FROM PLAN TO ACTION: BUILDING A COMPETITIVE SS4A IMPLEMENTATION GRANT PACKAGE FOR WILLIAMSON COUNTY

TexITE Meeting - Spring 2026

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AGENDA

1 / SAFE STREETS AND ROADS FOR ALL (SS4A) PROGRAM

2 / WILLIAMSON COUNTY SS4A GRANT AWARD

3 / SS4A IMPLEMENTATION GRANT REQUIREMENTS

- Criterion
- Project Readiness
- Self-Certification Eligibility Worksheet
- Estimated Budget

4 / KEY TAKEAWAYS

SS4A FEDERAL PROGRAM

- $5 billion for FY22 – FY26
- Focus on local roads
- FY26 applications are due May 26, 2026 (20% local match)

Safety Action Plans (SAPs)	Supplemental Planning & Demonstrations	Implementation (*requires SAP*)
400 – 700 awards/year; $100k - $5M award size		40 – 70 awards/year; $2.5M - $25M award size
 **WilCo SAP**	 **WilCo Grant Application (FY25)**	

Part of CAMPO SAP application →

Williamson County SS4A Implementation Grant Award

Total Amount

$20M

Expected lifetime impact

Prevent **3,200+** crashes

Prevent **89 fatal** and serious injury crashes

Only implementation grant awarded in Texas

Corridor and spot improvements:

- Raised medians, intersection upgrades, roadway lighting
- Sidewalks, ramp reversal, access management measures

Systemic Improvements:

Over **3,600 reflective signal backplates** on approx. **238 signals**

75 rectangular rapid-flashing beacons

32 speed feedback signs

Safety upgrades across **4 corridors**

Emergency vehicle preemption technology study & pilot for two corridors

SS4A REQUIREMENTS - IMPLEMENTATION GRANT

NARRATIVE

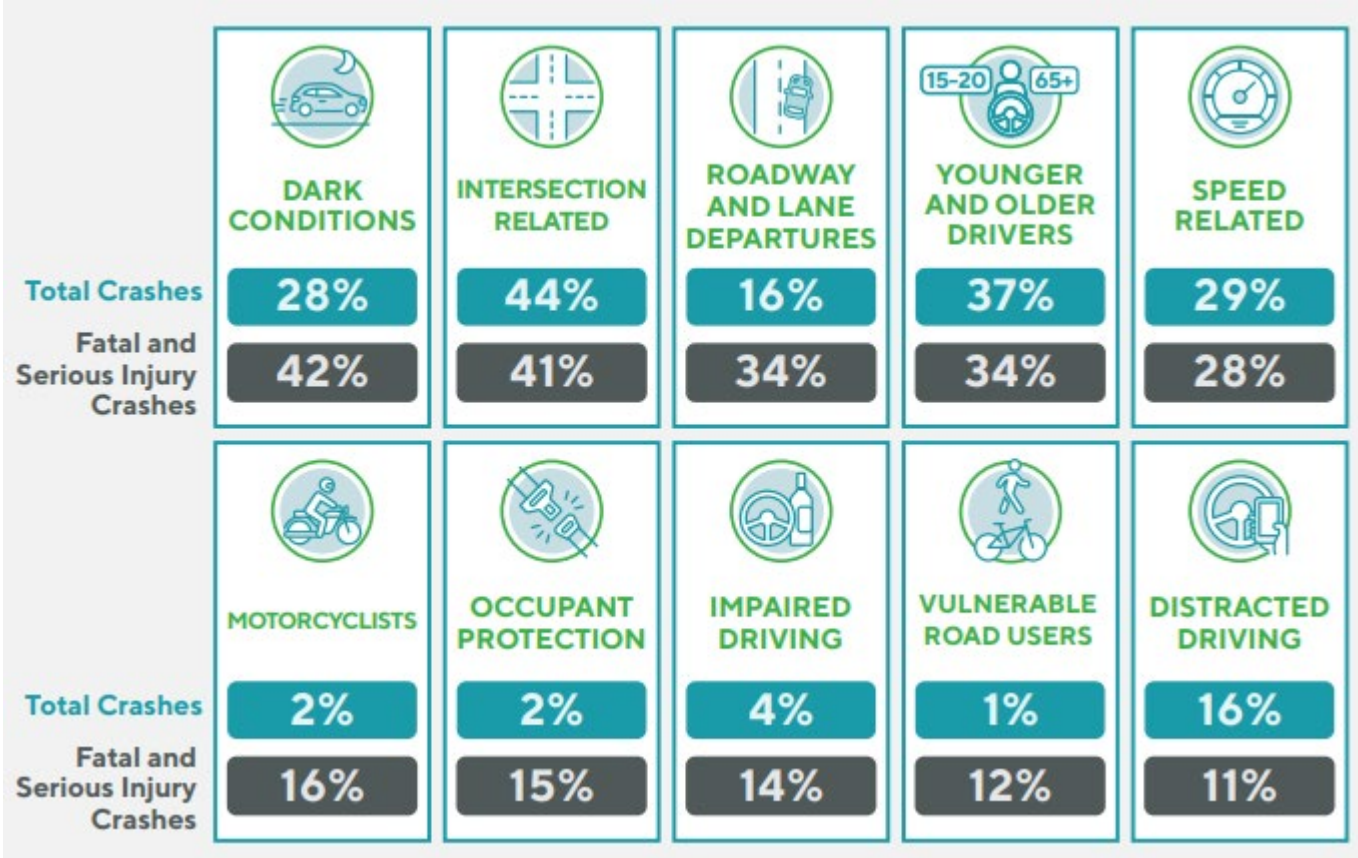
- Overview
- Location
- Response to Selection Criteria
- Project Readiness

APPENDIX

- Self-Certification Eligibility Worksheet
- Estimated Budget
- Letters of Support (optional)
- Agency Resolutions (optional)

CRITERION #1: SAFETY NEED

- Growing Safety Problem
  - > 248 fatalities and 1,254 serious injuries (2019–2023)
  - > These crashes increased by 30% since 2019
- Systemic Focus Crash Types
  - > Dark roadway conditions – 42%
  - > Roadway departures – 34%
  - > Vulnerable Road Users – 12%



CRITERION #1: SAFETY NEED (CONT'D)

- Underserved Communities
  - > Underserved areas present 22% of land area and 40% of population, but account for 63% of all crashes
- High Injury Network (HIN)

Over half of all fatal intersection crashes in Williamson County occurred on **only 7%** of the county's intersections

Over **70% of all fatal and serious injury** non-intersection crashes in Williamson County occurred on only **8% of the county's roadways**.

CRITERION #2: SAFETY IMPACT

Identify, prioritize, and choose project locations leading to strong return on safety investment

Align with High Injury Network

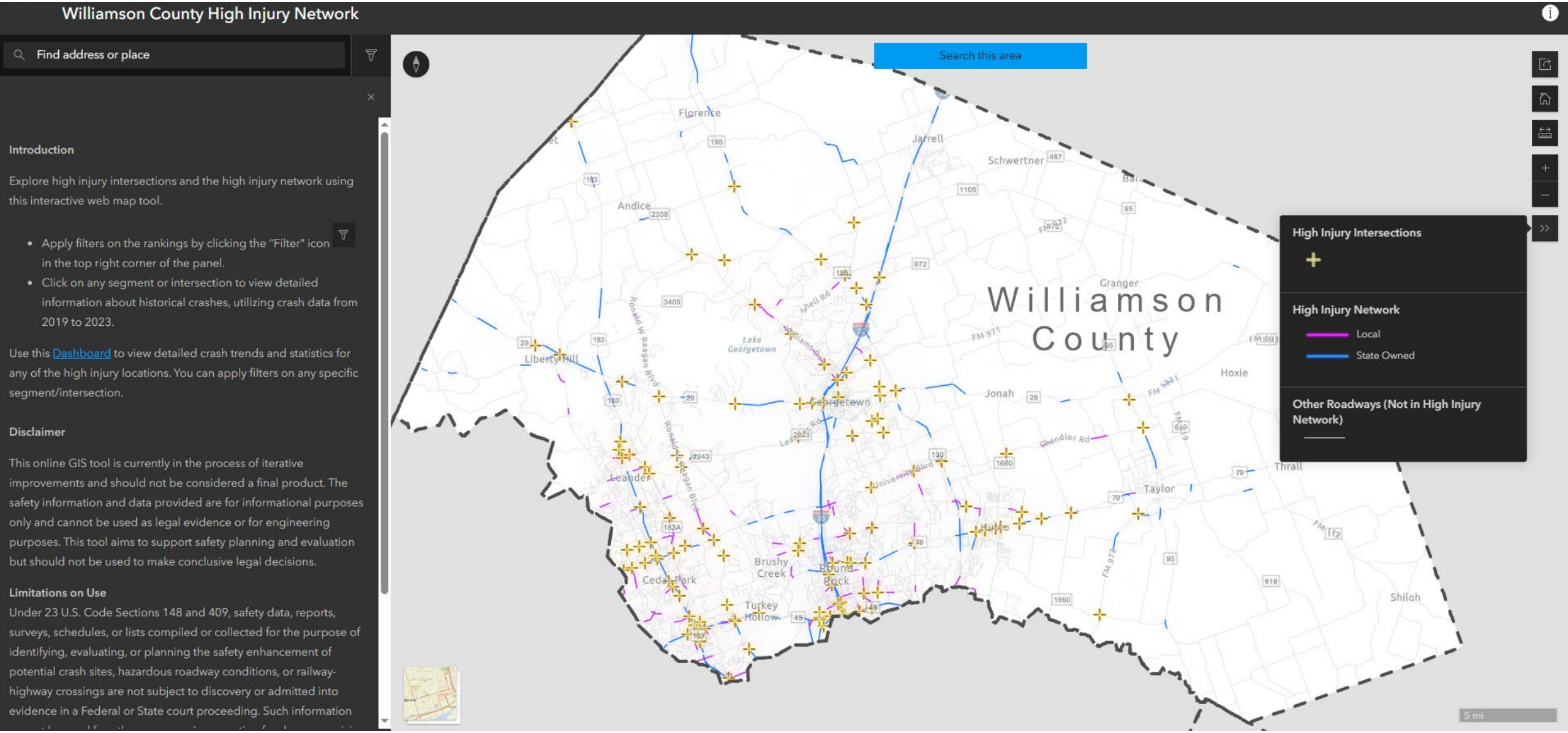
- Over 92% of the requested funds directed toward the HIN

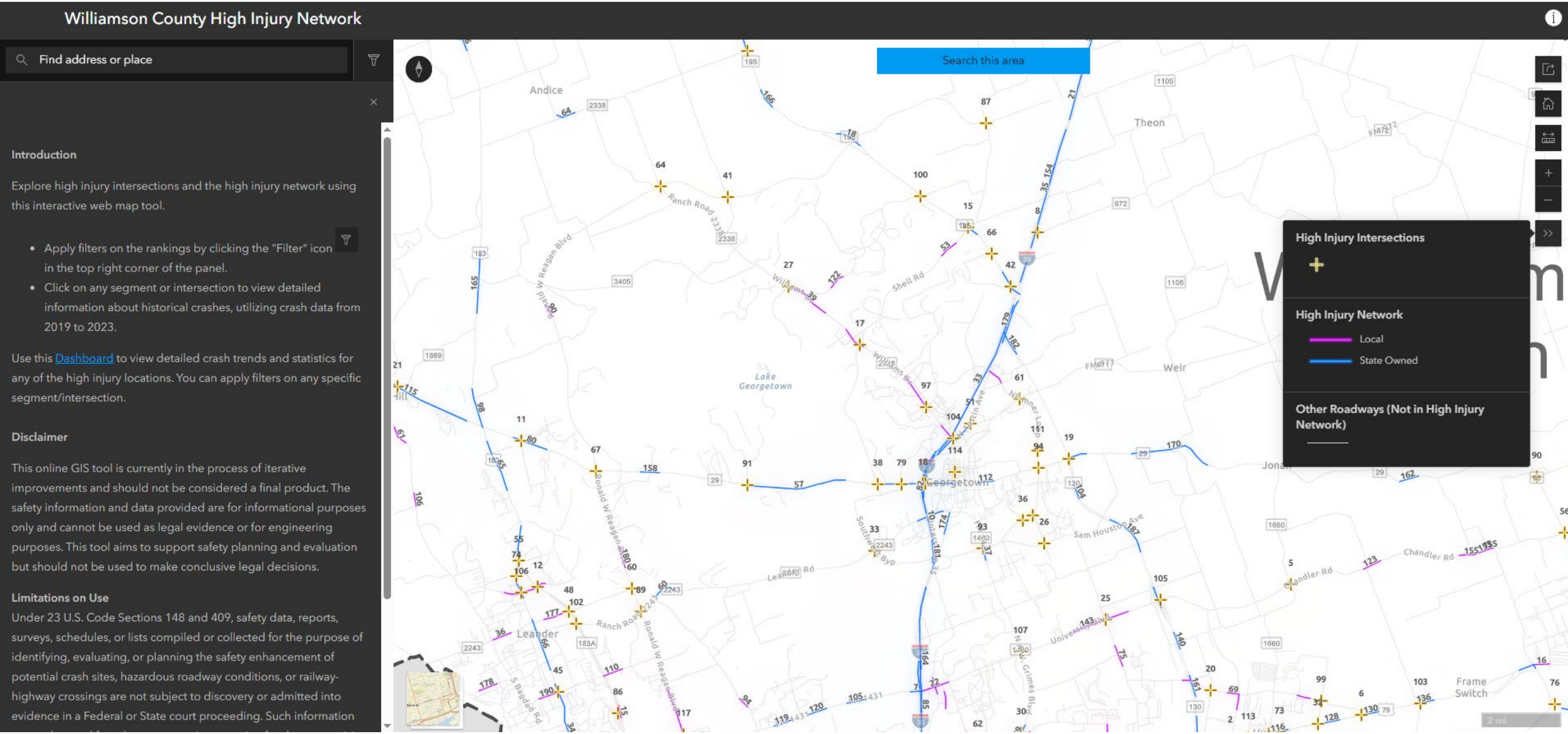
Align with Proven Safety Countermeasures

- Use Crash Modification Factors (CMFs) from TxDOT HSIP Approved Work Codes
- Projects will prevent 89 fatal and serious injury crashes, which is equivalent to 8 fatal and serious injury crashes per $1 million spent

Align with Safe System Approach Elements

- Safer Roads, Safer People, Safer Vehicles, and Post-Crash Care


Williamson County High Injury Network
Find address or place
Introduction
Explore high injury intersections and the high injury network using this interactive web map tool.
Apply filters on the rankings by clicking the "Filter" icon in the top right corner of the panel.
Click on any segment or intersection to view detailed information about historical crashes, utilizing crash data from 2019 to 2023.
Use this Dashboard to view detailed crash trends and statistics for any of the high injury locations. You can apply filters on any specific segment/intersection.
Disclaimer
This online GIS tool is currently in the process of iterative improvements and should not be considered a final product. The safety information and data provided are for informational purposes only and cannot be used as legal evidence or for engineering purposes. This tool aims to support safety planning and evaluation but should not be used to make conclusive legal decisions.
Limitations on Use
Under 23 U.S. Code Sections 148 and 409, safety data, reports, surveys, schedules, or lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding. Such information
Search this area
Williamson County
High Injury Intersections
High Injury Network
Local
State Owned
Other Roadways (Not in High Injury Network)
Florence
Jarrell
Schwertner
Andice
Granger
Hoxie
Jonah
Liberty Hill
Georgetown
Lake Georgetown
Leander
Cedar Park
Brushy Creek
Round Rock
Taylor
Thrall
Shiloh
Turkey Hollow
Shell Rd
Ronald W Reagan Blvd
Chandler Rd
University Blvd
5 mi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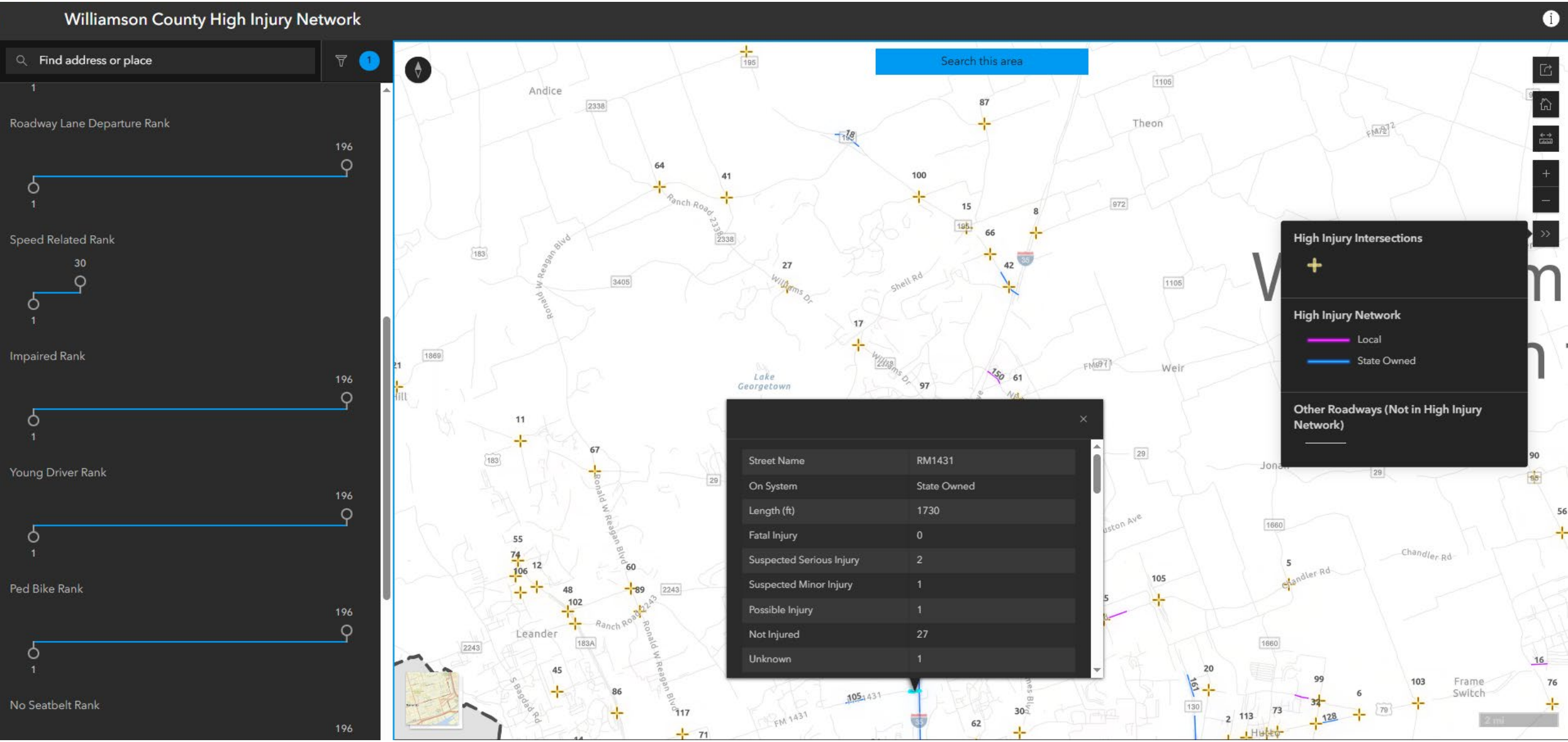
Search this area
High Injury Intersections
High Injury Network
Local
State Owned
Other Roadways (Not in High Injury Network)
Andice
Theon
Weir
Lake Georgetown
Georgetown
Leander
Ranch Road 2338
W Reagan Blvd
Ronald W Reagan Blvd
Shell Rd
Williams Dr
Lakeline Blvd
Sam Houston Ave
Chandler Rd
Frame Switch
2 mi

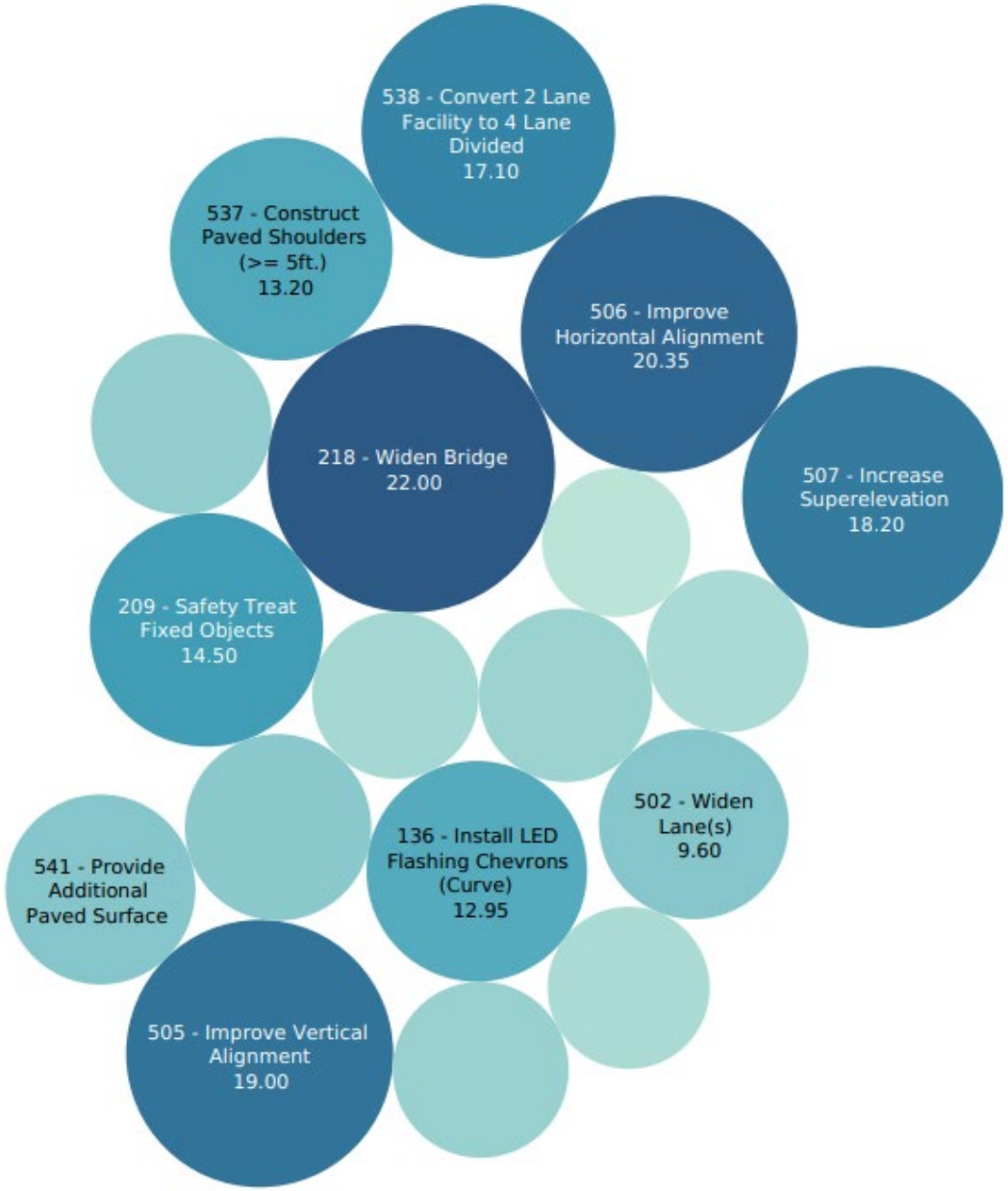

Williamson County High Injury Network
Find address or place
Roadway Lane Departure Rank
196
1
Speed Related Rank
30
1
Impaired Rank
196
1
Young Driver Rank
196
1
Ped Bike Rank
196
1
No Seatbelt Rank
196
Search this area
Andice
Theon
Weir
Leander
Lake Georgetown
Ranch Road 2338
Ronald W Reagan Blvd
Williams Dr
Shell Rd
Chandler Rd
Frame Switch
FM 1431
High Injury Intersections
High Injury Network
Local
State Owned
Other Roadways (Not in High Injury Network)
Street Name RM1431
On System State Owned
Length (ft) 1730
Fatal Injury 0
Suspected Serious Injury 2
Suspected Minor Injury 1
Possible Injury 1
Not Injured 27
Unknown 1

HSIP APPROVED COUNTERMEASURES

Overview:

- Crash reduction estimates based on TxDOT-approved formulas
- Each work code linked to specific crash types and conditions
- Used to review High Injury Network segments for treatment options
- Includes 5-year projected crash reductions (e.g., 14.5 for safety treat fixed objects)
- Enables engineers and planners to assess and select appropriate countermeasures

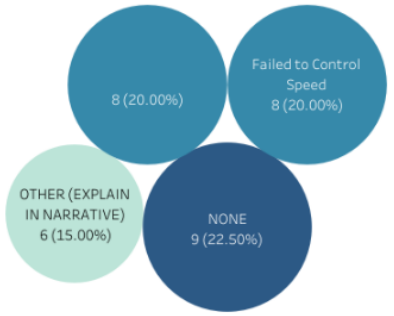
209 Safety Treat Fixed Objects			
Definition:	Remove, relocate, or safety treat all fixed objects including the installation of guardrail for safety treatment of a fixed object or drainage structures within the project limits, to include both point and continuous objects.		
Reduction Factor (%):	50%	Maintenance Cost:	$0
Service Life (Years):	20	G-Match:	C
Preventable Crash:	(Roadway Related = 2, 3 or 4) OR (Object Struck = 20-26, 29-36, 40-42, 56-58, 60, 62, or 63)		
Required Documents:	None		



Crash Collision Type

Crash Type	Collision Type	Direction	Fatal Injury	Suspected Major Injury	Suspected Minor Injury	Possible Injury
Angle C..	Angle - on..	North-East				1
Roadway and Lane Departure	One motor vehicle - going straight	East	1		1	4
		East-East				1
		Northeast			1	4
		Northeast-Northe..	1		1	
		Northwest				1
		Southwest			1	1
		West		1	3	3
		West-West		1	3	
Same Direction	Same direction - both going..	East-East			1	
		East-Not applicable				1
		Northeast-Northe..			2	1
	Same dire..	West-West				3
	Same dire..	East-East				1
Single Vehicle..	One motor vehicle - g..	East			1	
		East-Not applicable	1			

Contributing Factors



First Harmful Event

Harmful Event	Fatal Injury	Suspected Major Injury	Suspected Minor Injury	Possible Injury
Fixed Object	2	2	9	14
Motor Vehicle In Tr..			3	7
Overturned			2	
Pedestrian	1			

Heat Map

Segment Rank: 5
Intersection Rank: (All)
% Contributing Factors: 0.1500 – 1.0000
On-System: (All)
Crash Severity: (All)
Crash Type: (All)
Location: (All)
Harmful Event: (All)
Light Condition: (All)
Contributing Factor: (All)

Map

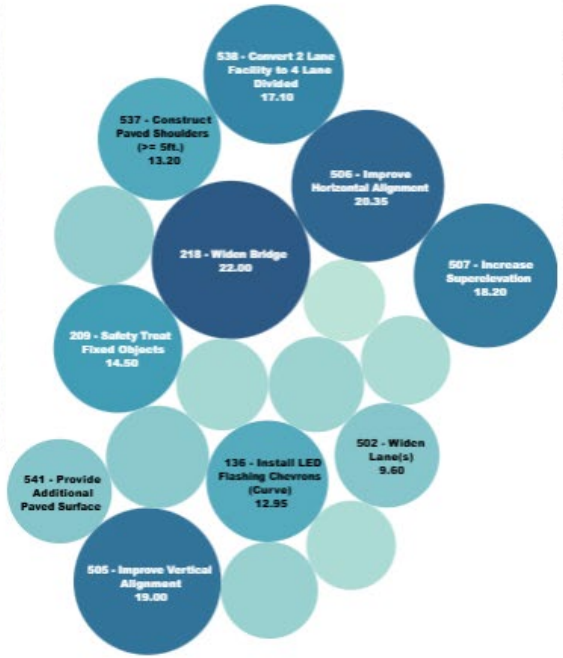
Crash Severity
- Fatal Injury
- Suspected Major Injury
- Suspected Minor Injury
- Possible Injury

Crash Type
- Angle Crash
- Roadway and Lane Departure
- Same Direction
- Single Vehicle Crash

Crash Types by Severity

Crash Type	Fatal Injury	Suspected Major Injury	Suspected Minor Injury	Possible Injury
Angle Crash				1
Roadway and Lane D..	2	2	10	14
Same Direction			3	6
Single Vehicle Cra..	1		1	

Top Work Codes (Expected Crashes Reduced)



On-System: (All)
Segment Rank: 5
Intersection Rank: (All)
Crashes Reduced: 0 – 7,000
Crashes Reduced: 2.0% – 10.0%
Crash Type: (All)
Harmful Event: (All)
Object Struck: (All)
Contributing Factor: (All)
Countermeasure: (All)

CRITERION #3: ENGAGEMENT & COLLABORATION

STAKEHOLDERS

Williamson County
Cities (9)
CAMPO
CapMetro & CARTS
TxDOT
CTRMA

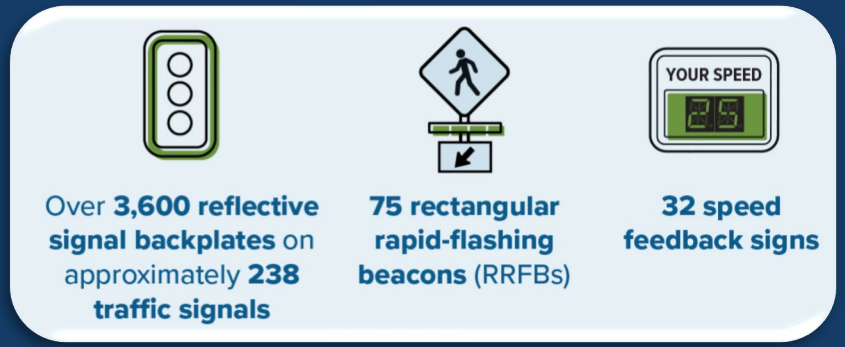
PUBLIC

3 Rounds of Engagement:
- Online
- In-Person Events in Georgetown, Cedar Park, and Round Rock

PROJECT READINESS

SYSTEMIC PROJECTS

- Applied systemwide to prevent crashes based on proven countermeasures
- Often easy to implement



LOCATION -SPECIFIC CAPITAL PROJECTS

- Projects that score well:
  - > No environmental impacts (or NEPA categorical exclusion)
  - > No right-of-way needs
  - > No utility relocation
  - > Project development already started (e.g., schematic or PS&E)

SELF-CERTIFICATION ELIGIBILITY WORKSHEET

1. Leadership Commitment & Goal Setting
2. Planning Structure
3. Safety Analysis
4. Engagement & Collaboration
5. Policy & Process Change
6. Strategy & Project Selections
7. Progress & Transparency
8. Action Plan Date

ELIGIBILITY:

- Yes to 3, 6, and 8
- Yes to three of the other categories (1, 2, 4, 5, and 7)

ESTIMATED BUDGET

- Develop conservative planning-level cost estimates
- Options for the 20% local match:
  - > Staff labor
    - Williamson County and City crews will install signal backplates, speed feedback signs, and rectangular rapid flashing beacons
    - County and City staff time working on project development counts
  - > Leverage partner agency contracts
    - Since CAMPO is federally funded, they used a TxDOT consultant contract with state funds for their local match

KEY TAKEAWAYS

- Develop safety action plan with SS4A & HSIP criteria in mind
- Joint applications strengthen the regional benefits
- Format your application based on the grant requirements
- Exceed the minimum eligibility requirements
- Include a supplemental planning or demo with an implementation application
- Consider staff labor for local match or leverage agency contract mechanisms
- Align projects with Safe System Approach elements and select projects identified within the HIN
- Emphasize benefits to areas of persistent poverty or rural areas (50% of funds in FY 2025 were awarded to rural areas)
- Quantify safety benefits by estimating the total number of fatal and serious injury crashes reduced per $1 million spent
- Align crash data years with both HSIP and SS4A requirements, using the most recent five years available

THANK YOU

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Daniel Flores-Gutierrez
Paige Sopher

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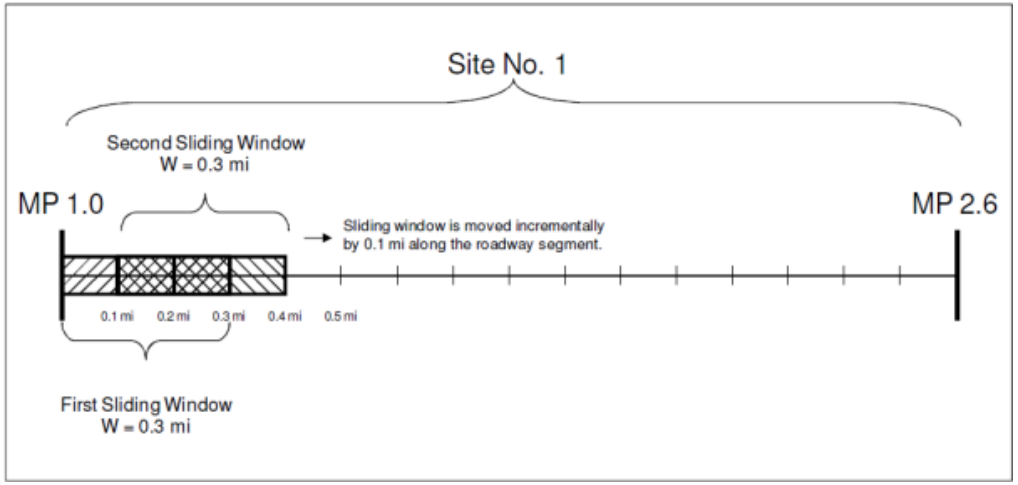
CRITERION #1: SAFETY NEED (CONT'D)

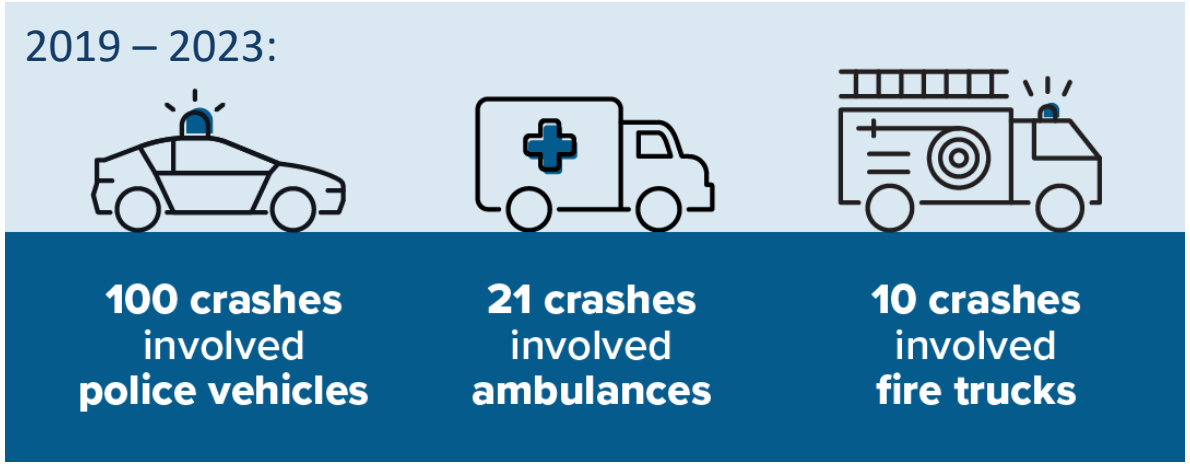
- Develop separate HINs for Segments & Intersections
- Weigh crashes based on severity type:
  - > Fatal and suspected serious injury crashes = 12 points
  - > Suspected minor injury & possible injury crashes = 1 point
  - > Non-injured or unknown crash types = 0 points
- Sliding Window Method
  - > Crashes can be scattered and sometimes random, especially at high severity
  - > We looks for concentrations of crashes within smaller windows, and then combine
  - > This reveals consistent high-risk segments, not one-off events
  - > The result is a clear, prioritized High Injury Network

Illustration of a Sliding Window Method



CRITERION #4: SUPPLEMENTAL PLANNING & DEMONSTRATION ACTIVITIES (OPTIONAL)

- Williamson County, Georgetown, and Leander Emergency Vehicle Preemption
  - > Systems Engineering
  - > 2 pilot corridors
  - > Before-after evaluation



OTHER SS4A SUPPLEMENTAL PLANNING AWARDS ASSOCIATED WITH CAMPO REGIONAL SAFETY ACTION PLAN:

- Hays County Safe Routes to School
- City of Kyle Intersection and Corridor Safety Audits and Conceptual Layouts