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The Mobility Program is part of the Motor Carrier Transportation Division, and our unit consists of 7 full-time staff:

- Christy Jordan is our program manager.
- Our operations coordinator is Katie Scott, who oversees our day-to-day work.
- We have two program analysts: Manny Boswell (and a vacant position). The analysts review and track projects for mobility impacts and stakeholder engagement.
- We have two program specialists: Yvonne Wolf and Kyle Knuth. They process highway restriction notices and support our stakeholder meetings.
- And Bill Gross work as the training coordinator, building and delivering training content for our program.
The Mobility Procedures Manual provides this definition of mobility. The manual is the accepted authority for mobility policy for the agency, and is intended to be a working tool for planning, project development, construction and maintenance activities.
What’s at stake with Mobility Coordination?

First and foremost is work zone safety. Effective communication and coordination is about finding a proper balance between protecting the work zone and keeping freight and people moving safely.

Mobility coordination is also about keeping oversize loads from entering work zones when and where they shouldn’t.
Oregon’s economic health depends on our ability to communicate, coordinate and mitigate mobility impacts on our state system.
Mobility coordination also helps to protect infrastructure. Coordinating and communicating vertical clearance reductions and weight restrictions prevent oversize vehicles from damaging our facilities.
Central to mobility coordination and communication is stakeholder engagement.

The Mobility Team is ODOT’s the single point-of-contact for communications between project delivery teams and the Mobility Advisory Committee. The committee is made up of representatives from the trucking and heavy haul industries, the American Automobile Association, the Association of General Contractors and others.

The committee generally meets twice every month at the MCTD headquarters in Salem and Region 1 Headquarters in Portland. Not all projects are reviewed by the committee, but some items require their input including ORS 366.215 impacts, roundabouts and permanent weight restrictions.
Interaction with the Mobility Team and Mobility Advisory Committee depends on the task or review process taking place; primarily:

- Roundabout Reviews
- Early Project Communication
- Overall project mobility impact reviews
ORS 366.215 Reduction in Vehicle-Carrying Capacity reviews and Roundabout Reviews are typically conducted from Scoping through DAP.

The further these reviews are pushed out on the racetrack after DAP, the greater risk that a project could be delayed at PS&E.

- For ORS 366.215 reviews, planning-level documents often don’t have enough detail yet to determine if there’s a reduction in capacity. In these cases, it’s usually best to wait until project implementation to present the proposed project design for review.

- Transportation Project Managers are usually involved in preparing presentation materials (or providing the information) for these reviews, often in conjunction with their respective region liaison.

- If you’re needing to get contracts done from the local jurisdiction, you can always insert language.....

- Both reviews involve specific processes for getting stakeholder support (specified in either statute, rule or directive). The process could result in extra review steps, design changes or requests for additional information that could take more time. So
the earlier you engage with us, the better.

- Most of the time, we recommend project teams first seek ORS 366.215 support early, and then come back to the MAC committee later (when their traffic control plans are complete) to request sign off on their Mobility Considerations Checklist impacts. Bring design options ......
Another step our team refers to as “Early Project Communication” takes place prior to DAP.

During this time, project teams, led by the TPM, might want to consult with Mobility Staff on temporary restriction impacts, detour routes or to request over-dimension permit data for a route impacted by the project area. In addition, you may want the Mobility Team to reach out to the stakeholders for initial feedback on staging, design concepts, detours, closures, etc.
For Mobility Impact Reviews, The TPM provides documentation to the Mobility Team to review and, if necessary, engaging with the Mobility Advisory Committee for input.

During this time, the Mobility Considerations Checklist is prepared and submitted, along with the Work Zone Decision Tree, and Transportation Management Plan.

If there are mobility impacts, the Checklist must be signed off by the Mobility Program Manager prior to PS&E. The closer a project gets to its PS&E date without sharing these documents, the greater the risk of delay.
A process change to note as result of the Project Development Improvement Initiative – A draft version of the Checklist will be a required DAP Phase Gate document. We’re still working out details as to the expectations for the draft document, which we will share once they’ve been worked out.
When transitioning the project to construction, it’s important that the RE-CP is aware of all the restriction plans and stakeholder commitments that were signed off in the Mobility Considerations Checklist.

During Construction, the RE-CP will need to engage with the Mobility Team before making any changes that have the potential to adversely affect mobility or run counter to stakeholder agreements made during preliminary design.
Next, we’ll review what we need from you, and what you’ll need for us for these major deliverables in our program area.
For ORS 366.215 Reduction in Capacity reviews, we’ll need a PowerPoint presentation from the TPM (often in conjunction with their Region Mobility Liaison) with the information listed here.

The presentation needs to be sent to us at least two weeks prior to the scheduled Mobility Advisory Committee meeting. Our SharePoint site includes a document submittal form where you can share the file without having to send emails with large attachments.

What you’ll need from us---

- Before the meeting-- you’ll want to download a copy of our ORS 366.215 PowerPoint template. We don’t require you to use the template, but it might help save time from creating one from scratch.

- After the meeting, if the Stakeholder Forum supports the proposed action, you will need a Record of Support prepared by our team as well as a copy of the meeting minutes (once they are posted on our website).
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Next, we’ll review what we need from you, and what you’ll need for us for these major deliverables in our program area.
In considering fatal flaws that can put your timelines in jeopardy, here are some common ones that we see with the Mobility Considerations Checklist submitted for Project Mobility Impact reviews.
These are some issues we’ve seen with Reduction in Vehicle-Carrying Capacity Reviews.
For RoundAbout reviews, here are some issues to consider...
Here are some links to helpful websites, forms and guidance. All of this and more are available on both our Statewide Traffic Mobility Website and internal SharePoint site.
Thank You

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www.oregon.gov/ODOT/MCT/Pages/StatewideTrafficMobility.aspx