

ODOT ALL ROADS TRANSPORTATION SAFETY (ARTS) PROGRAM

LOCAL AGENCY KICK-OFF MEETING
REGION 1



QUESTIONS AND ANSWERS ASKED DURING MEETING

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QUESTION 1

- Please clarify the project delivery options, particularly those for non-certified agencies.
 - > In the previous round of ARTS, the State Funded Local Project (SFLP) Program allowed for the exchange of federal dollars for state dollars, which allowed local agencies to deliver their own projects. However, due to forecasted State budget constraints, there will likely not be sufficient state funds available to support SFLP. Therefore, all projects should assume federalized delivery.
 - > If a local agency is not certified (and does not wish to become certified), ODOT will deliver the project on behalf of the local jurisdictions.
 - > IGAs will be required as applicable.

QUESTION 2

- Can other crash data sources (like the Portland Metro RLIS portal) be used to obtain crash data?
 - > The ARTS program requires that ODOT crash data between 2014-2018 be used for applications. If other data sources like RLIS are up to date and generated using the ODOT crash database, that is acceptable.
 - > All crash records (including ODOT Crash ID) must be provided with your application and will be cross-referenced with the ODOT crash database to ensure consistency.

QUESTION 3

- Is there a limit on the number of applications consultants can assist with on behalf of local agencies?
 - > The consultant support is intended to aid smaller local agencies who do not have the technical staff or expertise to complete the necessary analysis themselves. There is a limited number of consultant support hours available, and smaller agencies will be given priority.
 - > Training on how to correctly apply ARTS tools and resources (like the benefit-cost and CEI analysis forms) is available to all agencies.

QUESTION 4

- Can a new ARTS (Hot Spot or Systemic) application overlap with a previously funded (but not constructed) ARTS project location?
 - > Overlapping a previously funded project is acceptable, assuming the benefit cost evaluation accounts for it:
 - The new application must include different countermeasures than the previously funded project.
 - The application cannot double-count crash reductions in the overlapped area. For example, if the previous application included a 30% reduction in crashes, the new application should reduce the number of crashes in the overlapped area by 30% **before** applying new crash reduction factors. This will ensure the application accurately captures the estimated benefit of the current project.
 - Depending upon the timing of delivery, accelerating or delaying of previously funded and newly funded project may be needed to optimize construction costs.

QUESTION 5

- During the last round of ARTS, ODOT provided countermeasure cost estimates for consistency. Is that tool still being used this year?
 - > Yes, the Region 1 cost estimation tool is still available and should be used when preparing applications. It is not currently available on the ARTS website, but it will be shared with agencies when it is ready.

ADDITIONAL QUESTIONS

- If you need clarification on any of the answers in this document, or if you have additional questions, please reach out to the Region 1 ARTS representatives:
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