

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 first and second round of ARTS selected projects scheduled for delivery in years 2017-2021 and 2022-2024. In this round, projects will be scheduled for delivery in years 2025 – 2027.

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

The primary objective of the ARTS Program is use data driven safety methods to select the best projects to reduce fatalities and serious injuries on all public roads in the state.

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

The third round of the ARTS project selection will begin in the fall of 2020 and extend through the spring of 2021. During this period, projects will be selected for the Statewide Transportation Improvement Program (STIP) and delivered in years 2025 through 2027.



4. *What methods are used for project selection?*

ODOT will use 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 2014 – 2018 crash data shall be used to support applications for his round of ARTS. The following tools and safety plans can be helpful in safety projects:

- 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 2025 through 2027, approximately \$30 million per year will likely be available for the ARTS program. This funding ultimately will be determined by the [Oregon Transportation Commission](#) (OTC).

Funds will be allocated to each ODOT region based on the proportion of fatalities and serious injuries that occurred within the region during the last five years. The region allocations during the last round of ARTS funding was approximately:

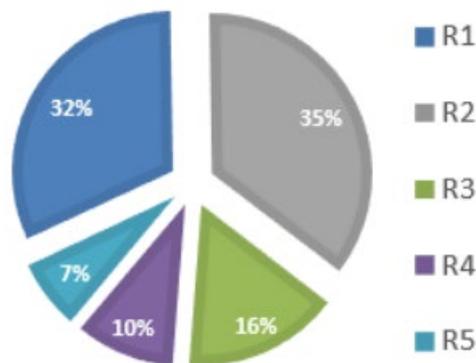


Figure 1: 2022-2024 Funding allocation percentages for the ODOT regions

6. What is the Hotspot method and how are the Hotspot projects selected?

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).

To access data and tools, visit the [ARTS Program website](#).

7. *What is the Systemic method and how will the Systemic projects be selected?*

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. 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.

The ARTS Program consists of three emphasis areas for systemic improvements: Roadway Departure, Intersection, and Pedestrian and Bicycle. Systemic project locations may be selected from ODOT's list of priority corridors for these three areas or from other sources. The systemic funds are roughly proportional to the number of fatalities and serious injuries that occur within the region.

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 systemic and Hotspot countermeasures may be applicable at the same location, ODOT asks applicants to submit separate applications for hotspot and for systemic measures during this round. Once approved for funding, the measures can be combined under one project if desired. Separate applications allow similar comparisons of benefits for both methods.

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 2014-2018 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. Local agencies are encouraged to consider fund exchange (State Funded Local Projects) and deliver the projects themselves. The delivering agency is responsible for timely and fiscally responsible delivery.

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

The federal HSIP requires a 7.78 percent match for projects. This requires local agencies to contribute 7.78 percent of the total project cost. Local agencies are encouraged to fund exchange for state funds. More information can be found on the [Local Agency Guidelines](#) website.

14. 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.

15. 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.

16. 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.

17. 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.