MOBILITY

"Transportation is the act of moving goods or people. Mobility is the ability to freely move or be moved.

The important difference here is the word ability. Transportation ('across-carry' in Latin) describes the act of moving something or someone, whereas mobility ('capable of movement') describes the ability of a person to move or be moved.

In other words: transportation is something you do and mobility is something you have."

— Forum for the Future

Innovate Public Transportation

Public transportation has traditionally meant mass transport via buses, trains, and ferries. The current landscape may offer individuals in high-density areas other options as well, including rental bicycles, e-bikes, and scooters. Mobility innovations continue to show how roadways can create various options that circumvent the use of cars. This new industry of "shared mobility" helps transit riders overcome the "first mile/last mile" challenge—easing the burden of getting to and from local transit networks to final destinations. Shared mobility can expand the potential catchment area for transit users where additional bus or rail service may not be feasible.

Innovations in shared mobility and microtransit can expand the size of catchment areas to encourage more people to use public transport services in the future, creating equity for all commuters and thus reducing the use of motorized vehicles that congest roads, highways, and parking areas.

GOTrenton!

The GOTrenton! service is a collaborative effort spearheaded by Isles Inc., state partners, and local partners to bring affordable and reliable transportation to the Trenton community. Its fully electric shuttles and vans connect people to jobs, healthcare, and other services while working to improve local air quality—all at no cost to riders.

What Is a Catchment Area and Why Is It Important?

A catchment area is the geographic area from which a facility—such as a subway, train, or bus station—attracts clients or customers.

Source: https://www.gotrenton.org/

Similarly, low- and mid-density areas are candidates for innovative transportation options as well. Microtransit is one such concept that complements fixed-route transportation services by allowing users to schedule or hail rides in a shared vehicle within a geographic region. Microtransit vehicles connect to high-frequency bus services, major points of interest, or generally curb-to-curb services within the coverage area. These services may be operated by a public transportation authority, allowing for the same trained, professional service from bus operators and creating new employment opportunities within a transportation authority. This concept may be suitable for suburban and rural areas to reduce single-car trips and parking burdens when riders converge in a denser area. By allowing for regular connectivity with established transit lines, microtransit services also may help mitigate transit deserts (i.e., places where there are no transit options) and, as such, both reduce the number of cars needed and improve mobility options for residents.

Given this evolving approach to public transit and the many options available to New Jersey communities, there are ways to make these programs profitable while improving usage. For instance, New Jersey has a law (NJAC 16-41C) that inhibits municipalities' ability to use bike-share infrastructure for advertising purposes. Ad space is at a premium in many of New Jersey's cities and would offset many programmatic costs associated with bike sharing programs. There are plenty of inadvertent hurdles such as advertising restrictions that New Jersey may easily resolve to allow for pilots and the full implementation of some of these mobility solutions.

PRIMARY CONCERNS

- Shared-mobility pilots are getting stuck in the pilot phase.
- New Jersey needs better innovation and integration with transportation authorities.
- Shared e-mobility, micromobility, and microtransit options have much room for growth regarding equity, including ensuring affordability and making options available for lower-income families (e.g., cash options).

POLICY RECOMMENDATIONS

- Direct the New Jersey Department of Transportation to ensure that funds are available for municipalities to provide shared-mobility options, including "innovation funds" that allow municipalities to implement various transportation options (e.g. bike sharing, scooter sharing, car sharing, electric van sharing).
- Expand and make permanent the state's microtransit program.
- Create accessibility-friendly spaces, making bus stops, train stations, and car sharing easier, especially for people with disabilities.
- Include e-bike rebates in policy development around long-term incentives for electric vehicles at a state level.
- Institute a bicycle-commuter benefit for state employees, which could enable the gathering of metrics on adoption and the generation of proposals for ways to expand the program.
- Resolve New Jersey Administration Code legal issues to allow for advertising opportunities with bicycle-sharing.

Futureproof New Jersey Transit

NJ TRANSIT is the third-largest transportation authority in the country, providing almost 270 million passenger trips per year, and the engine behind the region's economy. Despite its crucial role moving commuters around the state—as well as providing connections to the New York and Philadelphia metro regions—NJ TRANSIT has faced historic funding raids, ongoing funding transfers, and historic infrastructure losses after Hurricane Sandy. This volatility has hamstrung NJ TRANSIT's ability to meaningfully plan ahead or stay on par with peer agencies' system evolutions, such as electrifying bus fleets, connecting to bicycle and pedestrian infrastructure, or updating bus routes to reflect geographic and demographic changes.

Dedicated Source of Revenue

NJ TRANSIT lacks a permanent, dedicated funding source for the agency's annual operating budget, leaving this critical funding at the mercy of the annual political budget process and the priorities of any given administration.

Postpandemic Reevaluation

New Jersey Transit historically relies heavily on farebox revenue to fill its budget. However, at the height of the pandemic, when emergency executive orders mandated work-from-home options for all nonessential employees, NJ TRANSIT saw its ridership dip by 90 percent. In 2023, bus ridership was more than 80 percent back to prepandemic levels, and in 2024, NJ TRANSIT was utilized by 59,447,200 riders. This long-term reduction in ridership is a call for action for the state to reevaluate and futureproof NJ TRANSIT's funding streams.

There is an opportunity now to repurpose NJ TRANSIT service to meet the state's mobility needs, capture more riders, reduce dependency on automobiles, reduce harmful emissions, and improve the overall quality of life for all New Jersey residents. For example, NJ TRANSIT has stepped in to service additional bus routes after private bus companies shut down after the pandemic. Now is an opportune time to create an equitable, safe, and accessible bus network for residents.

Gateway: The Most Urgent Infrastructure Program in America

The Gateway Program will increase resiliency and capacity along a 10-mile stretch of the Northeast Corridor rail line between Newark, New Jersey, and New York Penn Station. This section of the Northeast Corridor handles approximately 450 trains per day and over 200,000 daily Amtrak and NJ TRANSIT passenger trips; it also directly serves New York Penn Station—the busiest rail station in America. The project includes the Hudson Tunnel Project, which will build two new rail tracks under the Hudson River and rehabilitate the existing North River Tunnel and its two tracks. Additionally, the Gateway Project consists of multiple construction projects, all designed to improve reliability, resiliency, and redundancy in the system.

Transition to an All-Electric Bus Fleet

Signed into law in January 2020, Senate Bill No. 2252 statutorily mandated NJ TRANSIT's transition to an all-electric bus fleet. The new law stipulates that by December 31, 2024, at least 10 percent of the new bus purchases made by the New Jersey Transit Corporation shall be zero-emission buses; this subsequently increases to 50 percent by December 31, 2026, and to 100 percent by December 31, 2032, and thereafter.

NJ TRANSIT's *Five-Year Capital Plan* (2020) calls for modernizing its 16 bus garages to support electrification of its bus fleet. Through recent federal funding, NJ TRANSIT has received hundreds of millions of dollars to upgrade its bus garages and purchase electric buses. The US Department of Transportation also awarded a $6.8 million grant to the agency to complete a zero-emission bus study to determine needed upgrades at existing and planned future garages as it transitions to a zero-emission bus fleet by a state goal of 2040. It is essential that NJ TRANSIT also budget to train bus mechanics and operators to ensure that the buses can be safely and efficiently operated and maintained. Finally, this transition must inform the recently started bus redesign process to make sure that new routing takes into account electric bus ranges and charging needs, as well as routing and infrastructure planning needs.

PRIMARY CONCERNS

- There is no permanent, dedicated funding source for NJ TRANSIT.
- NJ TRANSIT historically uses capital-to-operating transfers, as well as transfers from other sources (e.g., the Clean Energy Fund), to keep its system moving.
- Future capital planning, including "state of good repair" projects and future system electrification projects, are delayed or nonexistent due to volatile funding.
- Progress remains slow on the transition to an all-electric bus fleet, with only eight busses purchased for a pilot project in Camden in 2022.

POLICY RECOMMENDATIONS

- Make the Corporate Transit Fee permanent to provide reliable, dedicated funding to NJ TRANSIT to ensure a consistent operating budget.
- Design a holistic approach to bus route redesigns for the entire NJ TRANSIT bus system, including community outreach, accounting for technology changes (e.g., electric buses), and connectivity with rail schedules, bike trails, and pedestrian infrastructure.
- Spend down awarded federal funds to upgrade bus garages and purchase electric buses. This will move NJ TRANSIT towards being climate- and electrification-ready.
- Support the construction of the Gateway Project and secure its completion by 2035.

Electrify New Jersey's Transportation System

Reducing greenhouse gas emissions is a critical issue facing our planet. In New Jersey, the transportation sector represents the single largest emitter of greenhouse gases, accounting for 38 percent of the state's total GHG emissions in 2020.

With the enactment of a significant market-leading electric vehicle (EV) law on January 17, 2020, New Jersey has begun carving out a leadership path toward the electrification of the transportation system, bolstered by the following:

- focus on electric vehicles in the Energy Master Plan
- the Regional Greenhouse Gas Initiative Strategic Funding Plan
- the Volkswagen (VW) settlement investment awards
- New Jersey's status as a signatory to the Northeast States for Coordinated Air Management Memorandum of Understanding, a multistate effort to develop state action plans to deploy zero-emission medium- and heavy-duty vehicles
- the adoption of Advanced Clean Truck rules, which are intended to accelerate a large-scale transition to zero-emission medium- and heavy-duty vehicles
- the adoption of Advanced Clean Car II rules, which require vehicle manufacturers to comply with an annual Zero-Emission Vehicle requirement that culminates in a 100-percent requirement for zero-emission vehicles in 2035
- the state's award of nearly $540 million since 2019 for electric vehicles, charging stations, e-mobility projects, electric trucks and cargo vans, electric school buses, and electric airport and port vehicles and equipment

In particular, the Integrated Energy Plan that underpins the 2019 Energy Master Plan made it clear that electrifying transportation was a necessary but not sufficient least-cost–pathway initiative to reach emission goals.

Part of the rationale for New Jersey's focus on electrifying the transportation system is because this one action captures several important high-level priorities:

- Improving the health and well-being of frontline communities.
- Reducing toxic health and environmental emissions, including co-pollutants, such as particulate matter, sulfur dioxide, and ozone.
- Reorienting New Jersey's economy as a green innovation engine that provides opportunities for all to participate.

If done thoughtfully, and with public input, this initiative has the potential to lead to a significant economic boom for New Jersey. Moreover, with the potential for significant investment coming from the federal government, it will be crucial to fully mine all the opportunities available.

The landscape is shifting quickly, as evidenced by the fact that New Jersey's market-leading EV law is already out of date. While the law set goals for light-duty vehicles at 330,000 registered plug-in electric vehicles by 2025, California recently called for 100 percent of car sales to be for zero-emission vehicles by 2035. New Jersey' law calls for 85 percent of car sales/leases to be for zero-emission vehicles by 2040. EVs now comprise 12 percent of new vehicle sales in New Jersey.

PRIMARY CONCERNS

- There is the potential for loss of federal funding for electrification efforts, including funding to deploy medium- and heavy-duty EV-charging infrastructure along the I-95 corridor.
- The timetable for electrification needs to be accelerated and state agencies need to achieve system changes to reach these goals.
- Without stakeholder involvement, the state risks failing to generate creative solutions and resolving community-level issues.

POLICY RECOMMENDATIONS

- Recognize that vehicle electrification will have impacts on the electric grid infrastructure, and revisit NJBPU's authority to ensure a modern grid that can support electrification of the transportation system. NJBPU should be empowered by statute and/or executive order to balance several priorities: reliability, affordability, and energy products and services with the lowest-possible emissions.
- Defend the New Jersey Department of Environmental Protection's adopted Advanced Clean Truck rule, which increases EV truck sales for manufacturers.
- Focus on feasible medium and heavy sectors, in addition to including micromobility solutions and shuttles between transit hubs that can improve access.
- Incentivize local, high-paying jobs in electrification industries (e.g., advanced manufacturing) that target residents of low-income communities.
- Improve interconnection processes that help streamline charging stations and Distributed Energy Resources (DERs); establish rules for communication standards to ensure interoperability and open access for fleets.
- Launch initiatives to incorporate energy storage, other DERs, and managed charging solutions with charging stations to maintain stable electrical rates and maximize benefits to all ratepayers.
- Encourage the development of innovative business models that offer "charging as a service" to public and private fleets. Similar to solar power purchase agreements, these arrangements can result in savings to end users, eliminating upfront investment by entering into a long-term contract for fueling. These contracts could also be considered for vehicles, including their operation and maintenance.

Reimagine Roadways: Future Uses and Mechanics

New Jersey has earned its designation as a corridor state. Its geography connects the mid-Atlantic to the Northeast, and westward to interior states. Its crisscrossing roadways, tunnels, and bridges move vehicles around the state and beyond. Maintenance of these massive pieces of infrastructure is of the utmost importance. However, the state consistently lacks the needed resources and dedicated funding to keep roads safe and operational. The American Society of Civil Engineers indicates that driving on roads in need of repair costs each driver $713 per year, and that 7.8 percent of bridges are rated as structurally deficient. Instead of focusing on a "fix-it-first" policy, where the New Jersey Department of Transportation focuses on important maintenance, New Jersey continues to pursue costly road-widening projects.

Decades of research show the incredible environmental cost of single-occupancy vehicle transportation. Along with the proven concept of induced demand—when highways expand and increase the number of lanes, more traffic fills those lanes instead of alleviating congestion—further growth is encouraged in undeveloped areas rather than in existing centers and corridors.

New Jersey has found itself in an endless cycle of increasing vehicle use and roadway expansion across formerly undisturbed areas.

Additionally, expanded roadways reduce available land and opportunities for recreation, stormwater management, carbon sinks, and cleaner air. Highways in New Jersey and throughout the country have accelerated the inequities for communities of color by cutting off neighborhoods and concentrating mobile air emissions from vehicles. Moving forward, highway planning must ameliorate these inequities rather than exacerbate them. There are significant ways to change how New Jerseyans, and those passing through, use these roadways, and there are avenues that the state can take to best improve the way roads are maintained. These changes would serve to improve the health of surrounding communities, reduce crashes, provide economic benefits to vehicle owners through reduced maintenance costs, and diversify the way New Jerseyans are able to move around the state.

Roundabouts

The first modern roundabout in New Jersey was built in 2014 in Chesterfield Township, Burlington County. The roundabout won the National Roadway Safety Award, as it reduced serious crashes by 100 percent. In addition to improved traffic safety, roundabouts also reduce tailpipe emissions through decreased idling.

Changing how New Jersey molds its transportation infrastructure requires proactive planning to ensure the availability of accessible, equitable, and efficient public transportation, as well as improved ways of moving freight and other heavy-duty vehicles. Single-occupancy vehicles are unlikely to phase out in the near future, so prioritizing electric vehicles on roadways, as well as ensuring the improved availability of electric vehicle supply equipment throughout New Jersey, are strategies to reduce emissions near large roadways and overall in the state. Additionally, increased use of modern roundabouts can reduce idling time and congestion that occurs at traffic lights. This emissions-reduction goal both enhances New Jersey's positive contribution to addressing the effects of climate change and, importantly, reduces health-harming emissions for residents living in proximity to large highways.

PRIMARY CONCERNS

- New Jersey does not currently follow a strong "fix-it-first" roadway maintenance mandate.
- There is a need for increased transparency in the way NJDOT manages planning, including a lack of community input on level-of-service analysis.
- Future expansion of warehouses and other suburban/rural development will change and increase traffic congestion throughout the state, leading to the perception that more roadways are a solution. This will likely create new overburdened communities while exacerbating existing air-quality hazards.
- Labor components in future planning needs are not sufficiently reviewed to ensure union labor expertise is utilized for new development.
- NJDOT's level-of-service analysis does not provide alternative ways to address capacity that do not default to widening a roadway.

POLICY RECOMMENDATIONS

- Follow the "fix-it-first" mandate to keep existing infrastructure safe and to reduce overall maintenance costs as structures continue to age.
- Enact policies to mitigate the environmental harm from roads and bridges, such as using low-carbon concrete, using green infrastructure practices to manage stormwater runoff, using art to enhance traffic barriers or walls, and accounting for wildlife crossings.
- Implement alternative roadway uses to eliminate the perceived need for additional lanes, including identifying suitable locations for shuttle and HOV lanes, electric vehicle access and amenities, and bicycle/pedestrian paths along highways and bridges.
- Redefine the metrics that calculate the need for road widening versus implementing other traffic mitigation techniques first.
- Require transportation projects that are expected to increase emissions to implement components and mechanisms to offset the emissions increases.

Implement Complete and Green Streets Programs

Over the past several years, the popularity, design, political support, and implementation of Complete Streets has grown substantially. When the conversation began, the Complete Streets program was a tool to improve personal safety: it eliminated road fatalities of motorists, pedestrians, and cyclists; reduced crash severity and injury; and minimized crime risk. The program is a key tool to improving the quality of life for communities in New Jersey, which is classified as a "Federal Highway Administration Pedestrian and Bicycle Safety Focus State" due to its high rate of pedestrian fatalities.

In 2019 the New Jersey Department of Transportation published the *Complete and Green Streets For All: Model Complete Streets Policy and Guide*, a one-stop resource for New Jersey municipalities, counties, transportation agencies, and advocates. This resource is helpful in implementing Complete Streets in communities interested in an expanded vision in policies concerning economic vitality, health, equity, and environment.

Complete Streets is the path to the following:

- economic vitality, with increased foot traffic for downtown businesses, marketing and branding tools, transportation tourism, and active transportation events, such as summer streets/ open-streets events
- better health, by providing opportunities for increased physical activity and social connectivity, all with the goal of lowering the risk of obesity, reducing chronic disease, and promoting wellness
- opportunity and equity, when used as a tool to assure that policies are implemented, funding is distributed, and other resources are used equitably and responsibly in all neighborhoods, especially when it comes to improving non-auto-focused transportation systems and access to transportation
- achieving environmental benefits, such as improved air quality, water quality, and stormwater management, and reduced greenhouse gas emissions through green stormwater infrastructure called "green streets"

Despite the success of the Complete Streets program, many of New Jersey's roads are still dangerous due to outdated design standards. Pedestrian and bicyclist deaths are frequent: in 2024 there were 223 pedestrian deaths, the highest number since 1988, and cyclists had the third-highest number of deaths since 1990. Pedestrian deaths in 2024 made up 32 percent of all traffic fatalities, the highest rate in the 52 years since the New Jersey State Police started collecting the data.

While New Jersey has led the nation with the adoption of this Complete Streets policy, the program has yet to realize its full potential. Municipalities and counties have passed policies, but have not implemented them. Many state and local roads lack maintained sidewalks and well-lighted, marked crosswalks. Bicycle facilities, including protected bike lanes and bicycle parking, are almost nonexistent.

The next step—setting a clear target of zero deaths on New Jersey's roads (or "Target Zero")—may jumpstart universal adoption and enforcement.

The ultimate goal of Complete and Green Streets, and Target Zero (or Vision Zero), is to prevent traffic deaths in New Jersey. Through thoughtful street design and an emphasis on bicycle and pedestrian infrastructure, New Jersey can also create meaningful downstream effects to reduce emissions by making it safer to move around the state without a car.

PRIMARY CONCERNS

- Complete and Green streets policies are not being meaningfully implemented in New Jersey.
- Current street design policies do not go far enough to stop traffic deaths.
- Policies that center cars before people are prohibitive to biking and walking, making the reduction of emissions by taking cars off the road difficult.

POLICY RECOMMENDATIONS

- Update and follow NJDOT's 2009 Complete Streets Policy to include all the benefits derived from strategic road design using the 2019 Complete and Green Streets Model Policy, with a targeted focus on priority communities and users, as defined by model policy.
- Fully implement the new law that creates a statewide Target Zero Commission, which has the goal of eliminating traffic deaths and serious injuries in New Jersey by 2040 to make roads safer for pedestrians. Make sure project problem statements include Complete and Green Streets.
- Vet all NJDOT projects (with the Complete Streets checklist) through a process that ensures Complete Streets principles are agencywide rather than limited to one department.
  - ✓ Include the recommendation for the public posting of accepted and exempted projects.
  - ✓ Remove the 20 percent financial exemption.
- Host regular and required trainings for all pertinent project management and engineering staff on Complete and Green Streets principles and how they are to be implemented in all projects.
- Work with the New Jersey Department of Environmental Protection to ensure that stormwater and other environmental regulations are problem-solved proactively and effectively so that they do not pose a barrier. Include regulations for sidewalks, bicycle lanes, and multiuse paths and trails in NJDOT projects, such as constructing trails through wetlands or putting in sidewalks that now require stormwater management.
- Incentivize and encourage municipalities/counties to adopt and implement the revised Complete and Green Streets Model Policy, and incentivize and encourage those who have existing policies to make appropriate updates/amendments.

Reduce Transportation Pollution

The health impacts of transportation powered by fossil fuels affect all of us, but especially vulnerable are children, the elderly, the chronically ill, and low-income households, and communities of color near heavily trafficked freight corridors. As stated earlier, the transportation sector represents the single largest emitter of greenhouse gases in New Jersey, accounting for 38 percent of the state's total GHG emissions in 2020. In addition to releasing GHGs, vehicle emissions release copollutants (e.g., particulate matter) that can impair lung function, cause tissue damage, and contribute to respiratory and cardiovascular disease.

PRIMARY CONCERNS

- State-level discussions of GHG reduction have been dominated by vehicle electrification, but this solution alone will not allow us to reach our GHG-reduction targets, nor does it address traffic congestion or generate the same ancillary benefits as the reduction of total vehicle miles traveled (VMT).
- The *Global Warming Response Act 80x50 Report* focuses primarily on vehicle electrification and does not adequately address strategies and solutions to reduce VMT.
- The Department of Transportation, whose investment decisions are primary drivers of travel behavior, is not among the state agencies taking the lead on coordinating the state's climate-change response strategies.

Decarbonizing Travel Versus Reducing Travel

Total emissions from the movement of people and things can be thought of as the product of total VMT and the amount of GHGs emitted for each mile of movement (emissions per mile). A decrease in total emissions can thus be obtained by reducing either or both of these factors. New Jersey's *Global Warming Response Act 80x50 Report*, which currently represents the state's definitive statement as to how it intends to confront the challenge of reducing GHG emissions, focuses overwhelmingly on decarbonizing travel by reducing emissions per mile traveled via the electrification of the vehicle fleet. Solutions geared toward reducing the need to travel in the first place—such as those involving the planning, development, and preservation of land, as well as the investment in transportation infrastructure—are given much less attention.

Simply put, decarbonizing travel alone (i.e., vehicle electrification) will not get New Jersey to its GHG-reduction goals if VMT continues to rise. It is imperative that reducing vehicle miles traveled be treated with the same weight and urgency as decarbonizing vehicle miles traveled.

Supply-Side Solutions Versus Demand-Side Strategies

Supply-side solutions, such as electrifying the transportation system, have the benefit of being simple to frame. The challenge with demand-side strategies like VMT reduction is that they lack this simplicity and require broader vision, planning, and coordination. However, the advantage of this approach is that GHG reductions can be accelerated in a fair and more equitable manner while improving communities, local economies, and individual health outcomes; and in many cases, it can do this in a way that stretches a dollar of investment.

Cobenefits of VMT Reduction

Unlike merely decarbonizing the transportation sector, reducing VMT creates a host of other societal benefits. The most obvious is a reduction in traffic congestion. Lower VMT leads to fewer vehicles on the road (and lower road construction and maintenance costs), while an electric vehicle takes up just as much space as a gasoline- or diesel-powered vehicle. Fewer vehicular trips would also lead to a reduced need to store vehicles, freeing up some surface parking lots to be redeveloped for productive uses. Reducing VMT is a quality-of-life issue. Less driving means less time behind the wheel and more time for discretionary activities.

Reducing VMT can also aid in making future land development patterns more pedestrian- and transit-friendly, and it generally encourages a less sedentary lifestyle for individuals. Additionally, VMT reduction strategies can advance social equity. By increasing the viability of walking and public transit as options for getting around, the kinds of land-use changes that lead to lower VMT will also make life easier for households that cannot afford to buy and maintain a vehicle. Electrifying the vehicle fleet would accomplish none of this.

POLICY RECOMMENDATIONS

- Set a state goal of reducing Vehicle Miles Travelled by 10 percent by 2025 and by 20 percent by 2050. Issue a governor's executive order articulating specific strategies for reducing VMT with clear and measurable objectives, and with estimated GHG-reduction outcomes. Assign ownership of these objectives to specific state departments to develop actions and timelines.
- Incentivize fewer vehicles on the road and secure funding mechanisms for public transit.
- Direct the Motor Vehicle Commission to begin collecting odometer readings as part of the vehicle inspection process. This would enable the measurement of VMT at the level of individual vehicles rather than by measuring vehicle counts at the road-segment level.
- Direct key state agencies—in particular, the Department of Environmental Protection, the Economic Development Authority, and the Board of Public Utilities—to include VMT-reduction measures in their strategies for addressing climate change. Develop a statewide strategy for reducing VMT.
- Engage with the Department of Transportation as a partner in developing strategies to reduce vehicular travel rather than enabling more of it. Change the culture at the New Jersey Department of Transportation to focus on moving people rather than vehicles, and on ending highway expansions.
- Consider replacing level of service (a measure of vehicular traffic flow estimated using the Highway Capacity Manual's delay-based methodology) with VMT as the metric by which the transportation impacts of new development are to be evaluated, as has been successfully implemented in other states.
- Prioritize clean transportation investments in projects that benefit communities most harmed by pollution, with at least 50 percent of proceeds targeted toward New Jersey's more than 300 overburdened communities.
- Explore a low-carbon transportation standard, centered on environmental justice, to consider the use of lower-emitting fuel types for hard to electrify sectors, including aviation.
- Improve overall connectivity through installing broadband internet access in all corners of the state.