

Oregon Goods Movement Action Plan (GMAP)

John Jackley, OFAC Executive Sponsor, reported the GMAP will be a landmark, inclusive effort and to be credible it has to have its roots in stakeholder input. He emphasized the necessity for an open, transparent and inclusive project and although the Freight Mobility Section doesn't have every single answer tied down, the study is moving forward. Results are needed prior to the 2009 Legislative session. Mr. Jackley stated another outcome of the GMAP will be to strengthen the OTP.

Julie Rodwell, Freight Mobility Section Manager advised the work scope will be built from stakeholder input to reflect the needs of users and stakeholders of the system.

- Long-range look at freight movement
- Tiered projects
- Funding is an issue
- Fulfill OFAC Bylaws which require completion of a Freight Master Plan
- Deliverables – unresolved
- Global economic trend
- Multi-modal
- Some type of forecasting to be completed prior to the 2009 Legislative session
- 2006 Kick-off to determine approach
- Approach chart – clone to all modes
- Include designated freight routes just expanded
- Asset Management (Highways – will help generate baseline information)
- Identify bottlenecks
- Demand side forecast
- Balanced approach

OFAC members also suggested the GMAP build on the completed Portland freight plan and the Metro plan that has just commenced, the OTC be notified the GMAP work is planned and that contact with shippers be coordinated. Bob Russell stated the planning the FMS has undertaken will start to alleviate some of our (private enterprise's) anxiety regarding freight in the future.