



# Measuring Transportation Investments: The Road to Results

## New Jersey is one of 19 states with mixed results

in having the essential tools—goals, performance measures and data—needed to help decision makers choose more cost-effective transportation funding and policy options.

New Jersey fares well in measuring transportation’s progress toward several key policy goals. When it comes to mobility, for instance, the state tracks road congestion, incident clearance and on-time performance of transit services. Similarly, for access, New Jersey records use of transit options by disabled riders. In other areas, there is room for improvement. When it comes to jobs and commerce, the state selects transportation projects in part based on forecasts of economic output, but it does not compare its progress to other benchmarks, such as past performance, that would assist decision makers. And New Jersey has a transportation goal to “respect the environment,” but it does not have performance measures to track its progress toward that goal.

**\$5.07 BILLION** The state spent an estimated \$5.07 billion on transportation in fiscal year 2010.\*

## HOW IS THE STATE DOING?

Does it have the tools to ensure transportation spending and policy decisions are advancing six key goals?

- Leading the Way
- Mixed Results
- Trailing Behind

- SAFETY
- JOBS & COMMERCE
- MOBILITY
- ACCESS
- ENVIRONMENTAL STEWARDSHIP
- INFRASTRUCTURE PRESERVATION
- OVERALL

\*National Association of State Budget Officers State Expenditure Report 2010.

METHODOLOGY: States were given one of three ratings—leading the way, showing mixed results or trailing behind—based on whether they have the goals, performance measures and data needed to help decision makers ensure their surface transportation systems are advancing six key goals. The ratings are based on 10 criteria. Each state was rated for its performance in each of the six goal areas and given an overall rating.

SOURCES: New Jersey Department of Transportation (DOT), “Centerline,” August 2010, <http://www.state.nj.us/transportation/about/asset/pdf/centerline0810.pdf>; “Hudson Bergen Light Rail Customer Impact and Retention Study,” March 2009, <http://www.state.nj.us/transportation/refdata/research/reports/FHWA-NJ-2009-004.pdf>; “Transportation: Impact on the Economy,” September 2009, <http://www.state.nj.us/transportation/refdata/research/reports/FHWA-NJ-2009-015.pdf>. New Jersey Transit (NJT), “NJ Transit Annual Report 2009,” [http://www.njtransit.com/pdf/NJTRANSIT\\_2009\\_Annual\\_Report.pdf](http://www.njtransit.com/pdf/NJTRANSIT_2009_Annual_Report.pdf); DOT and NJT, “Transportation Choices 2030,” October 2008, <http://www.state.nj.us/transportation/works/njchoices/pdf/2030plan.pdf>. Sources accessed April 4, 2011.