

CIA TEAM

**PLANNING &  
ENVIRONMENT**

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# CORE INNOVATION AREA UPDATE PLANNING & ENVIRONMENT

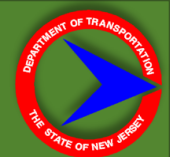
December 13, 2023



Simon Nwachukwu – NJDOT



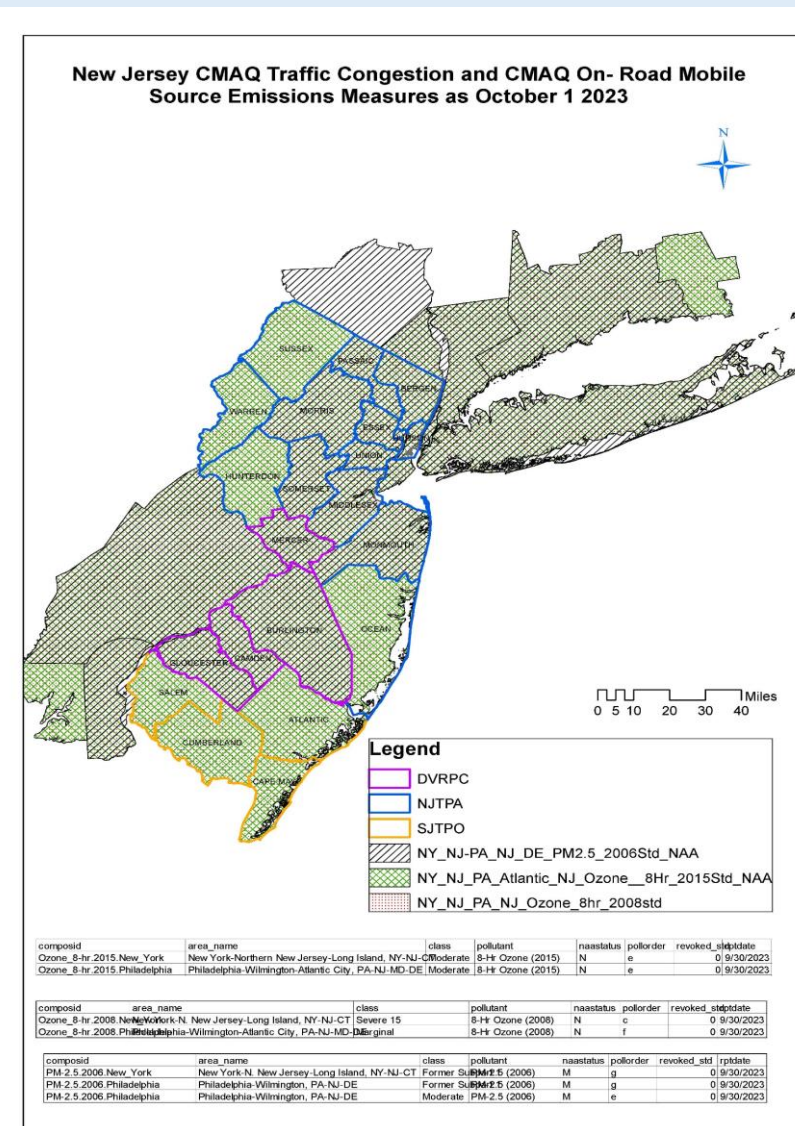
# New Jersey CMAQ Traffic Congestion and Roadway Emissions



## Background

As of October 1, 2023, the Federal Highway Administration (FHWA) published the list of State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) who are required to establish targets and report progress for the performance measures related to the Congestion Mitigation and Air Quality Improvement (CMAQ) Program.

- on-road mobile source emissions: the total emissions reduction measure.





# New Jersey CMAQ Traffic Congestion and Roadway Emissions



Table 1. State DOTs Required to Establish Targets and Report Performance for the CMAQ Emissions Measure (with Applicable NAAQS and Precursor Pollutants)

State Name	State DOT	National Ambient Air Quality Standards (NAAQS)							Precursors	
		24-hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
New Jersey	New Jersey Department of Transportation			YES		YES	YES		YES	YES

## CMAQ on-road Mobility source Emissions Measure:

State DOTs – 38 State DOTs would be required to establish targets and report for the on-road source emissions measure. (A decrease from 39) For the on-road mobile source emissions measure, state DOTs must set targets for each applicable criteria pollutant and precursor. The applicable precursor pollutants, volatile organic compounds (VOC) and nitrogen oxides (NOx), are provided in Table 1 as well.





# New Jersey CMAQ Traffic Congestion and Roadway Emissions



Table 2. State DOTs Required to Establish Targets and Report Progress for the Traffic Congestion Measures (with Applicable Urbanized Areas) :

State DOT	Urbanized area with a population > 200K (at least partially within the State boundary)	Does the Urbanized Area contain <u>both</u> NHS mileage and any part of Designated Nonattainment or Maintenance Area(s)?
New Jersey Department of Transportation (NJDOT)	Philadelphia, PA--NJ--DE--MD	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	New York--Newark, NY--NJ--CT	Yes – Required to establish urbanized area targets for the traffic congestion measures.
NJDOT	Atlantic City, NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Trenton, NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.
	Allentown--Bethlehem--Easton, PA--NJ	Yes – Required to establish urbanized area targets for the traffic congestion measures.





# New Jersey CMAQ Traffic Congestion and Roadway Emissions



Table 3. Applicable MPOs for the On-Road Mobile Source Emissions Measure and the CMAQ Performance Plan

				National Ambient Air Quality Standards (NAAQS)							Precursors	
MPOs subject to On-Road Mobile Source Emissions Measure	Do the MPA; urbanized area with population > 1m; and any one of the designated nonattainment or maintenance Area(s) Overlap?	Name of urbanized area with population > 1m overlapping with MPA	Name of additional urbanized area with population > 1m overlapping with MPA	24- hour PM10	PM2.5 (1997)	PM2.5 (2006)	PM2.5 (2012)	Ozone (2008)	Ozone (2015)	CO	VOC	NOx
Delaware Valley Regional Planning Commission	Yes - CMAQ Performance Plan Required	Philadelphia, PA- NJ-DE-MD	New York- Newark, NY-NJ-CT			YES	YES	YES	YES		YES	YES
North Jersey Transportation Planning Authority	Yes - CMAQ Performance Plan Required	Philadelphia, PA-- NJ- -DE--MD	New York-- Newark, NY--NJ-- CT			YES		YES	YES		YES	YES
South Jersey Transportation Planning Organization	Yes - CMAQ Performance Plan Required	Philadelphia, PA- NJ- DE-MD						YES	YES		YES	YES
Wilmington Area Planning Council	Yes - CMAQ Performance Plan Required	Philadelphia, PA- NJ- DE-MD				YES		YES	YES		YES	YES





## Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure

- DOTs and MPOs to establish declining Carbon Dioxide (CO<sub>2</sub>) targets and report on progress toward the achievement of these those targets.
- State DOTs and MPOs have flexibility to set targets that appropriate for their community and that work for their respective climate change and other policy priorities.
- Establish declining targets for reducing CO<sub>2</sub> emissions generated by on-road mobile sources relative to a reference year defined as calendar year 2022, and report on their progress.
- The GHG measure established in this rule is the same as the measure proposed in the NPRM, which is the percent change in on-road tailpipe CO<sub>2</sub> emissions on the NHS relative to the reference year
- State DOTs will establish 2- and 4-year statewide emissions reduction targets, and MPOs will establish 4-year emissions reduction targets for their metropolitan planning areas.
- In addition, the rule will require certain MPOs serving UZAs with populations of 50,000 or more to establish additional joint targets.
- Supports the U.S. target of reducing GHG emissions 50-52 percent below 2005 levels in 2030 on course to reaching net-zero emissions economywide no later than 2050





## Reports, Due Dates and Current Status

- State DOTs will report their 2 and 4-year targets to FHWA in the State Initial GHG Report by no later than February 1, 2024
- The 2024 Mid Performance Period Progress Report, due October 1, 2024. 23 CFR 490.107(b)(2)(i).
- Biennial reporting related to the GHG measure will begin with the 2026 Full Performance Period Progress Report and the 2026 Baseline and Performance Period Report.
- We are currently communicating with NJDOT divisions internally on GHG Measure, and starting next month, we will also be coordinating with MPOs and other stakeholders.







**Thank you for your Participation.**

