

All Roads Transportation Program: Frequently Asked Questions

1. *What is the ARTS Program?*

The All Roads Transportation Safety Program (ARTS) is a statewide safety program that addresses safety for all public roads in the state of Oregon. The program is a competitive program with a focus on implementation of cost-effective and proven safety countermeasures. It is supported through federal and state funds based on the federal [Highway Safety Improvement Program](#). HSIP adopts a data-driven approach that uses crash data, risk factors, and other supported methods to identify the best possible locations to achieve the greatest benefits. The ARTS program primarily uses federal funds from the Highway Safety Improvement Program (HSIP).

2. *What is the purpose of the ARTS Program?*

The primary purpose of the ARTS Program is apply a data driven safety approach to identify and select the best projects for reducing fatalities and serious injuries on all public roads in the state. A data-driven approach uses crash data, risk factors, or other data supported methods to identify the best possible locations to achieve the greatest benefits.

Appropriate use of HSIP funds is only for locations or corridors where a known problem exists as indicated by location-specific data on fatalities and serious injuries or risks, and/or where it is determined that the specific safety project can, with confidence, produce a measurable and significant reduction in such fatalities or serious injuries. To achieve the maximum benefit, the focus of the ARTS program is on cost effective use of the funds allocated for safety improvements addressing fatal and serious injury crashes.

All projects shall:

- Address a specific safety problem contributing to fatalities and serious injuries.
- Use only proven countermeasures from the ODOT Crash Reduction Factor (CRF) List that eliminates or substantially reduces fatalities and serious injuries.
- Use ODOT Benefit Cost (B/C) method for Hotspot, systemic roadway departure and systemic intersection applications and Cost effectiveness Index (CEI) for Bicycle/Pedestrian.
- Use ODOT crash data (most recent five years of published data) to establish the benefit/cost ratio or the CEI (so projects can be compared fairly) which will be based on the most recent available five years of crash data.
- Be prioritized or categorized based on the benefit/cost ratio for developing the 150% list.
- Must include written support from the road jurisdiction if the project is proposed by another agency.

3. *What is the timeline for ARTS Program?*

ARTS project selection will begin in the fall of 2023 and extend through the spring of 2024. During this period, projects will be selected for the Statewide Transportation Improvement Program (STIP) and delivered in years 2027 through 2030.

**SUMMER/FALL
2023**

OUTREACH TO
LOCAL AGENCIES

DEC. 15, 2023

APPLICATION
DEADLINE

SPRING 2024

PROJECT
SELECTION FOR
SCOPING

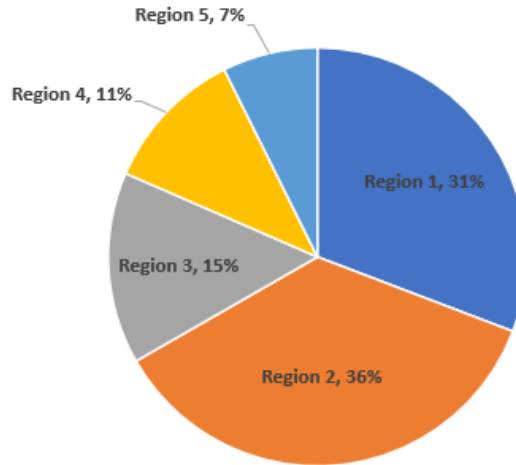
4. What statewide screening level safety tools are available?

ODOT maintains several safety plans and tools to help screen for potential safety projects. The following tools and safety plans may be helpful:

- Safety Priority Index System (SPIS):
<https://www.oregon.gov/ODOT/Engineering/Pages/Highway-Safety.aspx>
- Oregon Adjustable Safety Index System (OASIS):
<https://zigzag.odot.state.or.us/oasisapp/OasisTool.aspx>
- Systemic Roadway Departure Plan:
<https://www.oregon.gov/odot/Engineering/Pages/Roadway-Departures.aspx>
- Systemic Intersection Safety Plan:
<https://www.oregon.gov/odot/Engineering/Pages/Intersection-Safety.aspx>
- Systemic Pedestrian and Bicycle Plan:
https://www.oregon.gov/odot/Engineering/Docs_TrafficEng/Bike-Ped-Safety-Implementation-Plan.pdf
- Addressing Oregon's Rise in Deaths and Serious Injuries for Senior Drivers and Pedestrians:
<https://www.oregon.gov/odot/Programs/ResearchDocuments/SPR828Final.pdf>

5. How much funding is available and how is it allocated?

During the period of 2027 through 2030, approximately \$46 million per year will likely be available for the ARTS program. This funding ultimately will be determined by the [Oregon Transportation Commission](#) (OTC). The safety funds are split to each region based on the amount of fatalities and serious injuries occurring in the region on all public roads. At the region level, funds are further split 50%/50% between state highways and local roads.



6. What application types are available in ARTS?

ODOT uses two different methods for selecting projects – traditional ‘Hotspot’ method and ‘Systemic’ method. ODOT regions are encouraged to spend at least half of the funding for Systemic projects. These two methods are designed to select the most cost-effective projects among all public roads in Oregon to reduce the most fatal and serious injury crashes with available funds. The 2017 – 2021 crash data shall be used to support applications for his round of ARTS.

7. What is the difference between the Hot Spot and Systemic Applications?

The hotspot method address’s an individual location with a history of high crash frequency and severity. These projects must address locations with a crash history of at least one fatal or serious injury crash within the last five years. Hotspot countermeasures are typically more expensive than systemic countermeasures. Examples of hotspot projects include installation of left turn lane(s), installation of a new traffic signal or roundabout at an intersection, or conversion of a signalized intersection to a roundabout.

ODOT typically develops a list of locations for potential projects using its Safety Priority Index System (SPIS), and Safety Implementation Plans for three emphasis areas including potential remedies and countermeasures: Roadway Departure, Intersections and the Pedestrian and Bicycle. Local agencies can use the SPIS list or whatever method they choose to pick the best potential projects.

Local agencies and ODOT will both prepare applications for the projects that they believe will be the most effective at reducing fatal and serious injury crashes and yet have a good benefit cost ratio. All the proposed hotspot countermeasures must be from the [ODOT CRF List](#). Hot Spot projects are prioritized based on benefit cost ratio and those with the highest benefit cost ratio (within each region) are selected and added into the Statewide Transportation Improvement Program (STIP).

The Systemic method takes a broader view by looking at the crash history and risks associated with an entire roadway/corridor and then applying proven low-cost countermeasures to reduce the risk along the entire roadway, corridor or within a specific

jurisdiction. The ARTS Program consists of three emphasis areas for systemic improvements: Roadway Departure, Intersection, and Pedestrian and Bicycle. Systemic Intersection and Roadway Departure projects must include at least one location with a crash history of at least one fatal or serious injury crash within the last five years. Systemic Pedestrian/Bicycle applications are risk based and can address locations where no crash history exists.

Examples of systemic projects include installation of curve warning signs, rumble strips, reflectorized backplates on signals, rumble strips, countdown pedestrian timers and conversion to flashing yellow left turn arrow (FYLTA) signal heads for protected-permitted left turn (PPLT) signal operation.

Like the hotspot approach, the systemic approach is an application-based process. ODOT and all local jurisdictions within a region can submit an application for available Systemic funding. All the proposed systemic countermeasures must be from the [ODOT CRF List](#). Projects are prioritized based on benefit cost ratio (for Roadway Departure and Intersection projects) and cost effectiveness index (Pedestrian and Bicycle projects).

8. *Can the same countermeasures be used for Hotspot as Systemic projects? Can a single location use a Systemic approach?*

While ODOT asks applicants to submit separate applications for hotspot and for systemic treatments, the flexibility exists to combine these approaches, provided that the application type being proposed contributes to over 50% of the projected benefits. It is important to note that a maximum of four countermeasures can be applied in one application.

9. *If a local jurisdiction has supplemental crash data, can that data be used during the project selection process?*

ODOT recognizes that some jurisdictions may have supplemental crash data (e.g. police reports) that might be different from ODOT crash data. While this data may be informative for project selection, it is excluded from project prioritization and benefit cost analysis. For fairness and consistency, crash data from 2017-2021 obtained from [ODOT Crash Reports](#) must be used for analysis purposes. However, the supplemental data may be informative for selecting appropriate countermeasures at a given location.

10. *How is the final project list prepared?*

All projects in the refined lists (for both hotspot and systemic) go through multi-disciplinary assessment to verify the applicability of the proposed solution. A final list (100 percent list) is prepared and prioritized based on the best benefit cost ratios (Pedestrian and Bicycle projects are ranked based on cost effectiveness).

11. *Can a Hotspot or Systemic safety project from the final list be combined with another Statewide Transportation Improvement Program (STIP) project at the same location?*

Yes, if a hotspot or systemic safety project from the final list is at a location where another STIP project is planned, these two projects may be combined for efficiency. Similarly, if a Hotspot project is selected in a location that is in the corridor where there will be a systemic

project, both projects may be combined to a single project for efficient design and delivery of the project. This typically occurs after project lists are completed and before the STIP is adopted.

12. Who designs and delivers the projects?

After the final 100 percent list is complete, ODOT regions work with the local jurisdictions to determine the delivery methods, timelines, and delivery agencies. The delivering agency is responsible for timely and fiscally responsible delivery.

13. Will a local match be required for selected projects?

ODOT requires local agencies to contribute a 10% match for safety projects. If the local agency fails to identify matching funds, the local agency and ODOT Region staff should work together to develop a funding plan for local match subject to Highway Administrator approval. More information can be found on the [Local Agency Guidelines](#) website.

14. Will the state fund exchange be available?

Because of insufficient state funds, the fund exchange (state funds for federal funds) for local projects will not be available. All projects must be estimated and scoped for federal delivery for the 2027-2030 STIP.

15. Do HSIP projects follow Statewide Transportation Improvement Program process?

All the projects selected under the ARTS Program follow the STIP process. Refer to the [STIP website](#) for more information on the STIP process and stakeholder involvement.

16. Do the engineering countermeasures impact driver behaviors such as drinking and driving and speeding?

A direct relationship between countermeasures and driver behaviors has not been determined. Some countermeasures may directly improve driver behaviors, others may not, however the improvement may prevent similar crashes in the future. For example, a roadway with a countermeasure installed — such as a median barrier or centerline rumble strips — may prevent an intoxicated driver from crossing into oncoming lanes.

Countermeasures that effectively reduce crashes are developed using data from all types and causes of crashes. The Crash Reduction Factor represents the relative change in crash frequency for a particular countermeasure regardless of cause of a crash. Engineering judgment may be needed to determine the appropriate countermeasure to mitigate poor driver behaviors.

17. So what can my local agency do to start preparing for ARTS?

ODOT will reach out to local agencies in each region. In the meantime, local agencies and ODOT can begin thinking about and looking for good safety project candidates that meet funding eligibility. ODOT will update the [ARTS webpage](#) as more information becomes available.

18. Who should I contact if I have questions?

For questions regarding the ARTS Program, please contact your local ODOT Region Traffic Office. While the FAQs are informative, some items like schedule and timelines could change.