

Principles of State Safety Priority Funds

- Improving safety on the state highway system
- Be proactive to reduce fatal and serious injury crashes
- Allow regions to address the highest priorities by region
- Meeting safety needs not addressed by other programs
- Allow flexibility for region safety needs that may not otherwise be addressed

Eligible Uses for State Safety Priority Funds

- Updating and replacing aging, out of date traffic control devices and safety hardware (i.e., striping legends, signing upgrades, delineation, signals, flashers, ITS, guardrail, roadside clear zones).
- Pedestrian focused elements - these may include (but not limited to) improvements that enhance crosswalks, RRFBs, PHBs, Road Diets, RSAs, lighting and pedestrian refuge islands or any other pedestrian focused safety countermeasure.
- Roadway Departure improvements - these may include (but not limited to) improvements that widen shoulders, add rumble strips, update guardrail or cable barrier or any other roadway departure safety countermeasure.
- Intersection improvements- these may include (but not limited to) improvements that upgrade controllers or new signal pole replacements to allow for a signal head per lane, or left turn signal head, or install intersection lighting and pedestrian improvements such as countdown timers and pushbuttons, or any other intersection safety countermeasure.
- Wrong way driver improvements - improve directional signing and striping and improvements to road design at interchange ramp terminals.
- Older driver projects - improve directional signing, durable or wide striping, delineation and illumination.
- Applying any ARTS countermeasure with a B/C of at least 1.0.
- Other eligible HSIP elements.

The funds may be used to add safety features to any ODOT project on the State Highway System or for a standalone project including a maintenance projects or maintenance forces. The funds should not be used to supplant project funds for required features triggered by the project, those features should be covered by the project budget.

Allocation of State Safety Priority Funds

The State Safety Priority Funds are allocated to the regions by the Traffic-Roadway Section in Statewide Project Delivery and Operations Branch. The funds will be split based on the percentage of fatal and serious injury crashes in the region, except that the minimum allocation for any region will be \$1 million per year.

Region	Distribution of FA	FA Re-distribution by Region	Safety Priority Index Funds / \$ year
1	32.49%	Redistribute (R1,R2,R3)	\$3,095,888.09
2	36.88%	Redistribute (R1,R2,R3)	\$3,513,762.67
3	14.43%	Redistribute (R1,R2,R3)	\$1,375,168.98
4	10.15%	Hold %	\$1,015,180.27
5	6.05%	Minimum \$1m	\$1,000,000.00
Grand Total	100%		\$10,000,000.00

Region Management of State Safety Priority Funds

The Region Traffic Manager will be responsible for managing the funds each STIP cycle. The region should generate a list of projects for the funding based on input from the region staff. Regions should determine their priority areas, using regional data and expertise to guide their decision making.

The Region Traffic Manager should consider convening appropriate region representatives for determining the region safety needs in consultation with their Region Manager.

Projects should be prioritized and evaluated. The Region Traffic Manager will be responsible to assure the projects are being delivered within scope, while keeping track of progress and financial status of their region’s State Safety Priority Funds. Regions will track project selections and Traffic-Roadway Section will evaluate the projects or measures used within the program.

Regions may bucket up to \$1 million per year for variable/ priority safety needs.

Projects/improvements may be:

- Region wide/District wide;
- Corridor based;
- Paired with fix-projects; or
- Standalone projects.

Justification for Program

Safety improvements performed at the proper time can save lives and prevent injuries. STIP project programming using the current All Roads Transportation Safety (ARTS) program can take several years to implement safety improvements within the STIP. The amount of safety needs on the state system exceed the ability of the ARTS safety projects to address. Although the resources are insufficient to meet safety project demand, ODOT must try to respond to safety needs as those needs present themselves to the extent that funding and resources allow.

The State Safety Priority Funding Program provides flexibility and faster response to safety needs on the state highway system. This is part of the overall safety management approach to provide the safety improvements at opportune times.