NJTPA NORTH JERSEY TRANSPORTATION PLANNING AUTHORITY

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Regional Performance Measures Scorecard

Scorecard Key: Moving in Desired Direction | Moving in Undesired Direction

Updated: October 2020

ACCESS/MOBILITY

Measures	Previous Year	Latest Year	Direction of Change
% of workers with travel time under 45 minutes Based on Census Bureau's American Community Survey and includes all modes	72.6% (2017)	72.2% (2018)	↓
% of work trips that are not drive-alone Based on Census Bureau's American Community Survey and includes all modes	30.9% (2017)	31.0% (2018)	↑
Total transit ridership All NJ TRANSIT, PATH, ferry, and public/private buses	384.2 Million (2018)	386.3 Million (2019)	↑
% rail stations that are ADA accessible Based on federal and NJ Transit sources	55% (2017)	55% (2018)	No Change
Average % household income spent on transportation Based on Bureau of Labor Statistic's Consumer Expenditure Survey for New York-Newark metro area	9.0% (2016 - 17)	8.4% (2017 - 18)	↓
Annual person-hours of delay per capita Hours spent in traffic that travels at least 20 mph slower than free flow speed (from federal data), divided by NJTPA population	29.1 Hours (2018)	28.1 Hours (2019)	↓
Annual person-hours of peak-hour excessive delay per capita Hours spent on NHS by people going slower than 60% of the posted speed during peaks, divided by NJTPA population	16.3 Hours (2018)	15.5 Hours (2019)	↓

SAFETY

Measures	Previous Year	Latest Year	Direction of Change
# of roadway fatalities Based on traffic crash reports collected by NJDOT	339 (2018)	346 (2019)	↑
Rate of roadway fatalities Based on traffic crash reports collected by NJDOT; fatalities per 100 million vehicle-miles traveled	0.60 (2018)	0.61 (2019)	↑
# of roadway serious injuries Based on traffic crash reports collected by NJDOT	894 (2018)	2,083* (2019)	↑
Rate of roadway serious injuries Based on traffic crash reports collected by NJDOT; serious injuries per 100 million vehicle-miles traveled	1.59 (2018)	3.67* (2019)	↑
Bicycle and pedestrian fatalities and serious injuries Data obtained by NJDOT	308 (2018)	581* (2019)	↑

*The injury classification scheme was updated in 2019. As a result, injuries not previously classified as "serious" are now being included in these metrics, and caused a large jump in the number (and rate) of serious injuries from 2018 to 2019.

RELIABILITY

Measures	Previous Year	Latest Year	Direction of Change
% person-miles traveled on Interstate highways considered "reliable" Based on federal data for Interstate highways in NJTPA region	80.6% (2018)	78.4% (2019)	↓
% person-miles traveled on other National Highway System roads considered "reliable" Based on federal data for National Highway System major arterials in NJTPA region	84.3% (2018)	83.6% (2019)	↓
Commuter rail on-time performance Based on NJ Transit Annual Reports	91.6% (2018)	90.0% (2019)	↓
PATH on-time performance Based on PATH Reports	98.6% (2017)	96.4% (2018)	↓
Light rail on-time performance Based on NJ Transit Annual Reports	96.8% (2018)	96.6% (2019)	↓
Bus on-time performance Based on NJ Transit Annual Reports	90.3% (2018)	91.3% (2019)	↑

COMPETITIVENESS

Measures	Previous Year	Latest Year	Direction of Change
Cargo movement at the Port of NY and NJ Based on Port Authority of NY/NJ data; measured in "twenty-foot equivalent containers" (TEUs)	7.18 Million TEUs (2018)	7.47 Million TEUs (2019)	↑
Passenger volume at Newark International Airport Based on Port Authority of NY/NJ data; covers scheduled, charter, and commuter flights	45.9 Million (2018)	46.3 Million (2019)	↑
Truck Travel Time Reliability Index Based on federal data; higher index means higher unreliability	1.96 (2018)	2.00 (2019)	↑

ENVIRONMENT

Measures	Previous Year	Latest Year	Direction of Change
Annual # "bad" air quality days Based on Air Quality Index of five air pollutants	20 Days (2018)	10 Days (2019)	↓
Annual on-road mobile source greenhouse CO2 gas emissions Modeled estimates of CO2 & CO2 equivalent emissions.	No data available	29.16 million metric tons (2017)	–

COMMUNITY

Measures	Previous Year	Latest Year	Direction of Change
% jobs within 1/2 mile of regional transit Jobs within walking distance of commuter rail/light rail stations and express bus stops	56.6% (2016)	56.5% (2017)	↓
% households within 1/2 mile of regional transit Households within walking distance of commuter rail/light rail stations and express bus stops	51.1% (2017)	51.1% (2018)	No Change

CONDITION

Measures	Previous Year	Latest Year	Direction of Change
% pavement lane-miles considered "acceptable" Based on NJDOT data for National Highway System roadways; rated "fair" or better	57.2% (2018)	57.5% (2019)	↑
% bridge deck area that is in good or fair condition Based on NJDOT data for all NJTPA area bridges; all bridges not rated poor	92.6% (2017)	92.6% (2019)	No Change

RESILIENCY

Regional measures of resiliency have not yet been developed