

A few days ago, I announced the completion of the revised Mobility Manual. The attached information should help clarify my intent and the process I want to follow as we address non-designated freight routes during planning and project delivery process. Please surface comments and issues so that we can resolve them as this policy discussion continues to evolve.

### **ORS 366.215 Guidance Document**

Director Garrett directed the Highway Leadership Team to revise the guidance document for implementation of ORS 366.215. These revisions remove references to non-freight routes. Planning for highway projects and project delivery involve extensive public outreach, involvement and participation. **That, of course, will continue.** At that stage, we will seek concerns by all stakeholders, and those comments are an important early piece of decision-making for the agency.

### **Mobility Procedures Manual**

The new ODOT Mobility Procedures Manual is available for use at: [http://www.oregon.gov/ODOT/HWY/docs/trafficmobilitymanual\\_complete.pdf](http://www.oregon.gov/ODOT/HWY/docs/trafficmobilitymanual_complete.pdf). The manual is a comprehensive document that addresses all activities ODOT performs that have a potential effect upon mobility. The ORS 366.215 Guidance Document is just one part. Removal of the non-designated freight route highways from that document does not change the other parts of the manual that apply to all state highways, regardless of whether they are designated freight routes or not.

**However, in order to address concerns about the decoupling of nondesignated freight routes from the current forum (which is specific to activities that may affect the capacity on freight designated routes), follow the following discipline. During the public outreach and public participation for planning and project delivery the appropriate ODOT region will contact the MCTD. MCTD will then inform statewide/local freight stakeholders of the planning and project delivery efforts on nonfreight routes. Statewide/local freight stakeholder input shall be directed to the appropriate project manager or lead for the given planning or project effort in the appropriate forum. At that time, local jurisdiction representatives, business interests, and statewide and local freight stakeholders will all be engaged on planning and project delivery issues.**

**When, in the project manager's or lead's review, a freight issue raised during public outreach and public participation cannot be resolved, the project manager will immediately elevate the issue to the appropriate ODOT region manager, who will consult with the MCTD administrator. The region manager has the discretion to engage the ODOT Mobility Committee, made up of the director and the administrators of Highway, MCTD and Transportation Development. In such event, the ODOT Mobility Committee will make the final decision.**

Again, planning and project delivery ODOT has existing guidance that applies to plans and projects and is inclusive of broad groups of stakeholders. These guidance documents include:

**Transportation System Planning Guidelines:** "A key feature in developing or updating a transportation system plan is a public involvement effort that brings citizens, transportation interest groups, community economic interests, and others into the planning process."

The development or update of a TSP should include an inclusive planning process that fosters public agency coordination and ensures broad-based community involvement by: ... Transportation interest groups (e.g., road advisory committees, traffic safety groups, **freight**, bicycle and pedestrian). Page 29)

[www.oregon.gov/ODOT/TD/TP/docs/Plans/Guidelines.pdf](http://www.oregon.gov/ODOT/TD/TP/docs/Plans/Guidelines.pdf)

**Interchange Area Management Plan Guidelines** ODOT and the affected local government closely coordinate throughout the preparation process. This may include having a technical advisory committee (TAC) consisting of ODOT, local jurisdictions, affected property owners and other stakeholders such as the **freight and trucking industry** and other road users to guide the development of the IAMP. It is the responsibility of both state and local government to ensure appropriate levels of public involvement in addition to establishing a TAC." (Page 4)

[www.oregon.gov/ODOT/TD/TP/docs/Plans/IAMPGuide.pdf](http://www.oregon.gov/ODOT/TD/TP/docs/Plans/IAMPGuide.pdf)

**ODOT Project Delivery Public Involvement Resource Guide:** ODOT Project Development Project Managers and Project Leaders are responsible for the success of the project, including the public involvement plan and effort. Each project is unique and stakeholders are identified based on the scope of the project. According to these guidelines "Potential stakeholders may include: ... Transportation facility users (commuters, **trucking industry**, business customers, tourists, major regional employers) ... Business organizations (local and regional Chambers of Commerce, economic development agencies, **industry associations**) ...

"In all cases, be inclusive: Ensure that everyone who may have an interest in or may be affected by the outcome has an opportunity to be involved. In many cases it's important that specific stakeholders— such as those who might be opposed or who have special knowledge—actually be sought out for inclusion." (Page 15)

[http://www.oregon.gov/ODOT/HWY/PDU/docs/pdf/PDG\\_PDFs/PD\\_PIRG\\_2010.pdf](http://www.oregon.gov/ODOT/HWY/PDU/docs/pdf/PDG_PDFs/PD_PIRG_2010.pdf)

On identified freight routes the ORS 366.215 guidelines will meet a part of the outreach called for in these documents. On routes that are not designated freight routes freight stakeholders are called out as a part of normal efforts. Each region is responsible for ensuring the appropriate stakeholders are engaged to discuss proposed changes to our right-of-way.

We have started a rulemaking process that will clarify the key concepts and implementation of ORS 366.215. The modified 366.215 guidance will be in effect for identified freight routes until the rule-making process is complete.

## **The Importance of Mobility**

The Oregon Transportation Plan's goals, policies, strategies and implementation framework respond to the challenges facing Oregon's transportation system. Underlying the goals, policies, strategies and implementation framework are five fundamental themes:

- Accessibility and mobility,
- Economic development,
- Equity,
- Safety, and
- Sustainability.

Implementation of ORS 366.215 and the application of the Mobility Procedures Manual are directly tied these themes. At the end of ORS 366.215 rulemaking we may see some changes to department processes. Any changes will reflect ODOT's continued commitment to managing mobility on the state highways in a way that provides a safe, efficient transportation system that supports economic opportunity and livable communities for Oregonians.

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