

Policy goal/Key Performance Measure	Previous Reporting period	Current Reporting period	Goal	Goal met (w/in 10%)	Progress Made	Comments
<b>Safety – Engineering, educating, and enforcing a safe transportation system</b>						
<a href="#">Number of traffic fatalities per 100 million vehicle miles traveled (VMT) in Oregon</a>	1.03	1.24	.86	---		Despite a recent uptick, over the last 15 years, Oregon experienced the lowest fatality count since the late 1940s.
<a href="#">Number of serious traffic injuries per 100 million vehicle miles traveled (VMT) in Oregon</a>	4.32	4.93	4.18	---		Drivers age 15 to 20 continued to be overrepresented in serious injury crashes...approximately 14 percent of all serious injury crashes.
<a href="#">Percent of fatalities from Traffic Crashes that involve Alcohol</a>	34%	42%	35%	---		Oregon has been designated by NHTSA a “low rate” state for four years in row.
<a href="#">Number of large truck (commercial motor vehicle) at fault crashes per million vehicle miles traveled (VMT) in Oregon</a>	.44	.39	.37	---		In 2015, Oregon ranked #1 in the nation, as inspectors placed 14.7 percent of drivers out of service for critical safety violations. The national rate is 5.5 percent. Most truck-at-fault crashes are caused by speeding, tailgating, or unsafe lane changes.
<a href="#">Employee disabling (time loss ) claims rate per 100 ODOT employees</a>	2.1	1.5	1.7			A comprehensive review of operations where workers are near moving equipment continues. Changes in procedures and training began in 2015 and continue in 2016.
<a href="#">Number of highway-railroad at grade incidents</a>	14	15	10	---		From 2006 to 2015 rail crossing incidents have decreased 16.6 percent from 18 to 15.
<a href="#">Number of train derailments caused by human error, track, or equipment</a>	23	15	25			From 2006 to 2015, derailments have decreased 69 percent from 49 to 15.
<a href="#">Percent of public satisfied with transportation safety</a>	77%	79%	75%			Public opinion surveys show that 79% of Oregon travelers feel safe on our roads.
<b>Mobility and Economic Vitality – Keeping people and the economy moving</b>						
<a href="#">Average number of transit rides per each elderly and disabled Oregonian annually</a>	20	19	24	---		Increases in the population of older adults continue increase demands.
<a href="#">Number of rail service passengers</a>	210,901	193,743	210,676			Since 2006, passenger rail ridership has increased by more than 55,900.
<a href="#">Percent of Oregon communities of 2.5K+ with intercity bus or rail passenger service</a>	95%	94%	95%			Intercity bus connections remain very near the target even as demand for these services continue to grow.
<a href="#">Percent of lane blocking crashes cleared within 90 minutes</a>	81%	80%	85%	---		Clearing lanes is occasionally delayed due to accident investigations. Traffic incidents account for about 25% of the congestion on the highway system.
<b>Preservation – Preserving and maintaining the transportation infrastructure</b>						
<a href="#">Percent of pavement miles rated “fair or better” out of total miles on ODOT highway system</a>	87%	87%	87%			ODOT’s pavement programs resurface less than one-half the need and higher cost projects can’t be completed with available funds.
<a href="#">Percent of State highway bridges that are not distressed</a>	78%	78%	79%			Based on ODOT Bridge Preservation Strategy and funding levels, an

average of three state highway bridges are replaced each year. At that replacement rate (about 0.1% of our system per year), a bridge designed to last 75 to 100 years will have to last more than 900 years on average.

<a href="#">Percent of Public Transit buses that meet replacement standards</a>	60.9%	56.5%	60%	---		The majority of rural transit vehicles; Small Transit buses, A.K.A. <i>Cutaway or Body-on-Chassis</i> , useful life is only 5 years or 150,000 miles
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## Sustainability – Sustaining the environment and communities

<a href="#">Stream miles of access restored or improved to blocked fish habitat</a>	0	15.5	7			In the last 10 years (2005 to 2015) we have improved or restored access to 218.7 miles of habitat for native migratory fish.
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<a href="#">Percent of urban state highways with bike lanes and sidewalks</a>	38%	39%	50%	---		ODOT is making strategic investments where communities have identified the greatest need.
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<a href="#">Percent of ODOT sustainability performance measures maintaining steady or trending positive</a>	93%	100%	90%			Over calendar year 2015, ODOT's major facilities decreased water use by 3.7 million gallons.
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## Stewardship – Maximizing value from transportation investments

<a href="#">Number of jobs sustained as a result of annual construction expenditures</a>	10,138	10,116	10,995			The 2015 model update calculated the 2015 fiscal year jobs impact factor at 10.1 jobs per \$1M. The fiscal year 2016 jobs impact factor decreased to 9.15 jobs per \$1M, due to inflation.
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<a href="#">Percent of projects with construction phase completed within 90 days of original date</a>	88%	74%	80%			While the 2015 result (74%) is a decrease from 2014, the change is within the routine variation of this measure's performance since 2005.
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<a href="#">Percent of original construction authorization spent</a>	100%	101%	99%			On average, overall project construction expenses are within 100% of their original authorization over the last 13 years.
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<a href="#">Percent of ODOT Awarded Contracts to Oregon Certified Small Businesses (DMWESB)</a>	12.7%	15.2%	12%			We provide statewide training for staff and reach out to certified firms to let them know about opportunities and resources for working on ODOT projects.
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<a href="#">Percent of ODOT customers who are satisfied with services</a>	90%	89.5%	90%			Variations in results between 2006 and 2014 are not statistically significant and have been near the target of 90%.
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<a href="#">Percentage of DMV Field Office Customers served within 20 minutes</a>	47.4%	65.6%	70%			In FY 2015, over 65% of DMV field office customers waited less than 20 minutes to be served by a DMV employee.
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<a href="#">DMV Phone queue wait times (seconds)</a>	41 sec	45 sec	45 sec			ODOT continues to focus on providing consistent telephone answer time and cost-effective service from three contact centers.
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<a href="#">Vehicle Title transaction turnaround time (days)</a>	24 days	24 days	21 days	---		Agency is developing business processes to reduce the title wait time as transaction volumes increase.
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Progress since last report    
 Regression since last report    
 Progress remains unchanged since last report