

SS4A Implementation Grant for
**MOVE SAFE
TROY**

**FY2024 Safe Streets and Roads for All (SS4A)
Implementation Grant Application
City of Troy, Alabama**



**CITY OF TROY, ALABAMA
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WWW.TROYAL.GOV/MOVESAFETROY**

Move Safe Troy
An FY2024 Safe Streets and Roads for All (SS4A) Implementation Grant Application
City of Troy, Alabama

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KEY INFORMATION TABLE

Lead Applicant Name	City of Troy, Alabama	
Lead Applicant Unique Entity Identifier (UEI)	CD5VTXHH3JD8	
Eligible Entity Type	City or Township Government	
Do you have additional applicants as part of a multijurisdictional group of eligible entities?	No	
Total Applicant Jurisdiction Population	17,727 (Census-Place) / 19,731 (Census-Tracts)	
Percent of Population in Underserved Communities in the project area Census Tract(s)	60.1%	
Project Area Fatalities 2017-2021	2	
Project Area Serious Injuries 2017-2021	4	
Project Title	SS4A Implementation Grant for Move Safe Troy	
Roadway safety responsibility	Ownership and/or maintenance responsibilities over a roadway network	✓
	Safety responsibilities that affect roadways	✓
	Have an agreement from the agency that has ownership and/or maintenance responsibilities for the roadway within the applicant’s jurisdiction	✓
Roadway users that this project will significantly benefit (check one that best applies)	Pedestrian and Bicycle	✓
	Roadway	
	Transit	
Does your project include Demonstration Activities?	Yes	
Would you consider accepting funding for only demonstration activities and/or supplemental planning?	No	

Total Federal Funding Request	\$2,416,908
Total Non-Federal Share	\$604,227
Total SS4A Funds Requested	\$2,416,908
Total Other Federal Funds Used	\$0.00
Total Project Cost	\$3,021,153
Total Federal Funds Allocated to Underserved Communities	\$360,948
Supplemental Planning Activities (A) Federal Funding Request	\$80,000
Supplemental Planning Activities (A) Total Project Costs	\$100,000
Planning, Design, and Development Activities for Projects/Strategies (B) Federal Funding Request	\$212,446.18
Planning, Design, and Development Activities for Projects/Strategies (B) Total Project Costs	\$265,557.73
Carrying Out Projects and Strategies (C) Federal Funding Request	2,124,461.84
Carrying Out Projects and Strategies (C) Total Project Costs	\$2,655,577.30
Action Plan or Established Plan Link	www.troyal.gov/TMSAP

PROJECT NARRATIVE

Section I: Overview

The Safe Streets and Roads for All grant program presents an opportunity for local governments to improve road safety through a safe systems approach, focus on roadway users across all modes, equity in distribution of resources, and improving conditions in underserved communities. The City of Troy, Alabama submits this Implementation grant application, known as Move Safe Troy, to deliver projects that will enhance safety for active transportation modes (1) in historically disadvantaged communities, (2) along key routes to schools and commercial areas, and (3) in downtown Troy.

The City recently developed and adopted a [Multimodal Safety Action Plan](#) that addresses all modes of travel through a Safe Systems Approach (available at www.troyal.gov/TMSAP). The safety improvement strategies in the MSAP were informed primarily through community engagement and crash data analysis. The subset of those strategies that are infrastructure-based and focused on improving safety for pedestrians constitute the focus of this application.

The safety context of Troy is described in the MSAP. Troy is a representative small town outside a metropolitan area that also has a rural principal arterial that transforms into a more suburban facility through a portion of the city. The population of Troy is 17,727, according to the U.S. Census American Community Survey (ACS). During the 2016-2020 study period addressed in the MSAP (and used as the basis for this application), there were 6 roadway fatalities, translating to about 6.3 fatalities per 100,000 population per year. In the same period, Troy's overall crash rate (per 100 million vehicle-miles of travel, or VMT) in Troy was 23.4% higher than the Alabama statewide average. During the 2017-2021 period addressed in the Key Information Table, there were two (2) fatalities in project area(s) and four (4) serious injury crashes in project area(s).

The City of Troy has been active on the transportation safety front in recent years. For example, in 2021, the FHWA-sponsored *Safe Transportation for Every Pedestrian in Underserved Communities* (STEP-UC) initiative engaged residents of two neighborhoods anchored by public housing authority properties in identifying issues and shortcomings in the current state of their pedestrian facilities. An FY 2021 RAISE (Rebuilding America's Infrastructure with Sustainability and Equity) planning grant, *Step Up Alabama*, will support the design and development of construction plans and take the STEP-UC model to nine other small towns in Alabama's Black Belt region to engage those communities and design plans for improvements to their pedestrian facilities.

The STEP-UC activities, as well as development of the MSAP, were carried out through the involvement of many departments in the City of Troy as well as support from external partners. These include The Fifty Fund, an Alabama-based non-profit that brings an innovative streetbeating approach to civic engagement, and the Alabama LTAP (Local Technical Assistance Program) Center, under the umbrella of the Alabama Transportation Assistance Program (ATAP) based at Auburn University, whose mission includes providing technical assistance to local governments on transportation issues. These partnerships and the City's commitment to multimodal transportation safety place Troy in a unique position to make great strides in improving safety.

This experience, combined with a plan to continue forward with these partners and the support of an SS4A Implementation grant, will enable Troy to become a model for small towns in rural areas to improve equity in transportation safety for all users, particularly human-powered modes of transportation focused on safe routes to schools and through historically underserved communities.

Section II. Project Location

The City of Troy is located in southeastern Alabama within the region known as the Black Belt. The City is located within three census tracts (1889, 1890, and 1891) that are identified as Historically Disadvantaged Communities according to the USDOT's [SS4A Underserved Communities Census Tracts \(Historically Disadvantaged Communities\)](#) tool with a 97.9% percent of the population in Transportation Disadvantaged Census Tracts. Therefore, 100% of the City's population and 100% of the project funding will be spent in these communities, based on this information. Using the [Climate and Economic Justice Screening \(CEJST\) Tool](#), tracts 1889 and 1891 are considered disadvantaged but 1890 is not; therefore, 60.1% of the population is in Underserved Communities Census Tracts. Based on the [USDOT Equitable Transportation Community \(ETC\) Explorer](#), these Census Tracts combined have a 70% Social Vulnerability and a 68% Transportation Insecurity. Project I – Elba Highway (AL Hwy 87/167) Project is along an Alabama Department of Transportation highway connecting residential areas to commercial areas which had the two (2) pedestrian fatalities noted in Section I. One of the projects, Project II– Segars Community Project, is in a neighborhood anchored by one of Troy's public housing authority properties. Bringing pedestrian facilities up to current practice for completeness and accessibility in this predominantly lower-income minority neighborhood will improve the equity provided by the transportation system. Projects III – Pedestrian Signal Heads Project and IV – Rectangular Rapid Flashing Beacons Project are in high pedestrian areas for commercial and school traffic. These proposed projects will add facilities along critical pedestrian routes to Troy City Schools, address pedestrian safety in the downtown area by adding pedestrian signal heads to existing traffic signals and adding pedestrian facilities along a key corridor linking Troy's downtown to Troy University's campus. Figure 1 shows the location of the City of Troy within the state of Alabama. Figure 2 displays the locations of the projects identified in the MSAP that were selected for inclusion in this application.

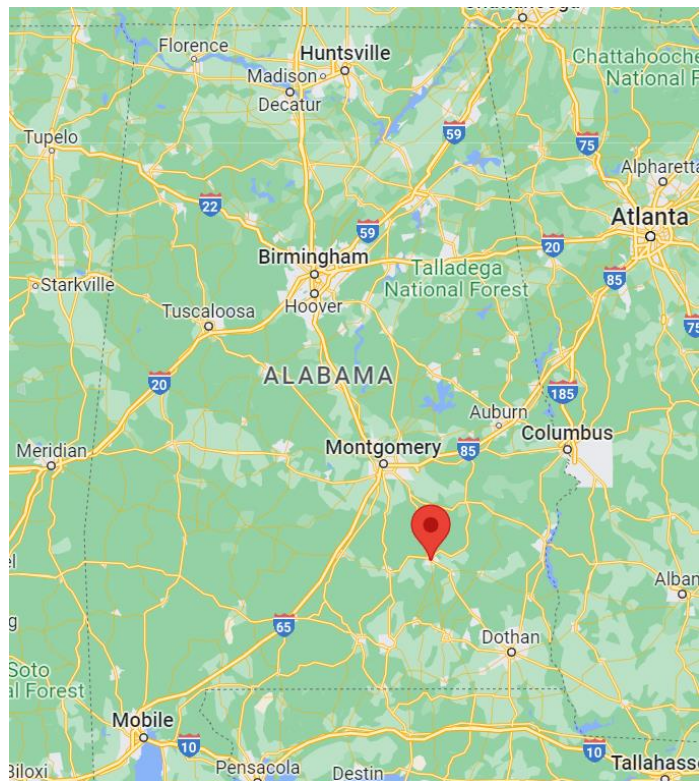


Figure 1. Location of Troy within Alabama

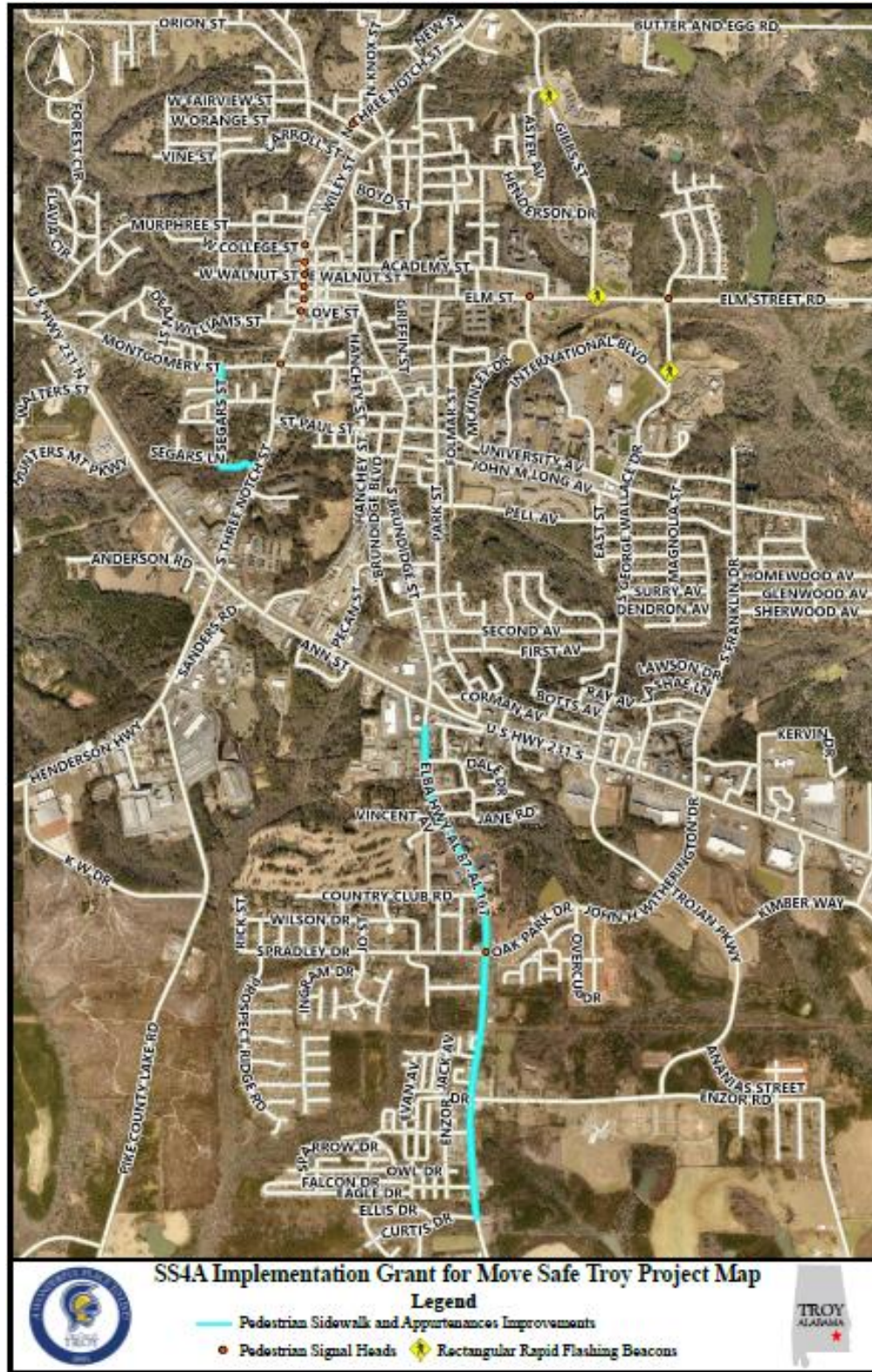


Figure 2. Location of Proposed Projects

Project Descriptions

The City of Troy's FY2024 SS4A Implementation Grant for Move Safe Troy, implements several projects which are identified in the [City of Troy's Multimodal Safety Action Plan \(MSAP\)](#). Below is a description of each project which together forms Move Safe Troy:

Project I – Elba Highway (AL Hwy 87/167) Project - 1.9 +/- mile

Install pedestrian facilities along the Elba Highway (AL Hwy 87/AL Hwy 167) corridor from Curtis Drive north to US Hwy 231 with a eastern connection from Elba Highway (AL Hwy 87/AL Hwy 167) to the sidewalk along Oak Park Drive. This generally includes sidewalk along this section of Elba Highway (AL Hwy 87/AL Hwy 167 and Oak Park Drive), ADA accessibility improvements, along with other supporting infrastructure and traffic control devices.

Project II – Segars Community Project - 2075' +/- (4,150' +/- both sides)

Install pedestrian facilities along both sides of Segars Street from Montgomery Street to S. Three Notch Street. This generally includes sidewalk along Segars Street, ADA accessibility improvements, and other supporting infrastructure and traffic control devices.

Project III – Pedestrian Signal Heads Project

Install pedestrian signal heads in the downtown area, at other signalized intersections along corridors connecting downtown to Troy University, along routes to schools, and on state routes. Given the substantial pedestrian volume and presence of trip generators along Three Notch Street through the downtown area, the addition of pedestrian signal heads is recommended along this corridor at intersections with Montgomery Street, Love Street, Church Street, Elm Street, Walnut Street, Academy Street, College Street, and Fairview Street. Other signalized intersections along Elm Street connecting downtown to the University and along routes to schools that need this treatment include the intersection of Elm Street and Veterans Memorial Drive and the intersection of Elm Street and George Wallace Drive. The intersection of Elba Hwy (AL Hwy 87/AL Hwy 167) and Spradley Drive/Oak Park Drive also needs pedestrian signal heads for safe pedestrian crossings.

Project IV – Rectangular Rapid Flashing Beacons Project

Install rectangular rapid flashing beacons (RRFBs) at selected locations related to school pedestrian traffic not included on other corridor projects. These locations include Gibbs Street at Troy Elementary School, Gibbs Street at Charles Henderson Middle School, and South George Wallace Drive at Charles Henderson High School.

Supplemental Planning and Demonstration Funds Project

The City of Troy's FY2024 SS4A Implementation Grant for Move Safe Troy also includes \$100,000 in supplemental planning and demonstration funds to conduct supporting research and develop a complete streets policy/plan for Troy and to conduct outreach and education activities to promote "safer road users", such as producing educational videos and working in city schools.

Section III. Response to Selection Criteria

This section of the application addresses how the projects relate to the selection criteria described in the NOFO. An assessment of the safety impacts will connect the projects proposed

in the MSAP and identified for funding through this application to Troy's crash data and the concerns raised through the community engagement effort for development of the MSAP. The equity, engagement, and collaboration of transportation safety efforts in Troy over the last couple years and how those processes inform implementation will then be discussed. Third, the use of effective practices and strategies will be presented. Finally, a brief description of connections of the proposed projects to sustainability and economic competitiveness closes this section.

Safety Impact

During the five-year period addressed in the MSAP (2016-2020), there were 3,416 reported crashes in Troy. As stated previously, there were 6 fatalities among these crashes; therefore, crash rates were considered a more robust measure of general trends. The crash rate in Troy was 23.4% higher than the statewide average (270 crashes per 100 million VMT, while the Alabama statewide rate was 219 during the same period). Figure 3 shows the locations of the crashes that resulted in injuries or fatalities.

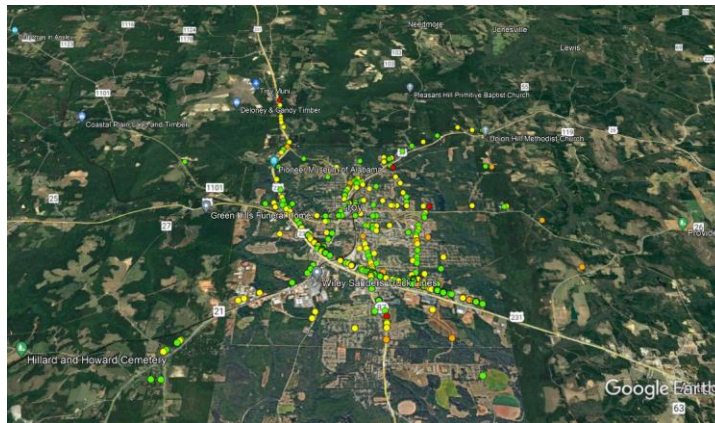


Figure 3. Locations of Fatality and Injury Crashes

From the crash data analysis and community engagement activities, the MSAP describes several types of crashes as focus areas for Troy. Among the concerns identified as a priority in the MSAP is provision of facilities that will improve safety for pedestrians and bicyclists, particularly along important routes to schools, in neighborhoods anchored by housing authority properties, and at intersections. The SS4A program is an opportunity to address many of the pedestrian and bicycle related safety improvement projects identified in the MSAP.

Figure 4 shows the locations of the 20 bicycle and pedestrian involved crashes in Troy during 2016-2020. Figure 5 denotes locations identified as pedestrian safety issues through the community engagement process in the development of the MSAP. The information shown in these figures helped shape the project priorities listed in the plan. As was shown previously in Figure 2, the bulk of the improvements proposed herein are to add sidewalks along corridors where such facilities are not present or only isolated and disconnected fragments of a continuous pedestrian path currently exist. Reduction in pedestrian-involved crashes of 65-89% can be expected with the installation of sidewalks (according to information from FHWA's *Proven Safety Countermeasures report*). Several important pedestrian crossings near city schools will be treated with rectangular rapid flashing beacons (RRFBs), which have been shown to reduce pedestrian-

involved crashes by 47%. Additionally, these locations will also be considered for other signage and pavement marking upgrades to meet current practice for high-visibility crosswalks, which can reduce pedestrian injury crashes by up to 40%. Finally, at many signalized intersections, the addition of accessible pedestrian signals with countdown timers are proposed. According to FHWA’s *Toolbox of Pedestrian Countermeasures and Their Potential Effectiveness*, conversion of an existing pedestrian signal head that does not have a countdown timer with one that does yield a 70% reduction in pedestrian-involved crashes, so addition of a pedestrian signal head with countdown timer where a pedestrian signal head currently does not exist should result in an even greater reduction.

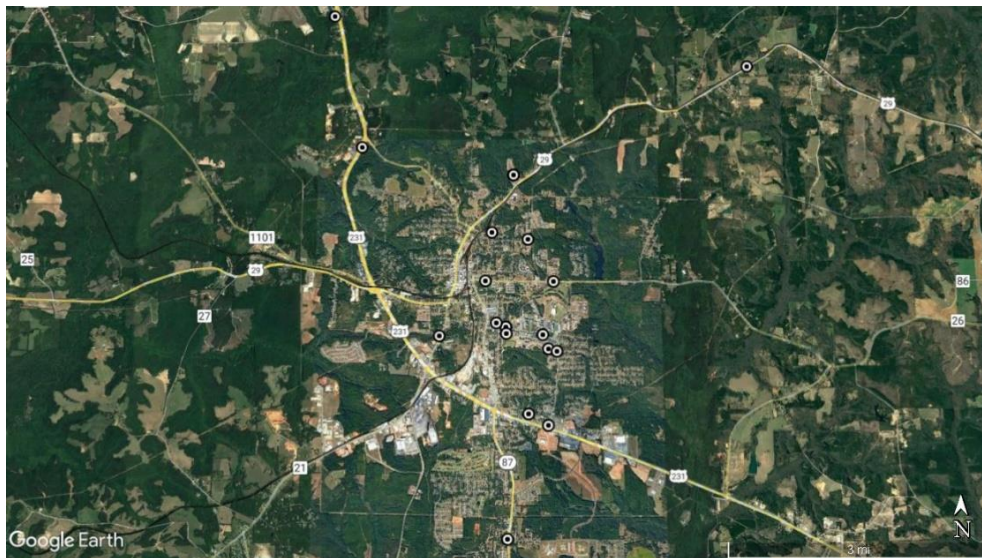


Figure 4. Locations of Pedestrian and Bicycle Crashes

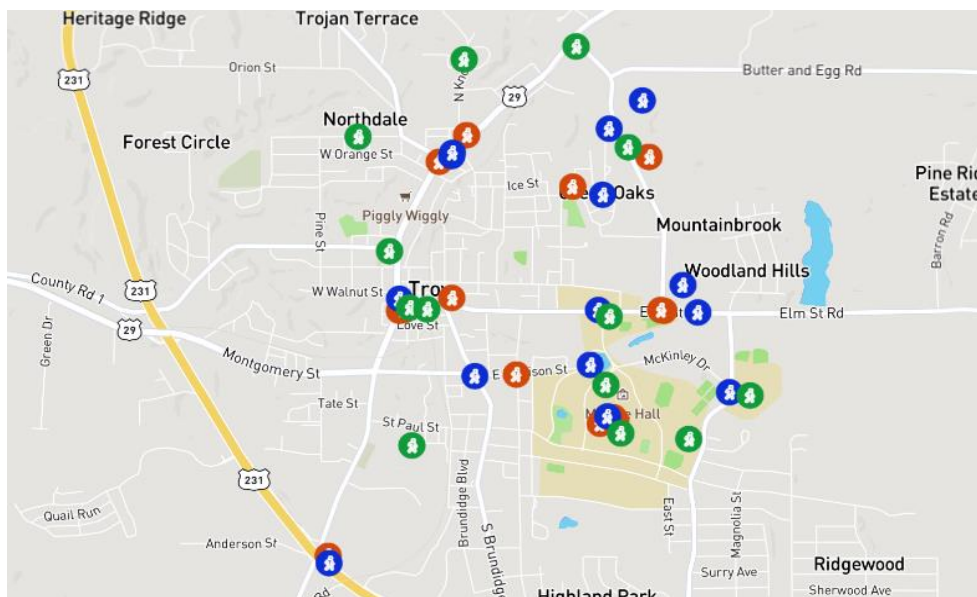


Figure 5. Locations Identified as High Priority Safety Concerns for Pedestrians

Equity, Engagement, and Collaboration

Improving the safety of Troy's transportation network and creating a culture of safety will require a commitment of all road users citywide with targeted outreach to communities that may not have traditionally been included in public outreach initiatives. To achieve this, Troy will build upon the already successful community engagement of the Safe Transportation for Every Pedestrian for Underserved Communities (STEP-UC) initiative, a project partially funded by FHWA through its Technology and Innovation Deployment Program (TIDP). The purpose of STEP-UC was to develop and demonstrate a model that engages underserved communities and empowers them to advocate for their pedestrian facility needs, resulting in improved infrastructure, and ultimately reduced pedestrian risk. The STEP-UC project not only established a statewide model for progressive community engagement but created the foundation for a USDOT discretionary grant through its RAISE program in which 10 other Black Belt communities will be engaged in the planning and design of pedestrian facilities in and around historically disadvantaged communities (in this case, neighborhoods centered on housing authority properties).

After the success of STEP-UC, Troy partnered again to establish the best practices in the development of the first Safety Action Plan in the state. Aimed toward Vision Zero, using the Safe System Approach, and incorporating all mode choices in Troy, the MSAP continued the community engagement and planning already underway in the historically underserved communities citywide and incorporated another layer of municipal planning and technology in the planning activities. While underserved communities were already engaged in the discussion of pedestrian facilities and a larger conversation about transportation safety, the MSAP served as a tool to educate more folks about transportation safety.

The new engagement included a citywide transportation focus group with exceptional knowledge of the Troy transportation system (for example, Troy University, the Troy city school system, major freight movers, economic development, emergency management, the Housing Authority, and elected officials.) Convened by the mayor, the composition of the focus group mirrored Troy demographically to ensure a broad and equitable perspective regarding transportation safety was heard.

To collect the focus group data, each participant used a tablet and interfaced with a mapping software. Results were available in real-time and for the discussion to follow. An overall transportation safety issue that pervades all modes and was well-documented throughout the engagement is the lack of bus transportation for its school system. Before desegregation, schools were largely located in neighborhoods, and walking was the prevalent mode choice for a safe route to school. Once desegregation was enforced, children no longer attended schools near their homes. The Troy public school system did not provide transportation at the time and still does not in 2024. Some of the hardships caused by lack of public-school transportation are school drop-off and pick-up lines that cause waits exceeding 90 minutes, traffic issues associated with long queues, and high absenteeism on rainy days. Pedestrian facilities are a critical link to create safer routes to Troy city schools.

The pre-construction activities for the projects outlined in this SS4A application will include the community engagement, planning, and design of pedestrian facilities in the historically

underserved communities in Troy. This streetbeating, paper and pencil, interactive approach has proven to be successful and includes the support of the communities. The STEP-UC walkarounds in Troy have yielded other initiatives not directly related to transportation safety such as the Knox Street Park redevelopment efforts. Secondly, the technology utilized with the citywide transportation focus group was very successfully conducted in a traditional focus group setting. With the SS4A grant, Troy would deploy the technology component in the field. The streetbeating works well in neighborhoods. It does not work so well when folks live transiently or in less populated areas where walking all pathways are not feasible; technology could help. If engagement were based at the common trip generators (stores), road users could help Troy understand the networks walked by using the tablets and mapping software. This technology deployment should also prove useful in the downtown corridor where many different people and purposes converge. Equity is at the core of the engagement plan as Troy uses a wider variety of tools to gather information and plan with the community.

The collaboration plan continues the ongoing partnership between the City of Troy and key partners such as the Troy City School System, the Pike Area Transit System (based in Troy), the Troy Housing Authority, the Fifty Fund, and ATAP at Auburn University. Additionally, Troy will add to its safety team expertise in the area of transit and pedestrian connections to assist with route assessment, mapping, trip demand, cost analysis, and assistance to identify and procure technology to establish transit services. Troy hopes to deepen its knowledge of citywide crash data to help inform future transportation safety initiatives.

Effective Practices and Strategies

In the Safe System Approach, many avenues exist to impact safety performance of the transportation system. For example, the Troy MSAP outlines infrastructure-based approaches – both traffic control devices and constructed infrastructure – as well as behavioral outreach activities, and policy and process reviews. This application mostly focuses on supporting improvements that are mainly infrastructure-based along with selected traffic control device installations. Additionally, support is sought for supplemental planning and demonstration activities that will develop safety-focused educational outreach products for the community and also move Troy toward a Complete Streets approach to planning, design, and operation of its transportation infrastructure.

The proposed projects will make the community safer, as well as address equity across physical ability and socioeconomic dimensions. This is demonstrated by the prevalence of new sidewalk construction, along with closure of gaps along existing corridors, and making every project scope fully ADA compliant will improve both safety and equity. Accessibility features on all projects will meet the practices outlined in PROWAG (Public Right-of-Way Accessibility Guidelines). As identified in the Safety Impact subsection of this application, proven countermeasures with known or estimated safety benefits are proposed for every project.

The Safe System Approach is a key theme in development of the MSAP and its list of priority projects. The subset of projects selected for and consistent with the theme of this application address the Safer Roads and Safer Speeds elements of the Approach. For example, changes to the design of the street right-of-way that add features and thus improve safety for

vulnerable road users address the pillar of Safer Roads. Addition of sidewalks, accessible ramps, crosswalks, pedestrian signal heads, and related appurtenances should provide safer roads for travelers in Troy. The Safer Speeds principle will be addressed through the use of RRFBs and consideration to raising pedestrian crosswalks; these features will reduce speeds at critical pedestrian crossing locations. To encourage safer behaviors among all road users, supplemental planning and demonstration funds will be used to produce and demonstrate educational outreach materials for Troy. Growing Safer Road Users begins at a young age; consistent with the overall theme of safer travel for schoolchildren that motivates this application, educational materials and activities that promote safe travel behavior will be developed and utilized in partnership with Troy City Schools. Outreach efforts will also focus on drivers; the safety data analysis described in Troy's MSAP notes that nearly 50% of crashes are associated with two key categories of driver decision-making: following too closely and various scenarios involving failure to yield the right-of-way.

The projects proposed in this application are thematic with the Complete Streets concept as well. While the City of Troy has not yet adopted a Complete Streets policy, every project in the SS4A Implementation Grant for Move Safe Troy will move each section of right-of-way toward a more complete street. Supplemental planning and demonstration funds will be used to help Troy move toward a Complete Streets model through a review of Complete Streets policies and practices among other similarly situated cities. This review will support development of a Complete Streets initiative tailored to the needs of Troy. The infrastructure improvement projects proposed herein align with the Complete Streets approach: pedestrian signal heads in areas of high pedestrian activity (downtown and along routes to school), sidewalks on several corridors that serve as access to public schools and Troy University and through neighborhoods anchored by public housing, and making all sections of sidewalk in these corridors fully accessible for people outside motor vehicles, including people walking, rolling, and accessing public transit.

Climate Change and Sustainability, and Economic Competitiveness

Construction of the improvement project outlined in this application should strengthen the sustainability of Troy's transportation systems and the economic competitiveness of Troy's downtown area. For example, air pollution from motor vehicle traffic can potentially be reduced by making walking a more viable and attractive mode choice. Improved pedestrian facilities downtown may lead to increased economic activity as shopping and dining are major reasons for people to drive downtown and then walk to their destination. A more complete pedestrian facility network should improve connectivity to opportunities for employment as well as economic activity. The increased access to transit service should also help in that regard.

Section IV: Project Readiness

The City of Troy has shown its dedication to improving safety for all road users by being the first in the state to adopt a Multimodal Safety Action Plan which is a vision of a safer City using a "Vision Zero" approach. The City of Troy will be able to substantially execute and complete the full scope of work within this Implementation grant applicant within five (5) years of when the grant is executed. All proposed project improvements are planned to be constructed

within the City of Troy’s and/or State of Alabama Department of Transportation’s current public rights-of way.

Project Schedule

A project schedule is shown in Table 1, detailing project milestones and benchmarks of the design/construction schedule after grant award and grant agreement execution (anticipated start date to be March 1, 2025). Dates are estimated based on this start date and estimated completion times. Design and environmental clearance would begin immediately. It is estimated that the projects within the Move Safe Troy Implementation grant application would let for construction by April 29, 2026 and conclude by March 1, 2027.

ACTIVITY	EST. START DATE	EST. END DATE
Project Start	3/1/2025	
Project Design & Approval	3/1/2025	12/26/2025
Bid Advertisement	12/27/2025	2/10/2026
Project Letting	2/11/2026	
Project Procurement	2/12/2026	4/28/2026
Begin Construction	4/29/2026	
Demolition, Construction, & Installation	4/29/2026	12/18/2026
Signing & Striping	12/19/2026	1/16/2027
Finish Work & Cleanup	1/17/2027	2/7/2027
Contractor Punch List Items for Completion	2/8/2027	2/28/2027
Project End & Acceptance	3/1/2027	
Data Analysis & Reporting	3/1/2027	

Table 1. Project Schedule

Required Approvals

The scope of the proposed project improvements does not warrant the acquisition of any additional right-of-way (ROW) for construction. Based on visual inspection of the project areas, no other potential environmental impacts are recognized, therefore, a National Environmental Policy Act (NEPA) document is not required. The Type 1 Programmatic Categorical Exclusion (PCE I) will be anticipated for environmental clearance. Agency approvals will begin as soon as the FY2024 Safe Streets and Roads for All (SS4A) grant is awarded.

The State Transportation Improvement Program (STIP) approvals are planned to begin when the project is awarded and be approved before the grant agreement execution.

Within the planned period for project design and approval, during completion intervals of the project design, project engineering will be submitted to applicable DOT and other agencies for review. At 30% design completion, a 30% submittal will be submitted for review and comments. At 90% design completion, a 90% submittal of the full set of plans and specifications will be submitted for review and comments. Once revisions are made based on the 90% submittal, a final

set of plans and specifications will be submitted to DOT and any other applicable agency for approval and authorization to bid.

No known legislative approvals are required once the grant is awarded and the Agreement is executed to implement the proposed project improvements known as Move Safe Troy.

Utility Relocation

The City of Troy owns and operates the electric, water, & sewer utilities in the City of Troy within the project area. The project design will take into account existing utilities and will work towards minimizing any disruptions or relocations. Any required utility relocation has been accounted for within the planned period of construction for the projects.

Public Involvement

Key engagement activities in development of the City of Troy's Multimodal Safety Action Plan (MSAP) included engaging underserved communities and empowering them to advocate for their pedestrian facility need and included a focus group and subsequent creation of a smaller working group to shape the plan. The proposed project improvements are all identified within the [Troy Multimodal Safety Action Plan](http://www.troyal.gov/TMSAP) (available at www.troyal.gov/TMSAP).

The City of Troy with the professional assistance from The Fifty Fund will continue to engage the community in this proposed project, and future projects based on recommendations from and future updates to the MSAP.

Partnerships

Move Safe Troy utilizes several partnerships between the City of Troy and other agencies for the proposed project. The Alabama Transportation Assistance Program at Auburn University will assist and advise the City of Troy with engineering project management. The Fifty Fund will continue to assist in community engagement.

Support

Move Safe Troy enjoys widespread support from State and local officials, as well as, other entities. Included in Appendix A are the Troy City Council Grant Authorization Resolution and match letter from Mayor Jason A. Reeves and in Appendix B are letters of support from: U.S. Representative Barry Moore; U.S. Senator Tommy Tuberville; State Representative Marcus Paramore; State Senator Josh Carnley; Alabama Department of Transportation - Transportation Director, John R. Cooper; Auburn University - Associate Director for Research and Economic Development, Darren May; South Central Alabama Development Commission - Executive Director, Tyson Howard; and The Pike County Chamber of Commerce - President, Bethany Allen.

SELF-CERTIFICATION ELIGIBILITY WORKSHEET

Question	Response, Document and Page Number
<p>1. Are both of the following true?</p> <ul style="list-style-type: none"> • Did a high-ranking official and/or governing body in the jurisdiction publicly commit to an eventual goal of zero roadway fatalities and serious injuries? • Did the commitment include either setting a target date to reach zero, OR setting one or more targets to achieve significant declines in roadway fatalities and serious injuries by a specific date? 	<p>YES.</p> <p>Resolution 2022-108</p> <p>And</p> <p>Resolution 2023-73</p> <p>(available at www.troyal.gov/TMSAP)</p> <p>Resolution 2022-108 of the City Council (hyperlinked) adopted the Troy Multimodal Safety Action Plan and Resolution 2023-73 of the City Council (hyperlinked) adopted the Revised & Updated Troy Multimodal Safety Action Plan. The Troy Multimodal Safety Action Plan commits the City of Troy to the Vision Zero concept, with an eventual goal of elimination of crashes resulting in fatalities and serious injuries, with a 20% reduction in the next 10 years (page 31).</p>
<p>2. To develop the Action Plan, was a committee, task force, implementation group, or similar body established and charged with the plan’s development, implementation, and monitoring?</p>	<p>YES. See page 31 of the MSAP, describing the “Troy Transportation Safety Team”.</p> <p>(available at www.troyal.gov/TMSAP)</p>
<p>3. Does the Action Plan include all of the following?</p> <ul style="list-style-type: none"> • Analysis of existing conditions and historical trends to baseline the level of crashes involving fatalities and serious injuries across a jurisdiction, locality, Tribe, or region • Analysis of the location(s) where there are crashes, the severity, as well as contributing factors and crash types • Analysis of systemic and specific safety needs is also performed, as needed (e.g., 	<p>YES. The crash data analysis is on pages 18-24.</p> <p>(available at www.troyal.gov/TMSAP)</p>

<p>high risk road features, specific safety needs of relevant road users)</p> <ul style="list-style-type: none"> • A geospatial identification (geographic or locational data using maps) of higher risk locations 	
<p>4. Did the Action Plan development include all of the following activities?</p> <ul style="list-style-type: none"> • Engagement with the public and relevant stakeholders, including the private sector and community groups • Incorporation of information received from the engagement and collaboration into the plan • Coordination that included inter- and intra-governmental cooperation and collaboration, as appropriate 	<p>YES. The community engagement is described on pages 6-17. Recommended strategies begin on page 26. (available at www.troyal.gov/TMSAP)</p>
<p>5. Did the Action Plan development include all of the following?</p> <ul style="list-style-type: none"> • Considerations of equity using inclusive and representative processes • The identification of underserved communities through data • Equity analysis, in collaboration with appropriate partners, focused on initial equity impact assessments of the proposed projects and strategies, and population characteristics 	<p>YES. Equity was an emphasis throughout the community engagement process as well as in project selection.</p> <p>A key focus of the community engagement effort was on bicycle and pedestrian facilities and ADA accessibility compliance, as well as providing facilities in lower-income neighborhoods or otherwise underserved communities can strengthen the equity of the transportation system. See page 4.</p> <p>Equity was addressed through an inclusive and representative approach during the formulation of the MSAP. This is noted in the 2nd paragraph in the “Community Engagement” section described on page 6.</p> <p>Page 27 also addresses strengthening the equity of the transportation system. Reliance on walking and cycling as the primary means of transportation is relatively high in lower-income and otherwise historically underserved communities. Therefore, improving</p>

	<p>facilities for vulnerable road users in these areas is important from both a safety and an equity perspective.</p> <p>At the time the plan was developed, all of the census tracts for which a portion falls within the Troy city limits were considered as underserved communities.</p>
<p>6. Are both of the following true?</p> <ul style="list-style-type: none"> • The plan development included an assessment of current policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety • The plan discusses implementation through the adoption of revised or new policies, guidelines, and/or standards 	<p>YES. A review of existing practices pertaining to crash reporting and management of city vehicles and safety track record, and revising those policies as may be needed, are described on pages 30 and 31.</p> <p>There are four areas of review noted. The initial reviews focus on developing a more comprehensive understanding of the Troy crash database. The second review will determine crash rates for city-owned vehicles by use and examine crashes involving city-owned vehicles. A third review will compare city policy and practices in general around transportation safety. The fourth review will examine City policies, plans, guidelines, and/or standards to identify opportunities to improve how processes prioritize safety and requirements for infrastructure provisions for vulnerable road users. Opportunities identified for improving such facilities will be recommended for adoption and/or implementation. See Page 30.</p>
<p>7. Does the plan identify a comprehensive set of projects and strategies to address the safety problems identified in the Action Plan, time ranges when the strategies and projects will be deployed, and explain project prioritization criteria?</p>	<p>YES. A comprehensive set of strategies and prioritized projects are identified on pages 26-29 with time ranges and explanations.</p> <p>(available at www.troyal.gov/TMSAP)</p>

	<p>The City of Troy prioritized and submitted several projects within the Action Plan for the FY2024 Safe Streets and Roads for All (SS4A) Grant Application – Move Safe Troy. Also, within this FY2024 SS4A grant application, there are supplemental planning funds for the research and development of a Complete Streets Plan/Policy for Troy which will include bicycle facilities and development of educational outreach products and activities focused on traveler behavior to help address the behavioral approaches identified in the MSAP.</p>
<p>8. Does the plan include all of the following?</p> <ul style="list-style-type: none"> • A description of how progress will be measured over time that includes, at a minimum, outcome data • The plan is posted publicly online 	<p>YES. Progress will be measured by safety team described above.</p> <p>Page 31 of the MSAP notes that progress on safety goals will be monitored by the Troy Transportation Safety Group. Outcomes will be tracked using crash data obtained on an annual basis and progress measured accordingly. The plan is posted publicly online at www.troyal.gov/TMSAP.</p>
<p>9. Was the plan finalized and/or last updated between 2019 and April 30, 2024?</p>	<p>YES. Progress will be measured by safety team described above.</p> <p>Resolution 2023-73 of the City Council (hyperlinked) adopted the Revised & Updated Troy Multimodal Safety Action Plan. The plan is posted publicly online at www.troyal.gov/TMSAP .</p> <p>The Troy Multimodal Safety Action Plan commits the City of Troy to the Vision Zero concept, with an eventual goal of elimination of crashes resulting in fatalities and serious injuries, with a 20% reduction in the next 10 years (page 31).</p>

BUDGET

Section I: Budget Summary & Overview

The total estimated project engineering and construction budget for Move Safe Troy is \$2,921,135. The total request for funding includes \$100,000 in supplemental planning funds for the research and development of a Complete Streets Plan/Policy for Troy. Therefore, the total SS4A Implementation Grant for Move Safe Troy is \$3,021,135. The City is requesting 80% of the required project funding from the FY2024 Safe Streets and Roads for All (SS4A) Implementation Grant program. The City has the funds available and is capable of meeting the required 20% match requirement for the project costs, as noted in the [match letter](#) from Mayor Jason A. Reeves in Appendix A. All proposed components are costs which are allowable for participation.

Section II: Itemized Estimate

The itemized estimate of the costs of the proposed projects and strategies are listed in Table 2 below.

<u>Description</u>	<u>QTY</u>	<u>Unit Price</u>	<u>Total</u>
Project I – Elba Highway (AL Hwy 87/167) Project			
Sidewalk (square yard)	5100	\$ 110.00	\$ 561,000.00
Concrete Driveway (square yard)	400	\$ 125.00	\$ 50,000.00
Remove Concrete Driveway (square yard)	250	\$ 35.00	\$ 8,750.00
Curb and Gutter (linear foot)	600	\$ 65.00	\$ 39,000.00
Remove Curb and Gutter (linear foot)	300	\$ 40.00	\$ 12,000.00
Ramps	5%		\$ 28,050.00
Detectable Warning Systems	5%		\$ 28,050.00
Signage	3%		\$ 16,830.00
Crosswalk Markings	3%		\$ 16,830.00
Mobilization	1		\$ 65,000.00
Other items (environmental, traffic control, drainage, retaining wall, handrails, etc.)	20%		\$ 152,102.00
TOTAL CONSTRUCTION COSTS			\$ 977,612.00
<i>Contingencies</i>	15%		\$ 146,641.00
<i>Project Inspection Fees</i>	15%		\$ 146,641.00
<i>Engineering & Design Fees</i>			\$ 127,089.40
TOTAL PROJECT I COSTS			\$ 1,397,983.40
Project II – Segars Community Project			
Sidewalk (square yard)	2370	\$ 110.00	\$ 260,700.00
Remove Existing Sidewalk (square yard)	620	\$ 70.00	\$ 43,400.00
Concrete Driveway (square yard)	260	\$ 125.00	\$ 32,500.00

Remove Concrete Driveway (square yard)	200	\$	35.00	\$	7,000.00
Curb and Gutter (linear foot)	1350	\$	65.00	\$	87,750.00
Remove Curb and Gutter (linear foot)	1350	\$	40.00	\$	54,000.00
Ramps	5%			\$	13,035.00
Detectable Warning Systems	5%			\$	13,035.00
Signage	3%			\$	7,821.00
Crosswalk Markings	3%			\$	7,821.00
Mobilization	1			\$	40,000.00
Other items (environmental, traffic control, etc.)	15%			\$	79,059.30
TOTAL CONSTRUCTION COSTS				\$	646,121.30
<i>Contingencies</i>	15%			\$	96,918.00
<i>Project Inspection Fees</i>	15%			\$	96,918.00
<i>Engineering & Design Fees</i>				\$	83,995.73
TOTAL PROJECT II COSTS				\$	923,953.03

Project III – Pedestrian Signal Heads Project

Three Notch St at Love St	4	\$	2,900.00	\$	11,600.00
Three Notch St at Church St	8	\$	2,900.00	\$	23,200.00
Three Notch St at Elm St	8	\$	2,900.00	\$	23,200.00
Three Notch St at Walnut St	8	\$	2,900.00	\$	23,200.00
Three Notch St at Academy St	8	\$	2,900.00	\$	23,200.00
Three Notch St at College St	8	\$	2,900.00	\$	23,200.00
Three Notch St at Fairview St	8	\$	2,900.00	\$	23,200.00
Three Notch St at Montgomery St	8	\$	2,900.00	\$	23,200.00
Elm St at Wallace Dr	4	\$	2,900.00	\$	11,600.00
Elm St at Veterans Memorial Dr	4	\$	2,900.00	\$	11,600.00
Elba Hwy at Oak Park Dr/Spradley Dr	4	\$	2,900.00	\$	11,600.00
Mobilization	1			\$	22,000.00
Other items (environmental, traffic control, etc.)	15%			\$	31,320.00
TOTAL CONSTRUCTION COSTS				\$	262,120.00
<i>Contingencies</i>	15%			\$	39,318.00
<i>Project Inspection Fees</i>	15%			\$	39,318.00
<i>Engineering & Design Fees</i>				\$	34,075.60
TOTAL PROJECT III COSTS				\$	374,831.60

Project IV – Rectangular Rapid Flashing Beacons Project

Gibbs St at Troy Elementary School	2	\$	21,000.00	\$	42,000.00
Gibbs St at Charles Henderson Middle School	2	\$	21,000.00	\$	42,000.00

Wallace Dr at Charles Henderson High School	2	\$ 21,000.00	\$ 42,000.00
Mobilization	1		\$ 12,000.00
Other items (environmental, traffic control, etc.)	15%		\$ 18,900.00
TOTAL CONSTRUCTION COSTS			\$ 156,900.00
Contingencies	15%		\$ 23,535.00
Project Inspection Fees	15%		\$ 23,535.00
Engineering & Design Fees			\$ 20,397.00
TOTAL PROJECT IV COSTS			\$ 224,367.00
 TOTAL MOVE SAFE TROY PROJECT ENGINEERING AND CONSTRUCTION COSTS			 \$ 2,921,135.03
 SUPPLEMENTAL PLANNING FUNDS			
Complete Streets Policy/Plan for Troy			\$100,000.00
 TOTAL SS4A Implementation Grant for MOVE SAFE TROY COSTS			 \$ 3,021,135.03
 CLASSIFICATION TOTALS			
Cost Classification			Total Cost
Architectural and engineering fees			\$ 265,557.73
Project inspection fees			\$ 306,412.00
Construction			\$ 2,042,753.30
Miscellaneous			\$ 100,000.00
Contingencies			\$ 306,412.00
TOTAL MOVE SAFE TROY PROJECT COSTS			\$ 3,021,135.03

Table 2. Itemized Estimate of Costs

Section III: Breakdown of Funds

This is a breakdown of the Federal Funding share and the non-Federal share or local match. The total estimated project engineering and construction budget for Move Safe Troy is \$2,921,135. The total request for funding includes \$100,000 in supplemental planning funds for the research and development of a Complete Streets Plan/Policy for Troy. Therefore, the total SS4A Implementation Grant for Move Safe Troy is \$3,021,135. The City is requesting 80% of the required project funding from the FY2024 Safe Streets and Roads for All (SS4A) Implementation Grant program. The City has the funds available and is capable of meeting the required 20% match requirement for the project costs, as noted in the [match letter](#).

Federal Share (80%)	\$2,416,908
Local Match (20%)	\$604,227
Total Move Safe Troy Project Costs	\$3,021,135

Section IV: In-Kind Matches

This is the estimated costs of In-Kind Matches. The SS4A Implementation Grant for Move Safe Troy utilizes two primary partnerships between the City of Troy and other agencies for the proposed project. The Auburn University Transportation Research Institute will assist and advise the City of Troy with engineering project management, as well as, conduct supporting research and develop a complete streets policy/plan for Troy. The Fifty Fund will continue to assist in community engagement, as well as, conduct outreach and education activities to promote “safer road users”, such as producing educational videos and working in city schools. Letters of support showing these pledged in-kind services are included in [Appendix B](#) (also available under links at www.troyal.gov/MoveSafeTroy).

Auburn University Transportation Research Institute	\$20,000
The Fifty Fund	\$4,000
Total Move Safe Troy In-Kind Match Estimates	\$24,000

Section V: Supplemental Estimated Budget

The Supplemental Estimated Budget which is a cost breakdown of the three types of eligible activities is provided in Table 3 below.

Supplemental Estimated Budget				
Itemized Estimated Costs of the (A) Supplemental Action Plan Activities				
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs	Federal Funds to Underserved Communities
Complete Streets Policy/Plan for Troy	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	
<i>Research & Development of Plan</i>	\$ 64,000.00	\$ 16,000.00	\$ 80,000.00	
<i>Community Engagement, Outreach, and Education Activities</i>	\$ 16,000.00	\$ 4,000.00	\$ 20,000.00	
Subtotal Budget for (A) Supplemental Action Plan Activities	\$ 80,000.00	\$ 20,000.00	\$ 100,000.00	\$ 48,080.00

Itemized Estimated Costs of the (B) Planning, Design, and Development Activities				
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs	Federal Funds to Underserved Communities
Project I – Elba Highway (AL Hwy 87/167) Project	\$ 101,671.52	\$ 25,417.88	\$ 127,089.40	\$ -
<i>Engineering & Design</i>	\$ 101,671.52	\$ 25,417.88	\$ 127,089.40	
Project II – Segars Community Project	\$ 67,196.58	\$ 16,799.15	\$ 83,995.73	\$ -
<i>Engineering & Design</i>	\$ 67,196.58	\$ 16,799.15	\$ 83,995.73	
Project III – Pedestrian Signal Heads Project	\$ 27,260.48	\$ 6,815.12	\$ 34,075.60	\$ 13,979.74
<i>Engineering & Design</i>	\$ 27,260.48	\$ 6,815.12	\$ 34,075.60	
Project IV – Rectangular Rapid Flashing Beacons Project	\$ 16,317.60	\$ 4,079.40	\$ 20,397.00	\$ 8,368.00
<i>Engineering & Design</i>	\$ 16,317.60	\$ 4,079.40	\$ 20,397.00	
Subtotal Budget for (B) Conducting Planning, Design, and Development Activities	\$ 212,446.18	\$ 53,111.55	\$ 265,557.73	\$ 22,347.74
Itemized Estimated Costs of the (C) Proposed Projects and Strategies				
	SS4A Federal Request	SS4A Non-Federal Match	Total Project Costs	Federal Funds to Underserved Communities
Project I – Elba Highway (AL Hwy 87/167) Project	\$ 1,016,715.20	\$ 254,178.80	\$ 1,270,894.00	\$ -
<i>Construction</i>	\$ 782,089.60	\$ 195,522.40	\$ 977,612.00	
<i>Contingencies</i>	\$ 117,312.80	\$ 29,328.20	\$ 146,641.00	
<i>Project Inspection</i>	\$ 117,312.80	\$ 29,328.20	\$ 146,641.00	
Project II – Segars Community Project	\$ 671,965.84	\$ 167,991.46	\$ 839,957.30	\$ -
<i>Construction</i>	\$ 516,897.04	\$ 129,224.26	\$ 646,121.30	
<i>Contingencies</i>	\$ 77,534.40	\$ 19,383.60	\$ 96,918.00	

<i>Project Inspection</i>	\$ 77,534.40	\$ 19,383.60	\$ 96,918.00	
Project III – Pedestrian Signal Heads Project	\$ 272,604.80	\$ 68,151.20	\$ 340,756.00	\$ 181,736.54
<i>Construction</i>	\$ 209,696.00	\$ 52,424.00	\$ 262,120.00	
<i>Contingencies</i>	\$ 31,454.40	\$ 7,863.60	\$ 39,318.00	
<i>Project Inspection</i>	\$ 31,454.40	\$ 7,863.60	\$ 39,318.00	
Project IV – Rectangular Rapid Flashing Beacons Project	\$ 163,176.00	\$ 40,794.00	\$ 203,970.00	\$ 108,784.00
<i>Construction</i>	\$ 125,520.00	\$ 31,380.00	\$ 156,900.00	
<i>Contingencies</i>	\$ 18,828.00	\$ 4,707.00	\$ 23,535.00	
<i>Project Inspection</i>	\$ 18,828.00	\$ 4,707.00	\$ 23,535.00	
Subtotal Budget for (C) Carrying Out Projects and Strategies	\$ 2,124,461.84	\$ 531,115.46	\$ 2,655,577.30	\$ 290,520.54
Total Budget for Activities (A), (B), and (C)	\$ 2,416,908.02	\$ 604,227.01	\$ 3,021,135.03	\$ 360,948.27

Table 3. Supplemental Estimated Budget

SS4A Implementation Grant for Move Safe Troy
City of Troy, Alabama

APPENDIX A

CITY OF TROY SUPPORT DOCUMENTATION



CITY OF TROY, ALABAMA
PO BOX 549 · TROY, ALABAMA 36081
WWW.TROYAL.GOV/MOVESAFETROY

Appendix A: Links to City of Troy Support Documentation

- Troy City Council Grant Authorization Resolution
 - www.troyal.gov/filestorage/6205/6237/41867/Res2024-52.pdf
- Letter from Mayor Jason A. Reeves
 - www.troyal.gov/filestorage/6205/6237/41867/Mayor.pdf

**[Appendix A](#) complete with the Resolution and Letter from Mayor Jason A. Reeves attached is available on the Move Safe Troy website at www.troyal.gov/MoveSafeTroy*

SS4A Implementation Grant for Move Safe Troy
City of Troy, Alabama

APPENDIX B

LETTERS OF SUPPORT



CITY OF TROY, ALABAMA
PO BOX 549 · TROY, ALABAMA 36081
WWW.TROYAL.GOV/MOVESAFETROY

Appendix B: Links to Individual Letters of Support

- U.S. Representative Barry Moore
 - www.troyal.gov/filestorage/6205/6237/41867/Moore.pdf
- U.S. Senator Tommy Tuberville
 - www.troyal.gov/filestorage/6205/6237/41867/Tuberville.pdf
- State Representative Marcus Paramore
 - www.troyal.gov/filestorage/6205/6237/41867/Paramore.pdf
- State Senator Josh Carnley
 - www.troyal.gov/filestorage/6205/6237/41867/Carnley.pdf
- Alabama Department of Transportation
 - www.troyal.gov/filestorage/6205/6237/41867/ALDOT.pdf
- Auburn University
 - www.troyal.gov/filestorage/6205/6237/41867/Auburn.pdf
- South Central Alabama Development Commission
 - www.troyal.gov/filestorage/6205/6237/41867/SCADC.pdf
- The Fifty Fund
 - www.troyal.gov/filestorage/6205/6237/41867/FiftyFund.pdf
- The Pike County Chamber of Commerce
 - www.troyal.gov/filestorage/6205/6237/41867/PikeCOC.pdf

**Appendix B complete with all Letters of Support attached is available on the Move Safe Troy website at www.troyal.gov/MoveSafeTroy*