

AP2 Mobility Program Background

In 2005, Oregon experienced an unprecedented increase in road and bridge work largely due to passage of the third Oregon Transportation Investment Act (OTIA III). Keeping traffic and freight moving during this time was one of the state's top priorities.

That year, ODOT established a Mobility Program with a program manager located in the director's office, and a freight mobility coordinator working in the Motor Carrier Transportation Division (MCTD). The program was eventually integrated within MCTD's Over-Dimension Permits Unit.

A budget note to House Bill 2041 (OTIA III legislation) directed ODOT and the private sector to develop a strategy to complete the bridge repair and replacement program that maximizes *"ease of traffic movement – contracting strategies that keep traffic moving will minimize effects on other industries and the public."* The strategy was developed in collaboration with key stakeholders, including the American Automobile Association, the Oregon Bridge Delivery Program, the Association of General Contractors, and the Oregon Trucking Association.

In 2017, the Oregon Legislature passed the *Keep Oregon Moving* transportation funding package (House Bill 2017) resulting in even more construction projects for ODOT. That year, the agency decided to create a standalone Mobility Program with additional positions funded through HB2017.

The program is now located in ODOT's Delivery and Operations Division within the Statewide Project Delivery Branch; a move intended to bring the Mobility Program closer to ODOT staff involved in ODOT's transportation system project lifecycle.

Throughout the history of the Mobility Program, ODOT's message on mobility has been clear -- throughout construction and maintenance activities, the goal will be to maintain mobility and keep traffic and freight moving.

ODOT's mobility efforts have:

- (1) worked to minimize delays;
- (2) better evaluated the mobility trade-offs between project alternatives;
- (3) coordinated maintenance and construction work on parallel routes;
- (4) better communicated delays and restrictions to the trucking industry and the general public, and;
- (5) worked in closer collaboration with the freight industry to address mobility impacts/concerns.

Mobility Program Timeline:

- 2003:** ORS 366.215 amended to prohibit reductions in vehicle-carrying capacity on identified freight routes.
- 2005:** OTIA III Legislation passes; Mobility Program created; program manager housed in director's office and Freight Mobility Coordinator located at MCTD.
- 2006:** Freight mobility coordinator position merged with MCTD's OD permit manager position.
- 2013:** OAR 731-012 establishes Stakeholder Forum review process for proposed reductions in vehicle-carrying capacity subject to ORS 366.215.
- 2017:** Standalone Mobility Program created (positions funded through HB 2017).
- 2020:** Program moved to Delivery & Operations Division, Statewide Project Delivery Branch.
- 2020:** Region Mobility Liaison Peer Group established.
- 2020:** Oregon Secretary of State Audit [Report](#) on the Project Delivery Process/Work Zone Safety Improvements.
- 2022:** [Charter](#) established for the Mobility Advisory Committee.
- 2025:** [ODOT Internal Audit Report](#) on the impact s of the Mobility Advisory Committee on project delivery.