

**MEMORANDUM OF UNDERSTANDING**  
between  
**STATE OF OREGON**  
**DEPARTMENT OF TRANSPORTATION**  
and  
**ASSOCIATION OF OREGON COUNTIES**  
**AND LEAGUE OF OREGON CITIES**

THIS MEMORANDUM OF UNDERSTANDING (MOU) is made and entered into by the Oregon Department of Transportation, hereinafter referred to as ODOT, and the Association of Oregon Counties and League of Oregon Cities, hereinafter referred to as the AOC and LOC respectively, collectively referred to as "Parties".

**PURPOSE**

The purpose of this MOU is to document the understanding the Parties have reached to apply funding from the Federal Highway Safety Improvement Program (HSIP) for safety projects on roads managed by the Oregon Counties and Cities.

By developing a safety program for all public roads, the parties can increase awareness of safety on local roads, promote best practices for infrastructure safety, compliment behavioral safety efforts and focus limited resources to reduce fatal and serious injury crashes in the state of Oregon.

**BACKGROUND**

The Parties Agree to meet and discuss a proposal to share Highway Safety Improvement Program (HSIP) funds with local agencies. The goal was to outline a process by which the Parties can move collaboratively towards a "jurisdictionally blind" safety program that addresses the safety needs of all public roads in Oregon.

In the past HSIP funds have been obligated primarily for projects on State Highways. Given that the new Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) legislation allocates more funds to HSIP, the parties agree the timing is right to begin to develop a process that will be more inclusive in looking at safety on all roads in Oregon, culminating in a jurisdictionally blind process to address fatal and serious crashes on all public roads in Oregon.

The parties recognize that MAP-21 only includes funding for 2013 and 2014. That the principles and funding agreed to herein may need to be revisited if there are significant funding changes in the future authorizations.

**PROGRAM PRINCIPLES**

The parties discussed principles that should be followed when establishing a program for funding local agency safety projects. The parties Agree to the following:

Program principles

- The program goal is to reduce fatal and serious injury crashes
- The program must include all public roads.
- The program should be data driven and blind to jurisdiction.

- The program should be overseen by the ODOT regions.
- Commitments to the current STIP must be maintained for 2013 through 2015.
- Funding for a jurisdictionally blind program can be reasonably implemented beginning in 2017.

#### Funding principles

- Funds should be allocated to each ODOT region based on fatal and serious crashes.
- Funds should strive to be split proportionally between urban and rural local road safety needs based on an analysis of fatal and serious crash types in each region recognizing that a precise split may not be desirable given the relative cost of solutions.
- Funds should be used to support the fatal and serious crash reduction strategies and purposes agreed to by all parties within the region.
- A portion of the funds should be allocated to support behavioral safety strategies listed in ODOT's Transportation Safety Action Plan (TSAP), such as enforcement and education strategies.
- Part of the funding should address safety at specific locations and part address systemic low cost safety measures, the portion of each decided at the region level and based generally on fatal and serious injury crash types in each region.

#### Project Selection principles

- Projects/strategies should be focused on reducing fatal and serious injury crashes.
- A regional project selection process must engage local jurisdictions.
- Projects should primarily be developed and overseen by the ODOT.
- Projects on state and local roads should be combined where possible to make projects more cost effective and keep project administration costs low.
- The principals of practical design shall be used when designing projects.

#### Transition principles

- Funding to address local fatal and serious injury crashes should be started as soon as possible.
- A transition program should be developed to bridge the gap between 2013 and 2017.
- The transition program should primarily focus on a few systemic fixes.
- All parties should work together to develop a project/strategy selection process for the transition program and the jurisdictionally blind program.

### **PROGRAM FUNDING**

The parties Agree to begin funding of safety to be used on local roads in 2013 starting with a transition program with a goal to have a jurisdictionally blind program in place in time for 2017 project selection. Local jurisdictions will be expected to provide matching funds for projects on their roadways. This match may be provided in-kind or through transfer of funds.

The parties Agree to the following funding:

#### For 2013-2015 (Transition Program)-

- Allocate a total of \$10 million\* to local roads.
- Allocate \$1 million per year to fund strategies contained in the TSAP.

\*Includes the remaining unused funds in the unused High Risk Rural Roads (HR3) program.

#### For 2016 (Last year of Transition Program)-

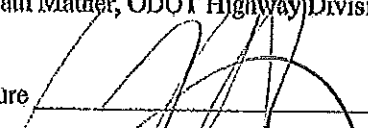
- Allocate a total of \$6 million HSIP to local roads.
- Allocate \$1 million to fund strategies contained in the TSAP.

For 2017 and beyond (Jurisdictionally Blind Program)-

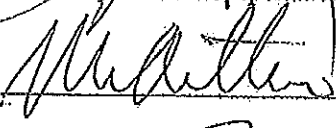
- Implement "jurisdictionally blind" safety program to address safety on all public roads as part of 2017-2020 STIP process.
- New process should be developed in 2013.

Manager Signature  \_\_\_\_\_ Date 2/15/13

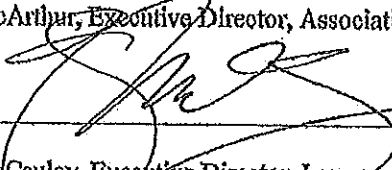
Position Title: Paul Mather, ODOT Highway Division Administrator

Manager Signature  \_\_\_\_\_ Date 2/12/13

Position Title: Troy Costales, ODOT Transportation Safety Division Administrator

Manager Signature  \_\_\_\_\_ Date 1/29/13

Position Title: Mike McArthur, Executive Director, Association of Oregon Counties

Manager Signature  \_\_\_\_\_ Date 2-1-2013

Position Title: Mike McCauley, Executive Director, League of Oregon Cities

