

REPORT CARD FOR CURRENT OTP POLICIES

OTP Policies and Evaluations	<i>Significant Progress</i>	<i>Making Progress</i>	<i>Limited Progress</i>
<p>Policy 1A - Balance: It is the policy of the State of Oregon to provide a balanced transportation system. A balanced transportation system is one that provides transportation options at appropriate minimum service standards, reduces reliance on the single occupant automobile where other modes or choices can be made available, particularly in urban areas, and takes advantage of the inherent efficiencies of each mode.</p>			
<p>Progress Summary: The expansion of the light rail in the Portland area and Eugene's planned rapid transit increases the passenger network. Progress for other populated areas of the state has been varied. Improvements have been made to the passenger service in the Willamette Valley. But rail passenger service to Eastern Oregon has been cut, and regional air passenger service to parts of the state is lacking. Oregon has an extensive rail network that is helping to provide cost-effective choices for shippers. The state highway network is largely in place to support truck freight movement.</p>	X		
<p>Policy 1B - Efficiency: It is the policy of the State of Oregon to assure provision of an efficient transportation system. The system is efficient when (1) it is fast and economic for the user; (2) users face prices that reflect the full costs of their transportation choices; and (3) transportation investment decisions maximize the net full benefits of the system. (Full benefits and costs include social and environmental impacts, as well as the benefits of mobility to users, and construction, operations and maintenance costs.)</p>			
<p>Progress Summary: System efficiency, as defined by the policy is ambitious. Pricing the transportation system is a focus of the policy. Measures to assess "social and environmental impacts" are not in place. Weight-mile taxes are in place for heavy vehicles the importance of charging for parking in urban places is better understood, and a pilot project to test a pilot project to test vehicle miles traveled (VMT) tax is underway. Significant progress has been made with transportation demand management (TDM) measures.</p>			X
<p>Policy 1C - Accessibility: It is the policy of the State of Oregon to promote a transportation system that is reliable and accessible to all potential users, including the transportation disadvantaged, measured by availability of modal choices, ease of use, relative cost, proximity to service and frequency of service.</p>			
<p>Progress Summary: With the help of grants through ODOT, every community over 2,500 people has a handicapped accessible vehicle for local services. Coordination of needed transportation services is being developed by the Department of Human Services for their clientele. Ninety percent of communities in Oregon have intercity bus or rail service. Increased service frequency and better coordination with other transportation services are needed.</p>	X		

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 1D - Environmental Responsibility: It is the policy of the State of Oregon to provide a transportation system that is environmentally responsible and encourages conservation of natural resources.</p>		
<p>Progress Summary: This policy is a standard practice in terms of avoid, minimize, or mitigate. Coordination with federal and state resource agencies is implemented through ODOT's Collaborative Environmental and Transportation Agreement on Streamlining (CETAS) program. The OTIA III bridge replacement work includes stream restoration, material recycling, and context sensitive design. ODOT's commitment for fish passage improvements has exceeded the target in every year.</p>	X		
<p>Policy 1E - Connectivity among Places: It is the policy of the State of Oregon to identify and develop a statewide transportation system of corridors and facilities that ensures appropriate access to all areas of the state, nation and the world.</p>			
<p>Progress Summary: Oregon's transportation system is a network of multimodal corridors and facilities, defined by classifications specific to the mode. The network continues to be developed with some fluctuations in service. Passenger rail service has expanded in Western Oregon but not at the rate anticipated in 1992, and there is no service to Eastern Oregon. Regional commercial air service to Newport and Astoria lasted only a short time. International air service has fluctuated. Improvements have been made to the highway system but no additional major corridors have been added.</p>		X	
<p>Policy 1F - Connectivity among Modes and Carriers: It is the policy of the State of Oregon to provide a transportation system with connectivity among modes within and between urban areas, with ease of transfer among modes and between local and state transportation systems.</p>			
<p>Progress Summary: Rehabilitated passenger rail stations facilitate connection between Amtrak and the Thruway but network. Freight reload facilities have been developed in the Portland area enhancing connectivity, but limited progress in developing intermodal freight facilities has been made in some areas of the state. Lightrail now serves the Portland International Airport. TripCheck, a transportation website that gives travel options and conditions, helps travelers move from mode to mode.</p>		X	
<p>Policy 1G - Safety: It is the policy of the State of Oregon to improve continually the safety of all facets of statewide transportation for system users including operators, passengers, pedestrians, recipients of goods and services, and property owners.</p>			
<p>Progress Summary: There has been a decline in fatalities for all types of transportation except for motorcycles. The Transportation Safety Action Plan, developed in 1995, uses the OTP identified safety actions as a framework. These safety actions have been translated into safety programs and funding. The Action Plan is currently being updated.</p>	X		

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 1H- Financial Stability: It is the policy of the State of Oregon to ensure a transportation system with financial stability. Funding programs should not bias transportation decisions making.</p>		
<p>Progress Summary: Oregon's highway system is not financially stable due to an eroding gas tax base. The bond-financed OTIA projects have significant debt service. Bicycle and pedestrian improvements have stable funding through the one-percent Highway Fund dedication. Since 1999, ODOT has dedicated \$10 million per biennium to transit (as directed by the legislature). Over the past six years, \$30.2 million additional special use transit funds have been dedicated from transportation operating funds (TOF)/cigarette taxes. Although funding has increased for public transit, dedicated funding has been lost under Measure 30. State rail passenger funding depends on general funding and sometimes has been uncertain.</p>		X	
<p>Policy 2A - Land Use: It is the policy of the State of Oregon to develop transportation plans and policies that implement Oregon's Statewide Planning Goals, as adopted by the Land Conservation and Development Commission.</p>			
<p>Progress Summary: A growing number of non-exempt jurisdictions in the state have transportation system plans (TSPs), but only 38 percent of all jurisdictions and 58 percent of non-exempt jurisdictions have acknowledged TSPs. The Transportation Growth Management Program (TGM), jointly administered by ODOT and DLCD, has awarded close to 400 grants since 1995 to local governments to carry out transportation and land use planning.</p>		X	
<p>Policy 2B - Urban Accessibility: It is the policy of the State of Oregon to define minimum levels of service and assure balanced, multimodal accessibility to existing and new development within urban areas to achieve the state goal of compact, highly livable urban areas.</p>			
<p>Progress Summary: This policy focuses on carrying out key provisions of the Transportation Planning Rule. The state TGM program has funded many of the local transportation system plans (TSPs) and the Main Street Handbook and Neighborhood Street Design Guidelines are examples of guidance documents developed by ODOT and DLCD which have helped local communities envision and create compact development.</p>		X	
<p>Policy 2C - Relationship of Interurban and Urban Mobility: It is the policy of the State of Oregon to provide interurban mobility through and near urban areas in a manner which minimizes adverse effects on land use and urban travel patterns.</p>			
<p>Progress Summary: Oregon's integrated state transportation and land use planning help minimize land use and travel conflicts. The Oregon Highway Plan, Bypass Policy and Access Management Rule balance local and state mobility and access needs.</p>	X		

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 2D - Facilities for Pedestrians and Bicyclists: It is the policy of the State of Oregon to promote safe, comfortable travel for pedestrians and bicyclists along travel corridors and within existing communities and new developments.</p>		
<p>Progress Summary: Providing bicycle and pedestrian facilities has become a standard part of road design and construction. Such facilities are key aspects of compact development that communities throughout the state have been working to achieve. Many communities in the state have incomplete sidewalk systems in their downtown areas, and only ten percent of the urban highways in the state have sidewalks and bicycle facilities. Crosswalk safety due to lack of facilities is an issue.</p>		X	
<p>Policy 2E - Minimum Levels of Service: It is the policy of the State of Oregon to define and assure minimum levels of service to connect all areas of the state.</p>			
<p>Progress Summary: The OTP established minimum levels of service for passenger and freight movement (page 87).</p>		X	
<p>Policy 2F - Rural Mobility: It is the policy of the State of Oregon to facilitate the movement of goods and services and to improve access in rural areas.</p>			
<p>Progress Summary: Passing lanes have been added to many sections of rural highways. Progress has been made in connecting smaller communities with larger communities through van and bus service. Commercial air service has been viable to Astoria, Newport, Roseburg and Baker City/LaGrande as envisioned by the 1992 OTP, and rail service to Eastern Oregon was discontinued.</p>		X	X
<p>Policy 2G - Regional Differences: It is the policy of the State of Oregon to provide a transportation system consistent with, yet recognizing differences in, local and regional land use and economic development plans.</p>			
<p>Progress Summary: Regional differences are recognized through the regional and local land use and transportation plans. The creation of the Area Commissions on Transportation (ACTs) helps to further articulate regional preferences. Governor Kitzhaber and Governor Kulongoski have directed agency teams to assist in the development of regional economic strategies.</p>		X	
<p>Policy 2H - Aesthetic Values: It is the policy of the State of Oregon to protect and enhance the aesthetic value of transportation corridors in order to support economic development and preserve quality of life.</p>			
<p>Progress Summary: Designation of state and national Scenic Byways and Tour Routes recognize the unique beauty of scenic highways. These include US 101 and the historic Columbia River Highway, where major restoration of original features has occurred.</p>		X	

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 3A - Balanced and Efficient Freight System: It is the policy of the State of Oregon to promote a balanced freight transportation system which takes advantage of the inherent efficiencies of each mode.</p>		
<p>Progress Summary: ODOT has organized a Freight Advisory Committee and worked with the local and federal governments to promote a balanced and efficient freight system. ODOT has undertaken limited analysis of governmental regulatory and financial support of the various modes. The state has maintained expertise in trucking, rail and air, has worked to permit efficient operations consistent with environmental and safety goals, and reduced railroad crossing conflicts as possible.</p>		X	
<p>Policy 3B - Linkages to Markets: It is the policy of the State of Oregon to assure effective transportation linkages for goods and passengers to attract a larger share of international and interstate trade to the state.</p>			
<p>Progress Summary: Actions are standard practice for each of the modes: The state provides a convenient and physically suitable system for goods movement; promotes the growth of intercity bus, rail passenger and commercial air services; maintains and improves the highway system; promotes the retention of rail service; and encourages investment in ports. Although the state is working with ports to enhance the river system and facilities, the ports are falling behind in participating in international markets because of the population and market area Oregon serves.</p>		X	
<p>Policy 3C - Expanding System Capacity: It is the policy of the State of Oregon to expand the capacity of Oregon's freight industry by facilitating increased cooperation among the providers of transportation facilities and services.</p>			
<p>Progress Summary: The policy and actions promote cooperation and marketing, especially for ports, air freight and rail. ODOT sponsors the Freight Advisory Committee (involving state and local agencies, airports, ports, shippers and transportation providers) and the Motor Carriers Advisory Committee for the trucking industry, and participates in shipper's association meetings. Oregon and Washington ports are working together on the deepening of the Columbia River channel and have completed a joint study with Idaho on the deepening of dam breaching on the river's transportation system. Oregon and Washington also jointly developed the I-5 Transportation and Trade Partnership Study and are developing projects cooperatively.</p>		X	
<p>Policy 3D - Intermodal Hubs: It is the policy of the State of Oregon to promote intermodal freight and passenger transportation hubs to enhance competitiveness, improve rural access and promote efficient transportation.</p>			
<p>Progress Summary: Rail passenger intermodal terminals have been upgraded throughout the I-5 rail passenger corridor. The I-5 Transportation and Trade Partnership Study recognized and supported Portland's role as a major freight hub. The Airport light rail line connects Portland International Airport and the Metro area. Activities at intermodal hubs in some other parts of Oregon have not increased or have declined because of the downturn in the economy and effects of deregulation.</p>		X	

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 3E - Tourism: It is the policy of the State of Oregon to develop a transportation system that supports intrastate, interstate and international tourism and improves access to recreational destinations.</p>		
<p>Progress Summary: The 2003 Legislature passed a lodging tax that will allow the state to further promote tourism through travel information centers, kiosks and websites. The state has more nationally recognized National Scenic Byways and All American Tour Routes than any other state. These are based on local promotion and management plans; ODOT considers the scenic values of these routes in plans and highway improvements.</p>		X	
<p>Policy 4A - Adequate Funding: It is the policy of the State of Oregon to develop and maintain a transportation finance structure that provides adequate resources for demonstrated and proven transportation needs. This funding package should incorporate federal, state, local and private funding and should provide adequate funding for all transportation modes and jurisdictions.</p>			
<p>Progress Summary: Although all modes have seen some public funding increases, they are under funded based on the long-range feasible needs identified in modal plans. The state legislature's OTIA funding packages have provided significant funding for state and local bridges, freight improvements and other highway and local road projects. Effective management has made funding go further, for example, in using maintenance rather than preservation treatments for low volume roads and in working with other jurisdictions to perform tasks.</p>		X	
<p>Policy 4B - Efficient and Effective Improvements: It is the policy of the State of Oregon to develop and maintain a transportation finance structure that promotes funding by the state and local governments of the most appropriate improvements in a given situation and promotes the most efficient and effective operation of the Oregon transportation system.</p>			
<p>Progress Summary: Project funding generally reflects state, regional or local plans, and project evaluation considers efficient and effective operation of the transportation system largely through Environmental Impact Statements and consideration of Oregon Highway Plan Policy 1G.</p>		X	
<p>Policy 4C - Cost and Benefit Relationships: It is the policy to the State of Oregon to modernize and extend the user pays concept to reflect the full costs and benefits of uses of the transportation system and to reinforce the relationship between the user fees and uses of the related revenues.</p>			
<p>Progress Summary: Users do not pay the full costs and benefits of the uses of the transportation system. Political support is lacking.</p>			X

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 4D - Flexibility: It is the policy of the State of Oregon to change the structure of the transportation finance system to provide more flexibility in funding, investment and program options.</p>		
<p>Progress Summary: Federal transportation funds have been flexed to pay for transit and rail improvements more than in other states, but funding is still in silos for all the modes.</p>		X	
<p>Policy 4E - Achievement of State Goals: It is the policy of the State of Oregon to plan and manage the state's environmental, land use and economic goals and objectives.</p>			
<p>Progress Summary: Funding of recent projects, such as OTIA III, carry out the state's environmental, land use and economic goals and objectives. The TGM nationally award-winning Transportation and Growth Management (TGM) program funds planning to carry out transportation/land use goals; the Immediate Opportunity Fund responds to economic development opportunities; the new Statewide Transportation Improvement Program (STIP) criteria attempt to tie funding for projects to plans.</p>	X		
<p>Policy 4F - Equity: It is the policy of the State of Oregon to develop a transportation finance system which consciously attempts to provide equity among competing users, payers, beneficiaries, providers of the transportation system and regions of the state.</p>			
<p>Progress Summary: Cost responsibility laws provide for equitable transportation payments between commercial motor vehicles and other motor vehicles. The STIP funding allocations are equitable among regions, but some feel that other modes, especially rail, do not receive equitable funding.</p>		X	
<p>Policy 4G - Management Practices: It is the policy of the State of Oregon to manage effectively existing transportation infrastructure and services before adding new facilities.</p>			
<p>Progress Summary: Priority is on managing existing infrastructure and services before adding new facilities. Practices include access management, demand management, size and weight enforcement of commercial motor vehicles, use of management systems, and training and technology-sharing. More life-cycle costing could be used.</p>	X		
<p>Policy 4H - Research and Technology Transfer: It is the policy of the State of Oregon to promote the development of innovative management practices, technologies and regulatory techniques and safety measures that will further implementation of the Oregon Transportation Plan and lead to new approaches to meeting mobility needs.</p>			
<p>Progress Summary: Partnerships with universities promote transportation research, and the Technology Transfer Center, a partnership with FHWA and the cities and counties, provides training in transportation technologies throughout the state. The City of Portland funded TravelSmart, a demonstration program to encourage alternatives to the automobile. No research agenda has reflected relative costs of OTP implementation.</p>		X	

<p style="text-align: center;">OTP Policies and Evaluations</p>			
	Significant Progress	Making Progress	Limited Progress
<p>Policy 4I - State Responsibilities: It is the policy of the State of Oregon that the Oregon Department of Transportation shall define a transportation system of statewide significance that: (1) Accommodates international, interstate and intercity movements of goods and passengers that move into and through urban and rural areas; (2) Accommodates connections between different parts of the system, including intermodal transfers of goods and passengers on the system; (3) Provides a minimum level of mobility within the state, including access to the system; (4) Recognizes that maintaining an acceptable level of transportation mobility in Oregon's four metropolitan planning organization (MPO) regions is a matter of special statewide concern.</p>			
<p>Policy 4J - MPO and Other Regional Responsibilities: It is the policy of the State of Oregon that: (1) MPOs and counties outside of MPOs shall define a transportation system of regional significance adequate to meet identified needs for the safe movement of people and goods between and through communities and to regional destinations within their jurisdictions; and (2) Regional transportation plans shall be consistent with the adopted elements of the state transportation system plan.</p>			
<p>Policy 4K - Local Government Responsibilities: It is the policy of the State of Oregon that: (1) Local governments shall define a transportation system of local significance adequate to meet identified needs for the movement of people and goods to local destinations within their jurisdictions; and (2) Local government transportation plans shall be consistent with regional transportation plans and adopted elements of the state transportation system plan.</p>			
<p>Progress Summary: These three policies reflect Transportation Planning Rule requirements. The state, MPOs, and local governments have defined transportation systems to meet identified needs and, as far as it is known, are carrying out their responsibilities in accordance with the Transportation Planning Rule and are consistent with the appropriate plans.</p>		X	
<p>Policy 4L - Federal and Indian Tribal Governmental Relationships: It is the policy of the State of Oregon that: (1) The state shall coordinate its transportation planning and project development with local federal land managers when such plans and projects are on or adjacent to federal lands; (2) Federal land managers should consult with the Oregon Department of Transportation in planning and project development which impact the state transportation system; and (3) The state shall cooperate with representatives of Indian tribal governments in transportation planning and project development when such plans and projects are on or adjacent to Indian reservations.</p>			
<p>Progress Summary: ODOT Region and District offices coordinate transportation planning and project development with federal land managers and with representatives of Indian tribal governments. Better statewide planning coordination with federal land managers would be useful.</p>		X	

<p style="text-align: center;">OTP Policies and Evaluations</p>	Significant Progress	Making Progress	Limited Progress
	<p>Policy 4M - Private/Public Partnership: It is the policy of the State of Oregon to involve the private sector to the fullest practical extent in the planning and implementation of the Oregon Transportation Plan.</p>		
<p>Progress Summary: The private sector participates actively in planning and project selection and on the Area Commissions on Transportation. Recent state legislation and OTIA III support outsourcing of project management, design and construction. The state has not provided stable, consistent funding for plan implementation which might encourage the private sector to make similar long-term investments.</p>		X	
<p>Policy 4N - Public Participation: It is the policy of the State of Oregon to develop programs that ensure the opportunity for citizens, businesses, local governments and state agencies to be involved in all phases of transportation planning processes.</p>			
<p>Progress Summary: The development of plans and the transportation improvement program has included clear procedures and information to achieve widespread public participation. Now the challenge will be to meet environmental justice concerns.</p>	X		
<p>Policy 4O - Public Information and Education: It is the policy of the State of Oregon to provide a program of public information and education for the implementation of the Oregon Transportation Plan.</p>			
<p>Progress Summary: Information programs have been initiated for most of the issues listed in the policy including safety issues. These programs are carried out at the state, regional and local level; some are funded by the TGM program.</p>	X		

ATTACHMENT A

1992 OTP Minimum Levels of Service

	Service Level Met	Service Improving	Service Level Unchanged	Service Level Drop
Note: About 95 percent of the OTP identified minimum level of service standards are included in this report. Service level statements suggesting "sufficient" service has been left out.				
<i>Hourly intercity passenger services should be available to major cities along I-5 in the Willamette Valley.</i>				
Progress Summary: Intercity bus and rail service currently runs every one to five hours (peak vs. off-peak) along the Willamette Valley between Portland and Klamath Falls. The Portland/Eugene portion has 13 round trips per day.		X		
<i>Market areas over 50,000 in population and over 70 miles from Portland should have at least three minimum round trip connections to Portland available per day via intercity passenger modes.</i>				
Progress Summary: Astoria, Newport, North Bend and Coos Bay have one round trip connections to Portland per day down from two, five years ago with the exception to Astoria who has had one round trip for a number of years. Medford, Roseburg, Klamath Falls, Redmond, Pendleton, Albany and Corvallis have at least three connections per day. Bend's service has dropped from three to one round trip per day.				X
<i>East-west and north-south connections to places outside the state should be provided based on travel density in Oregon's interstate corridors.</i>				
Progress Summary: North-south connections include the HWY 101 (Coastal) and I-5 (Willamette Valley) corridors. Major east-west bus service connects Portland and Boise along the I-84 corridor.		X		
<i>Local public transit service and elderly and disadvantaged service providers should regularly connect with intercity passenger services.</i>				
Progress Summary: All urban transit networks provide service to and from intercity passenger terminals. Generally, these terminals are bus stations and thus all intercity buses connect to these stations. Elderly, disabled and dial-a-ride service is provided on a trip-request basis and may or may not connect to intercity passenger terminals, depending upon the patron's needs.		X		
<i>Intercity passenger terminals should be subject to public control in order to assure open access to all intercity carriers at main transfer locations including Portland, Salem, Albany/Corvallis, Eugene, Medford, Bend/Redmond.</i>				
Progress Summary: Generally, intercity passenger terminals are not publicly controlled and are instead owned and operated by Greyhound Bus Lines or the Union Pacific Railroad. While these stations may be used by other service providers, there are fees associated with the use of these private, for-profit facilities. Portland, Salem, Albany, Eugene, Bend/Redmond, Klamath Falls, and Oregon City have publicly owned train stations of which all have been refurbished.			X	

1992 OTP Minimum Levels of Service

	Service Level Met	Service Improving	Service Level Unchanged	Service Level Drop
<i>Direct interconnections should be available between intercity bus, air, rail, airport limousine services, and local transit services (e.g., Portland, Salem, Eugene, Coos Bay, Medford, Klamath Falls, Bend, Pendleton, Corvallis).</i>				
Progress Summary: Bus and rail stations are generally centrally located, and are serviced with local transit services. Airports generally connect with local transit and/or limousine service.	X			
<i>Services shall be provided in compliance with the American with Disabilities Act (ADA) requirements for all modes and transfer facilities.</i>				
Progress Summary: Urban transit service providers are required to install lifts on all their fixed route buses. Urban transit service providers are also required to provide complimentary paratransit (e.g., dial-a-ride and elderly disabled service) to disabled customers who are unable to travel to designated bus stops/stations. Intercity bus providers are not required to install lifts on their vehicles. They are, however, required to provide boarding assistance to all disabled patrons (e.g., two-person lift or ramp). Intercity rail providers are in compliance with ADA requirements.	X			
Intercity Bus Minimum Levels of Services				
<i>Intercity passenger service should be available for an incorporated city or groups of cities within five miles of one another having a combined population of over 2,500, and located 20 miles or more from the nearest Oregon city with a larger population.</i>				
Progress Summary: Minimum service level nearly met. Service was recently established to Burns-Bend and Oakridge-Eugene. Based on the specified criteria, St. Helens-Portland and Milton-Freewater-Pendleton have no connections.		X		
<i>Local transit and elderly and disadvantaged service should be coordinated with intercity bus services</i>				
Progress Summary: Coordination is evident in roughly 80% of towns/cities offering service. Cities/towns not coordinating services include St. Helens, Wood Village, Cornelius, Monmouth, Dundee, Sutherlin, Central Point, Myrtle Creek, Hines, Burns, Aumsville, Silverton, Oak Ridge, Stayton, Independence, Woodburn, Newberg, Dallas, McMinnville and Eagle Point.		X		
<i>Bus passenger terminals should be publicly controlled to ensure all carriers have access to the terminals under open access terms.</i>				
Progress Summary: Generally, intercity bus terminals are not subject to public control. Greyhound owns and operates the vast majority of all bus passenger terminals in Oregon. These stations may be used by other public and private carriers. There are, however, fees associated with the use of these private, for profit facilities and access can be negotiated.			X	

1992 OTP Minimum Levels of Service

	Service Level Met	Service Improving	Service Level Unchanged	Service Level Drop
Intercity Rail Passenger Minimum Levels of Service				
<i>Intercity rail service through Oregon should provide reliable on-time arrivals within fifteen minutes of published schedules.</i>			X	
Progress Summary: Current records indicated on-time arrivals within fifteen minutes of published schedules occur 70 percent of the time.				
<i>The existing Seattle to Portland Cascadia train should be extended south to Eugene.</i>				
Progress Summary: Service has been extended to Eugene.	X			
<i>Premium hourly intercity bus service between Eugene and Portland should be inaugurated.</i>				
Progress Summary: Bus service is provided one to five hours, based on peak and non-peak service with eight daily buses.			X	
<i>Higher speed (110 to 125 mph) intercity rail passenger services should be developed within Oregon as need is demonstrated and technologies and financial support permit.</i>				
<i>Incremental physical improvements to existing mainline rail-road tracks should be used to increase passenger speeds up to 110-125 mph where there is the potential for high rider volumes.</i>				
Progress Summary: Speeds of 110 to 125 mph have not been achieved. Incremental track improvements are being made; speeds up to 79 miles per hour can be achieved on portions of track. Greater interest exists in maintaining reliable schedules. Impediments to high speed rail are increased rail freight congestion and inadequate rail crossings.		X		
Intercity air service minimum levels of services				
<i>Basic commercial air service must be provided to areas with a population of more than 25,000, a central urban area of more than 15,000, and a location more than 50 miles from other comm. air service and more than 100 miles from a metro area.</i>				
Progress Summary: Basic commercial air service is available to Pendleton, Bend/Redmond, Portland, Klamath Falls, Medford, North Bend/Coos Bay, and Eugene. Commercial air service has been discontinued in Astoria and Newport and is not available in Roseburg or Baker City/La Grande.				X
Statewide Freight Service				
<i>Connections to deep draft port facilities should be available under open access terms to all major railroads and trucking lines in the nearby vicinity of maritime port terminals where feasible (e.g., Astoria, Portland, Coos Bay, Newport).</i>				
Progress Summary: There is no open access for railroads to maritime terminals. "Open access" is generally not an applicable concept to railroads in the US.			X	

1992 OTP Minimum Levels of Service

	Service Level Met	Service Improving	Service Level Unchanged	Service Level Drop
<i>Ports and port systems handling substantial quantities of international and national freight (more than 3,000,000 tons) should have multimodal connections, be able to operate in the international marketplace and have access to rail freight service.</i>				
Progress Summary: Both Port of Portland and Port of Coos Bay have multimodal connections in the form of rail. Highway services are more limited to Coos Bay. The Port of Coos Bay tonnage handled per year has consistently declined over the past ten years and in recent years is under three million tons.	X			
<i>Intermodal reload facilities are to be encouraged at other locations as the market demands (e.g., Medford, Bend/Redmond, Salem, Baker City/La Grande, coastal ports).</i>				
Progress Summary: The UP and BNSF operate major intermodal facilities in Portland. There are no other major intermodal rail/truck facilities in Oregon. Most of Oregon's intermodal reload activity occurs in Portland, Salem and Eugene. Small facilities are located in Grants Pass, Coos Bay and La Grande. Small facilities for loading truck trailers on rail cars are located in Prineville and Hinkle. Containers are transferred between truck and marine terminals at the Port of Morrow and Port of Umatilla.			X	
Highway freight minimum levels of service				
<i>Highway freight accessing intermodal truck/rail terminals or moving within Oregon should experience level of service C or better on Oregon highways during off-peak periods (e.g., Portland, Eugene, Medford, Klamath Falls, Umatilla/Boardman)</i>				
Progress Summary: Highway congestion during off-peak hours generally is not an issue for Oregon's truck/rail terminals except those in the Portland area which occasionally experience congestion. The peak period has become longer since 1992 reducing the non-peak period time.				X
<i>HWYs which are not Access Oregon Highways and which have a high percentage of trucks, provide regional freight access, and handle long-distance traffic to out-of-state destinations should be designated as primary freight corridors.</i>				
Progress Summary: Access Oregon Highway designations no longer exist. The Oregon Highway Plan designates a State Highway Freight System. There has been an increase in the amount of freight-designated routes in Oregon since 1992.		X		
Rail freight minimum levels of service				
<i>Branch rail lines within Oregon should be maintained to allow a minimum speed of operation of 25 miles per hour whenever upgrading can be achieved with a favorable benefit-cost ratio.</i>				
Progress Summary: Rail line owners make improvements as financial circumstances allow and the state negotiates improvements on a case by case basis.		X		
<i>Rail mainlines within Oregon should provide convenient ramp, terminal and reload facilities for transfers from truck to rail for long haul movement of freight. High quality highway access should be provided to these sites (mainlines, OR Trunk, Sisk.)</i>				
Progress Summary: Rail main lines are focusing primarily on high volume transfer facilities, mostly in Portland. Highways in the Portland area, including those near intermodal yards, are becoming increasingly congested.			X	

1992 OTP Minimum Levels of Service

	Service Level Met	Service Improving	Service Level Unchanged	Service Level Drop
Pipeline/natural gas minimum levels of service				
<i>Adequate natural gas should be available every 100 to 150 miles on major interstate/statewide transportation corridors throughout the state when economically feasible (e.g., Tillamook, Coos Bay/North Bend).</i>				
Progress Summary: A natural gas line is currently under construction in the Coos Bay. No line has been extended to Tillamook.		X		
Interstate and Statewide Highways				
<i>Intelligent Transportation Systems (ITS) should be established on I-5, I-84 and within metropolitan areas to increase system capacity, improve motorist information and improve travel efficiency on interstate, statewide, regional and local highways.</i>				
Progress Summary: ODOT Region 1 operates ramp meters, variable message signs, closed-circuit TV cameras, and cellular call-in stations for incident management. The City of Salem has interconnected traffic signals with a fiber-optic communications intertie. This City of Medford operates variable message signs and surveillance carriers. ODOT Regions 4 and 5 operate remote weather stations and variable message signs. In Portland, ODOT manages a roving incident control patrol called COMET. ODOT has implemented a Commercial Vehicle Operation project called GREENLIGHT, which uses technology to speed the weight enforcement and inspection process for heavy vehicles.	X			
<i>Highway system management techniques such as access management, transportation demand management and congestion pricing shall have a substantial role in enabling the metropolitan areas to meet the LCDC Goal 12 for per capita VMT reduction.</i>				
Progress Summary: ODOT has an adopted access management administrative rule. TDM techniques are used throughout the state, especially in urban areas in the Willamette Valley.	X			
Bicycle and pedestrian minimum levels of service				
<i>Statewide and regional bicycle systems should be integrated with other transportation systems in urban and rural areas to accommodate commuting and other trips by bicycle.</i>				
Progress Summary: Emphasis is being placed on making bicycle and pedestrian improvements that integrate with transit and mainstreet developments. Little emphasis is being placed on integrating state and regional systems; however, some abandoned and converted rail lines are the exception.		X		