



NORTH JERSEY  
TRANSPORTATION  
PLANNING AUTHORITY



# CONGESTION MITIGATION AND AIR QUALITY PERFORMANCE PLAN

September 2018

North Jersey Transportation Planning Authority



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**STATE:** New Jersey

**URBANIZED AREAS:** New York–Newark, NY–NJ–CT Urbanized Area  
Philadelphia, PA–NJ–DE–MD Urbanized Area

## INTRODUCTION

This performance plan supports the Congestion Mitigation and Air Quality (CMAQ) Program in the North Jersey Transportation Planning Authority (NJTPA) region, particularly by using associated national performance measures. The plan accompanies the baseline period performance report prepared by the New Jersey Department of Transportation (NJDOT). Reflecting an extensive and cooperative planning process, the document details established performance targets for the NJTPA region and applicable urbanized areas. It also describes projects identified for CMAQ funding in the upcoming performance period.

## BACKGROUND

The NJTPA is the federally authorized Metropolitan Planning Organization (MPO) for 6.7 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$2 billion in transportation improvement projects and provides a forum for interagency cooperation and public input. It also sponsors and conducts studies, assists county planning agencies and monitors compliance with national air quality goals.

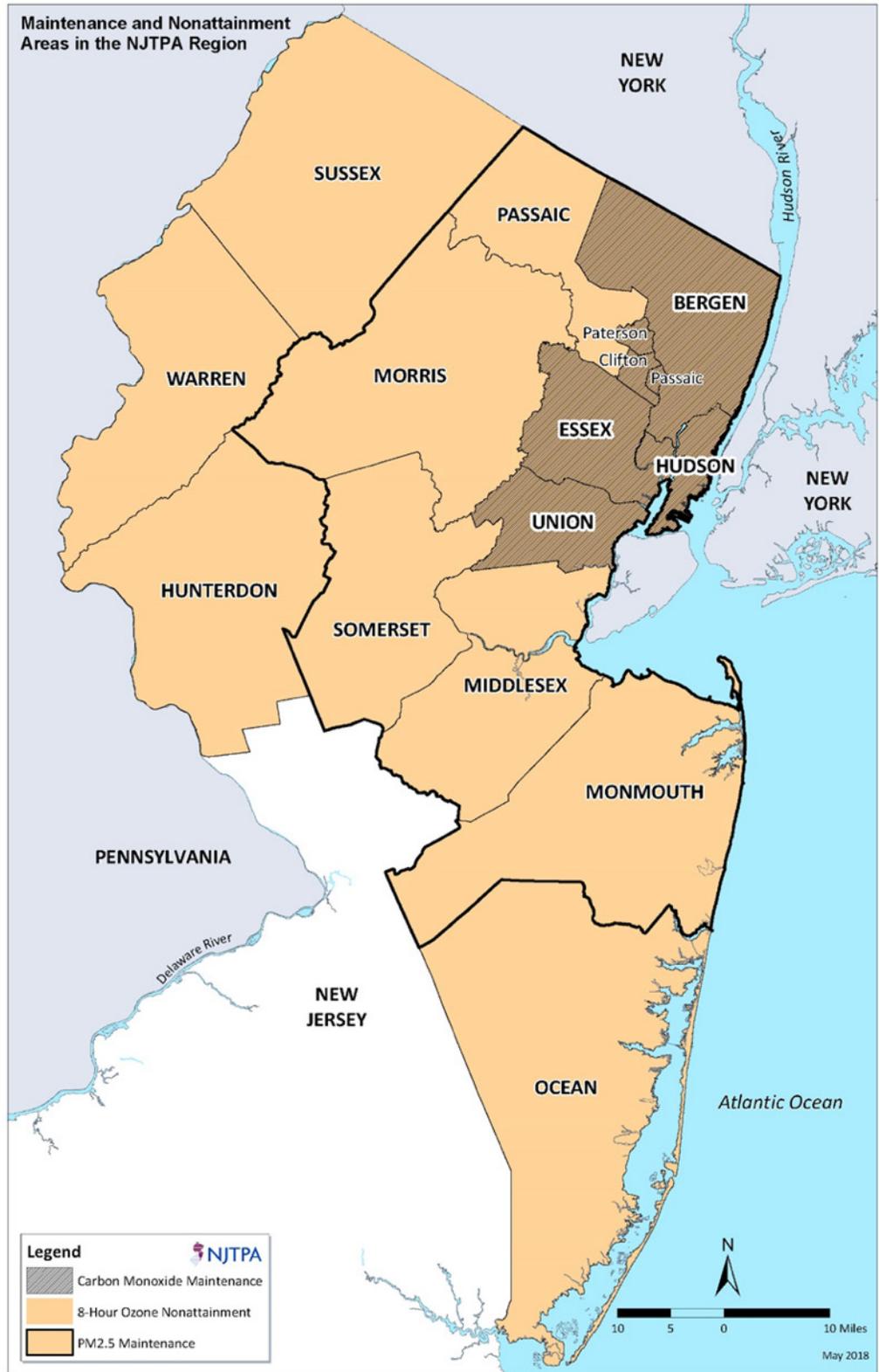
The NJTPA maintains a performance-based decision making process. This strategic approach relies on data, performance indicators, forecasting and analysis to make effective decisions on investment, making sure to support regional planning goals and federal, state and local priorities. The NJTPA's Regional Capital Investment Strategy and Project Prioritization Criteria exemplify the approach, with additional elements including the identification of CMAQ projects and broader performance measure monitoring.

The NJTPA is part of the New York–Newark, NY–NJ–CT urbanized area (UZA), which has a population of nearly 19 million people. The NJTPA also has a small overlap with the Philadelphia, PA–NJ–DE–MD UZA, which has a population of approximately 5.5 million.

Due to the fact that the NJTPA region contains designated nonattainment and maintenance areas that overlap an urbanized area with a population above 1 million, regulations<sup>1</sup> require that the NJTPA prepare this CMAQ Performance Plan. Portions of the NJTPA region are in nonattainment or maintenance for the criteria pollutants of ozone, fine particulate matter (PM<sub>2.5</sub>) and carbon monoxide (CO). The entire NJTPA region is part of the New York-Northern New Jersey-Long Island, NY–NJ–CT 8-hour ozone nonattainment area and the Philadelphia-Wilmington-Atlantic City,



<sup>1</sup>23 CFR 490.107(c)(3)



**Maintenance and Nonattainment Areas in the NJTPA Region (map)**

PA–NJ–MD–DE 8-hour ozone nonattainment area. Nine NJTPA counties are part of the New York-Northern New Jersey-Long Island, NY–NJ–CT annual and daily PM<sub>2.5</sub> maintenance areas, and four (plus a portion of a fifth) are part of the New York-Northern New Jersey-Long Island, NY–NJ–CT CO maintenance area. (Five municipalities within the region were designated as “formerly not classified areas” for CO. The performance measure regulations do not apply to these areas, because 20 years of maintenance have been completed.) The NJTPA region nonattainment and maintenance area designations are shown in the map below.

## PERFORMANCE MEASURES

The CMAQ Performance Plan is required to include three particular performance measures. Two address traffic congestion, aggregated at the UZA level: **percent non-single occupant vehicle (non-SOV) travel**, and **peak hour excessive delay (PHED) per capita**. The third measure addresses **total criteria pollutant emissions reductions from CMAQ projects**, for the NJTPA region (specifically tied to corresponding nonattainment or maintenance areas for those pollutants).

The three measures were evaluated to assess baseline condition/performance as described below. The measures were also analyzed to collaboratively develop UZA traffic congestion targets and NJTPA region pollutant emissions reductions targets. Finally, the plan’s list of future CMAQ projects specifically identifies how those projects should help to achieve the congestion and emissions targets in the upcoming performance period.

### **Coordination on Performance Measure Analysis**

The annual hours of peak hour excessive delay (PHED) per capita and percent non-SOV travel measures involved considerable coordination. The NJTPA worked closely with partners in both the New York–Newark and Philadelphia UZAs, compiling and analyzing data, considering policy and practical factors, and developing suitable benchmarks and targets.

The New York–Newark UZA only has national highway system (NHS) roadways in New Jersey and New York. Thus, only three MPOs—NJTPA, the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC)—and two state Departments of Transportation—NJDOT and NYSDOT—are responsible for setting and reporting targets for these measures. However, the coordination group also included three additional MPOs—the South Western Region Metropolitan Planning Organization (SWRMPO), part of the Western Connecticut Council of Governments, the Orange County [NY] Transportation Council, and the South Jersey Transportation Planning Organization (SJTPO)—and two additional state departments of transportation—Connecticut DOT and Pennsylvania DOT (PennDOT). Also participating in the New York–Newark UZA coordination group meetings were staff from two Federal Highway Administration (FHWA) divisions—New Jersey and New York. The New York–



Newark UZA coordination group met monthly from July 2017 through May 2018 to work on CMAQ traffic congestion measures. A subgroup met monthly (November 2017 through May 2018) to discuss specifics of data and tools.

The Philadelphia UZA has NHS roadways in four states: Pennsylvania, New Jersey, Delaware, and Maryland. The coordination group meetings included seven MPOs—NJTPA, DVRPC, SJTPO, the Wilmington Area Planning Council, the Lehigh Valley [PA] Transportation Study, the Reading [PA] Area Transportation Study (RATS), and the Lancaster County [PA] Transportation Coordinating Committee (LCTCC)—and four state DOTs—PennDOT, Delaware DOT, Maryland DOT, and NJDOT. The group met four times between February and April 2018.

For the **CMAQ emissions reduction** measure, coordination included several meetings with the New Jersey Air Quality Working Group (with subject matter experts from NJDOT, the New Jersey Department of Environmental Protection (NJDEP), NJTPA, DVRPC, and SJTPO). All three MPOs in New Jersey contain nonattainment and/or maintenance areas and the coordination ensured a consistent approach across MPOs.

## **BASELINE CONDITION/PERFORMANCE AND TARGET DEVELOPMENT**

### ***Percent non-SOV Travel***

This performance measure recognizes the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. **Percent non-SOV travel** for the urbanized area is calculated using U.S. Census American Community Survey (ACS) data about journey-to-work trips. Non-SOV includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.—anything other than driving alone.

The most current 5-year ACS data (an aggregate 2012-2016 value) shows that, for the **New York–Newark UZA**, over half (51.6%) of the residents use a non-SOV mode as their primary commute mode. The trend has been a modest increase in recent years. For target setting, the partner agencies highlighted this trend and other considerations, including: consistency with policy goals, long-range forecasts, other trends in population, employment and ridesharing, public transit capacity constraints, the limited short-term impact of transportation projects and programs, and the uncertainty from numerous external factors.

For the **Philadelphia UZA**, the 2012-2016 5-year ACS reports that slightly more than one quarter (27.9%) of the residents use a non-SOV mode for their journey to work. Similar to the New York-Newark UZA, non-SOV use in the **Philadelphia UZA** has shown modest increases in recent years, and the agencies highlighted similar considerations as discussed in the **New York-Newark UZA**.

### ***Annual Hours of PHED Per Capita***

This is a measure of congestion on all NHS roadways (mostly roads that are principal arterials or greater functional class) in each urbanized area. The measure sums up the

delay experienced by travelers throughout an entire year on those roads, specifically during peak periods (weekdays from 6-10 am and 3-7 pm).

The use of the word “excessive” reflects that some level of congestion is recognized as acceptable and is thus not counted. FHWA defines excessive delay as travel slower than 20 miles per hour or 60 percent of the posted speed limit, whichever is greater. The excessive travel time is the time beyond what it would take to travel at these threshold speeds. The “per capita” implies that the total delay is shared by all residents; hence if some trips can be avoided or shifted to walking or biking or shifted out of the peak period, the measure would show improvement. The delay is added for all travelers. Hence a bus with 25 passengers excessively delayed by 10 minutes adds up to 250 person-minutes of delay.

Data for this measure is based largely on archived real-time travel statistics reported at 15-minute intervals for the entire year. Other data on traffic volumes and vehicle types, distributions of traffic over the peak periods and estimates of vehicle occupancy are included. Annual person-hours of excessive delay on each roadway segment is summed for the entire urbanized area and divided by the population of the urbanized area.

The partner agencies compiled the best available data, with staff assisting various expert technical teams that developed the needed computations. However, historical trend data is unavailable for this measure and its accuracy is currently uncertain. FHWA has recognized these challenges, but still requires large urbanized area agreement on a single 4-year target. At the same time, FHWA allows for (and the partner agencies expect) the urbanized areas to revisit and make adjustments to the target in two years (2020).

Currently, it appears that, within the New York-Newark UZA, there was approximately 20 hours per capita of peak hour excessive delay in 2017 (the only year for which sufficient data is available). For the Philadelphia UZA, the estimate of current (2017) peak hour excessive delay is 16.8 hours per capita.

### **CMAQ Emissions Reduction**

As noted, the NJTPA is required to set quantitative targets for pollutant emissions reductions from CMAQ projects within its nonattainment and maintenance areas.

Separate emission reduction targets are required for each nonattainment or maintenance area pollutant, or precursor. For the NJTPA region, these are CO and PM<sub>2.5</sub>, along with the ozone precursors of volatile organic compounds (VOC) and nitrogen oxides (NO<sub>x</sub>). The required emissions reduction targets identify the amount of pollutant emissions (in kilograms per day, or kg/day) estimated to be reduced by CMAQ-funded projects within the corresponding nonattainment or maintenance area(s), summed over the applicable fiscal years. The 2-year target represents the emissions reductions from CMAQ projects that will first be authorized within FY 2018 and FY 2019, while the 4-year target represents the emissions reductions from CMAQ projects that will first be authorized within FYs 2018, 2019, 2020, and 2021.



The New Jersey Air Quality Working Group identified and agreed on MPO-level baselines and targets for the emissions reductions from CMAQ projects. Because New Jersey is completely covered by MPOs, these MPO-level baselines and targets were combined to create the statewide baseline and targets.

As a baseline, the Air Quality Working Group examined emissions reductions from CMAQ projects authorized during the last four fiscal years (FY 2014 – FY 2017). The baseline used required data from the FHWA CMAQ Public Access System (PAS) with corrections including eliminating duplicate projects and adding projects not counted in the system.

For target setting, the group took into account the baseline and the partner agencies’ commitment to sustaining the level of effort with CMAQ program pollutant reductions. Looking at the entire four-year baseline period was appropriate because of variations in specific projects from year to year. (The four-year sum also helps to address an accounting complexity for this measure—emission reduction benefits are assigned to the first year that projects are authorized, even if the benefits are spread over longer periods.) The target setting also considered that vehicles are becoming cleaner (less polluting) over time, making it more challenging to achieve pollutant reductions by reducing vehicle miles traveled.

GEOGRAPHY	POLLUTANT	NJTPA REGION (KG/DAY)	
		CMAQ PAS BASELINE (FY 14-FY 17)	ADJUSTED BASELINE (FY 14-FY 17) <sup>1</sup>
CO Maintenance Area	CO	319.238	67.376
PM <sub>2.5</sub> Maintenance Area	PM <sub>2.5</sub>	19.751	4.312
Ozone Nonattainment Area	VOC	53.488	31.937
	NO <sub>x</sub>	430.480	206.771

<sup>1</sup> Without duplicates/erroneous data, and with NJ TRANSIT projects added.

## 2-YEAR AND 4-YEAR TARGETS

The NJTPA Board of Trustees approved the cooperatively-developed UZA congestion and NJTPA region pollutant emissions reduction targets in July and September 2018, respectively. The targets are identified and described below.

### **Percent non-SOV Travel**

Based on the considerations described above, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 2-year target (for the 2014-2018 period) is to maintain the percent non-SOV travel at **51.6 percent**; and that an appropriate 4-year target (for the 2016-2020 period) would be a slight increase to **51.7 percent**.

The Philadelphia UZA MPOs and state DOTs agreed that an appropriate 2-year target (for the 2014-2018 period) is a slight increase in the percent non-SOV travel, to 28.0 percent; and that an appropriate 4-year target (for the 2016-2020 period) would be an additional slight increase to 28.1 percent.

**Annual Hours of PHED Per Capita**

Given similar considerations for the percent non-SOV measure, and noting that other measures of delay have been increasing recently, the New York-Newark UZA MPOs and state DOTs agreed that an appropriate 4-year target (benchmark) for peak hour excessive delay in 2021, would be 22.0 hours per capita. Note that a 2-year target is not required for this measure.

The agreed 4-year target (benchmark) is 17.2 hours per capita for the Philadelphia UZA.

**CMAQ Emissions Reduction**

To develop targets, an annual average for each pollutant was calculated for the baseline period (FY 2014–FY 2017), accounting for the relative “cleanliness” of the vehicles during each year. This average was then projected forward for each fiscal year during the performance period (FY 2018–FY 2021), again adjusting for the anticipated cleaner vehicles in the future. The 2-year target was set as the sum of the emissions reduction projections for FY 2018 and FY 2019, and the 4-year target was set as the sum of the emissions reduction projections for FY 2018 through FY 2021. This results in the following table for the NJTPA region:

GEOGRAPHY	POLLUTANT	NJTPA REGION (KG/DAY)		
		ADJUSTED BASELINE (FY14-FY17) <sup>1</sup>	2-YR TARGET (FY18-FY19)	4-YR TARGET (FY18-FY21)
CO Maintenance Area	CO	67.376	31.927	63.010
PM <sub>2.5</sub> Maintenance Area	PM <sub>2.5</sub>	4.312	1.663	3.267
Ozone Nonattainment Area	VOC	31.937	14.026	27.318
	NO <sub>x</sub>	206.771	101.722	202.745

<sup>1</sup> Without duplicates/erroneous data, and with NJ TRANSIT projects added.

**DESCRIPTION OF PROJECTS**

The NJTPA and its partner agencies identify and develop CMAQ projects following federal requirements, to improve the region’s air quality and manage traffic congestion. The accompanying Project Description Table lists projects identified for



CMAQ funding in the NJTPA region in the coming performance period. For each project (or group of projects), anticipated benefits are described as they relate to the CMAQ congestion and air pollutant reduction performance measures.

The table lists “Initial TIP Program Fiscal Year,” which represents the first year that the project is anticipated to receive CMAQ funding. This is important because emission reduction benefits are only entered into the PAS for the first year that the project receives CMAQ funding.

The table is organized in sections relating to the 2- and 4-year targets. Within each section, projects are sorted by project type. The initial section includes projects that are anticipated to receive initial CMAQ funding during FY 2018 and FY 2019 (the period covered by the 2-year target). The second lists projects for FY 2020 and FY 2021. The final section includes projects that will continue to receive funding during the performance period, but have already received CMAQ funding (prior to FY 2018). These projects will not technically help to meet the emission reduction targets (because their benefits have already been entered into the PAS), but they should contribute to meeting the congestion targets. In addition, if funding for these projects were to be eliminated, emission benefits would also be lost as well.

### **NEXT STEPS**

Overall, the projects in this table should help the region meet the CMAQ congestion and emission reduction targets in this plan. Coupled with projects funded and implemented through other programs, they should help the region reach environmental, economic, quality of life and other social goals.

The NJTPA, working with its partner agencies, will continue to identify and develop CMAQ projects based on a performance-driven planning and programming process, and will assess data and progress reports for the midpoint and final performance period milestones in 2020 and 2022. As appropriate at those times, adjustments may be made to performance targets. More importantly, those progress reports will also inform decision makers overseeing the planning process, offering opportunities to reassess and re-align investment priorities. These can be incorporated into updates of NJTPA’s Transportation Improvement Program and the NJTPA’s long-range Regional Transportation Plan.

## CMAQ PROJECT DESCRIPTION TABLE

### Performance Period: FY 2018-2021

DBNUM <sup>2</sup>	PROJECT SPONSOR & TITLE	PROJECT DESCRIPTION	PROJECT TYPE	INITIAL TIP PROGRAM FISCAL YEAR	RELEVANT POLLUTANT	EMISSIONS BENEFIT	TRAFFIC CONGESTION BENEFIT (PHED)	TRAFFIC CONGESTION BENEFIT (NON-SOV)
<b>FY 2018 AND FY 2019 PROJECTS BY PROJECT TYPE</b>								
X065	<i>NJDEP</i> It Pay\$ to Plug In	Expands <i>NJDEP</i> 's electric vehicle (EV) charging program with 510 charging stations in public workplaces, downtown areas, leisure destinations, public colleges and universities, and major transportation corridors.	Alternative Fuels and Vehicles	2019	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Expanding infrastructure to increase the market share for EVs, allows for cleaner energy use.	N/A	N/A
X065	<i>NJDEP</i> New Jersey Idle Reduction Program	Implements an idle reduction program and technology for transport refrigeration units (TRUs) at food distribution centers.	Anti-Idling	2019	NO <sub>x</sub> , PM <sub>2.5</sub>	Reduced vehicle engine idling reduces pollutant emissions.	N/A	N/A
X065	<i>Bergen County</i> Adaptive/ Intelligent Signal Program in Hackensack	Optimizes traffic signals in the TOD area of Hackensack, relieving congestion for buses and cars.	Congestion Relief, Signal/ITS	2018	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Optimized traffic flow reduces pollutant emissions.	Improved traffic operations reduces congestion.	Improved traffic flow for buses encourages increased non-SOV use.
X065	<i>Passaic County</i> Smart Corridor Traffic Signal Optimization	Optimizes 62 traffic signals and other smart elements along three key corridors in Passaic County.	Congestion Relief, Signal/ITS	2019	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Optimized traffic flow reduces pollutant emissions.	Improved traffic operations reduces congestion.	N/A
X065	<i>PANYNJ</i> Port Diesel Retrofits	Retrofit Cargo Handling Equipment with Anti-Idling Technology	Diesel Retrofit	2019	NO <sub>x</sub> , PM <sub>2.5</sub>	Yard tractors retrofitted with start stop technology reduces engine idling and pollutant emissions.	N/A	N/A

<sup>2</sup> NJDOT Project Reference Number (Database Number)

## CMAQ PROJECT DESCRIPTION TABLE

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<b>FY 2018 AND FY 2019 PROJECTS BY PROJECT TYPE</b>								
9237	NJDOT Route 57/182/46 Hackettstown Mobility Improvements	Initiated by the CMP, reconfigure four intersections, traffic signals repathed and ADA facilities upgraded.	Signal/ITS, Bike/Ped	2019	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Optimized traffic progression on signalized routes reduces pollutant emissions.	Improved traffic operations reduces congestion.	N/A
T120	NJ TRANSIT Small/Special Services Program	Promotes transit solutions to reduce congestion, manage transportation demand and improve air quality such as shuttles and bike/transit facilitation.	TDM	2018	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Alternative transit services encourage more efficient shared ride modes, reducing pollutant emissions.	Increased transit use results in fewer vehicles and less traffic congestion.	Innovative access to transit services reduces SOV travel.
T87	NJ TRANSIT Hudson-Bergen and Newark Light Rail System	Annual improvements, rolling stock and Rt. 440 Extension	Transit	2018	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Transit services encourage more efficient shared ride modes, reducing pollutant emissions.	Increased transit use reduces traffic congestion.	Improved transit access to key waterfront destinations in Hudson County and linked existing transit hubs reduces SOV travel.

<sup>2</sup> NJDOT Project Reference Number (Database Number)

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<b>FY 2020 AND FY 2021 PROJECTS BY PROJECT TYPE</b>								
17419	NJDOT Rt. 1, Alexander Road to Mapleton Road	Improvements on Rt. 1 to relieve congestion by increasing travel lanes from 3-4 per direction, reconfiguring the Rt. 1 Washington Road traffic circle and rephasing traffic signals.	Congestion Relief, Signal/ITS	2021	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Improved traffic operations reduces emissions from idling traffic and with smoother traffic flow.	Improved traffic operations reduces congestion.	N/A
X065	NJDEP Marine Repower Program	Implements a program to replace older, higher emitting marine diesel engines with EPA compliant engines on NJ/NY passenger ferries and commercial fishing fleets in Ocean County.	Diesel Repower	2020	NO <sub>x</sub> , VOC, PM <sub>2.5</sub> , CO	Cleaner marine diesel engines produce less pollutants.	N/A	N/A
X065	PANYNJ Onshore Exhaust Capture & Control System	Implements an onshore exhaust capture and control system to capture and treat engine exhaust to remove air contaminants at Port Newark as ships load and unload.	Innovative Technology	2020	NO <sub>x</sub> , PM <sub>2.5</sub>	Capture and control of pollutants reduces their emission.	N/A	N/A
X065	NJ TRANSIT Local Mobility Initiatives (LMI)	NJTPA will conduct a solicitation for LMI projects for FY 2021	Transit	2021	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Shuttle services encourage more efficient shared ride modes, reducing pollutant emissions.	Increased transit use reduces traffic congestion.	Transit service availability reduces SOV travel.
X065	Various Transportation Clean Air Measures (TCAM)	NJTPA will conduct a solicitation for TCAM projects for FY 2021	Various	2021	Dependent on project(s) selected	Dependent on project(s) selected	Dependent on project(s) selected	Dependent on project(s) selected

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<b>FY 2020 AND FY 2021 PROJECTS BY PROJECT TYPE</b>								
X185	<i>NJDOT</i> Rt. 1, Alexander Road to Mapleton Road	Implements of the Statewide Bicycle and Pedestrian Master Plan	Bike/Ped	Ongoing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Increased biking and walking reduces motor vehicle trips and pollutant emissions.	Fewer motor vehicle trips reduces traffic congestion.	Biking and walking are non-SOV modes.
13303	<i>NJDOT</i> Active Transportation Management System (ATMS)	Deploys the first ATMS in NJ	Congestion Relief, Signal/ITS	Ongoing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Optimized traffic flows reduces pollutant emissions.	Improved traffic operations reduces congestion.	Transit priority elements encourage non-SOV travel.
15343	<i>NJDOT</i> Intelligent Traffic Signal Systems	Systematically and strategically upgrades existing traffic signals from stand-alone signals to coordinated, real-time traffic signal networks	Congestion Relief, Signal/ITS	Ongoing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Optimized traffic flows reduces pollutant emissions.	Improved traffic operations reduces congestion.	Transit priority elements encourage non-SOV travel.
X065	<i>PANYNJ</i> North Jersey Regional Truck Replacement Program	Replaces and scraps pre-2007 drayage trucks with EPA compliant trucks that service the PANYNJ regularly.	Diesel Repower	Continuing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	EPA compliant trucks pollute less.	N/A	N/A
X43	<i>NJDOT</i> TDM Program Support	Continues the management of the Park and Ride System and the RidePro ride matching program.	TDM	Ongoing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Car and van pool facilities and services encourage more efficient shared ride modes, reducing pollutant emissions.	More efficient use of fewer motor vehicles reduces traffic congestion.	Shared rides are non-SOV trips.

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<b>FY 2020 AND FY 2021 PROJECTS BY PROJECT TYPE</b>								
X065	<i>NJ TRANSIT</i> Local Mobility Initiatives	Reduces SOV travel by providing shuttle service to transit and work places as well as replacing older shuttle buses with cleaner vehicles.	Transit	Continuing Project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Shuttle services encourage more efficient shared ride modes, reducing pollutant emissions.	Increased transit use reduces traffic congestion.	Transit service availability reduces SOV travel.
T112	<i>NJ TRANSIT</i> Rail Rolling Stock Procurement	Replaces aged rail rolling stock and expansion of current fleet.	Transit	Ongoing project	NO <sub>x</sub> , VOC, PM <sub>2.5</sub>	Transit facilities encourage ridership and reduce pollutant emissions.	Increased transit use reduces traffic congestion.	Transit service availability reduces SOV travel by growing ridership.

<sup>2</sup> NJDOT Project Reference Number (Database Number)



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