Transportation Performance Management

State Biennial Performance Report for Performance Period 2018-2021

2018

Baseline Performance Period Report

New Jersey

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition			50.0%
Percentage of Pavements of the Interstate System in Poor Condition			2.5%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	41.9%	25.0%	25.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	26.5%	2.5%	2.5%
Percentage of NHS Bridges Classified as in Good Condition	21.7%	19.4%	18.6%
Percentage of NHS Bridges Classified as in Poor Condition	6.5%	6.5%	6.5%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	82.1%	82.0%	82.0%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable			84.1%
Truck Travel Time Reliability (TTTR) Index	1.82	1.90	1.95
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 1			22.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Urbanized Area 2			17.2
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 1	51.6%	51.6%	51.7%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Urbanized Area 2	27.9%	28.0%	28.1%
Total Emission Reductions: PM2.5	9.572	4.290	8.520
Total Emission Reductions: NOx	244.301	114.401	231.850
Total Emission Reductions: VOC	44.493	17.682	36.324
Total Emission Reductions: PM10			
Total Emission Reductions: CO	67.376	31.927	63.010
Percent change in tailpipe CO2 emissions on the NHS compared to the calendar year 2017 level			

Overview

OVERVIEW SECTION 1		
O1	Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)] (Optional)	PM2 (Infrastructure) For each of the Infrastructure targets (PM2), the NJDOT has continuously engaged with the state's three Metropolitan Planning Organizations (MPOs) during the Transportation Asset Management Plan (TAMP) development process and TPM implementation for the infrastructure (PM2) performance area. This engagement has enabled the Department to inform, collaborate and coordinate with all National Highway System (NHS) owners and the MPOs to obtain condition data and investment information for NHS highway pavement and bridges. NJDOT used the condition data and information as the basis for establishing statewide performance targets for NHS pavement and bridges in New Jersey. A significant amount of New Jersey's NHS is owned by other jurisdictions, approximately 38% of pavement assets and 48% of bridge assets, although these jurisdictions do not include all recipients of federal bridge and highway funds. Thus, NJDOT enlisted the assistance of the MPOs with the collection and dissemination of data and information to non-NJDOT NHS owners for their highway infrastructure assets as part of the TAMP's development. In addition, NJDOT held a series of TAMP stakeholder meetings and workshops to review required elements of the TAMP, which included crucial assessment and analyses of NJ's NHS network pavement and bridges, as well as the State Highway System (SHS) pavement and bridges. NJDOT presented both the NHS and SHS assessments and analyses to the MPOs and non-NJDOT owners as part of the TAMP meetings and workshops, which consisted of discussions related to performance measures, targets, state of good repair objectives, and an array of issues and challenges that are explained in the pavement and

		bridge sections of the PMF. The NJDOT Bureau of Pavement and Drainage Management prepared and distributed a summary of the target setting approach used to establish NJ's NHS pavement targets to all non-NJDOT NHS owners and the MPOs to explain the process. NJDOT received and responded to a set of comments from an MPO and a few comments from local jurisdictions was received related to jurisdictional issues. The Bureau of Structural Evaluation and Bridge Management (SEBM) provided a brief presentation on the target setting approach for NHS bridges to NJ's county engineers at one of the quarterly meetings hosted by NJDOT's Division of Local Aid. The Bureau of SEBM has recently prepared a summary of the target setting approach for bridges that will be disseminated to the MPOs. NJDOT provided a letter to FHWA notifying them of the targets the Department established for the infrastructure performance area of the TPM Rule for PM2, for NHS pavement and bridges. The state's three MPOs were also copied on the letter to officially inform them of the targets. All three MPOs agreed to use the infrastructure targets established by NJDOT and all have adopted the statewide federal TPM infrastructure targets. The MPOs and several key non-NJDOT NHS owners participated in several NHI training courses hosted by NJDOT including Steps to Effective Target Setting for TPM, MAP-21 Transportation Performance Management Overview, Introduction to Transportation Asset Management, and FHWA TPM Workshop on Lifecycle Planning, Risk and Financial Plans. NJDOT has also participated in MPO project/study, workshops and training sessions hosted by NJTPA and DVRPC on topics related to performance measures, targets and TPM implementation, i.e., NJTPA's Regional Performance Measures Initiative and DVRPC Workshop on TPM Implementation. NJDOT has

		continued to engage with the three MPOs and non-NJDOT NHS owners on numerous occasions on performance measures, targets and TPM implementation during meetings such as NJDOT's Quarterly MPO Collaboration Meetings, NJDOT Division of Local Aid Quarterly Meetings with the NJ State Association of County Engineers, and MPO Regional Technical Advisory Committee Meetings. NJDOT has developed an ongoing process to engage all jurisdictions owning NHS assets and MPOs in transportation asset management. This process satisfies the requirements to deliver the initial and final TAMP. NJDOT seeks to enhance this process to continue its engagement with the MPOs and non-NJDOT NHS owners through the venues mentioned as a continual business practice beyond delivery of the Final TAMP due June 30, 2019. System Performance Response (PM3) For each of the System Performance targets (PM3), the Department has engaged in a robust coordination process through the nationally recognized interagency Complete Team comprised of NJDOT, MPOs, FHWA, NJ Transit, Port Authority of NY and NJ, and other Stakeholders. Representatives from each of the three MPOs, along with NJ TRANSIT, the Port Authority of New York and New Jersey, the CATT Lab of the University of Maryland, TRANSCOM and FHWA's New Jersey Division Office have worked closely with the Department to ensure that the target development process met technical requirements and adequately considered policy issues. In addition, for the two Urbanized Area (UZA) measures, Department staff have participated in regular meetings & conference calls for the greater New York City (New York-Newark, NY-NJ-CT) and

		Philadelphia (Philadelphia, PA-NJ-DE-MD) regions, led by NJTPA and the New York Metropolitan Transportation Council (NYMTC) for the former, and DVRPC for the latter. For the New York-Newark, NY-NJ-CT Urbanized Area, NJDOT has worked closely with the New York State Department of Transportation, NJTPA, the (NYMTC), and other entities to coordinate identical targets for the two urbanized area measures. Similarly, NJDOT has worked closely with DVRPC, PennDOT, DelDOT, Maryland DOT, and other entities to coordinate identical targets in the Philadelphia, PA-NJ-DE-MD Urbanized Area. In so doing, both regions have ensured that all key agencies have participated in and agreed upon the required targets. NJDOT provided a letter to FHWA notifying them of the targets the Department established for the system performance area of the TPM Rule for PM3. The state's three MPOs were also copied on the letter to officially inform them of the targets. All three MPOs agreed to use the system performance targets established by NJDOT.
O2	Please discuss how the established targets provided in this performance report supports expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The targets established in this Baseline Performance Report are consistent with the goals and expectations documented in the Department's longer range plans, investment strategy, and capital program The Statewide Long Range Transportation Plan(SLRTP), Transportation Choices 2030, is a comprehensive plan developed by NJDOT and NJ TRANSIT that includes goals, policies, strategies and actions providing strategic direction in the formulation of the Statewide Transportation Improvement Program (STIP) and guide investment prioritization for New Jersey's transportation system. The NJDOT's other longer range plans are functional plans specifically developed to address various performance areas, many are aligned with achieving the federal TPM targets. They also provide the basis for the targets and inform the Department's investment prioritization process, the Statewide Capital Investment

		Strategy (SCIS), which links the SLRTP and other plans to the STIP. Transportation Choices 2030 includes the following goals, each of which relate to one or more of the performance targets 1. Maintain and Renew Transportation Infrastructure This goal intends to bring the state's transportation physical assets into a state of good repair, and to keep them there. Achievement of the PM2 performance targets for Pavement and Bridge condition, as well as implementation of the associated Transportation Asset Management Plan (TAMP), are consistent with this goal. 2. Integrate Transportation and Land Use Planning This goal supports the PM3 System Performance Targets of non-SOV travel and on road mobile source emissions, as well as the PM1 safety performance target of non-motorized fatalities and serious injuries, by encouraging compact land uses that are friendly to transit, bicycle and pedestrian travel. 3. Increase Safety and Security This goal intends to make travel safer in New Jersey, and to reduce the number of fatalities and injuries on our roadways. Work toward this goal is accomplished by the PM1 safety performance targets. Although not part of this Baseline Performance Report, safety is one of the primary core missions of the Department, and will continue to be. 4. Improve Mobility, Accessibility and Reliability This goal intends to counter traffic congestion with a multifaceted approach, including strategies such as spot congestion improvements, improved public transit, transportation demand management, and improved facilities for bicycling and walking. Strategies to achieve many of the PM3 system performance targets, such as travel time reliability, peak hour excessive delay, non-SOV travel and on road mobile source

		emissions, would also assist in meeting this goal. 5. Operate Efficiently This goal focuses on operating the state's transportation system as an efficient network, on using Transportation Systems Management and Operations (TSMO) strategies to use existing capacity most efficiently, and on providing roadway and transit customers with accurate and effective real-time information to enable smart travel choices. As in the goal above, strategies to achieve many of the PM3 system performance targets, particularly travel time reliability and peak hour excessive delay, would assist in meeting this goal. 6. Respect the Environment This goal covers a wide variety of strategies intended to protect the environment, promote environmental stewardship, and enhance the quality of life in New Jersey. For the purposes of our performance targets, our work on the PM3 target of reducing on road mobile source emissions is most consistent with this goal. In addition, the safety target of reducing non-motorized fatalities and serious injuries would be expected to encourage more bicycling and walking, which would have a side benefit of reduced environmental impact, and improved quality of life 7. Optimize Freight Movement All work to improve performance on the PM3 Subpart F truck travel time reliability target would be consistent with this goal. 8. Continue to Improve Agency Effectiveness This is an overarching goal of improving agency effectiveness by enhancing interagency coordination, improving customer satisfaction, and delivering projects on time and within budget. Although the content of the targets themselves do not specifically relate to this goal, the work of developing the targets has involved a great deal of interagency coordination between the Department and the three Metropolitan Planning Organizations, as well as with NJ

		TRANSIT, transportation authorities, and counties and some municipalities. In addition, providing the baseline performance report and related documents to the public will improve communication, and potentially increase customer satisfaction. As a statewide transportation policy document, New Jersey's Transportation Choices 2030 Long Range Transportation Plan (LRTP) sets the direction for future investments, by recommending the following strategies o The integration of transportation and land use planning, also referred to as smart growth, is the foundation for this long-range plan. o Focusing development and redevelopment in centers that support a variety of travel choices - public transit, walking and bicycling, and that shorten trips that must be made by car, is essential to achieving a sustainable transportation system. o Continued investment in the following is also crucial to ensure New Jersey's continued growth and prosperity - Expanded and enhanced public transportation. - Intelligent transportation systems (ITS) / TSM&O to improve operations. - Facilities to move more freight by rail and policies that support moving freight during non-rush hours. - Measures that shift travel out of cars, move trips to other times of the day and eliminate some auto trips altogether and support multimodal approach. o The Regional Transportation Plans (RTP) prepared by the state's three metropolitan planning organizations outline how these and other strategies will be implemented in each region through specific studies and projects. NJDOT is in the early stages of developing the next statewide long-range transportation plan. While many of the elements of the 2030 Plan goals can be expected to

		continue in the next plan, there are a series of recent and ongoing developments that we expect to be considerations in the new plan. They include The development of automated, connected, electric, and shared use vehicle technologies Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts to surface transportation--the continued impacts of climate change, leading to an increased focus on both mitigation and adaptation strategies, particularly the resilience of our transportation system The critical importance of equity and environmental justice in ensuring fairness in transportation and environmental policy Enhance travel and tourism (federal planning rule factor) In addition to the New Jersey's Statewide Long Range Transportation Plan, NJDOT has several federally required plans that also serve in identifying and implementing performance objectives, investment strategies, performance measures, and 2 and 4 year targets for PM1, PM2 and PM3 - Transportation Asset Management Plan - Freight Plan - Strategic Highway Safety Plan - Congestion Mitigation and Air Quality Performance Plan(s) - Congestion Management Process New Jersey's Transportation Choices 2030 Long Range Transportation Plan provides the foundation for development of the Statewide Capital Investment Strategy (SCIS), which shaped the investment priorities for the STIP. - The SCIS functions as an instrument that links the LRTP to the 10-year capital plan (STIP), by connecting broad goals to specific investment choices. - The SCIS guides the selection of projects and programs to reduce the backlog of deficiencies, to improve the

		condition of the transportation system and to achieve the best possible performance, and to achieve the 2 and 4 year targets. Thus, both the SCIS and the STIP serve as mechanisms to achieve the vision of the LRTP and, therefore, the projects and programs in the STIP are consistent with the New Jersey's LRTP. Projects in the STIP and three MPO's TIPs are consistent with the three MPO Regional Transportation Plans. In addition to the statewide long-range transportation plan, the statewide capital investment strategy and the STIP, New Jersey has also developed a Transportation Asset Management Plan (TAMP), consistent with FAST Act requirements, as documented in 23 U.S.C. 119(e). The TAMP is a data-driven, risk-based approach for managing the National Highway System (NHS) in New Jersey. The TAMP also provides the infrastructure preservation element of New Jersey's performance-based Capital Investment Strategy and 10-year STIP. The TAMP defines the overall policy, state of good repair (SOGR) objectives and plans for infrastructure preservation, which includes federal performance measures, state performance measures and indicators, and analytical processes for establishing and monitoring the SOGR and targets to predict the performance of National Highway System and New Jersey State Highway System assets. New Jersey's Final TAMP will include the established federal 2 and 4-year targets for NHS pavement and bridges, although the TAMP provides the analytical basis for meeting performance objectives over a 10-year horizon synonymous with the 10-year Financial Plan (SCIS and STIP). The longer 10-year investment strategies identified in the TAMP will shape the setting of future 2 and 4-year targets, and be used in evaluating the need to adjust the 2 and 4-year targets at the midpoint of the performance period.

O3	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	
OVERVIEW SECTION 2		
O4	Who should FHWA contact with questions?	Andrew Swords
O5	What is the phone number for this contact? Please provide 10-digit number (area code and phone number) without formatting. (e.g., 1234567890)	6095302866
O6	What is the email address for this contact?	andrew.swords@dot.nj.gov

Pavement

Pavement Performance Overview		
P1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	The PM2 rule requires NJDOT to report and manage performance of the NHS, almost 40% of which is owned by over 80 other owners including authorities, counties and municipalities. Additionally, the federal baseline pavement condition had to be estimated, since the new data collection requirements to support the new measures and metrics did not take effect until January of 2018. This made target setting for the NHS based on federal measures and metrics very challenging.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Good Condition		
P2	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	50.0
P3	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	The information from the 2016 HPMS supplemental report that was provided to NJDOT to approximate the baseline for this measure in order to develop targets by May of 2018 indicated that the baseline was 61.25%.NJDOT used its pavement management system and its own measures, metrics and budget information to predict performance on the State Highway System, where it has significant experience with performance management and forecasting. A correlation analysis was developed and applied to the State Highway System performance to try to-predict corresponding performance on the NHS using the Federal measures and metrics. The results of this correlation analysis showed a gradually declining trend on both the Interstate and non-Interstate NHS pavements at the current funding level. Although not available to NJDOT at the time the targets were set, the results of the 2017 HPMS data submission

		indicated that performance for this measure had dropped to 55% setting a significant declining trend. Since comprehensive quantitative data regarding current and future investment levels on the NHS by other owners is not readily available, a survey was sent to all owners requesting information on past and future expenditures on NHS routes as well as qualitative information regarding future funding and pavement performance. This information was used to help validate the results of the correlation analysis.Since NJDOT has no experience evaluating and managing the NHS as a whole, no experience with the Federal pavement measures and metrics, only an estimated baseline condition for the NHS, a declining performance history for the NHS by the newly established metrics, as well as no specific budgetary or treatment type, cost and trigger information for the other 83 owners of the NHS, the Department recommends adopting conservative but realistic targets for this initial performance period with the understanding the they can be modified at the mid-period review if appropriate.
Statewide Performance Target for the Percentage of Pavements of the Interstate System in Poor Condition		
P4	Please provide the 4-year target for the statewide percentage of pavements of the Interstate System in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	2.5
P5	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Interstate System in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	The information from the 2016 HPMS supplemental report card that was provided to NJDOT to approximate the baseline for this measure in order to develop targets by May of 2018 indicated that the baseline was 1.01%. NJDOT then used its pavement management system and its own measures, metrics and budget information to predict performance on the State Highway System, where it has significant experience with performance management

		and forecasting. A correlation analysis was developed and applied to the State Highway System performance to try to-predict corresponding performance on the NHS using the Federal measures and metrics. The results of this correlation analysis showed a gradually declining trend on both the Interstate and non-Interstate NHS pavements at the current funding level. Although not available to NJDOT at the time the targets were set, the results of the 2017 HPMS data submission indicated that the percentage of lane miles in poor condition had increased to 1.4% corroborating a declining trend. Since comprehensive quantitative data regarding current and future investment levels on the NHS by other owners is not readily available, a survey was sent to all owners requesting information on past and future expenditures on NHS routes as well as qualitative information regarding future funding and pavement performance. This information was used to help validate the results of the correlation analysis. Since NJDOT has no experience evaluating and managing the NHS as a whole, no experience with the Federal pavement measures and metrics, only an estimated baseline condition for the NHS, a declining performance history for the NHS by the newly established metrics, as well as no specific budgetary or treatment type, cost and trigger information for the other 83 owners of the NHS, the Department recommends adopting conservative but realistic targets for this initial performance period with the understanding the they can be modified at the mid-period review if appropriate.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Good Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P6	Baseline statewide percentage of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period	41.9

	specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
P7	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	25.0
P8	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	25.0
P9	Please provide a discussion, to the maximum extent practicable, on the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	This target was set using Full Distress plus IRI data. The information from the 2016 HPMS supplemental report that was provided to NJDOT to approximate the baseline for this measure in order to develop targets as required by May of 2018 indicated that the baseline was 32.45%. NJDOT then used its pavement management system and its own measures, metrics and budget information to predict performance on the State Highway System, where it has significant experience with performance management and forecasting. A correlation analysis was developed and applied to the State Highway System performance to try to-predict corresponding performance on the NHS using the Federal measures and metrics. The results of this correlation analysis showed a gradually declining trend on both the Interstate and non-Interstate NHS pavements at the current funding level. Although not available to NJDOT at the time the targets were set, the results of the 2017 HPMS data submission indicated that performance for this measure had dropped to 30.4% corroborating a declining trend. Since comprehensive quantitative data regarding current and future investment levels on the NHS by other owners is not readily available, a survey was sent to all owners requesting information on past and future expenditures on

		NHS routes as well as qualitative information regarding future funding and pavement performance. This information was used to help validate the results of the correlation analysis.Since NJDOT has no experience evaluating and managing the NHS as a whole, no experience with the Federal pavement measures and metrics, only an estimated baseline condition for the NHS, a declining performance history for the NHS by the newly established metrics, as well as no specific budgetary or treatment type, cost and trigger information for the other 83 owners of the NHS, the Department recommends adopting conservative but realistic targets for this initial performance period with the understanding the they can be modified at the mid-period review if appropriate.
Statewide Performance Target for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition. **Note: For the first performance period only, the overall condition for all Non-Interstate NHS pavement types will use IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]**		
P10	Baseline statewide percentage of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] For the first performance period, FHWA has calculated this value using IRI, only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	26.5
P11	Please provide the 2-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	2.5
P12	Please provide the 4-year target for the statewide percentage of pavements of the Non-Interstate NHS in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	2.5
P13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentages of pavements of the Non-Interstate NHS in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	This target was set using Full Distress plus IRI data. The information from the 2017 HPMS supplemental report that was provided to NJDOT to approximate

		the baseline for this measure in order to develop targets as required by May of 2018 indicated that the baseline was 2.38%. NJDOT used its pavement management system and its own measures, metrics and budget information to predict performance on the State Highway System, where it has significant experience with performance management and forecasting. A correlation analysis was developed and applied to the State Highway System performance to try to-predict corresponding performance on the NHS using the Federal measures and metrics. The results of this correlation analysis showed a gradually declining trend on both the Interstate and non-Interstate NHS pavements at the current funding level. Although not available to NJDOT at the time the targets were set, the results of the 2017 HPMS data submission indicated that performance for this measure had improved to 1.2% indicating a modest improvement. Since comprehensive quantitative data regarding current and future investment levels on the NHS by other owners is not readily available, a survey was sent to all owners requesting information on past and future expenditures on NHS routes as well as qualitative information regarding future funding and pavement performance. This information was used to help validate the results of the correlation analysis.Since NJDOT has no experience evaluating and managing the NHS as a whole, no experience with the Federal pavement measures and metrics, only an estimated baseline condition for the NHS, limited performance history for the NHS by the newly established metrics, as well as no specific budgetary or treatment type, cost and trigger information for the other 83 owners of the NHS, the Department recommends adopting conservative but realistic targets for this initial performance period with the understanding the they can be modified at the mid-period review if appropriate.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.		

Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]		
P14	Which measure are you establishing an optional additional target? Percentage of Pavements on the:	
P15	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
P16	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
P17	Please provide the current baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)] For the first performance period only, baseline condition for the all pavements on the non-Interstate NHS should be based on an overall condition using IRI only (or PSR values for road sections where speed is less than 40 mph). [23 CFR 490.313(e)]	
P18	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5. Notes: For the first performance period only, baseline condition and 2-year targets are not required for the Pavements on the Interstate System measures. [23 CFR 490.105(e)(7)]	
P19	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.313(f)] Enter 86.5% as 86.5.	
P20	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-	

	2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Bridge

Bridge Performance Overview		
B1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	Although NJDOT has developed yearly statistics for the number and square footage of State Maintained and Statewide bridges that are Structurally Deficient, the Transportation Asset Management Plan (TAMP) and Target Setting requirements ask for data in a way that has not previously been developed, namely reporting on all NHS (National Highway System) bridges statewide regardless of owner. In addition, there are new measures as we have to report on bridges in POOR and GOOD condition. Therefore, we have never measured the performance of the state bridges in this way before. NJDOT has initiated the target-setting process by first establishing the State Maintained National Bridge Inspection Standards (NBIS) Bridge targets based on the best available National Bridge Inventory (NBI) data, current project delivery process, project pipeline capacity, and current practices adopted by NJDOT. The process also included the available financial information, lifecycle planning strategies, and capital investment strategies as documented in the TAMP. NJDOT has analyzed the NBI historical data from CY2012 to CY2018 in order to develop trends on the NHS bridge conditions. The adjustment to the incorrect data was supplemented by additional fields to capture the actual condition trends for NBIS Bridges. This process also involves adjusting the NJDOT targets to incorporate data on other owner's bridges and extend the State Maintained NHS NBIS Bridge targets to Statewide NHS NBIS Bridge targets. This includes Federally owned NBIS bridges and the Border NBIS bridges reported by neighboring States. For other owners, NJDOT assumes that the financial, lifecycle, investment strategies and

		future planning remain essentially level. In future, we intend to collect more information to develop better targets.
Statewide Performance Target for Bridges on the NHS Classified as in Good Condition		
B2	Baseline statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	21.7
B3	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	19.4
B4	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Good condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	18.6
B5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Good condition. [23 CFR 490.107(b)(1)(ii)(A)]	For the initial target setting process, we set initial targets based on the analysis we have performed on the State Maintained inventory, assuming that NHS bridges owned by others will remain stable, and then adjusted the targets prior to the letter to the FHWA being sent once we had sufficient data developed to look across (almost) all NHS bridge owners and check overall trends. The percentage good trends for Statewide NHS bridges is level while Statewide NBIS bridges trend downward. Since CY2012, we have been losing 250,000 sq. ft. per year on average from the GOOD category in the State Maintained NBIS inventory. This loss is sufficiently consistent that we do not expect it to change over the next few years. As the Department had never previously measured the Percent GOOD, we had not made provision for improving this statistic. Within the 4 year time frame for these

		targets, there is not likely to be enough time to turn this trend around. However, moving forward, as we implement AASHTOWare's BrM as our main data analysis tool, we will be able to make projections of changes to the population of bridges rated GOOD, based on different possible longer term program makeups.
Statewide Performance Target for Bridges on the NHS Classified as in Poor Condition		
B6	Baseline statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	6.5
B7	Please provide the 2-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	6.5
B8	Please provide the 4-year target for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	6.5
B9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the statewide percentage of deck area of bridges on the NHS classified as in Poor condition. [23 CFR 490.107(b)(1)(ii)(A)]	For the initial target setting we have set targets based on the analysis we have performed on State Maintained bridges, including determining the likely delivery dates of projects in the pipeline as well as near-term uncommitted bridge funding, as well as the trends seen in the condition of the bridges for the other bridge owners. The State Maintained bridge population is responsible for over 90% of the total POOR statewide bridges. Therefore, if we want to reduce the POOR square footage statewide, we must reduce the State Maintained POOR inventory. Although the upcoming projects do address some of that inventory, it is not sufficient to make a significant difference, especially as the average NHS bridge is almost 54 years old. This aging population

		results in additional inventory becoming poor every year. Based on available information, we have to assume that the State Maintained POOR percentage will remain relatively level over the next several years. We made the assumption that the performance of all other bridge owners was going to remain essentially level. The NJTA is responsible for 2/3 of the remaining POOR condition bridges. They have recently completed a major upgrade to their system, and have increased funding for bridge maintenance. Therefore, it is reasonable to predict that their inventory will be stable over the four year time frame. County bridge owners will be benefiting from the recent increasing in bridge funding for local aid projects from $25 million to $44+ million per year. The formula for the distribution of this funding puts an emphasis on POOR bridges. Therefore, the most significant variable at present is the State Maintained inventory. We therefore have set level targets for POOR bridges for the next 4 years.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]**		
B10	Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B11	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
B12	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
B13	Please provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the condition derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]	

	The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B14	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B15	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.409(c)] Enter 86.5% as 86.5.	
B16	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Reliability

Travel Time Reliability Performance Overview		
R1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	- NJDOT has reported 82.0% for the Baseline percent of person-miles traveled on the Interstates that are reliable to FHWA on May 16, 2018. However, FHWA has locked-in this value at 82.1%, matching current value in the PDA Suite. - At the Complete Team meeting on September 13, 2018 comprised of NJDOT, MPOs and other Stakeholders including FHWA, NJ Transit, Port Authority of New York and New Jersey, the members decided that the 2-year and 4-year targets should be kept the same as the Baseline percent of person-miles traveled on the Interstates that are reliable, which is 82.0%. NJDOT, in coordination with the Complete Team fully expects to revisit this target in two years as allowed by FHWA.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R2	Baseline percent of person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	82.1
R3	Please provide the 2-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	82.0
R4	Please provide the 4-year target for the percent of the person-miles traveled on the Interstate that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	82.0
R5	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the Interstate that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	The following points were considered for setting targets in New Jersey. These points primarily concern the Travel Time Reliability target, which uses the National

		Performance Research Data Set (NPMRDS) data. - Accuracy of NPMRDS v2 Dataset – The Texas A&M Transportation Institute (TTI) and University of Maryland's CATT Lab are under contract with FHWA to provide NPMRDS v2 data to the States for analysis. Both TTI and CATT Lab faced challenges with accuracy of the NPMRDS v2 dataset, which was derived from the 2017 INRIX Travel Time data. The NPMRDS v2 dataset is a network of the links made of the travel time on the Interstates (for this measure), which are called Travel Message Channels (TMCs), in short, it is called TMC network. - Corrections made to the TMCs in New Jersey - The NJDOT staff and three MPOs (NJTPA, DVRPC and SJTPO) collaboratively made corrections to the TMC network for New Jersey and provided corrections to TTI and CATT Lab to incorporate in the final dataset. Each TMC link was checked and verified against 2016 HPMS data submitted to FHWA as per the requirements stated in PM3 final rule. TTI was able to remove some extra TMC links from the network and make some other corrections. - HPMS Data lag – While working with TMC network downloaded from the CATT Lab's approved Probe Data Analytics Suite (PDA Suite), the staff learned that there is a 2-year lag in the HPMS data being used for conflation with TMC network by TTI. NJDOT will reexamine the targets as the NPMRDS v2 network catches up with the most recent HPMS data (perhaps same year data). - Targets – Every time the TMC network is updated, the baseline changes. FHWA recognizes that as the NPMRDS v2 improves, the future target values may change. - Vehicle Miles Traveled (VMT) Levels - There is a general upward trend in VMT growth, but VMT levels tend to fluctuate with the health of the economy, and can affect target values by affecting congestion. Therefore, the impact of VMT on future target levels is unknown. - Future Trends - NJDOT and MPOs have collaboratively decided

		to observe the future trends. As a result of the issues listed above, and with a reliable NPMRDS v2 dataset available for next four to six years, it may be possible to adjust targets appropriately and predict reliable future targets (beyond 2022). Therefore, NJDOT and MPOs have collaboratively decided to keep the future 2-year and 4-year Travel Time reliability targets for Interstates same as the 2017 baseline value. The Baseline percent of person-miles traveled on the Interstates that are reliable is 82.0%, which was derived from the PDA Suite at the time of "pencils-down" Complete Team meeting comprised of NJDOT, MPOs and other Stakeholders, including FHWA, NJ Transit and Port Authority of New York and New Jersey.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R6	Please provide the 4-year target for the percent of the person-miles traveled on the non-Interstate NHS that are reliable that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	84.1
R7	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the percent of the person-miles traveled on the non-Interstate NHS that are reliable. [23 CFR 490.107(b)(1)(ii)(A)]	The following points were considered for setting targets in New Jersey. These points primarily concern the Travel Time Reliability target, which uses the National Performance Research Data Set (NPMRDS) data. - Accuracy of NPMRDS v2 Dataset – The Texas A&M Transportation Institute (TTI) and University of Maryland's CATT Lab are under contract with FHWA to provide NPMRDS v2 data to the States for analysis. Both TTI and CATT Lab faced challenges with accuracy of the NPMRDS v2 dataset, which was derived from the 2017 INRIX Travel Time data. The NPMRDS v2 dataset is a network of the links made of the travel time on the Non-Interstate National Highway System (NHS) roadways (for this

		measure), which are called Travel Message Channels (TMCs); in short, it is called TMC network. - Corrections made to the TMCs in New Jersey - The NJDOT staff and three MPOs (NJTPA, DVRPC and SJTPO) collaboratively made corrections to the TMC network for New Jersey and provided corrections to TTI and CATT Lab to incorporate in the final dataset. Each TMC link was checked and verified against 2016 HPMS data submitted to FHWA as per the requirements stated in PM3 final rule. TTI was able to remove some extra TMC links from the network and make some other corrections. - HPMS Data lag – While working with TMC network downloaded from the CATT Lab's approved Probe Data Analytics Suite (PDA Suite), the staff learned that there is a 2-year lag in the HPMS data being used for conflation with TMC network by TTI. NJDOT will reexamine the targets as the NPMRDS v2 network catches up with the most recent HPMS data (perhaps same year data). - Targets – Every time the TMC network is updated, the baseline changes. FHWA recognizes that as the NPMRDS v2 improves, the future target values may change. - Vehicle Miles Traveled (VMT) Levels - There is a general upward trend in VMT growth, but VMT levels tend to fluctuate with the health of the economy, and can affect target values by affecting congestion. Therefore, the impact of VMT on future target levels is unknown. - Future Trends - NJDOT and MPOs have collaboratively decided to observe the future trends. As a result of the issues listed above, and with a reliable NPMRDS v2 dataset available for next four to six years, it may be possible to adjust targets appropriately and predict reliable future targets (beyond 2022). Therefore, NJDOT and MPOs have collaboratively decided to keep the future 4-year Travel Time reliability target for Non-Interstate NHS same as the 2017 baseline value. The Baseline percent of person-miles traveled on the Non-Interstate NHS that are reliable is

		84.1%, which was derived from the PDA Suite at the time of "pencils-down" Complete Team meeting comprised of NJDOT, MPOs and other Stakeholders, including FHWA, NJ Transit and Port Authority of New York and New Jersey.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]**		
R8	Which measure are you establishing optional additional targets? Percentage of person miles on the:	
R9	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
R10	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
R11	Please provide the current baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R12	Please provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(c)] Enter 86.5% as 86.5. Note: For the first performance period only, baseline performance and 2-year targets are not required for the Non-Interstate NHS reliability measure. [23 CFR 490.105(e)(7)]	
R13	Please provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021.	

	Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	
R14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Freight

Freight Reliability (Movement) Performance Overview		
F1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	The Freight Reliability target is based on the NPMRDS data source. Truck travel reliability is calculated through the Truck Travel Time Reliability (TTTR) index, which compares congested truck travel time (95th percentile) to average truck travel time (50th percentile). The highest TTTR values for segments are combined and weighted by segment length, and the sum of all length-weighted segments are divided by the total length of Interstate roadways in the state. There is no threshold, and the target is required only for interstate highways on the NHS. The Baseline value is the average of the most recent calendar year of data (2017), which at the time of initial submission was 1.81. It has since been adjusted to 1.82.
F2	Please attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then the State Freight Plan may serve as the basis for identifying truck freight bottlenecks. 23 CFR 490.107(b)(1)(ii)(E)	Yes, document was uploaded in the Attachment tab.
F3	If the required document was not included in this biennial reporting, please explain. (Optional).	
Statewide Performance Target for the Truck Travel Time Reliability (TTTR) Index		
F4	Baseline statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth.	1.82
F5	Please provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	1.90
F6	Please provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	1.95
F7	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-	Overall VMT is increasing, so is Port Activity (both containers and

	2021 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)]	general cargo https//www.panynj.gov/port/trade-stats.html), and e-Commerce, which increases truck activity. Meanwhile road capacity is not expanding therefore congestion will increase as will the TTTRI measure. Also data trends show a very modest increase in TTTRI over the calendar years of 2016 and 2017. Therefore, the Department and the MPOs agreed on a 2-year target of 1.9. However, it is anticipated that over 4 years, the target would be slightly higher, so it is set to 1.95.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]**		
F8	Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
F9	If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and then the 5-digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
F10	Please provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F11	Please provide the 2-year target for the measure in this target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2019. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F12	Please provide the 4-year target for the measure in the target area that the State DOT has established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2021. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	

F13	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)]Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Peak Hour Excess Delay (PHED)

Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview		
D1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	The Peak Hour Excessive Delay (PHED) measure indicates the extra time spent traveling due to extreme congestion, expressed as the number of hours per year on a per capita basis. This target is required for urbanized areas of greater than 1 million population. For New Jersey, the applicable urbanized areas are New York-Newark, NY-NJ-CT and Philadelphia, PA-NJ-DE-MD, and a single target is required for each multi-state urbanized area. For the New York-Newark, NY-NJ-CT urbanized area, partner agencies agreed that the effects of expected economic growth, especially in New York City, would exceed the impacts of investments to reduce traffic congestion. The 2 percent per year increase was the result. For the Philadelphia, PA-NJ-DE-MD urbanized area, the partner agencies observed the Vehicle Miles of Travel (VMT) forecasts for the DVRPC region for 2015–2020, based on the travel demand model, a growth of 0.7% per year. On that basis, the 0.6% per year value was deemed appropriate.
D2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2
Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D3	Urbanized Area:	New York--Newark, NY--NJ--CT
D4	Please report the agencies that established the unified PHED target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	• States - New Jersey Department of Transportation; New York State Department of Transportation. • MPOs - North Jersey Transportation Planning Authority, Inc.; New York Metropolitan Transportation Council; Delaware Valley Regional Planning Commission.
D5	Please provide the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA that was established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and & 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2021. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1. Note: For the first performance period only, baseline performance and 2-year targets are not required for the PHED measure. [23 CFR 490.105(e)(8)(vi)]]	22.0

D6	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the annual hours of peak hour excessive delay per capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	The following points are considered in the PHED Target Setting process. • Policy Goals - This performance measure (associated with the federal Congestion Mitigation and Air Quality Program) deals with excessive traffic congestion and the role that it plays in pollutant emissions. - The goals of all partner agencies address the need to appropriately manage traffic congestion. The “excessive” part of the PHED name is because some level of congestion is recognized as acceptable and is thus not counted. This corresponds to the recognition that it is not possible or even desirable to eliminate all congestion delay; some congestion accompanies economic activity and thriving places. - The “per capita” implies that the total delay is shared by all residents; hence it considers it beneficial for some trips can be avoided or shifted to walking or biking or shifted out of the peak period. • Data - This is a measure of congestion on all roadways on the National Highway System (NHS) (mostly roads that are principal arterials or greater functional class) in the urbanized area. - The measure sums up the delay experienced by travelers throughout an entire year on those roads, specifically during peak periods. - Travel times in this measure are from the National Performance Management Research Data Set (NPRMDS), based on archived probe-based traffic data. Traffic volumes are from the national Highway Performance Monitoring System (HPMS). Vehicle occupancies and time-of-day travel distributions are from national survey data and established estimation formulas. - The NPMRDS data is new and imperfect, but the best source that is available and approved for use. It is appropriate to consider the analysis for this measure to be “tentative” and neither a baseline nor a 2-year target are required by

		FHWA. - Only 2017 data is available for consideration as a baseline. The required 4-year target refers to travel in 2021. • Trends - There is no historical trend data for this measure. Related measures of congestion and delay have shown recent increases. - Long term forecasts of a similar measure suggest modest increases over time. - With economic growth, increases in the number of people traveling and the movement of freight on NHS roadways would likely increase delay. This would be only partially balanced by population growth reflected in the “per capita” portion of the measure. • Impacts - Transportation investment resources in the urbanized area are (by necessity) largely directed toward preserving the existing system. Agency plans and programs therefore have relatively small impact on NHS roadway delay overall. - Transportation system management and operations should moderate the expected increase in travel delay. Minimal new NHS road capacity is being added in the urbanized area in the near term. - The ability of the existing public transit system to accommodate increased ridership is limited over the time frame for the targets. - Continued increase in non-Single Occupant Vehicle (non-SOV) travel would mitigate growth in traffic delay to some extent. - Shifting trip making to outside peak hours would improve this measure (while potentially contributing to excessive delay at other times). - Changes in pricing (e.g., congestion pricing, fuel costs, transit fares) would potentially reduce excessive delay. - The impacts of transportation network companies (TNCs) and of emerging advanced transportation technology in terms of congestion are still being understood. These may lead to increases or decreases in this measure. - Land use, housing locations and

		work locations will continue to affect trip making and the traffic on NHS roads. • Uncertainty - Variability in the trends (with many external factors) affect this measure significantly. - The limitations of the current data and emerging calculation tools introduce additional significant uncertainty in the values for this measure. • Approach - Based on these considerations, the NYC/NJ MPOs and state DOTs are agreeing that an appropriate 4-year target (for 2021) would hold the increase to a small amount. - This 4-year target number of 22.0 reflects the number derived at the time of "pencils down" Urbanized Area Coordination meeting with the partner agencies. - The agencies fully expect to revisit and likely adjust this target in two years as allowed by FHWA.
Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D7	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
D8	Please report the agencies that established the unified PHED target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	• States - New Jersey Department of Transportation; ; Pennsylvania Department of Transportation; Delaware Department of Transportation; Maryland Department of Transportation; • MPOs - Delaware Valley Regional Planning Commission; North Jersey Transportation Planning Authority, Inc.; South Jersey Transportation Planning Organization; Wilmington Area Planning Council (WILMAPCO); Lancaster County Transportation Coordinating Committee (LCTCC)
D9	Please provide the 4-year target for the annual hours of peak hour excessive delay per capita in this UZA that was established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and & 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2021. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1. Note: For the first performance period only, baseline performance and 2-year targets are not required for the PHED measure. [23 CFR 490.105(e)(8)(vi)]]	17.2
D10	Please provide a discussion, to the maximum extent practicable, of the basis for the 4-year target established for the 2018-2021 Performance Period for the annual hours of peak hour excessive delay per capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	The following points are considered in the PHED Target Setting process. • Policy Goals - This Congestion Mitigation and Air Quality Program performance

		measure considers excessive traffic congestion and the role that it plays in pollutant emissions. - Goals of all partner agencies (listed in D8) address the need to appropriately manage traffic congestion. The “excessive” part of the PHED name is because some level of congestion is recognized as acceptable and is thus not counted. This corresponds to recognition that it is not possible, nor sometimes desirable, to eliminate all congestion delay; some congestion relates to economic activity and thriving places. Partners also want to provide for reliable travel times, in that some congestion is to be expected, and arriving at a destination at a planned time is most desirable. - The “per capita” implies that the total delay is shared by all residents; hence it considers it beneficial for some trips to be avoided and shifted to walking or biking, or shifted out of the peak time period. • Data - This is a measure of congestion on all roadways on the National Highway System (NHS), which includes the Interstate Highway system and most principal arterials or greater functional class in the urbanized area. - The measure indicates traffic delay experienced by travelers throughout an entire year on roadways, specifically during peak periods. The morning peak period is defined as weekdays from 6 am to 10 am and partner agencies agreed on the afternoon peak period from 3 pm to 7 pm, rather than 4 pm to 8 pm. - Excessive delay means the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. The speed threshold is 20 miles per hour (mph) or 60 percent of the posted speed limit, whichever is greater. - Travel times in this measure are derived from the National Performance Management Research Data Set (NPMRDS v2), based on archived probe-based traffic data. Traffic volumes and vehicle mix (cars, buses, and

		trucks) are from the national Highway Performance Monitoring System (HPMS). Vehicle occupancies (Cars - 1.7, Buses - 13.3, and trucks - 1.0) and time-of-day travel distributions are from national survey data and established estimation formulas. The Probe Data Analytics (PDA) Suite Map-21 tools were used to process this data and calculate the PHED measure. - The NPMRDS data is new and imperfect, but the best source available and approved for use. It is appropriate to consider the analysis for this measure to be also considered a “benchmark”. - The baseline year is 2017 and the required 4-year target refers to travel in 2021. • Trends - The 2016 annual hours of PHED per capita was compared to the 2017 baseline. Other related measures of congestion were compared and trended including DOT vehicle miles traveled, DVPRC Travel Demand Model traffic forecasts, DVRPC population and employment forecasts, vehicle registrations (Pennsylvania only) and National Transit Database passenger miles. All showed recent increases. - With economic growth, increases in the number of people traveling, and the movement of freight on NHS roadways, delay would likely increase. This would be only partially balanced by population growth reflected in the “per capita” portion of the measure. • Considerations and Uncertainties in Meeting Established Targets - Transportation investment resources in the urbanized area are (by necessity) largely directed toward preserving the existing system, resulting in fewer programs and projects to mitigate delay overall on NHS roadways. - Transportation system management and operations should moderate the expected increase in travel delay. Minimal new NHS road capacity is being added in the urbanized area in the near term. - The ability of the existing public transit system to accommodate increased ridership is limited over

		the time frame of the targets. - Continued increase in Non-Single Occupant Vehicle (Non-SOV) travel would mitigate growth in traffic delay to some extent. - Shifting trip-making to outside peak hours would improve this measure (while potentially contributing to excessive delay at other times). - Changes in pricing (e.g. tolls, fuel costs and transit fares) would potentially reduce excessive delay. - The impacts of transportation network companies (TNCs) and of emerging advanced transportation technology in terms of congestion are still being understood. These may lead to increases or decreases in this measure. - Land use, housing locations, and work locations will continue to affect trip making and the traffic on NHS roads. - Variability in the trends and limited historical data affects this measure. - The limitations of the current data, in part involving conflation of HPMS traffic data to NPMRDS, add uncertainty to the values for this measure. • Approach - Based on these considerations, the Philadelphia Urbanized Area MPOs and State DOT partners are agreeing that an appropriate 4-year target (2017-21) would increase a small amount (or 0.6% per year). - This 4-year target number of 17.2 reflects the number derived at the time of "pencils down" Urbanized Area Coordination meeting with the agencies listed above in D8. - The partners expect to revisit and likely adjust this target in two years as allowed by FHWA.

Percent of Non-SOV Travel

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview		
T1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	- Non-Single Occupant Vehicle (SOV) travel includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.; anything other than driving alone. - Percent non-SOV travel for the urbanized area is calculated using U.S. Census American Community Survey data about journey-to-work trips for residents of the urbanized area. While all trips (not just journey-to-work) would be ideal to track, this regularly updated, approved dataset is recognized as the best available. - The data reflects five-year averages, with a time lag. Thus, the baseline refers to 2012-2016 values, the 2-year target to 2014-2018, and 4-year target to 2016-2020.
T2	The total number of applicable urbanized area(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	2
Urbanized Area Target #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T3	Urbanized Area:	New York--Newark, NY--NJ--CT
T4	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	• States - New Jersey Department of Transportation; New York State Department of Transportation. • MPOs - North Jersey Transportation Planning Authority, Inc.; New York Metropolitan Transportation Council; Delaware Valley Regional Planning Commission.
T5	Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T5a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T6	Baseline percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T5, the baseline data will be prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T5, please provide the baseline performance calculated by the State DOT here.	51.6
T7	Please provide the 2-year target for the percent of Non-SOV travel	51.6

	established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	
T8	Please provide the 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	51.7
T9	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The following points are considered in the Non-SOV Target Setting process. • Policy Goals - This performance measure (associated with the federal Congestion Mitigation and Air Quality Program) recognizes the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. - Goals of all partner agencies (T4) reflect strong support for non-single-occupant modes, including public transit, ridesharing, walking, and biking. • Data - Non-SOV travel includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc., anything other than driving alone. - Percent non-SOV travel for the urbanized area is calculated using U.S. Census American Community Survey data about journey-to-work trips for residents of the urbanized area. While all trips (not just journey-to-work) would be ideal to track, this regularly updated, approved dataset is recognized as the best available. - The data reflects five-year averages, with a time lag. Thus the baseline refers to 2012-2016 values, the 2-year target to 2014-2018, and 4-year target to 2016-2020. • Trends - Percent Non-SOV Travel has modestly increased in recent years, associated with factors such as growth in transit ridership. This has accompanied population growth and positive and negative employment changes. - Long term forecasts (plan

		horizon years) show minimal increases in percent non-SOV travel. - This is a percentage measure. If trip making continues to grow, the absolute number of non-SOV trips would increase even if the percentage stays the same. • Impacts - Changes are incremental to the five-year averages intrinsic to this measure. Any impacts of agency plans and programs must essentially already be underway to register. - The ability of the existing public transit system to accommodate increased ridership is limited. Expansion of the transit network is limited over the target time frame. - Continued increases in ridesharing, transportation network companies (TNCs), walking and biking would contribute to increases for this measure. - Land use, housing locations and work locations will continue to affect trip making and the use of non-SOV modes. - Changes in pricing (e.g., congestion pricing, fuel costs, transit fares) would affect this measure. • Uncertainty - The variability in the trends (including numerous external factors) discussed above means that there is a significant range of likely values for this measure in coming years. • Approach - Based on these considerations, the NYC/NJ MPOs and state DOTs are agreeing that an appropriate 2-year target (for the 2014-2018 period) is to maintain the percent non-SOV travel; and that an appropriate 4-year target (for the 2016-2020 period) would be a slight increase.
Urbanized Area Target #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T10	Urbanized Area:	Philadelphia, PA--NJ--DE--MD
T11	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and & 23 CFR [490.105(f)(5)(iii)(B)]	• States - New Jersey Department of Transportation; ; Pennsylvania Department of Transportation; Delaware Department of Transportation; Maryland Department of Transportation; • MPOs - Delaware Valley Regional Planning Commission; North Jersey Transportation Planning Authority, Inc.; South

		Jersey Transportation Planning Organization; Wilmington Area Planning Council (WILMAPCO); Lancaster County Transportation Coordinating Committee (LCTCC)
T12	Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T12a	Please provide a brief description of the method for the Percent of Non-SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T13	Baseline percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T5, the baseline data will be prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T5, please provide the baseline performance calculated by the State DOT here.	27.9
T14	Please provide the 2-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2019. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	28.0
T15	Please provide the 4-year target for the percent of Non-SOV travel established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2021. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(d)] Enter 86.5% as 86.5.	28.1
T16	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for the percent of Non-SOV travel. [23 CFR 490.107(b)(1)(ii)(A)]. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The following points are considered in the Non-SOV Target Setting process. • Policy Goals - This Congestion Mitigation and Air Quality Program performance measure considers the role that single-occupant vehicles play in contributing to traffic congestion and pollutant emissions. - Goals of all partner agencies (T11) reflect strong support for increasing non-single-occupant modes, including public transit, ridesharing, walking, and biking. • Data - Non-Single Occupant Vehicle (SOV) travel includes carpool, train, bus, walk, bike, taxi, rideshare, working at home, etc.; anything

		other than driving alone. - Percent Non-SOV Travel for the urbanized area is calculated using U.S. Census American Community Survey (ACS) data 5-year estimates for journey-to-work trips for residents within the urbanized area. While all trips (not just journey-to-work) would be ideal to track, this regularly updated, approved dataset is recognized as the best available. - The data reflects five-year averages, with a time lag. The baseline refers to 2012-2016 values, the 2-year target from 2016-2018, and the 4-year target from 2016-2020. • Trends - ACS percent Non-SOV Travel data trends show slight increases in percent non-SOV travel from 5-year ACS (2007-11) to 5-year ACS (2012-16). A linear trend was used to establish 2- and 4-year targets. - This is a percentage measure. If trip making continues to grow, the absolute number of non-SOV trips would increase even if the percentage stays the same. • Considerations and Uncertainties in Meeting Established Targets - There is a two-year time lag in reporting of data, so any non-SOV completed project would not be reflected in the measure until two years later. Additionally, reflected changes are incremental due to five-year averages intrinsic to this measure. - The ability of the existing public transit system to accommodate increased ridership is limited, and the expansion of the transit network is limited over the target time frame. - Continued increases in ridesharing, transportation network companies (TNCs), walking, and biking would contribute to increases in this measure. - Land use, housing locations, and work locations will continue to affect trip-making and the use of non-SOV modes. - Changes in pricing (e.g. tolls, fuel costs and transit fares) could affect this measure. • Approach - Based on these considerations, the Philadelphia Urbanized Area MPOs and State DOT partners are

		agreeing that there would be a slight increase in targets from the baseline, with an appropriate 2-year target (2016-18) and 4-year target (2016-20) at 28.0% and 28.1%, respectively.

Emissions

Emissions Reduction Performance Overview		
E1	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. This text may be shared verbatim online. (Optional)	The on-road emissions benefits targets were developed such that the Statewide (DOT) and MPO values would be harmonized. Throughout the development of the CMAQ On-road emission targets, technical staff of the MPO planning partners were continually consulted and engaged. All three MPOs have agreed on the data and process to arrive at the targets presented herein. The development of the CMAQ emissions targets began by reviewing the reported emission benefits in FHWA's CMAQ Public Access System (PAS) for fiscal years 2014-2017. MPO and NJDOT staff reviewed the 2014-2017 CMAQ PAS database and changes were made to the baseline data used to develop the targets, addressing any analysis/data entry issues and to ensure all projects were coded consistently. Modifications to the baseline data include • Benefits of NJ Transit projects receiving CMAQ funding are not currently found in the FHWA CMAQ PAS. Benefits for 2014-2017 were obtained from NJ Transit and included. • One-time "heavy hitter" projects were not considered in target setting. MPOs identified one-time projects with large positive impacts on emissions are considered unique opportunities with benefits that are very unlikely to repeat in future years. • Projects with entry errors/erroneously high impacts were assumed to be qualitative for the purposes of targeting setting. • Emission benefits of "Statewide/no MPO assigned" projects (representing some of the NJDOT efforts) were distributed among the MPOs for target setting.
E2	Does the State include any areas designated as nonattainment or maintenance for PM2.5? Note: Based on the response to E2, the State is required to provide	Yes

	a statewide target for annual emissions reductions for PM2.5.	
E3	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State? Note: Based on the response to E3, the State is required to provide a statewide target for annual emissions reductions for VOC as a significant contributor to PM2.5.	Yes - NOx and VOC
E4	Does the State include any areas designated as nonattainment or maintenance for PM10? Note: Based on the response to E4, the State is not required to establish a statewide target for annual emissions reductions for PM10.	No
E5	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	
E6	Does the State include any areas designated as nonattainment or maintenance for CO? Note: Based on the response to E6, the State is required to provide a statewide target for annual emissions reductions for CO.	Yes
E7	Does the State include any areas designated as nonattainment or maintenance for ozone? Note: Based on the response to E7, the State is required to provide statewide targets for annual emissions reductions for NOx and VOC.	Yes
E8	The number of MPOs within your State that are required to submit a CMAQ Performance Plan to the State DOT are: [23 CFR 490.107(b)(1)(ii)(G)]	3
E9.1	MPO required to submit a CMAQ Performance Plan to the State DOT:	Delaware Valley Regional Planning Commission
E10.1	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.1a	Please explain why the plan was not uploaded to the PMF.	
E9.2	MPO required to submit a CMAQ Performance Plan to the State DOT:	North Jersey Transportation Planning Authority
E10.2	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.2a	Please explain why the plan was not uploaded to the PMF.	
E9.3	MPO required to submit a CMAQ Performance Plan to the State DOT:	South Jersey Transportation Planning Organization
E10.3	Did you upload the plan to the PMF on the “attachment” tab?	Yes
E10.3a	Please explain why the plan was not uploaded to the PMF.	
Statewide Total Emission Reductions PM2.5 Target #1		
E11	Please provide the baseline estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	9.572
E12	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM2.5 for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019.	4.290

	The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E13	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM2.5 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	8.520
E14	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)]	The PM2.5 2 year and 4 Year Targets consist of the NJTPA and DVRPC Regions. Using the adjusted baseline data, projects in FY 2014-2017 were separated by MPO into projects that affected the general vehicle fleet and projects that affected specific sub-fleets/model years of vehicles. • For the first classification of projects, it is important to note that the implementation of fuel and vehicle emission standards, combined with fleet turnover, results in declining emission benefits as time progresses. Projects in this category are generally classified as travel demand management projects that reduce Vehicle Miles of Travel (VMT) or projects that reduce emissions through improved traffic flow. • The second classification of projects include projects involving diesel retrofits, alternative fuels, vehicle technology, etc. that are common recipients of CMAQ funding. The specific emission benefits for the vehicles involved are known and the benefits are relatively stable over time. Because there is no change in benefits assumed over time, a simple average of the 2014-2017 benefits formed a baseline for the typical annual CMAQ projects, and this average was carried forward unadjusted into 2018-2021 for setting targets.
Statewide Total Emission Reductions NOx Target #2		
E15	Please provide the baseline estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the	244.301

	cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E16	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	114.401
E17	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of NOx established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	231.850
E18	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)]	The NOx 2-year and 4-year Targets consist of the NJTPA, SJTPO, and DVRPC Regions. Using the adjusted baseline data, projects in FY 2014-2017 were separated by MPO into projects that affected the general vehicle fleet and projects that affected specific sub-fleets/model years of vehicles. • For the first classification of projects, it is important to note that the implementation of fuel and vehicle emission standards, combined with fleet turnover, results in declining emission benefits as time progresses. Projects in this category are generally classified as travel demand management projects that reduce Vehicle Miles of Travel (VMT) or projects that reduce emissions through improved traffic flow. • The second classification of projects include projects involving diesel retrofits, alternative fuels, vehicle technology, etc. that are common recipients of CMAQ funding. The specific emission benefits for the vehicles involved are known and the benefits are relatively stable over time. Because there is no change in benefits assumed over time, a simple average of the 2014-2017

		benefits formed a baseline for the typical annual CMAQ projects, and this average was carried forward unadjusted into 2018-2021 for setting targets.
Statewide Total Emission Reductions VOC Target #3		
E19	Please provide the baseline estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	44.493
E20	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	17.682
E21	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of VOC established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	36.324
E22	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)]	The VOC 2-year and 4-year Targets consist of the NJTPA, SJTPO, and DVRPC Regions. Using the adjusted baseline data, projects in FY 2014-2017 were separated by MPO into projects that affected the general vehicle fleet and projects that affected specific sub-fleets/model years of vehicles. • For the first classification of projects, it is important to note that the implementation of fuel and vehicle emission standards, combined with fleet turnover, results in declining emission benefits as time progresses. Projects in this category are generally classified as travel demand management projects that reduce Vehicle Miles of Travel (VMT) or projects that reduce emissions through improved traffic flow.

		• The second classification of projects include projects involving diesel retrofits, alternative fuels, vehicle technology, etc. that are common recipients of CMAQ funding. The specific emission benefits for the vehicles involved are known and the benefits are relatively stable over time. Because there is no change in benefits assumed over time, a simple average of the 2014-2017 benefits formed a baseline for the typical annual CMAQ projects, and this average was carried forward unadjusted into 2018-2021 for setting targets.
Statewide Total Emission Reductions PM10 Target #4		
E23	Please provide the baseline estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E24	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E25	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of PM10 established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E26	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) the PM10. [23 CFR 490.107(b)(1)(ii)(A)]	
Statewide Total Emission Reductions CO Target #5		
E27	Please provide the baseline estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) & 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.	67.376

	The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E28	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	31.927
E29	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of CO established for the 2018-2021 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	63.010
E30	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)]	The CO 2-year and 4-year Targets consist of the NJTPA Region. Using the adjusted baseline data, projects in FY 2014-2017 were separated by MPO into projects that affected the general vehicle fleet and projects that affected specific sub-fleets/model years of vehicles. • For the first classification of projects, it is important to note that the implementation of fuel and vehicle emission standards, combined with fleet turnover, results in declining emission benefits as time progresses. Projects in this category are generally classified as travel demand management projects that reduce Vehicle Miles of Travel (VMT) or projects that reduce emissions through improved traffic flow. • The second classification of projects include projects involving diesel retrofits, alternative fuels, vehicle technology, etc. that are common recipients of CMAQ funding. The specific emission benefits for the vehicles involved are known and the benefits are relatively stable over time. Because there is no change in benefits assumed over time, a simple average of the 2014-2017 benefits formed a baseline for the typical annual CMAQ projects, and this average was carried forward unadjusted into 2018-2021 for

		setting targets.
The line above marks the end of the required reporting. Everything below this line is related to optional targets. **Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]**		
E31	Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. (Optional) This item may be used to provide additional background detail or clarification on items included in this submission, note any complications, direct attention to areas of concern, ask questions, or for other similar purposes. (No text limit)	
E32	What pollutant does this optional additional target apply?	
E33	Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	
E34	Please provide the baseline estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E35	Please provide the 2-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2019. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E36	Please provide the 4-year target for cumulative emissions reduction (daily kilograms) of the applicable pollutant for the 2018-2021 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) & 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2021. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) & 23 CFR 490.811(b)] For example, enter 86.512.	
E37	Please provide a discussion, to the maximum extent practicable, of the basis for the 2-year and 4-year targets established for the 2018-2021 Performance Period for cumulative emissions reduction (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)]	

Attachments

S.No	Section	Attachment Name
1	Freight	2018_NJ_Freight_Ch 4 Problem Areas extract New Jersey Statewide Freight Plan.pdf
2	Freight	2018_NJ_Freight_NJFP - Highway Problem Areas Summary PM3.pdf
3	Emissions	2018_NJ_Emissions_NJTPA 2018 CMAQ Performance Plan- Recd 9262018.pdf
4	Emissions	2018_NJ_Emissions_DVRPC 2018_CMAQ_PM3_performancereport(9-12-18).pdf
5	Emissions	2018_NJ_Emissions_SJTPO 2018 CMAQ Performance Plan Final 09 28 18.pdf