



What is Freight Mobility?

Freight Mobility is the ease with which goods move throughout our state. The Office of Traffic Mobility is concerned with all traffic, not just freight. Their goal is to keep people and goods moving throughout Oregon during a period of increased construction.

Why are we more concerned with mobility now than in the past?

- Increased construction as a result of OTIA III
- Miscues in the Past
- Impacts on Tourism
- Expectations of Legislators and Stakeholders

	OTIA I	OTIA II	OTIA III
	\$130 M	\$45 M	\$1.60 B
	\$70 M	\$ 5 M	\$363 M
	\$200 M	\$50 M	\$500 M

As Shipping Costs Increase, The Price of Goods Also Increase

- Most of the bulk of freight moving in Oregon is shipped via a truck.
- According to a study prepared for the Federal Highway Administration, they estimates a direct user delay cost of \$32.15 per hour based on four major types of truck-related delays along freight corridors.
- When truck deliveries are delayed, freight transportation costs increase due to unnecessary fuel consumption, lost driver time and productivity, and disruption of pick-up and delivery schedules, particularly with critical just-in-time freight.
- More retailers are moving to just-in-time delivery.

Freight growth is inevitable

Today, trucks carry 72% of freight shipments originating in Oregon.

Prediction:
By 2030 the total tons of freight moving to, from, and within Oregon will increase by 80%, with a greater proportion moving on highways, and the value of goods moved will go from \$507 billion to \$1,308 billion.

Oregon Commodity Flow Forecast, April 2005

What are the standards or expectations around mobility?

- Minimizing delays along key corridors.
 - Key Corridors are identified as I-5, I-84, US97, US26, US20, and OR58
 - Some coastal routes may be added as OTIA III work begins on coastal routes.
- Maintaining horizontal and vertical clearances.
 - Keeping a North/South and East/West route open for all oversize and overweight loads.
 - This is tied to the size of loads that are operating on annual permits for width.
 - Vertical clearance is important along these key corridors.
- Communication is key to success!
 - Before closing on/off ramps, reducing available width or closing a highway the Department has committed to provide the trucking industry with 21 days notice.
 - In order to meet the 21 day notice, contractors are required to provide the Motor Carrier Division 28 days notice.*

*Short term maintenance work and emergency work does not require 28 days notice. On/Off ramp closures that exceed one full day require 14 days notice.



Players and stakeholders

Know your contacts at ODOT

 Statewide Traffic Mobility Manager	Randal Thomas, 503-986-6613
 Motor Carrier Division Freight Mobility Coordinator	Amy Sinclair, 503-378-5985
 Rail Division Mobility Liaison	Kelly Taylor (Interim), 503-986-4125
 ODOT Bridge Delivery Unit Mobility Liaison	Ron Reisdorf, 503-986-3127



Regional Mobility

Regional Liaisons / Regional Mobility Committee Chairs

Region 1 – Dennis Mitchell, 503-731-8218

Region 2 – Eric Havig, 503-986-2632

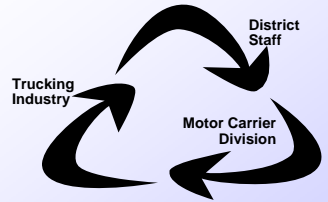
Region 3 – Matt Malone, 541-957-3503

Region 4 – Gary Farnsworth, 541-388-6071

Region 5 – Mike Buchanan, 541-963-8406

Know Your District Managers


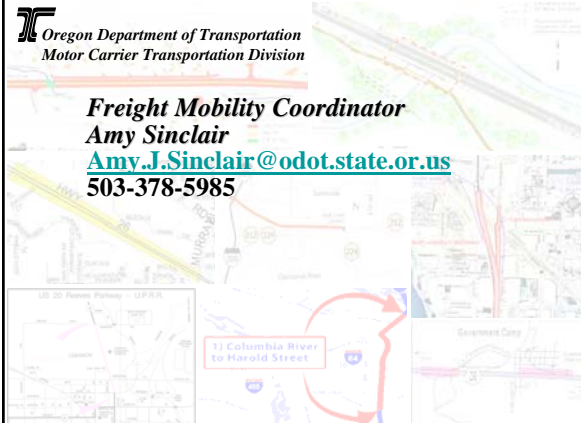
District 1 – Mike Spaeth 503-325-7222	District 8 – John Vial 541-774-6355
District 2A – Ron Kroop 503-229-5266	District 9 – Sam Wilkins 541-296-2215
District 2B – Larry Olson 503-653-3086	District 10 – Pat Creedican 541-388-6192
District 2C – Bill Barnhart 503-665-4193	District 11 – Randy Bednar 541-883-5662
District 3 – Don Jordan 503-986-2874	District 12 – George Ruby 541-276-1241
District 4 – Bob Doran 541-757-4211	District 13 – Mike Buchanan 541-963-8406
District 5 – Dean Fuller (Interim) 541-744-8080	District 14 – Ric Young 541-889-9115
District 7 – Ray Cranston 541-957-3511	



Keeping everyone in the loop

What are our goals?

- Safety
- Efficiency
- Effective Communication
- Delivering the largest program since the Interstate System was built

Oregon Department of Transportation
Motor Carrier Transportation Division

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