

NJTPA Performance Measure Targets

| Funding Program | Performance Area | Measure | Metric | Geography/Network | Targets | | | | | |
|--|---|--|---|---|--|----------------------|--------|--------|---------|--|
| | | | | | Baseline/Existing | 1-year | 2-year | 4-year | | |
| ① HSIP | Highway Safety | 5-yr rolling average, all public roads | # of Fatalities | NJTPA Region | 372.0 | 374.7 | | | | |
| | | | rate (per 100 MVMT) of Fatalities | | 0.702 | 0.714 | | | | |
| | | | # of Serious Injuries | | 1,941.8 ¹ | 2,213.8 ² | | | | |
| | | | rate (per 100 MVMT) of Serious Injuries | | 3.676 ¹ | 4.214 ² | | | | |
| | | | # of Non-motorized Fatalities+Serious Injuries | | 555.4 ¹ | 647.7 ² | | | | |
| ② NHPP | NHS Infrastructure Mgmt | % Interstate pavement lane miles | in good condition | New Jersey | 75.7% | | 75.7% | 77.0% | | |
| | | | in poor condition | | 0.1% | | 0.1% | 0.1% | | |
| | | % Non-Interstate NHS pavement lane miles | in good condition | | 41.6% | | 41.6% | 43.0% | | |
| | | | in poor condition | | 4.8% | | 4.8% | 4.0% | | |
| | % NHS bridge deck area | in good condition | 21.3% | | | 21.3% | 23.0% | | | |
| | | in poor condition | 6.6% | | | 6.6% | 6.0% | | | |
| | NHS Performance | % person-miles-traveled (PMT) on Interstate | with reliable travel times (TTR) | | New Jersey | 94.0% | | 82.0% | 83.0% | |
| | | % person-miles-traveled (PMT) on Non-Interstate | | | | 92.2% | | 85.0% | 86.0% | |
| ③ NHFP | Freight | for Interstates, Index | truck travel time reliability (TTTR) | New Jersey | 1.56 | | 1.90 | 1.90 | | |
| ④ CMAQ | Congestion | Annual hours on NHS per capita | peak hour excessive delay (PHED) | New York-Newark (NY-NJ-CT) UZA | 20.9 | | 22.0 | 21.0 | | |
| | | | | Philadelphia (NJ-PA-MD-DE) UZA | 13.1 | | 15.2 | 15.1 | | |
| | | | | Allentown-Bethlehem-Easton (PA-NJ) UZA | 7.1 | | 8.4 | 8.4 | | |
| | | | | New York-Newark (NY-NJ) UZA | 52.4% | | 52.4% | 52.5% | | |
| | | | | Philadelphia (NJ-PA-MD-DE) UZA | 30.6% | | 30.0% | 33.0% | | |
| | | | | Allentown-Bethlehem-Easton (PA-NJ) UZA | 19.7% | | 18.6% | 18.6% | | |
| | Emissions | Total (cumulative) criteria pollutant reduction (kg/day) from CMAQ Projects in AQ Areas ³ | Percent non-SOV travel | CO emissions reduction | NITPA CO Areas ^{3,4} | 130,498 ⁵ | | 60,422 | 114,796 | |
| | | | | PM _{2.5} emissions reduction | NITPA PM _{2.5} Areas ³ | 12,339 ⁵ | | 18.6% | 18.6% | |
| | | | | VOC emissions reduction | | 18,013 ⁵ | | 8,384 | 15,948 | |
| | | | | NO _x emissions reduction | NITPA Ozone Areas ³ | 51,095 ⁵ | | 22,528 | 41,425 | |
| | | | | | | | | | | |
| | | | | | | | | | | |
| ⑤ §5326 | Transit Asset Mgmt | Rolling Stock | NJ TRANSIT: Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB) | AB - Articulated Bus (NJT) | 0.00% | 0.00% | | | | |
| | | | | AO - Automobile (NJT) | 37.40% | 37.01% | | | | |
| | | | | BR - Over-the-road Bus (NJT) | 12.11% | 6.89% | | | | |
| | | | | BU - Bus (NJT) | 59.27% | 88.39% | | | | |
| | | | | CU - Cutaway (NJT) | 72.01% | 64.95% | | | | |
| | | | | LR - Light Rail Vehicle (NJT) | 0.00% | 0.00% | | | | |
| | | | | MV - Minivan (NJT) | 0.00% | 0.00% | | | | |
| | | | | RL - Commuter Rail Locomotive (NJT) | 19.30% | 18.32% | | | | |
| | | | | RP - Commuter Rail Passenger Coach (NJT) | 10.99% | 11.15% | | | | |
| | | | | RS - Commuter Rail Self-Propelled Passenger Car (NJT) | 100.00% | 100.00% | | | | |
| | | Equipment | PATH: Percent of revenue vehicles that have met or exceeded their useful life benchmark (ULB) | VN - Van (NJT) | N/A | N/A | | | | |
| | | | | FB - Ferryboat (PATH) | 0.00% | 0.00% | | | | |
| | | | | HR - Heavy Rail (PATH) | 0.00% | 0.00% | | | | |
| | | | | Automobiles (NJT) | 45.10% | 45.10% | | | | |
| | | Facilities | NJ TRANSIT: Percent of non-revenue vehicles that have met or exceeded their ULB | Trucks and other Rubber Tire Vehicles (NJT) | 57.37% | 57.71% | | | | |
| | | | | Steel Wheel Vehicles (NJT) | 39.68% | 39.68% | | | | |
| | | | | Trucks and other Rubber Tire Vehicles (PATH) | 6.38% | 26.00% | | | | |
| | | | | Steel Wheel Vehicles (PATH) | 3.64% | 9.00% | | | | |
| | | | | Passenger/Parking Facilities (NJT) | 0.80% | 0.80% | | | | |
| | | | | Administrative/Maintenance Facilities (NJT) | 0.98% | 0.95% | | | | |
| Infrastructure | PATH: Percent of non-revenue vehicles that have met or exceeded their ULB | Passenger/Parking Facilities (PATH) | 0.00% | 0.00% | | | | | | |
| | | Administrative/Maintenance Facilities (PATH) | 0.00% | 0.00% | | | | | | |
| | | CR - Commuter Rail (NJT) | 1.78% | 1.75% | | | | | | |
| | | LR - Light Rail (NJT) | 2.38% | 2.38% | | | | | | |
| Fatalities reported to National Transit Database (NTD) | Rate of fatalities per million vehicle revenue miles (MVRM) | YR - Hybrid Rail (NJT) | 0.18% | 0.18% | | | | | | |
| | | HR - Heavy Rail (PATH) | 99.88% | 1.30% | | | | | | |
| | | Newark Light Rail | 0 | 0 | | | | | | |
| | | Hudson Bergen Light Rail | 1 | 1 | | | | | | |
| | | NJ TRANSIT Bus Operations | 5 | 5 | | | | | | |
| | | Newark Light Rail | 0.00 | 0.00 | | | | | | |
| | | Hudson Bergen Light Rail | 0.65 | 0.65 | | | | | | |
| | | NJ TRANSIT Bus Operations | 0.064 | 0.064 | | | | | | |
| | | Newark Light Rail | 2 | 2 | | | | | | |
| | | Hudson Bergen Light Rail | 10 | 10 | | | | | | |
| Customer injuries reported to NTD | Rate of injuries per MVRM | NJ TRANSIT Bus Operations | 195 | 195 | | | | | | |
| | | Newark Light Rail | 4.53 | 4.53 | | | | | | |
| | | Hudson Bergen Light Rail | 6.46 | 6.46 | | | | | | |
| | | NJ TRANSIT Bus Operations | 2.67 | 2.67 | | | | | | |
| | | Newark Light Rail | 3 | 3 | | | | | | |
| | | Hudson Bergen Light Rail | 7 | 7 | | | | | | |
| | | NJ TRANSIT Bus Operations | 261 | 261 | | | | | | |
| | | Newark Light Rail | 6.46 | 6.46 | | | | | | |
| | | Hudson Bergen Light Rail | 7.10 | 7.10 | | | | | | |
| | | NJ TRANSIT Bus Operations | 3.57 | 3.57 | | | | | | |
| Safety Events reported to NTD | Rate of collision events per MVRM | Newark Light Rail | 6 | 6 | | | | | | |
| | | Hudson Bergen Light Rail | 3 | 3 | | | | | | |
| | | NJ TRANSIT Bus Operations | 389 | 389 | | | | | | |
| | | Newark Light Rail | 11.64 | 11.64 | | | | | | |
| | | Hudson Bergen Light Rail | 1.94 | 1.94 | | | | | | |
| | | NJ TRANSIT Bus Operations | 5.32 | 5.32 | | | | | | |
| | | Newark Light Rail | 2 | 2 | | | | | | |
| | | Hudson Bergen Light Rail | 0 | 0 | | | | | | |
| | | NJ TRANSIT Bus Operations | 3 | 3 | | | | | | |
| | | Newark Light Rail | 4.16 | 4.16 | | | | | | |
| System Reliability | Rate of employee injuries per MVRM | Hudson Bergen Light Rail | 0.00 | 0.00 | | | | | | |
| | | NJ TRANSIT Bus Operations | 0.04 | 0.04 | | | | | | |
| | | Newark Light Rail | 4,823 | 4,823 | | | | | | |
| | | Hudson Bergen Light Rail | 92,506 | 92,506 | | | | | | |
| | | NJ TRANSIT Bus Operations | 6,096 | 6,096 | | | | | | |
| | | Newark Light Rail | 0 | 0 | | | | | | |
| | | Hudson Bergen Light Rail | 0 | 0 | | | | | | |
| | | NJ TRANSIT Bus Operations | 4 | 4 | | | | | | |
| | | Newark Light Rail | 0.00 | 0.00 | | | | | | |
| | | Hudson Bergen Light Rail | 0.00 | 0.00 | | | | | | |
| Assaults & Security Incidents | Rate of employee injuries per 200,000 hours | Hudson Bergen Light Rail | 0.00 | 0.00 | | | | | | |
| | | NJ TRANSIT Bus Operations | 5.32 | 5.32 | | | | | | |
| | | Newark Light Rail | 2 | 2 | | | | | | |
| | | Hudson Bergen Light Rail | 0 | 0 | | | | | | |
| Assaults & Security Incidents | Rate of fire events per MVRM | Hudson Bergen Light Rail | 0 | 0 | | | | | | |
| | | NJ TRANSIT Bus Operations | 3 | 3 | | | | | | |
| | | Newark Light Rail | 4.16 | 4.16 | | | | | | |
| | | Hudson Bergen Light Rail | 0.00 | 0.00 | | | | | | |
| Assaults & Security Incidents | Rate of fire events per MVRM | Hudson Bergen Light Rail | 0.04 | 0.04 | | | | | | |
| | | NJ TRANSIT Bus Operations | 0.04 | 0.04 | | | | | | |
| | | Newark Light Rail | 4,823 | 4,823 | | | | | | |
| | | Hudson Bergen Light Rail | 92,506 | 92,506 | | | | | | |
| Assaults & Security Incidents | Rate of assault & security incidents per MVRM | NJ TRANSIT Bus Operations | 6,096 | 6,096 | | | | | | |
| | | Newark Light Rail | 0 | 0 | | | | | | |
| | | Hudson Bergen Light Rail | 0 | 0 | | | | | | |
| | | NJ TRANSIT Bus Operations | 4 | 4 | | | | | | |
| Assaults & Security Incidents | Rate of assault & security incidents per MVRM | Newark Light Rail | 0.00 | 0.00 | | | | | | |
| | | Hudson Bergen Light Rail | 0.00 | 0.00 | | | | | | |
| | | NJ TRANSIT Bus Operations | 0.05 | 0.05 | | | | | | |
| | | Newark Light Rail | 0.05 | 0.05 | | | | | | |

- ① Highway Safety Improvement Program (HSIP)
- ② National Highway Performance Program (NHPP)
- ③ National Highway Freight Program (NHFP)
- ④ Congestion Mitigation and Air Quality Improvement Program (CMAQ)
- ⑤ Transit Asset Management (49 U.S.C. §5326)
- ⑥ Transit Safety & Oversight (49 U.S.C. §5329)

Notes:
¹ Projected number; complete data for serious injuries and VMT baseline not yet available.
² The injury classification scheme was updated in 2019, and injuries are now being classified as "serious" that were not previously classified as "serious." This caused a large jump in the number and rate of "serious injuries" between 2018 and 2019.
³ "AQ Areas" are nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter.
⁴ Regulations require that only reductions from CMAQ projects within nonattainment/maintenance areas be included in the performance measure. Because the CO maintenance area represents only a portion of the NJTPA region, and because there is no definitive way to know how much of the CO reduction from NJTPA CMAQ projects occurs within the maintenance area, an estimate of the portion of VMT that occurs within the maintenance area was developed (39.26%) and applied to the CO emissions benefits from CMAQ projects within the NJTPA region.