



CMAQ PERFORMANCE PLAN

**FOR THE NJDOT PERFORMANCE PERIOD REPORTS:
2022–2025 FULL PERFORMANCE PERIOD REPORT
2026–2029 BASELINE PERFORMANCE PERIOD REPORT**



September 2026

This report has been prepared by the North Jersey Transportation Planning Authority (NJTPA) with financing by the Federal Transit Administration and the Federal Highway Administration of the U.S. Department of Transportation. This document is disseminated under the sponsorship of the U.S. Department of Transportation in the interest of information exchange. The NJTPA is solely responsible for its contents.

STATE: New Jersey

URBANIZED AREAS (2022–2025): New York–Newark, NY–NJ–CT
Philadelphia, PA–NJ–DE–MD
Allentown–Bethlehem–Easton, PA–NJ

URBANIZED AREAS (2026–2029): New York–Jersey City–Newark, NY–NJ
Trenton, NJ
Allentown–Bethlehem, PA–NJ

INTRODUCTION

This performance plan supports the Congestion Mitigation and Air Quality Improvement (CMAQ) Program in the North Jersey Transportation Planning Authority (NJTPA) region, particularly by using associated national performance measures. The plan accompanies both the **full performance period progress report** on the second four-year performance period (2022–2025) and the **baseline performance period report** on the third performance period (2026–2029). These performance period reports are submitted by the New Jersey Department of Transportation (NJDOT) to the Federal Highway Authority (FHWA). Reflecting an extensive and cooperative planning process, this document details performance targets and lists projects identified for CMAQ funding for the third performance period for the NJTPA region and applicable urbanized areas. It also describes progress achieved toward targets set for the second performance period and provides a status on projects identified for CMAQ funding during that performance period.

BACKGROUND

The NJTPA is the federally authorized Metropolitan Planning Organization (MPO) for 7.1 million people in the 13-county northern New Jersey region. Each year, the NJTPA oversees more than \$3 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 agency's Regional Capital Investment Strategy and Project Prioritization Criteria exemplify the approach. Additional performance-based elements include the identification and quantifying emissions reduction from CMAQ projects and broader performance measure monitoring.

During the second four-year performance period (2022–2025), the NJTPA was part of (and contained National Highway System (NHS) roadways within) three urbanized areas (UZAs) that were delineated following the 2010 Decennial Census.

- The New York–Newark, NY–NJ–CT UZA had a 2010 population of 18.4 million people, 6.1 million of which lived in the NJTPA region (in all thirteen NJTPA counties). This comprised 93 percent of the NJTPA’s 2010 population of 6.6 million.
- The Philadelphia, PA–NJ–DE–MD UZA had a 2010 population of 5.4 million people, 5,500 of which lived in the NJTPA region (in Hunterdon County around Lambertville).
- The Allentown–Bethlehem–Easton, PA–NJ UZA had a 2010 population of 665,000 people, 32,400 of which lived in the NJTPA region (in Hunterdon and Warren Counties around Phillipsburg).

For the third four-year performance period (2026–2029), the NJTPA is part of (and contains NHS roadways within) three urban areas (UAs¹) that were delineated following the 2020 Decennial Census.

- The New York–Jersey City–Newark, NY–NJ UA had a 2020 population of 19.4 million people, 6.5 million of which lived in the NJTPA region (in all thirteen NJTPA counties). This comprises 92 percent of the NJTPA’s 2020 population of 7.0 million.
- The Trenton, NJ UA had a 2020 population of 370,000, 6,600 of which lived in the NJTPA region (in Middlesex and Monmouth counties, around Cranbury Township)
- The Allentown–Bethlehem, PA–NJ UA had a 2020 population of 622,000, 31,000 of which lived in the NJTPA region (in Warren County, around Phillipsburg).

Figures 1 and 2 show the urbanized areas that overlap with the NJTPA region. Following the 2020 Decennial Census, the US Census Bureau stopped distinguishing between different types of urban areas and thus dropped the “urbanized area” name for urban areas with populations above 50,000. However, the FHWA still refers to “urbanized areas,” especially for the state DOT-adjusted areas, which can encompass more land than the Census-delineated urban areas. However, the Census Bureau does not provide population estimates for these state DOT-adjusted urbanized areas; the Census urban area population is used instead.

¹ As mentioned above, starting with the delineations following the 2020 decennial census, the Census Bureau uses the term “urban area” for all of its urban designations.

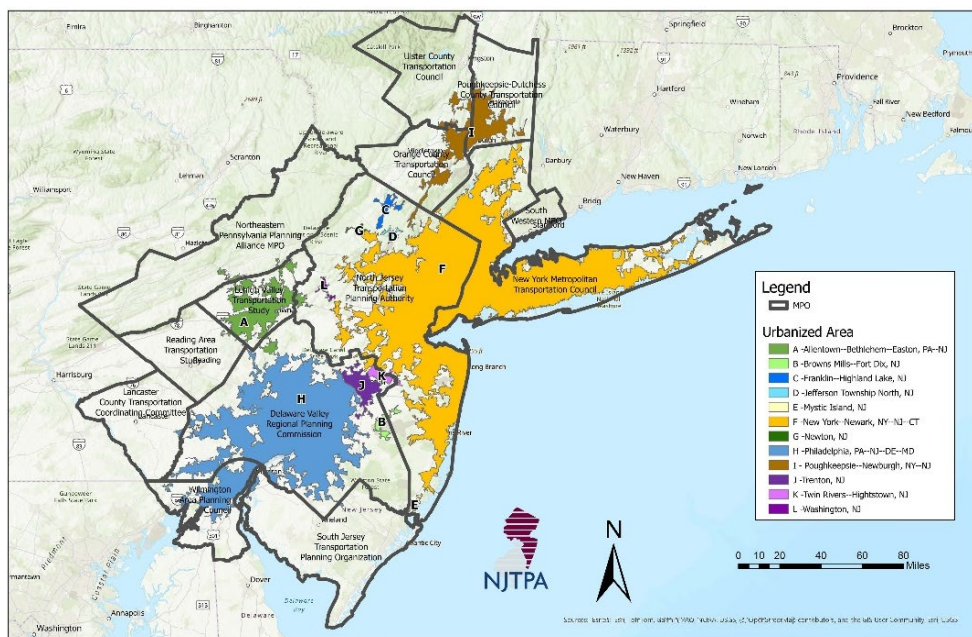


Figure 1: 2010-based Urbanized Areas in the NJTPA Region (map)

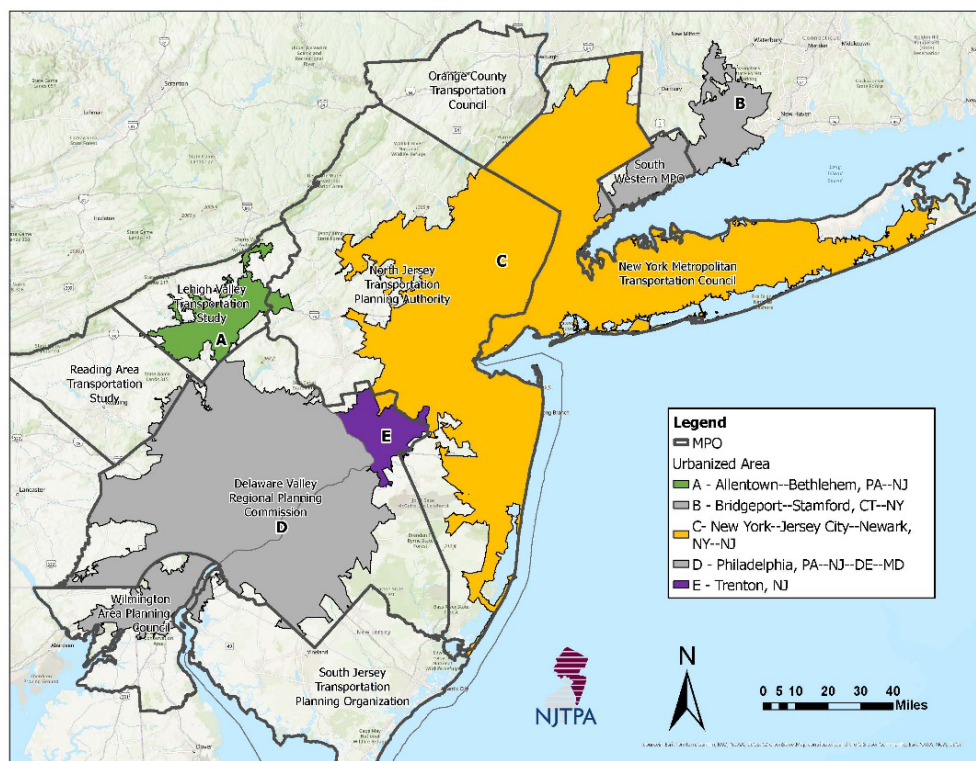
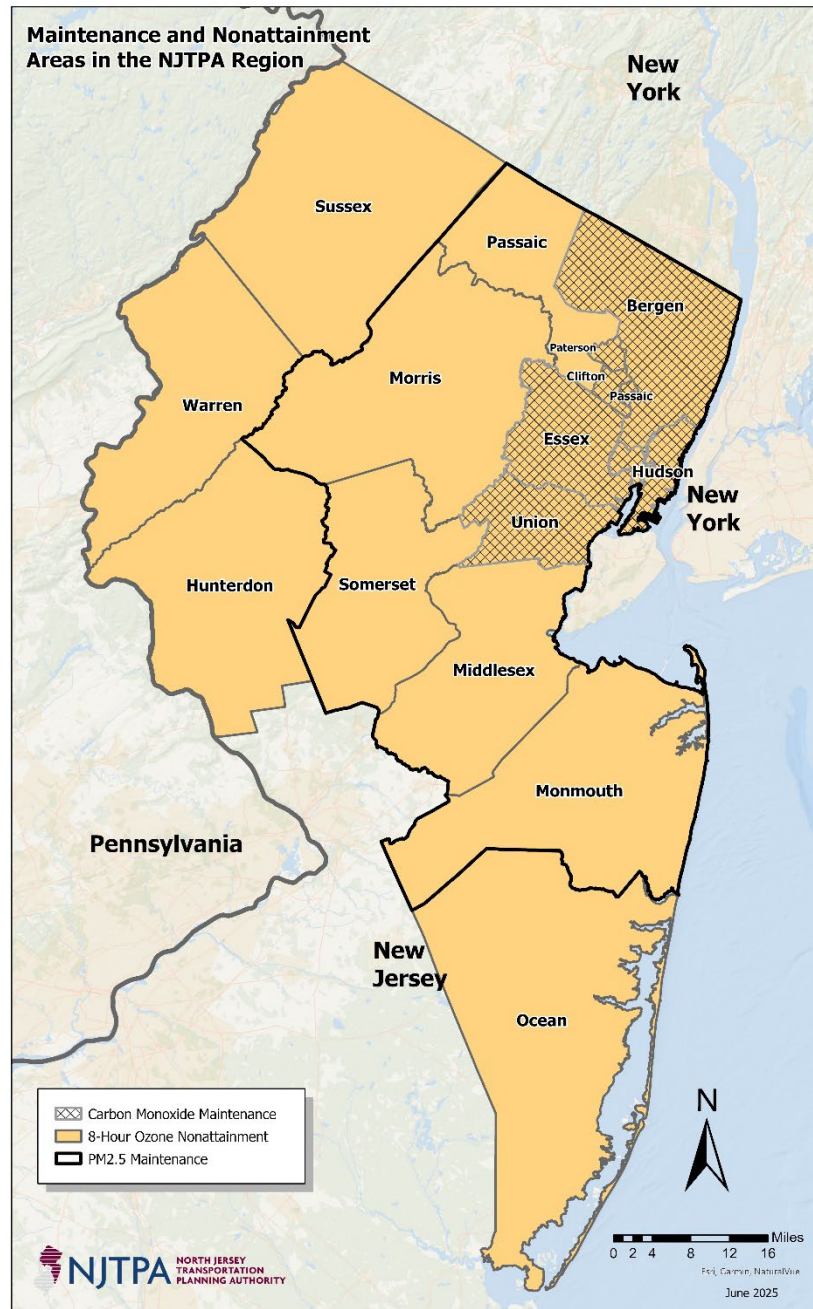


Figure 2: 2020-based Urbanized Areas in the NJTPA Region (map)

Portions of the NJTPA region are in nonattainment or maintenance for the criteria pollutants of ozone, fine particulate matter (PM_{2.5}), 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, PA–NJ–MD–DE 8-hour nonattainment ozone area. Nine NJTPA counties are part of the New York–Northern New Jersey–Long Island, NY–NJ–CT annual and daily PM_{2.5} maintenance areas, and four counties (plus a portion of a fifth) are part of the New York–Northern New Jersey–Long Island, NY–NJ–CT CO maintenance area. The nonattainment and maintenance area designations are shown in Figure 3.

Figure 3: Maintenance and Nonattainment Areas in the NJTPA Region (map)

Because the NJTPA region serves a Transportation Management Area (which means that it overlaps an urbanized area with a population over 200,000) and contains designated nonattainment and maintenance areas that overlap with an urbanized area with a population above 1 million (for the 2022–2025 period, both the New York–Newark and Philadelphia UZAs, and for the 2026–2029 period, the New York–Jersey City–Newark UA), regulations require that the NJTPA prepare this CMAQ Performance Plan.

This report fulfills required CMAQ Performance Plan reporting by addressing both the full performance period progress report for the second performance period (2022–2025) and the baseline performance period report for the third performance period (2026–2029). It summarizes progress over the previous four-year period while establishing the framework for performance tracking and target-setting over the next four years. Figure 4 below provides additional detail on the applicable reporting requirements.

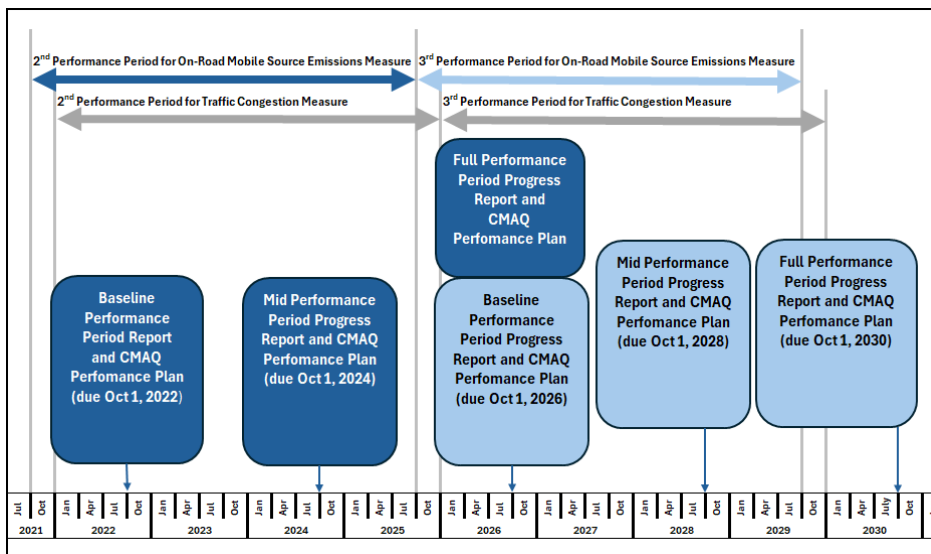


Figure 4: Performance Periods for CMAQ Measures and Reports Timeline (FHWA)
Derived from https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/performance_plan/

Because the regulations require that single, unified targets be set by all state Departments of Transportation (DOTs) and MPOs with NHS roadways within large UZAs, there is significant coordination among NJDOT, neighboring state DOTs and MPOs that share the same urbanized areas to set targets for CMAQ performance measures. Details are provided below. This coordination took place ahead of the October 1, 2026, deadline to submit the Performance Plan.

PERFORMANCE MEASURES

The CMAQ Performance Plan is required to address three performance measures. Two measures deal with traffic congestion, reported at the UZA level: **percent non-single occupant vehicle (non-SOV) travel**, and **peak hour excessive delay (PHED) per capita**. The third measure (in practice, a set of measures, each referring to a specific pollutant) addresses **total criteria pollutant emissions reductions from CMAQ projects**, for the

NJTPA region (specifically tied to corresponding nonattainment or maintenance areas for those pollutants).

This plan evaluates each of the three required measures to document current and historical performance, support the collaborative development of UZA traffic congestion targets, and establish the NJTPA regional pollutant emissions reduction targets. It also identifies future CMAQ-funded projects and explains how those investments are expected to contribute to meeting the congestion and emissions targets for the upcoming four-year performance period.

Percent non-SOV Travel: Performance Measure

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 trips¹. Non-SOV includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc., anything other than driving alone.

Annual Hours of PHED Per Capita: Performance Measure

This is a measure of congestion on all NHS roadways (mostly roads that are principal arterials or higher 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 a.m. and 3–7 p.m.) and divides by the total urban area population.

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 time spent in travel that is slower than 20 miles per hour or 60 percent of the posted speed limit, whichever is greater. 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 (not just the commuter). If some trips can be avoided, shifted to other non-SOV modes (such as carpool, transit, walking or biking), or shifted out of the peak period, the measure would show improvement. The delay is added for all travelers. For example, a bus with 25 passengers excessively delayed by 10 minutes adds 250 person-minutes of delay (compared to just 10 person-minutes that would result from a single-occupant vehicle on the same congested road segment).

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.

¹ Starting with the 2018-2022 ACS, the Census Bureau started reporting values based on the updated 2020-based urban areas.

For the New York–Newark (and New York–Jersey City–Newark) UZA, the PHED measure is calculated using values from the National Performance Management Research Data Set (NPMRDS) Analytics Suite, hosted by the University of Maryland Center for Advanced Transportation Technology Laboratory (UMD CATT Lab), for the sections of NHS within New Jersey, and from the NPMRDS PM3 Tools (hosted by the University at Albany Visualization and Informatics Lab) for the sections of NHS within New York. For the Philadelphia, Trenton, and Allentown UZAs, the PHED measure is calculated using the values from the UMD CATT Lab’s NPMRDS Analytics Suite.

CMAQ Emissions Reduction: Performance Measure

As noted, the NJTPA is required to set quantitative two- and four-year 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, as appropriate. For the NJTPA region, these pollutants are CO and PM_{2.5}, along with the ozone precursors of volatile organic compounds (VOC) and nitrogen oxides (NO_x). 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 two-year target represents the emissions reductions from CMAQ projects that will first be authorized specifically within the first two federal fiscal years¹ (FFYs) of the performance period, while the four-year target represents the emissions reductions from CMAQ projects that will first be authorized within any of four FFYs in the performance period.

Traffic Congestion Measures: Coordination on Performance Measure Analysis

Continuing with prior years’ efforts, the **annual hours of PHED per capita** and **percent non-SOV travel** measures involved considerable coordination for the third performance period (2025-2029). The NJTPA worked closely with partners in all four UZAs, compiling and analyzing data, considering policy and practical factors, and developing suitable benchmarks and targets.

For the New York-Jersey City-Newark UZA, three MPOs — the NJTPA, the New York Metropolitan Transportation Council (NYMTC), and the Delaware Valley Regional Planning Commission (DVRPC) — and two state DOTs — NJDOT and the New York State Department of Transportation (NYSDOT) — are responsible for setting and reporting targets for the traffic congestion measures. However, the coordination group also included additional

¹ As shown in Figure 4, the performance period for the CMAQ Emissions Reduction measure corresponds to the federal fiscal years, which start on October 1 of the preceding year, whereas the performance period for the CMAQ Traffic Congestion measures correspond to calendar years.

neighboring MPOs and state DOTs, along with the New York and New Jersey FHWA divisions. The New York UZA coordination group met multiple times to work on CMAQ traffic congestion measure targets.

Coordination for the Philadelphia UZA involved five MPOs (the NJTPA, DVRPC, South Jersey Transportation Planning Organization, Wilmington Area Planning Council, Lancaster County Transportation Coordinating Committee) and four state DOTs (from New Jersey, Pennsylvania, Maryland, and Delaware)¹. Trenton UZA² coordination involved the NJTPA, DVRPC, and NJDOT, while the Allentown UZA coordination group included the NJTPA, the Lehigh Valley Planning Commission (LVPC), the Reading Area Transportation Study (RATS), NJDOT, and the Pennsylvania Department of Transportation (PennDOT).

Emission Reduction Measure: Coordination on Performance Measure Analysis

Coordination for the CMAQ emissions reduction measure was conducted through the New Jersey Air Quality Working Group, which includes subject matter experts from NJDOT, the New Jersey Department of Environmental Protection (NJDEP), NJ TRANSIT, the NJTPA, DVRPC, and SJTPO. Because all three New Jersey MPOs include nonattainment and/or maintenance areas, this coordination helped ensure that emissions reduction targets and methodologies were developed consistently across the state.

ASSESSMENT OF THE SECOND PERFORMANCE PERIOD (2022–2025)

Percent non-SOV Travel: Second Performance Period

The most current five-year ACS data for the 2010-based urbanized areas comes from the 2017-2021 ACS³. The 2017-2022 ACS estimate for the **New York-Newark UZA** was that 53.4 percent of the residents use a non-SOV mode as their primary commute mode. The four-year target established for the second performance period for this UZA, 52.5 percent, was met (and even surpassed). A likely reason for the increased amount of non-SOV travel is that for almost two of the five years of surveys included in this estimate (2020 and 2021), there

¹ NJTPA's involvement in the Philadelphia UZA coordination was limited to the review of performance for the second four-year performance period (2021-2025), because the updated (2020-based) UZA boundary used for the third performance period (2026-2029) no longer overlapped the NJTPA region.

² NJTPA's involvement in the Trenton UZA coordination began with the target-setting for the third four-year performance period (2026-2029), because the 2020-based UZA boundary used for this period overlapped the NJTPA region, while the 2010-based UZA boundary used for the second four-year performance period (2021-2025) did not.

³ In August 2024, the FHWA informed state DOTs that the 2017-2021 ACS would be used for both the two- and four-year "actual performance" values in the second performance period, because it represented the "most recent data" (as specified in 23 CFR 490.709(f)(1)(i)) for the 2010-based UZAs that were used in that performance period.

was an increased amount of telecommuting (which counts as non-SOV travel) caused by the travel impacts reacting to the COVID-19 pandemic. During and following the COVID-19 lockdowns, the increase in telecommuting more than offset the reduction in transit commuting. Additionally, there were several transportation projects undertaken within the New Jersey portion of the New York-Newark UZA, which likely resulted in increased non-SOV travel, including bicycle and pedestrian enhancements, travel demand management activities, and transit enhancements.

For the **Philadelphia UZA**, the 2017-2021 ACS reported that 32.8 percent of the residents use a non-SOV mode for their journey to work. Like the New York-Newark UZA, the increase in non-SOV travel in the 2017-2021 ACS is likely due to impacts from the COVID-19 pandemic. However, unlike the New York UZA, the coordination group for this UZA decided to adjust the four-year target during early 2024 from 30.0 to 33.0 percent, based on the assumption that the COVID-induced increased telecommuting would continue to cause this measure to increase throughout the remainder of the performance period, as additional post-pandemic years were included. Unfortunately, the four-year target was adjusted prior to learning that the FHWA would effectively “hold” the non-SOV performance for all urbanized areas at the reported 2017-2021 ACS estimate (see above footnote). Thus, the adjusted four-year target established for this UZA, 33.0 percent, was not met.

For the **Allentown UZA**, the 2017-2021 ACS reported that 22.3 percent of the residents use a non-SOV mode for their journey to work. Like the other two UZAs, the increase in non-SOV travel in the 2017-2021 ACS is likely due to impacts from the pandemic. However, unlike the Philadelphia UZA, the group did not adjust the four-year target, and the original target of 18.6 percent was surpassed.

Non-SOV data for all three (2010-based) UZAs for the second performance period are shown in Figure 5.

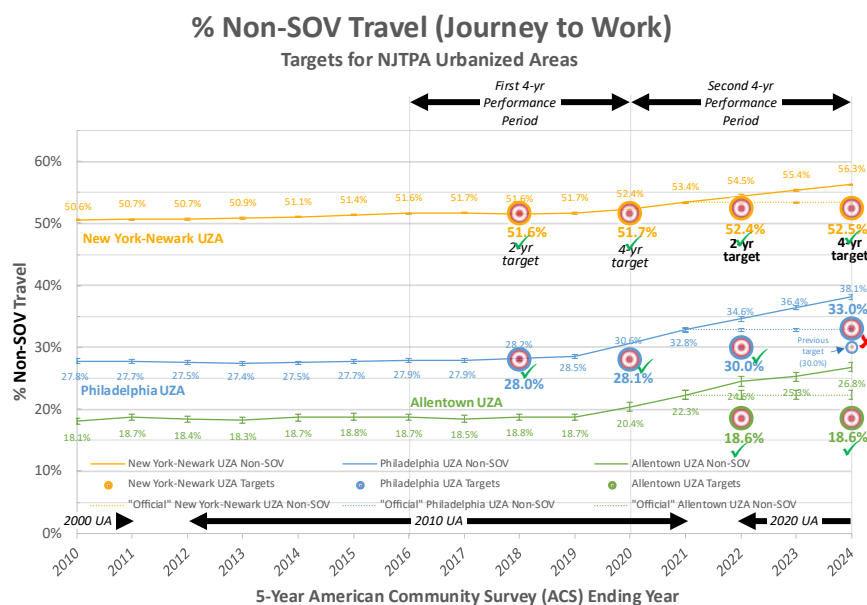


Figure 5: Non-SOV Travel Trends and Targets, Second Performance Period (2022-2025)

Annual Hours of PHED Per Capita: Second Performance Period

Due to significant changes during the COVID-19 pandemic, travel beginning in early 2020 was greatly reduced. It is no surprise that the PHED measure reflected this change, with the annual value for 2020 dropping sharply. Travel slowly began to return to pre-pandemic conditions, with vehicle miles traveled (VMT) returning to 2019 levels by 2024. However, one aspect of how the PHED measure is calculated caused unexpected results for roadway segments outside of Pennsylvania¹. To calculate the PHED metric, the excessive delay time spent on each roadway segment is multiplied by the VMT on that road (and then by an occupancy factor to convert vehicle-hours to person-hours). And due to the time required to conflate the roadway volumes with the archived real-time travel data, the VMT data is two years behind the travel time data. For example, travel time data from 2020 is used to calculate the amount of time in excessive delay, which is multiplied by vehicle volumes from 2018. Under normal conditions, this data lag would have limited impact on the PHED measure. However, because the travel impacts from the pandemic were so extreme, this caused unexpected trends in the PHED measure in the years following the pandemic.

An example of the impact of the lag between travel time and VMT data on the PHED measure can be seen in Figure 6, which shows annual PHED values for the New York-Newark UZA, along with the total VMT from the year that was used in the calculation (which is from two years prior). Note that, for example, the 2020 PHED value of 14.0 person-hours

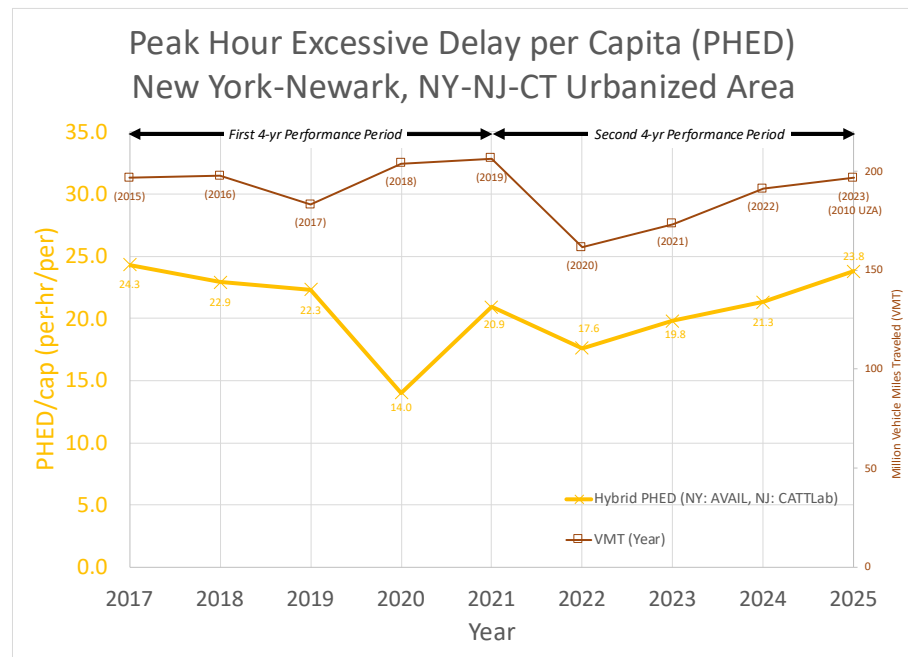


Figure 6: PHED and VMT data for New York-Newark UZA, Second Performance Period (2022–2025)

¹ Roadways in Pennsylvania do not experience this problem because PennDOT has chosen to provide contemporary (i.e., “unlagged”) VMT data to FHWA for inclusion in the NPMRDS.

per capita was calculated using the (pre-pandemic) VMT data from 2018. As a result, the actual excessive delay in 2020 was likely even lower than reported. Also note that the 2021 PHED, which increased to 20.9 person-hours per capita, was also calculated using the pre-pandemic VMT data from 2019 and was thus also likely lower than reported. Conversely, the 2022 PHED value, which then dropped to 17.6 person-hours per capita, was calculated using VMT data from 2020, during the height of the pandemic, and was likely higher than reported.

For the **New York-Newark UZA** (using the 2010-based UZA), the reported PHED value for 2025 was 23.8 person-hours per capita, which was more than the four-year target for the second performance period, 21.0 person-hours per capita. Thus, this target was not met. It is possible that the lag in VMT data had some contribution to the missed target, particularly if the actual VMT in 2025 was lower than that used to calculate the PHED measure, which came from 2023. However, the relatively quick bounce-back from the pandemic is a more likely cause of the missed target. As discussed in the target-setting section for the third performance period below, the next set of targets are to not let excessive delay increase in the near future.

For the **Philadelphia UZA**, the 2025 PHED value was 15.6 person-hours per person, slightly above the four-year target of 15.1 person-hours per capita, and for the **Allentown UZA**, the 2025 value was 9.4 person-hours per capita, also above the four-year target of 8.4 person-hours per capita. Thus, the four-year targets in these two UZAs were also not met. The impact of the VMT data lag is much less for these two UZAs, because as noted in the footnote above, PennDOT provides contemporaneous VMT data to FHWA, so only those segments within the UZAs outside of Pennsylvania would experience the effect of the data lag.

PHED data for all three (2010-based) UZAs for the second performance period are shown in Figure 7.

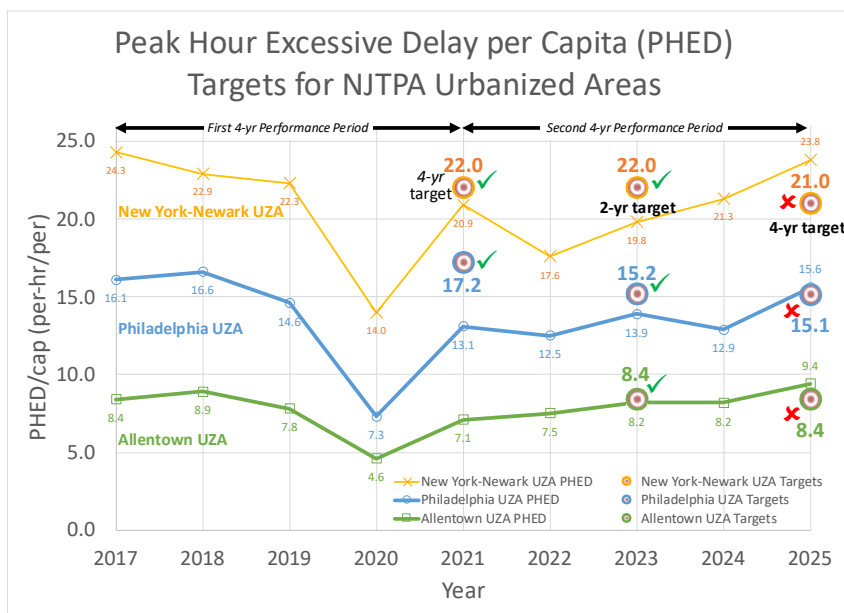


Figure 7: PHED per Capita Trends and Targets, Second Performance Period (2022–2025)

CMAQ Emissions Reduction: Second Performance Period

The baseline, four-year performance, and four-year targets for the second performance period are shown in Figure 8. The four-year performance is derived from data in FHWA's Public Access System (PAS) for FFY 2022- 2025, including statewide projects distributed to the NJTPA based on the regional share of statewide vehicle miles travelled (VMT). For all pollutants/precursors, the four-year condition/performance is substantially greater than the four-year target that was set. In large part, this was a result of transit, congestion management, and ITS projects that were first funded in FFY 2024.

GEOGRAPHY	POLLUTANT	BASELINE (FFY2018–2021)	FOUR-YEAR TARGET (FFY2022–2025)	FOUR-YEAR PERFORMANCE (FFY2022–2025)
CO Maintenance Area	CO	130.498	114.796 ✓	1,399.779
PM _{2.5} Maintenance Area	PM _{2.5}	12.339	8.841 ✓	78.661
Ozone Nonattainment Area	VOC	18.013	15.948 ✓	78.836
	NO _x	51.095	41.425 ✓	599.777

Figure 8: CMAQ Emissions Reductions Condition and Targets, Second Performance Period (2022–2025), in kg/day

BASELINE AND TARGETS FOR THE THIRD PERFORMANCE PERIOD (2026–2029)

The NJTPA Board of Trustees approved the cooperatively developed UZA congestion and the NJTPA region pollutant emissions reduction targets in September 2026. The targets are identified and described below. At the end of the report is a detailed list of projects from the two halves of this performance period (FFY 2026-2027) and (FFY 2028-2029), that help NJTPA meet the two- and four-year targets set in this CMAQ Performance Plan. As discussed above, target setting and reporting for the third four-year performance period will include the Trenton, NJ UZA.

Percent non-SOV Travel: Third Performance Period

For the New York-Jersey City-Newark UZA, over half (56.3 percent) of the residents used a non-SOV mode as their primary commute mode (as measured by the 2020-2024 five-year ACS). The percentage of residents using non-SOV commute modes has dramatically increased in the years following the pandemic (starting in 2020).

For target setting, the agency discussions highlighted this 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; the potential impacts of New York City congestion pricing; and the uncertainty from numerous external factors, including transportation impacts from the COVID-19 pandemic, public sector budgets, and recent increases in inflation, particularly energy prices.

The group noted that while some workers are returning to offices after working from home during the height of the pandemic, it is likely that at least in the near term, telecommuting will remain higher than before the pandemic. Because telecommuting counts as a non-SOV mode, this would lead to an increase in the percent of non-SOV commuters from pre-pandemic conditions. Counter to that, some commuters that previously took transit may shift to driving alone for health reasons, which would lower the percentage of non-SOV commuters. Thus, the group anticipated that the sharp rise in non-SOV commuting seen during the height of the pandemic would likely not be maintained.

However, it was recognized that the performance measure's data source — surveys collected over a five-year period — may limit the responsiveness of the measure to changing conditions. Thus, even to the extent that the pandemic impacts are transitory, any decreases in measured non-SOV travel would be diluted in the measurements over several years.

Based on the considerations described above, the **New York-Jersey City-Newark UZA** MPOs and state DOTs agreed that an appropriate **two-year target** (corresponding to the 2022-2026 five-year ACS) is a slight decrease in the percent non-SOV travel to **55.7 percent**; and that an appropriate **four-year target** (corresponding to the 2024-2028 five-year ACS) would be a subsequent slight increase to **55.8 percent**.

For the **Trenton UZA**, slightly more than one-third (37.1 percent) of the residents used a non-SOV mode for their journey to work as reported by the 2020-2024 five-year ACS. Similar to the New York-Newark UZA, non-SOV use in the Trenton UZA showed an increase following 2020, and the agency discussions highlighted similar considerations and uncertainties as discussed in the New York-Jersey City-Newark UZA. The **Trenton UZA** MPOs and state DOTs agreed that the **two-year target** would represent a slight decrease in the percent non-SOV travel to **35.0 percent**, and the **four-year target** would represent a subsequent slight increase in the percent non-SOV travel, to **35.1 percent**.

For the **Allentown-Bethlehem UZA**, slightly more than one-quarter (26.8 percent) of the residents used a non-SOV mode for their journey to work as reported by the 2020-2024 five-year ACS. Historic values for non-SOV travel in the Allentown UZA were slightly lower. The Allentown UZA MPOs and state DOTs agreed to set both the **two- and four-year targets** that represented a slight decrease in non-SOV travel, at **26.3 percent**.

A summary of the baseline and target values for non-SOV is included in the following table (Figure 9):

URBANIZED AREA	BASELINE (2020–2024)	TWO-YEAR TARGET (2022–2026)	FOUR-YEAR TARGET (2024–2028)
New York–Jersey City–Newark, NY–NJ	56.3%	55.7%	55.8%
Trenton, NJ	37.1%	35.0%	35.1
Allentown–Bethlehem, PA–NJ	26.8%	26.3%	26.3%

Figure 9: Non-SOV Baseline and Targets, Third Performance Period (2026–2029)

Annual Hours of PHED Per Capita: Third Performance Period

The **New York–Jersey City–Newark UZA** (using the 2020-based UZA) experienced 24.1 person-hours per person of peak hour excessive delay during 2025¹. Target discussions included similar considerations as for the percent non-SOV measure. The group noted that traffic has returned to pre-pandemic conditions, and that construction projects may contribute to temporary increases in excessive delay. The group agreed that appropriate **two-year and four-year targets** (for 2027 and 2029) would be to maintain the current value of **24.0 person-hours per capita**².

For the **Trenton UZA**, the estimate of current (2025) peak hour excessive delay is 8.4 person-hours per capita³. The consensus **two-year target** represents an increase to **10.0 person-hours per capita**, and the **four-year target** represents a subsequent very slight decrease to **9.9 person-hours per capita**.

Lastly, for the **Allentown UZA**, the estimate of current (2025) peak hour excessive delay is 9.8 person-hours per capita⁴. The consensus was to set both the **two-year and four-year targets** at an increased value of **11.6 hours per capita**.

¹ Note that the reported PHED value for the 2010-based New York-Newark UZA was 23.8 person-hours per capita, just marginally lower than the 2025 PHED value for the 2020-based New York-Jersey City-Newark UZA (24.1). This difference is due to two factors: 1) the UZA area based on the 2010 Census is different than the area based on the 2020 Census, and 2) the population used for the 2010-based UZA comes from the 2017-2021 five-year ACS (the last year that the Census reported a population on the 2010-based UAs), while the population used for the 2020-based UZA comes from the 2020-2024 five-year ACS (the most recently available using the 2020-based UA delineation).

² Note that, when the NYC UZA group met to set PHED targets, the 2025 baseline PHED value was 24.0 person-hours per capita. Subsequently, and after the targets had been adopted by the three MPOs, changes to the underlying dataset caused the 2024 baseline value to change slightly to 24.1 person-hours per capita.

³ The reported 2025 PHED value for the 2010-based Trenton UZA (6.8) was substantially lower than the 2025 PHED value for the 2020-based Trenton UZA (8.4), due to the different urbanized area boundary. This increase was factored in the target-setting discussions.

⁴ The reported 2025 PHED value for the 2010-based Allentown UZA (9.4) was slightly lower than the 2025 PHED value for the 2020-based Allentown UZA (9.8).

A summary of the baseline and target values for PHED is included in the following table (Figure 10):

URBANIZED AREA	BASELINE (2025)	TWO-YEAR TARGET (2027)	FOUR-YEAR TARGET (2029)
New York–Jersey City–Newark, NY–NJ	24.1	24.0	24.0
Trenton, NJ	8.4	10.0	9.9
Allentown–Bethlehem, PA–NJ	9.8	11.6	11.6

Figure 10: PHED Baseline and Targets, Third Performance Period (2026–2029)

CMAQ Emissions Reduction: Third Performance Period

The New Jersey Air Quality Working Group identified and agreed upon 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 added together to create the statewide baseline and targets.

For the baseline, the Air Quality Working Group examined emissions reductions from CMAQ projects authorized during the last four fiscal years (FFY 2022–2025). The baseline used required data from the FHWA CMAQ PAS.

For target setting, the group considered CMAQ projects that were programmed in the Transportation Improvement Program (TIP) for third four-year performance period (FFY 2026–2029). Where available, estimates of emissions benefits from each new project were collected. These emissions benefit estimates were used to calculate the two- and four-year targets. Emissions benefits for the new projects starting in FFY 2026 and FFY 2027 were summed up to create the two-year targets, and emissions benefits for new projects starting in FFY 2028 and FFY 2029 were added to the two-year targets to create the four-year targets.

This resulted in the following table for the NJTPA region (Figure 11):

GEOGRAPHY	POLLUTANT	Baseline (FFY2022–2025)	Two-Year Target (FFY2026– 2027)	Four-Year Target (FFY2026– 2029)
CO Maintenance Area	CO	1,399.779	46.396	91.643
PM _{2.5} Maintenance Area	PM _{2.5}	78.661	0.388	0.743
Ozone Nonattainment Area	VOC	78.836	1.891	3.651
	NO _x	599.777	7.296	13.157

Figure 11: CMAQ Emissions Reductions Baseline and Targets, Third Performance Period (2026–2029), in kg/day

Note that the two- and four-year targets are substantially lower than the “baseline” from FFY 2022–2025. The high amount of emissions reductions in the baseline are mostly due to three projects that were authorized in FFY2024: a large signal optimization project (Ocean County) and two large ITS projects on Route 18 (from Naricon Place to Knightsbridge Road/Route 287 SB Ramp) and Route 23 (from I-80 to CR 694). There are not similarly large ITS or signal optimization projects anticipated to be authorized in the upcoming four fiscal years.

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 relating 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 into sections relating to the two-year and four-year targets for the next performance period. Within each section, projects are sorted by project type. The initial section includes projects that are anticipated to receive initial CMAQ funding during FFY 2026 and FFY 2027 (the period covered by the two-year target). The second lists projects for FFY 2028 and FFY 2029 (which rounds out the performance period). The final section includes projects that will continue to receive funding during the performance period but have already received CMAQ funding (prior to FFY 2026). 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.

NEXT STEPS

Overall, the projects in the CMAQ Project Description Tables will assist the region in meeting 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, and quality of life goals,

The NJTPA continues to identify CMAQ funded projects for the upcoming years. As new projects become part of the NJTPA's CMAQ program, they will help to reduce emissions and attain the congestion measure goals. As these projects move toward federal authorization, they will be included in upcoming performance plans.

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 mid and final performance period milestones for this performance period (in 2028 and 2030). As appropriate, adjustments may be made to performance targets at the mid performance period. More importantly, the progress report will also inform decision makers overseeing the planning process, offering opportunities to reassess and re-align investment priorities. These priorities can be incorporated into TIP Long Range Transportation Plan updates.

FEDERAL LEGISLATIVE REQUIREMENTS

The legislative requirements are in 23 USC § 149(l)

(l) Performance Plan. —

(1) In general.—Each metropolitan planning organization serving a transportation management area (as defined in [section 134](#)) with a population over 1,000,000 people representing a nonattainment or [maintenance area](#) shall develop a performance plan that—

(A) includes an area baseline level for traffic congestion and on-road mobile source emissions for which the area is in nonattainment or [maintenance](#);

(B) describes progress made in achieving the air quality and traffic congestion performance targets described in [section 150\(d\)](#); and

(C) includes a description of [projects](#) identified for funding under this section and how such [projects](#) will contribute to achieving emission and traffic congestion reduction targets.

(2) Updated plans.— Performance plans shall be updated biennially and include a separate report that assesses the progress of the program of [projects](#) under the previous plan in achieving the air quality and traffic congestion targets of the previous plan.

Regulatory requirements are in 23 CFR § 490.107(c)(3)(ii) (baseline) and (iv) (full period)

(ii) For the CMAQ Traffic Congestion and Total Emissions Reduction measures in subparts G and H of this part, the CMAQ performance plan submitted with the State DOT's Baseline Performance Period Report to FHWA shall include:

(A) The 2-year and 4-year targets for the CMAQ Traffic Congestion measures, identical to the relevant State DOT(s) reported target under paragraph (b)(1)(ii)(A) of this section, for each applicable urbanized area;

(B) The 2-year and 4-year targets for the Total Emissions Reduction measure for the performance period;

(C) Baseline condition/performance for each MPO reported CMAQ Traffic Congestion targets, identical to the relevant State DOT(s) reported baseline condition/performance under paragraph (b)(1)(ii)(B) of this section;

(D) Baseline condition/performance derived from the latest estimated cumulative emissions reductions from CMAQ projects for each MPO reported Total Emissions Reduction target; and

(E) A description of projects identified for CMAQ funding and how such projects will contribute to achieving the performance targets for these measures.

(iv) For the CMAQ Traffic Congestion and Total Emissions Reduction measures in subparts G and H of this part, the CMAQ performance plan submitted with the State DOT's Full Performance Period Progress Report to FHWA shall include:

(A) 4-year condition/performance for the CMAQ Traffic Congestion measures, identical to the relevant State DOT(s) reported condition/performance reported under paragraph (b)(3)(ii)(A) of this section, for each applicable urbanized area;

(B) 4-year condition/performance derived from the latest estimated cumulative emissions reductions from CMAQ projects for each MPO reported Total Emissions Reduction target; and

(C) An assessment of the progress of the projects identified in both paragraphs (c)(3)(ii)(C) and (c)(3)(iii)(D) of this section toward achieving the 4-year targets for these measures.

CMAQ PROJECT DESCRIPTIONS TABLE 2026–2029 PERFORMANCE PERIOD

Completed Projects 2022-2025

DBNUM	PROJECT SPONSOR & TITLE	PROJECT DESCRIPTION	PROJECT TYPE	RELEVANT POLLUTANT	TRAFFIC CONGESTION BENEFIT (PHED)	TRAFFIC CONGESTION BENEFIT NON-SOV
18369	NJDOT - Route 9, Salem Hill Road to Texas Road (CR 690) Intersections (MP 105.78-121.74) - 0009345	Congestion Reduction and Traffic Flow Improvements, Intersection Improvements	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
T112	NJ Transit - Rail Rolling Stock Procurement 3	Transit Improvements, Bus and Paratransit Vehicle Purchase and Replacement	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips
15343	NJDOT - Congestion Reduction and Traffic Flow Improvements	Rt 18 Naricon Place to Knightsbridge Rd/RT 287 SB Ramp, ATS Project - 0018310	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
15343	NJDOT - Rt. 23 Rt. 80 to CR 694 (Paterson Harrisburg Turnpike) - 0023339	STBG/CMAQ, STBG Eligible Projects	STBG/CMAQ	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X065	Bergen County, Fort Lee, two shuttles to ferries	Transit Improvements, Bus and Paratransit Vehicle Purchase and Replacement	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips
X065	Essex County	Traffic Signal Optimization/Adaptive Traffic Signals Along Central Avenue/CR 508	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X065	Ocean County	Ocean County Signal Optimization, Various Municipalities	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X066	Fort Lee Commuter Ferry Operations, Borough of Fort Lee Parking Authority	The Fort Lee Commuter Ferry Shuttle connects residential areas in Fort Lee and Cliffside Park to Edgewater Marina, via NJ TRANSIT.	Transit Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	Reduction in auto trips
X065	Sussex County, five shuttles to Skylands Ride	Transit Improvements, Bus and Paratransit Vehicle Purchase and Replacement, via NJ TRANSIT	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips

Scheduled Projects 2026-2027

DBNUM	PROJECT SPONSOR & TITLE	PROJECT DESCRIPTION	PROJECT TYPE	RELEVANT POLLUTANT	TRAFFIC CONGESTION BENEFIT (PHED)	TRAFFIC CONGESTION BENEFIT NON-SOV
X065	Brookdale College, NJ Transit	Expansion of NJT Bus Route 832	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips
X065	City of Hoboken	Southwest Hoboken Signal Optimization	Congestion Reduction and Traffic Flow Improvements, Traffic Signalization/Synchronization	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X065	City of Orange, Essex County	Transit Improvements, Bus and Paratransit Vehicle Purchase and Replacement	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips
X065	Passaic County	Smart Corridor-Traffic Signal Coordination	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
T112	NJ Transit - Rail Rolling Stock Procurement 3	Transit Improvements, Bus and Paratransit Vehicle Purchase and Replacement	Transit Improvements	CO, NOx, VOCs, PM 2.5	Improved traffic operations reduces congestion	Reduction in auto trips
X065	EZ Ride	EZ Electric	Transit Improvements	CO, Nox	Improved traffic operations reduces congestion	Reduction in auto trips
X065	Hudson County	JFK Boulevard Traffic Signal Optimization-Armstrong Avenue - Clinton Avenue (Part B)	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X065	Passaic County Move	Funding through NJ TRANSIT to expand Passaic County's MOVE microtransit service from Clifton and Passaic to Paterson., via NJ TRANSIT	Transit Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	Reduction in auto trips
X065	City of Passaic UEZ Vehicles	The UEZ Vehicle Purchase Initiative will expand Passaic City's shuttle program by purchasing two NJ TRANSIT-funded, city-owned and operated medium-duty cutaway buses., via NJ TRANSIT	Transit Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	Reduction in auto trips
X065	City of Passaic UEZ Operations	NJ TRANSIT funding will add stops outside the UEZ or create a new route while extending weekend service to 9:00 a.m.–8:00 p.m. and weekday afternoon hours., via NJ TRANSIT.	Transit Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	Reduction in auto trips

Scheduled Projects 2028-2029

DBNUM	PROJECT SPONSOR & TITLE	PROJECT DESCRIPTION	PROJECT TYPE	RELEVANT POLLUTANT	TRAFFIC CONGESTION BENEFIT (PHED)	TRAFFIC CONGESTION BENEFIT NON-SOV
X065	Morris County	Patriot's Path Morristown/Hanover Shared Use Path	Bicycle/Pedestrian	CO, PM 2.5, NOx, VOCs	Reduces congestion by reducing VMT on local streets.	Reduce SOV travel by shifting modes from auto use
X065	Morris County	Patriot's Path Morristown/Hanover Shared Use Path	Bicycle/Pedestrian	CO, PM 2.5, NOx, VOCs	Reduces congestion by reducing VMT on local streets.	Reduce SOV travel by shifting modes from auto use
X065	Passaic County	Highlands Rail Trail	Bicycle/Pedestrian	CO, PM 2.5, NOx, VOCs	Reduces congestion by reducing VMT on local streets.	Reduce SOV travel by shifting modes from auto use
X065	Monmouth County	Electric Monmouth	Alternate fuels & vehicles	NOx, VOCs, PM 2.5	NA	NA
X065	Township of Weehawken & Union City	Traffic Signal Optimization	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA
X065	Paterson	Traffic Circulation & Signal Optimization	Congestion Reduction and Traffic Flow Improvements	CO, NOx, VOCs, PM 2.5	Congestion reduction	NA



One Newark Center, 17th Floor, Newark, NJ 07102 973-639-8400 Fax: 973-639-1953 www.njtpa.org

