

Policy goal/Key Performance Measure	Previous Reporting period	Current Reporting period	Goal	Goal met (w/in 10%)	Progress Made	Comments
Safety – Engineering, educating, and enforcing a safe transportation system						
Number of traffic fatalities per 100 million vehicle miles traveled (VMT) in Oregon	1.03	1.24	.86	---		Fatal crashes involving alcohol; speed; or not wearing a safety belt are the most common causes of a fatality on Oregon roadways.
Number of serious traffic injuries per 100 million vehicle miles traveled (VMT) in Oregon	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.
Percent of fatalities from Traffic Crashes that involve Alcohol	34%	42%	35%	---		Oregon needs a back-to-basics approach in addressing this increase, knowing that 80% of Oregon's impaired driving fatalities involve alcohol.
Number of large truck (commercial motor vehicle) at fault crashes per million vehicle miles traveled (VMT) in Oregon	.39	.41	.37	---		In 2016, 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.
Employee disabling (time loss) claims rate per 100 ODOT employees	1.5	1.7	1.7			A comprehensive review of operations where workers are near moving equipment continues. Changes in procedures and training began in 2015 and continued in 2016.
Number of highway-railroad at grade incidents	15	18	10	---		From 2007 to 2016 rail crossing incidents have decreased 5.3 percent from 19 to 18.
Number of train derailments caused by human error, track, or equipment	16	14	25			From 2007 to 2016, derailments have decreased 61 percent from 36 to 14.
Percent of public satisfied with transportation safety	77%	79%	75%			Public opinion surveys show that 79% of Oregon travelers feel safe on our roads.
Mobility and Economic Vitality – Keeping people and the economy moving						
Average number of transit rides per each elderly and disabled Oregonian annually	19	20.5	24	---		Increases in the population of older adults continue increase demands.
Number of rail service passengers	193,743	194,453	199,555			Since 2007, passenger rail ridership has increased by more than 46,400.
Percent of Oregon communities of 2.5K+ with intercity bus or rail passenger service	94%	95%	95%			Intercity bus connections remain very near the target even as demand for these services continue to grow.
Percent of lane blocking crashes cleared within 90 minutes	80%	78%	85%	---		Clearing lanes is occasionally delayed due to accident investigations. Traffic incidents account for about 25% of the congestion on the highway system.
Preservation – Preserving and maintaining the transportation infrastructure						
Percent of pavement miles rated "fair or better" out of total miles on ODOT highway system	87%	88%	85%			ODOT's pavement programs resurface less than one-half the need and higher cost projects can't be completed with available funds.

[Percent of State highway bridges that are not distressed](#)

79% 80% 78%

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.

[Percent of Public Transit buses that exceed useful life](#)

40.9% 43.5% 40% ---

The majority of rural transit vehicles are small transit buses that are expected to last for only 5 years or 150,000 miles.

Sustainability – Sustaining the environment and communities

[Stream miles of access restored or improved to blocked fish habitat](#)

15.5 7.6 7

In the last 11 years (2005 to 2016) we have improved or restored access to 226.3 miles of habitat for native migratory fish.

[Percent of urban state highways with bike lanes and sidewalks](#)

39% 39% 52% ---

ODOT is making strategic investments where communities have identified the greatest need.

[Percent of ODOT sustainability performance measures maintaining steady or trending positive](#)

100% 100% 90%

For seven years in a row we've continued to surpass our annual goal of 25 percent biodiesel use for diesel vehicles in ODOT's Fleet

Stewardship – Maximizing value from transportation investments

[Number of jobs sustained as a result of annual construction expenditures](#)

10,116 8,881 8,921

The 2016 model update calculated the 2016 fiscal year jobs impact factor at 9.15 jobs per \$1M. The fiscal year 2017 jobs impact factor decreased to 9.12 jobs per \$1M, due to inflation.

[Percent of projects with construction phase completed within 90 days of original date](#)

74% 76% 80%

The long term average performance is about 72% on time. We have performed above that average for the last four years in a row.

[Percent of original construction authorization spent](#)

101% 98% 99%

On average, overall project construction expenses are within 100% of their original authorization over the last 11 years.

[Percent of ODOT Awarded Contracts to Oregon Certified Small Businesses \(DMWESB\)](#)

15.2% 12.85% 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.

[Percent of ODOT customers who are satisfied with services](#)

89.5% 91% 90%

Variations in results between 2006 and 2014 are not statistically significant and have been near the target of 90%.

[Percentage of DMV Field Office Customers served within 20 minutes](#)

65.6% 60.7% 70% ---

In FY 2016, over 60% of DMV field office customers waited less than 20 minutes to be served by a DMV employee.

[DMV Phone queue wait times \(seconds\)](#)

45 sec 63 sec 45 sec ---

ODOT continues to focus on providing consistent telephone answer time and cost-effective service from three contact centers.

[Vehicle Title transaction turnaround time \(days\)](#)

24 days 32 days 21 days ---

Agency is developing business processes to reduce the title wait time as transaction volumes increase.



Progress since last report



Regression since last report



Progress remains unchanged since last report