Pavement Management Phase IV-V' (Cost code # 310-1118-58000). Federal funds are being requested exclusively to complete an Action Plan. This cost estimate is based off the city's recent work with consultants for similar work and its understanding of the project scope and desired outcomes.

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Valdez Roadway Network



SS4A Planning and Demonstration Grant Application - Supplemental Estimated Budget

This budget template should be submitted with a Planning and Demonstration Grant application. This template is structured based on Table 3 of the FY24 NOFO and illustrates the appropriate level of detail for project-level budget estimation. Please note that this form is set up to calculate project costs from any sub-activities and to calculate subtotals and totals. If you add or remove rows to meet your project needs, check that your math is correct before submitting.

Supplemental Estimated Budget					
Itemized Estimated Costs of New or Update Action Plan Activities (if applicable)					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
New or Updated Action Plan	\$ 280,000.00	\$ 70,000.00	\$ -	\$ -	\$ 350,000.00
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for New or Updated	\$ 280,000.00	\$ 70,000.00	\$ -	\$ -	\$ 350,000.00
Itemized Estimated Costs of Supplemental Planning Activities					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
Supplemental Planning Activity #1	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Supplemental Planning Activity #2	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Supplemental Planning Activities	\$ -	\$ -	\$ -	\$ -	\$ -
Itemized Estimated Costs of Demonstration and Pilot Activities					
	SS4A Federal Request	SS4A Non-Federal Match	Other Federal Funds (if applicable)	Other Non-Federal Match (if applicable)	Total Project Cost
Demonstration/Pilot Activity #1	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Demonstration/Pilot Activity #2	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
<i>Component</i>	\$ -	\$ -	\$ -	\$ -	\$ -
Subtotal Budget for Demonstration and Pilot Activities	\$ -	\$ -	\$ -	\$ -	\$ -
Total Budget for Planning and Demonstration Activities	\$ 280,000.00	\$ 70,000.00	\$ -	\$ -	\$ 350,000.00

Supporting Documents – Photographs of Existing Conditions



Exhibit 1. AK-4 North/Richardson Highway entering town from Dayville Road. Pedestrians jaywalking and bicyclists with no infrastructure.



Exhibit 2. Traveling East on Dayville Road, leaving pipeline and heading towards town. Note the blind curves that are particularly challenging and dangerous when the roads are icy and snow berms further limit visibility. RVs can be seen in the designated parking area and often fill up the area in the summer; note the lack of turn lanes to allow for acceleration and deceleration. Additionally, there is no designated active transportation infrastructure, and any pedestrians or bicyclists would be sharing the road with fast-moving traffic, including the large trucks traveling to and from the refinery or pipeline.

Supporting Documents – Photographs of Existing Conditions



Exhibit 3. Turning from Dayville Road (East) onto Richards Highway (AK-4 North), the main route into and out of Valdez, there is limited visibility and no turn lanes to accelerate or decelerate.



Exhibit 4. On Hazelet at stop sign looking east (left) and pulled up into crosswalk (right). High snow berms obstruct visibility approximately five months out of the year. (Courtesy of Alaska Department of Transportation)

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April 29, 2024

Paul Teicher, Program Manager
Safe Streets and Roads for All Program
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Re: Letter of Support for City of Valdez – SS4A Grant Application

Dear Mr. Teicher:

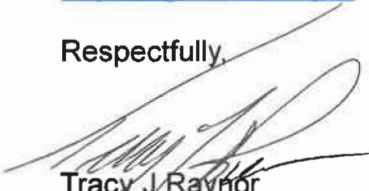
Please accept this letter of support for the City of Valdez's application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program – Planning Grant. The proposed "Valdez Safe Streets Action Plan" will clearly identify the transportation infrastructure that is most dangerous in the city and provide resolutions for each issue, as well as target improvements to the safety and quality of the city's active transportation infrastructure. As the Fire Chief, I recognize the critical importance of maintaining reliable infrastructure and transportation routes to ensure rapid response times during emergencies and safeguard our residents' well-being.

The City of Valdez Fire Department's mission is to protect life, property, and the environment from the effects of fires, medical emergencies, and hazards. The proposed Action Plan is an initiative that will support our department's mission and commitment to public safety and emergency response by identifying and prioritizing necessary improvements to roadway and support infrastructure to improve safety and accessibility – for pedestrians, motor vehicle drivers, and emergency vehicles.

In addition to the direct benefits of emergency services, the Project's emphasis on improving safety for pedestrians and increasing opportunities for active transportation aligns with our broader community safety goals. Safe and accessible roadways and designated pedestrian pathways contribute to the overall well-being of our residents and reduce the risk of accidents, especially in areas with heavy foot traffic.

Thank you for considering Valdez's application to the Safe Streets and Roads for All Grant program. If you would like to contact me for more information, please email me at traynor@valdezak.gov or call me at (907) 835-4560.

Respectfully,


Tracy J. Raynor
Fire Chief
City of Valdez

Valdez Fire Department - PO Box 307 - Valdez, AK 99686
407 West Pioneer Street
Telephone (907)835-4560 – Fax (907)834-3411

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ALASKA TRUCKING ASSOCIATION

April 24, 2024

Paul Teicher, Program Manager
Safe Streets and Roads for All Program
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support for City of Valdez – SS4A Grant Application

Dear Mr. Teicher,

The Alaska Trucking Association would like to express our strong endorsement of the City of Valdez’s application to the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) Grant Program. The proposed “Valdez Safe Streets Action Plan” will clearly identify the transportation infrastructure that is most dangerous in the city and identify countermeasures for each issue.

The Alaska Trucking Association has served the needs of the Alaska trucking community for 60 years with the mission to foster and promote the interests of the trucking industry in Alaska. Members of our association daily drive on the roads through Valdez and are first-hand witnesses to some of the largest concerns related to the transportation infrastructure. Limited sight lines, inadequate pedestrian facilities, and busy intersections filled with tourists are just some of the problems that our drivers have identified and communicated to the city. There are far too many near-misses with poor merging, poor visibility at intersections, and poor visibility along the roads (especially in the winter months). There are major safety concerns for truck drivers as well as pedestrians and other motorists.

A double tanker leaves the main street every 30 minutes through town. These tankers and the truck traffic from the Valdez Container Terminal directly support the refinery, pipeline, mining and military infrastructure critical to the city of Valdez and the entire state of Alaska. Road infrastructure to support these tankers and the other large vehicles bringing supplies to and from Valdez is critical to the very longevity of the city itself.

For those who live in the lower 48 states, it can be hard to understand the unique lifestyle challenges experienced in Alaska, such as the many hours of darkness during the winter months and the incredible amount of ice and snow experienced each winter. (Valdez sees an average of 330 inches of snowfall each year.) Not only is there active weather to contend with, but when the roads are plowed this means that snow berms can grow to be over six feet or higher, easily hiding a turn, another vehicle, or pedestrians.

Phone: (907) 276-1149
Fax: (907) 274-1946

3443 Minnesota Drive
Anchorage, AK 99503

info@aktrucks.org

“The authoritative voice of the
trucking industry in Alaska”

100% DRAFT



ALASKA TRUCKING ASSOCIATION

The unique climate and geography of Alaska, in particular Valdez, results in unique and dangerous transportation challenges that must be addressed.

To improve safety for all, the Alaska Trucking Association is in strong support of this project. This Action Plan is a critical component in identifying and then implementing projects to create safer, more convenient transportation to and through Valdez for our drivers and all roadway users.

Respectfully,

A handwritten signature in black ink, appearing to read 'Joey L', is written over a horizontal line.

Joey Crum ATA Board President

A handwritten date '4/24/24' is written in black ink over a horizontal line.

Date



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Department of
Transportation and
Public Facilities

Maintenance and Operations

P.O. Box 507
Valdez, Alaska 99686
Main: (907) 834-1039
robert.dunning@alaska.gov
dot.alaska.gov

April 29, 2024

Paul Teicher, Program Manager
Safe Streets and Roads for All Program
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: Support for City of Valdez – Safe Street Action Plan

Dear Mr. Teicher:

On behalf of the State of Alaska, Department of Transportation and Public Facilities (DOT&PF), I am pleased to express support for the City of Valdez’s application for the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) Grant Program. The proposed “Valdez Safe Streets Action Plan” will clearly identify the transportation infrastructure that is most dangerous in the city and provide resolutions for each issue, as well as target improvements to the safety and quality of the city’s active transportation infrastructure.

The goals and purpose of this action plan align with the DOT&PF’s purpose of ‘keeping Alaska moving through service and infrastructure’ and providing a safe and efficient transportation system for Alaska to thrive. DOT&PF works to serve every Alaskan, every day. This can be a daunting task considering that Alaskans are spread out across the largest state in the country (Alaska’s surface area is over twice the size of the state of Texas) and across terrain with geographical extremes that includes mountains, tundra, forests, and a vast number of waterways.

It is crucial to Alaskans and the Alaskan DOT&PF that communities within the state are awarded funding for projects that will keep our communities safe and connected. Alaska’s harsh winters and freeze-thaw cycles accelerate road deterioration, making timely maintenance essential to ensure safe and reliable transportation. However, it is difficult for many of the state’s small cities to address the high costs associated with the transportation of materials and equipment over long

“Keep Alaska Moving through service and infrastructure.”

distances, specialized engineering and construction over challenging terrain, and the oftentimes unique additional environmental considerations.

Valdez has worked tirelessly for many years to maintain the roads. However, these roads have not been comprehensively redone since the City of Valdez was relocated after the Good Friday Earthquake in 1964, making maintenance challenging and expensive. Many roads are long past their useful lifespan including the main thoroughfares through town, Meals Avenue and Egan Drive. These roads see nonstop traffic from heavy vehicles such as tour buses and 18-wheelers traveling to and from the Petro Star refinery or Valdez Container Terminal. Providing funds to allow the City to create a complete and comprehensive Safe Streets Action Plan will significantly enhance driver and pedestrian safety, reduce maintenance costs, improve the connectivity of the City, and make much of the City more appealing and accessible to the predicted increase of tourists.

Thank you for considering this letter of support. We are confident that Valdez's Safe Streets Action Plan project will be a positive contribution to the transportation landscape of central Alaska. Please reach out to robert.dunning@alaska.gov with any questions about the DOT&PF's support of this project.

Sincerely,



Robert Dunning
Maintenance and Operations Superintendent
Valdez District
Alaska Department of Transportation and Public Facilities



May 10, 2024

Paul Teicher, Program Manager
Safe Streets and Roads for All Program
United States Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Subject: City of Valdez SS4A Grant Application - Letter of Support

Dear Mr. Teicher,

On behalf of the Valdez Convention and Visitors Bureau, I would like to express support for the City of Valdez's application to the U.S. Department of Transportation's Safe Streets and Roads for All (SS4A) Grant Program. The proposed "Valdez Safe Streets Action Plan" will allow the City of Valdez to identify, prioritize, and then implement transportation projects that will improve safety and accessibility for all motor vehicle users as well as pedestrians, bicyclists, and others.

Valdez Convention & Visitors Bureau is a non-profit organization (501(c)6) and the official tourism marketing entity for the City of Valdez. Our members are local businesses and non-profit organizations in Valdez and our neighboring communities in Prince William Sound and the Copper River Valley. VCVB encourages and promotes tourism and tourist related activities, convention business, travel by the public to and through Valdez, and maintains a continuing interest in the well-being of visitors in the Valdez area.

SS4A funding will allow Valdez to complete this Action Plan with thorough community engagement and a comprehensive study of the transportation infrastructure shortcomings. This project directly supports VCVB's work in promoting Valdez businesses among tourists and providing free resources and services to Valdez visitors and residents alike. While VCVB works to promote tourism to Valdez, the city needs appropriate infrastructure to support this mission. Valdez currently sees thousands of tourists each year, many of them visiting via large cruise ships. When these large groups are wandering through our downtown roads, they come across limited pedestrian facilities, unmarked crosswalks, and unclear signage. This leads to hordes of people jay walking, stopping traffic, and even wayfinding in the middle of the street. These are serious

safety concerns. Many 18-wheelers are traveling on that same road -- loaded down with oil from the nearby pipeline. The proposed Action Plan will offer improvements vital to help protect our tourists and offer the infrastructure needed for a major sector in the economy of Valdez.

VCVB believes this project will directly result in improved safety for pedestrians and motorists alike, while simultaneously improving and supporting increased tourism and commerce in Valdez. Thank you for considering this letter of support.

Best Regards,

A handwritten signature in black ink, appearing to read "Faith Harris".

Faith Harris
Executive Director
Valdez Convention & Visitors Bureau



USDOT Safe Streets and Roads for All (SS4A) 2024 Planning and Demonstration Grants

Registration

Planning and Demonstration Grant Application (CFDA #20.939)

Planning and Demonstration Grant applicants have THREE deadlines for the FY24 SS4A NOFO:

- April 4, 2024, by 5:00 p.m. (EDT)
- May 16, 2024, by 5:00 p.m. (EDT)
- August 29, 2024, by 5:00 p.m. (EDT)

Following each deadline, USDOT will review Planning and Demonstration Grant applications received to date. Late applications received after the first two deadlines will be rolled into the next group of applications. Late applications for the final deadline (August 29) will not be considered unless there is a technical issue directly caused by the online submission proposal system, and Valid Eval is emailed at support@valideval.com describing the technical issue no less than four hours before the deadline.

This application site is for applicants wishing to submit a FY 2024 application for a Planning and Demonstration grant. If you wish to apply for an Implementation grant, please visit: https://usg.valideval.com/teams/usdot_ss4a_2024_implementation/signup

To assist in completing your application, please view the resources available at: <https://www.transportation.gov/grants/ss4a/how-to-apply>

The Notice of Funding Opportunity (NOFO), with detailed instructions on how to prepare your proposal, is located at the right of this page. Additional templates and resources are also available there and on the SS4A program website

Contact Information

SS4A Program Website: <https://www.transportation.gov/grants/SS4A>

SS4A Email: ss4a@dot.gov

Telecommunications device for the deaf (TDD) is available at 202-366-3993

Valid Eval Support email: support@valideval.com or click on the help button at the top of this page

Signup Instructions

If you do not have a Valid Eval account, complete the dark blue Sign-up box below.

If you already have a Valid Eval account, click the Login at the bottom of the dark blue Sign-up box below.

Once you have signed up and are logged into your account, the Entity/Community Name field below will be available for you to edit. Once you enter your Entity/Community Name the rest of the fields on this page will be available for you to edit. If you see the following message "The Entity/Community Name (must be entered first to unlock fields below) is already registered for this cohort". An entity with a similar name may have already started an application. We suggest you add the abbreviation for your state at the end of your Entity/Community name to ensure a unique name.

You may save your progress on your application, and you can return to this site to work on it at any time before the application deadline. **Once you submit your application, you can NOT make additional changes, so please ensure that you have completed all fields and uploaded any documents needed before clicking "Submit Application".**

Files to Upload

Templates and resources related to the document uploads are located in the right-hand column. Unless indicated otherwise, applicants are required to use these templates, without modifications, for the application to be considered. When signatures are required as part of these templates, they must be signed by someone from the applicant agency and not a contractor. Applicants will upload files at the bottom of this page.

All fields on this page are required unless otherwise noted.

Registration Information

Primary applicant information should match what is indicated on the SF-424.

You are currently logged into Valid Eval, so this form has been auto-filled with your name and your account's primary email address and contact info. To sign up with a different account, please either log out of Valid Eval and then return to this form or open this form in an "Incognito" or "Private Browsing" window.

Primary Contact Email

nduval@valdezak.gov

Entity/Community Name (must be entered first to unlock fields below)

City of Valdez AK

Primary Contact First Name

Nathan

Primary Contact Last Name

Duval

Primary Telephone number

9078355478

Lead Applicant Information

Entity Community Type

City or Township Government

Applicant State

AK

Applicant 5-digit Zip Code

99686

Applicant UEI

J4J1BXA95JA8

In addition to the Primary Contact, please provide an additional point of contact. While contractors are permitted to develop and submit application materials on behalf an applicant, the points of contact listed on the application must be staff of the applicant agency. One of the contacts should be the same person who signs the SF-424 General Form submitted with the application. In the event we need to contact you, we usually provide only a few business days to respond. Listen contacts should be people who will be responsive or put up away messages with other points of contact from March through November 2024.

Alternate Contact First Name

Jordan

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Alternative Contact Last Name

Nelson

Alternate Telephone number

907-834-3475

Alternate Email

jnelson@valdezak.gov

Applicant Jurisdiction Information

Total jurisdiction population is based on 2020 U.S. Census data and includes the total population of all Census tract(s) included in the application. If the jurisdiction includes portions of Census tracts, please include the entire Census tract population here. Refer to <https://www.transportation.gov/grants/ss4a/calculating-percentage-population-underserved-communities> for more information on how determine the population for all relevant Census tracts.

Total Jurisdiction Population

4,200

Crash Data

The Total Count of Motor Vehicle-Involved Roadway Fatalities from 2017-2021 in the jurisdiction(s) covered by this application should be based on DOT's Fatality Analysis Reporting System (FARS) data, an alternative traffic fatality dataset, or a comparable data set with roadway fatality information. This should be a whole number. If using a dataset different from FARS, cite the source and provide a link to or upload the data. The Total Average Annual Fatality Rate for the jurisdiction(s) covered by this application is calculated by dividing the 5-year annual average from the total count of fatalities (2017-2021) listed above by the population of the jurisdiction(s) covered by this application (using 2020 Census data). The rate should be normalized to per 100,000 persons.

Refer to <https://www.transportation.gov/grants/ss4a/calculating-average-annual-fatality-rate-ss4a> for more information on how to gather FARS data information and calculate Average Annual Fatality

Total Count Motor Vehicle-Involved Roadway Fatalities (2017-2021)

4

Alternative Fatality Data Source (upload documentation in artifacts if applicable)

Total Average Annual Fatality Rate (per 100,000 population)

19.05

Previous SS4A Grant Awards

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Has your jurisdiction received an SS4A Grant award in a previous year?

- FY22 Planning and Demonstration Grant
- FY22 Implementation Grant
- FY23 Planning and Demonstration Grant
- FY23 Implementation Grant
- No previous SS4A awards

Project Title and Goal

Provide a concise, descriptive title for the project. This should be the same title used in the SF-424 form and the application narrative.

Project Title

Valdez Safe Streets Action Plan. Action Plan will identify transportation infrastructure risks and shortcomings and prioritize solutions.

Project Goal

The goal of the project is to have an adopted, community-driven Action Plan that will guide the City's prioritization and implementation

Underserved Communities

Identify the percent of population in underserved communities for the jurisdiction(s) covered by this application AND for the project area(s) where implementation activities will occur. You may use EITHER the Climate and Economic Justice Screening Tool (CEJST) OR the USDOT Equitable Transportation Community (ETC) Explorer. You must also upload screenshots from the tool used that include ALL of the Census tracts in the jurisdiction(s) covered by this application. Refer to <https://www.transportation.gov/grants/ss4a/calculating-percentage-population-underserved-communities> for instructions to identify underserved communities, calculate percent population in underserved communities, and compile required screenshots

Percent of Population in Underserved Communities in Jurisdiction(s)

0

Application Type

- Develop a new Comprehensive Safety Action Plan
- Update/add to an existing local safety plan to meet the requirements of an SS4A Comprehensive Safety Action Plan as described in Table 1 of the NOFO.
- Develop or Update an Action Plan and Conduct Demonstration or Other Supplemental Planning Activities
- Conduct Demonstration or Other Supplemental Planning Activities (ONLY)

Supplemental Planning and Demonstration Activities

If you selected any option that includes Demonstration or Other Supplemental Planning Activities above, please indicate what type of Demonstration or Other Supplemental Planning Activities. For more information on what constitutes demonstration or supplemental planning activities, please visit: refer to <https://www.transportation.gov/grants/ss4a/planning-and-demonstration-activities>

Supplemental Planning Activities

- Additional Analysis (e.g., speed or lighting studies)
- Expanded Data Collection (e.g., targeted equity assessments)
- Complementary Planning (e.g., Accessibility and Transition plans, Other]
- Add elements to and/or update existing Comprehensive Safety Action Plan
- Road Safety Audits
- N/A
- Other (please specify)

Other (specify here)

Demonstration Activities

- Quick Build (e.g., paint, plastic bollards, etc.)
- Demonstration/Pilot of Behavioral Program
- Demonstration/Pilot of Operational Program
- Demonstration/Pilot of technology to support safety planning and analysis
- MUTCD Experimentation (excluding roadway reconstruction)
- N/A
- Other (please specify)

Other (specify here)

Action Plan

If "Conduct Demonstration or Other Supplemental Planning Activities (only)" is selected above, indicate whether you have an Action Plan in place

Action Plan Status

- We have an Action Plan or established plan(s) that contains the required Action Plan elements and will attach a Self-Certification Eligibility Checklist.
- We are in the process of completing an Action Plan that will contain all the elements included in NOFO Table 1.
- We are applying for SS4A funds to Develop or Update an Action Plan.

Plan Weblink

Evaluating and Using Supplemental Planning and Demonstration Activities to Inform a Comprehensive Safety Action Plan

Supplemental planning and demonstration activity results

N/A

Regional Coordination

If applying to Develop or Update an Action Plan, refer to the map at <https://www.transportation.gov/grants/ss4a/cumulative-awards> to identify whether an SS4A award to develop or update an Action Plan was made in your region in a previous funding round. After reviewing the map and awardee list, respond to the questions below.

Previous year funding

- No
- Yes, our jurisdiction received previous award to develop or complete an Action Plan
- Yes, our jurisdiction was included in a regional or multijurisdictional Action Plan effort that received previous award
- Yes, our jurisdiction received or was included in another SS4A award
- N/A

If answer is "Yes", please provide proof of coordination (e.g., letter, email) from the relevant entities affirming that they are aware of your application and the need for coordination among all recipients in the Document Uploads section below AND check the box below affirming that you will coordinate with the relevant entities.

I affirm that relevant entities will be coordinated with

Cost Breakdown

Information provided in this section should be consistent with the information provided in your SF-424 forms and in the Implementation Supplemental Estimated Budget. Whole numbers are required for Federal share (no cents). The Total Project Cost should be the sum of all Federal and non-Federal funds and the SS4A Federal Funding Request (Federal share) may not exceed 80% of the Total Project Cost. For guidance about non-federal match, visit <https://www.transportation.gov/grants/ss4a/matching-funds>.

Total SS4A Funding Request

280,000

Total Other Federal Funds:

0

Non-Federal Match (Applicant Contribution)

70,000

Total Project Cost

350000

Funding requests may include indirect rate using a federally approved cognizant rate or the 10% de minimus.

For more about indirect rates, visit <https://www.transportation.gov/grants/ss4a/costs-and-contracting>.

If using a federally approved cognizant rate, please upload your Federal cognizant agency letter as part of your Supporting Documents below.

Does your funding request include indirect rate?

- Yes. I have uploaded a letter from my cognizant federal agency below.
- Yes. I am using the 10% de minimus.
- No.

Activity Breakdown

Applicants may apply for a combination of activity types, including developing or completing a Comprehensive Safety Action Plan, as well as additional Supplemental Planning and Demonstration Activities to inform an Action Plan.

If you are applying for Demonstration or Supplemental Planning Activities, you must also develop/complete an Action Plan OR provide a self-certification checklist certifying you have an existing Action Plan in place OR affirm that you are in the process of completing an Action Plan that will contain all of the elements included in NOFO Table 1

Application Type

Develop a new Comprehensive Safety Action Plan

SF-424 Application for Federal Assistance (required) (pdf file)

SF-424A Budget Information for Non-Construction Programs (required) (pdf file)

SF-424B Assurances for Non-Construction Programs (required) (pdf file)

SF-LLL Disclosure of Lobbying Activities (required) (pdf file)

Narrative (required) (pdf file)

Map (required) (pdf file)

100% DRAFT

Screenshot of CEJST or ETC Explorer maps (required) (pdf file)

Planning and Demonstration Grant Supplemental Budget (required) (xls file)

Alternative Fatality Data (pdf file)

Self-Certification Eligibility Worksheet (pdf file)

Action Plan (pdf file)

Letters of Support (optional) (pdf file)

Supporting Documents (optional) (pdf file)

[FY 2024 NOFO](#)

The purpose of this notice is to solicit applications for the SS4A grants. Funds for the Fiscal Year (FY) 2024 SS4A grant program are to be awarded on a competitive basis to support planning, infrastructure, behavioral, and operational initiatives to prevent death and serious injury on roads and streets involving all roadway users.

[Standard Form HELP](#)

Review the following to assist you with common SF-424 details.

[SF-424](#)

The SF-424 Form is required for all SS4A applications and includes important applicant and funding request information. It is important that information in this form is consistent with information provided elsewhere in your application.



The SF-424A Form provides information about the project budget, funding request, and non-Federal match. Note that sections D and E are NOT required.



The SF-424B Form should be signed by a local official with the authority to submit the application on behalf of the organization and enter into cooperative agreements.



The SF-424LLL Form is required for all SS4A applications and addresses any potential Federal lobbying efforts. This form should be completed and signed even if there are no lobbying activities.



This worksheet is required only for Planning and Demonstration Grant applications to conduct ONLY supplemental planning and demonstration activities and is used to determine whether the applicant has a qualifying action plan in place.



Planning and Demonstration Grant Supplemental Estimated Budget Template