The Case for a Successful Vehicle Miles Traveled Reduction Effort in New Jersey

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EXECUTIVE SUMMARY

New Jersey has set ambitious greenhouse gas reduction goals: 50% by 2030 and 80% by 2050. While the state's 2019 Energy Master Plan primarily focuses on electric vehicle adoption to reduce transportation emissions, the US Department of Transportation[1] and many other states advocate for a dual approach that combines fleet electrification with reducing Vehicle Miles Traveled (VMT).

This report evaluates New Jersey's VMT reduction potential to inform the Board of Public Utilities' Energy Master Plan update. Through analysis of state travel patterns, land use characteristics, and successful approaches from other states, we identify promising strategies for VMT reduction in New Jersey.

Our research examined five states–Colorado, Connecticut, Minnesota, Oregon, and California—that have implemented VMT reduction targets with comprehensive supporting measures. These programs vary in their emphasis on transportation infrastructure, land use development, or both approaches in combination.

Key findings demonstrate significant VMT reduction potential in New Jersey:

- Most trips are made by personal vehicle, and they are predominantly shorter and more local than typical work commutes. The closer daily destinations are to homes, the shorter the length of car trips and the more of such trips that won't need a car at all.
- Despite being the nation's most densely populated state, New Jersey ranks only 8th lowest in per capita VMT.
- States with lower VMT typically have larger populations living in compact areas with robust public transit and proximate local destinations.
- County-level analysis shows lower per-capita VMT correlates with higher population density and closer destinations.
- Even higher-income households reduce vehicle ownership in municipalities designed for walking, cycling, transit use, and shorter car trips.

The path forward for New Jersey to reduce its transportation emissions requires helping communities with high VMT to mirror the characteristics of areas with lower vehicle usage. This transformation involves creating more compact development, improving walking and cycling infrastructure, enhancing transit accessibility, and implementing coordinated land use and transportation policies.

Implementation could begin with the New Jersey legislature adopting specific VMT reduction targets, followed by executive branch development of strategies afterwards.

Given New Jersey's existing density and development patterns, VMT reduction represents an achievable and strategic goal for meeting the state's climate objectives.

1 DOT Report to Congress: Decarbonizing U.S. Transportation, July 2024

I. WHAT ARE OTHER STATES DOING TO REDUCE VEHICLE MILES TRAVELED (VMT)?

A 2023 report by the Natural Resources Defense Council, *Getting Transportation Right: Ranking the States in Light of New Federal Funding*, found "17 states with a quantified goal or projection for reducing VMT" as part of their strategies for meeting GHG reduction goals. Not all of these states set specific VMT reduction targets, however. In some cases they simply indicate that reducing VMT by a certain amount is likely to be necessary to meet their GHG goals, or they model the effects on GHG of various VMT reduction scenarios without endorsing a specific target. Not much is known about the impacts of the efforts, since they are relatively new.

The report summarizes VMT reduction efforts in five states–California, Colorado, Connecticut, Minnesota, Oregon, and California, which adopted VMT reduction targets and comprehensive measures to achieve them. These states vary in whether they focus on transportation projects (which determine how to connect destinations once they are built), land use development (which determines how far apart destinations are built from each other in the first place), or a combination of both.

Colorado: SB 21-260 and GHG Reduction Planning Standards

Colorado's SB 21-260 requires the state's Department of Transportation (DOT) and Metropolitan Planning Organizations (MPOs) to engage in a more rigorous planning process. This legislation mandates that capacity expansion projects consider their impact on both VMT and statewide GHG emissions. The law further led to the creation of a GHG Pollution Reduction Planning Standard, which sets specific GHG reduction targets for transportation projects. If a project exceeds these limits, the planning agency must implement mitigation measures, which may include additional projects to reduce GHG emissions or enhance equitable transportation access. If the mitigation measures are insufficient, further funding may be allocated to support these efforts.

Connecticut: SB 904 and Emissions Reduction Targets

In Connecticut, SB 904 directs the state's DOT, in consultation with the Department of Energy and Environmental Protection, to establish emissions reduction targets for the transportation sector. By 2030, the state is required to set maximum allowable emissions from transportation projects. Connecticut's law aligns with its broader climate goals, which aim to reduce GHG emissions by at least 45% below 2001 levels by 2030 and 80% by 2050. The DOT must ensure that all transportation projects included in the Statewide Transportation Improvement Program (STIP) do not exceed these emissions limits. Additionally, the law calls for the development of mitigation strategies, including improvements to public transportation, biking and walking infrastructure, and the installation of electric vehicle (EV) charging stations.

Minnesota: HF 2887 and Emission Reductions through Climate Impact Mitigation

Minnesota's HF 2887 requires the state's DOT and MPOs to ensure that any proposed capacity expansion projects align with the state's GHG and VMT reduction goals. If a project exceeds the state's limits for GHG emissions, it must either be redesigned or accompanied by mitigation strategies. These strategies can include a variety of emissions-reducing initiatives but must be localized within the region affected by the project. Priority is given to projects that benefit historically disadvantaged communities.

Additionally, Minnesota's statute 473.859 mandates local governments include GHG emission inventories and projections in their local comprehensive plans, incorporating strategies for reducing emissions through land use and transportation planning.

Oregon: Climate-Friendly and Equitable Communities Program

Oregon's commitment to reducing transportation-related GHG emissions is embodied in its Climate-Friendly and Equitable Communities program, which began in 2020. This program was implemented following Executive Order 20-04 by Governor Kate Brown, setting ambitious climate goals to reduce GHG emissions by at least 45% below 1990 levels by 2035 and 80% by 2050. The state has amended land use and transportation planning rules to help meet these goals, requiring metropolitan areas and local governments to update their comprehensive plans in line with the state's climate targets. Through this program, Oregon's DOT provides guidance and technical assistance to help local and regional agencies prioritize investments that support the state's broader climate objectives.

California: SB 743 and VMT Impact Assessment

California has taken a significant step with the passage of SB 743, a law requiring cities and developers to estimate the VMT impacts of proposed development projects. Prior to this legislation, transportation impact assessments primarily focused on traffic congestion and delays. However, SB 743 shifts the focus toward VMT as the primary measure of transportation impacts. Under this law, if a proposed development or transportation project is expected to significantly increase VMT—such as through expanded highway capacity—California state agencies are now mandated to consider mitigation strategies to address the additional driving and the associated GHG emissions. This proactive approach seeks to curb the environmental consequences of expanding transportation infrastructure.

The chart below summarizes information on these states' VMT policies.

Figure 1. VMT Reduction Efforts in Other States

State	Authorization	VMT Target	VMT Reduction	Primary Focus Area
CO	Law: SB 21-260	Reduce VMT per-capita 1% per year.	Transportation capacity expansion projects must consider their impact on both VMT and statewide GHG emissions.	Transportation projects
CT	Law: SB 904	Reduce VMT per-capita 5% by 2030.	The state DOT, in consultation with the state Department of Energy and Environmental Protection, must establish an emissions reduction target for the transportation sector by 2030.	Transportation sector emissions
MN	Law: HF 2887	Reduce VMT per-capita 20% and total VMT 7% by 2050.	Transportation capacity expansion projects must consider their impact on both VMT and statewide GHG emissions.	Transportation projects
MN	Law: 473.859	Reduce VMT per-capita 20% and total VMT 7% by 2050.	Any local land use plan must include an inventory and projections pertaining to greenhouse gas emissions and vehicle miles traveled that are generated from activity that occurs within the local goverments's jurisdiction.	Local land use plans
OR	Executive Order: 20-04	Reduce VMT per-capita 20% by 2050.	Metropolitan areas and local governments must update their comprehensive plans in line with the state's transportation emissions targets.	Metropolitan & local comprehensive land use and transportation plans
CA	Law: SB 743	Reduce total VMT 25% by 2030 and 30% by 2045	Land development and transportation capacity expansion projects must consider their impact on VMT.	Development & transportation projects

II. IS IT FEASIBLE FOR NEW JERSEY TO REDUCE ITS VMT?

This section employs three types of data analysis to make a convincing argument that New Jersey can successfully reduce its VMT.

A. Why do people drive and what kinds of trips do they make?

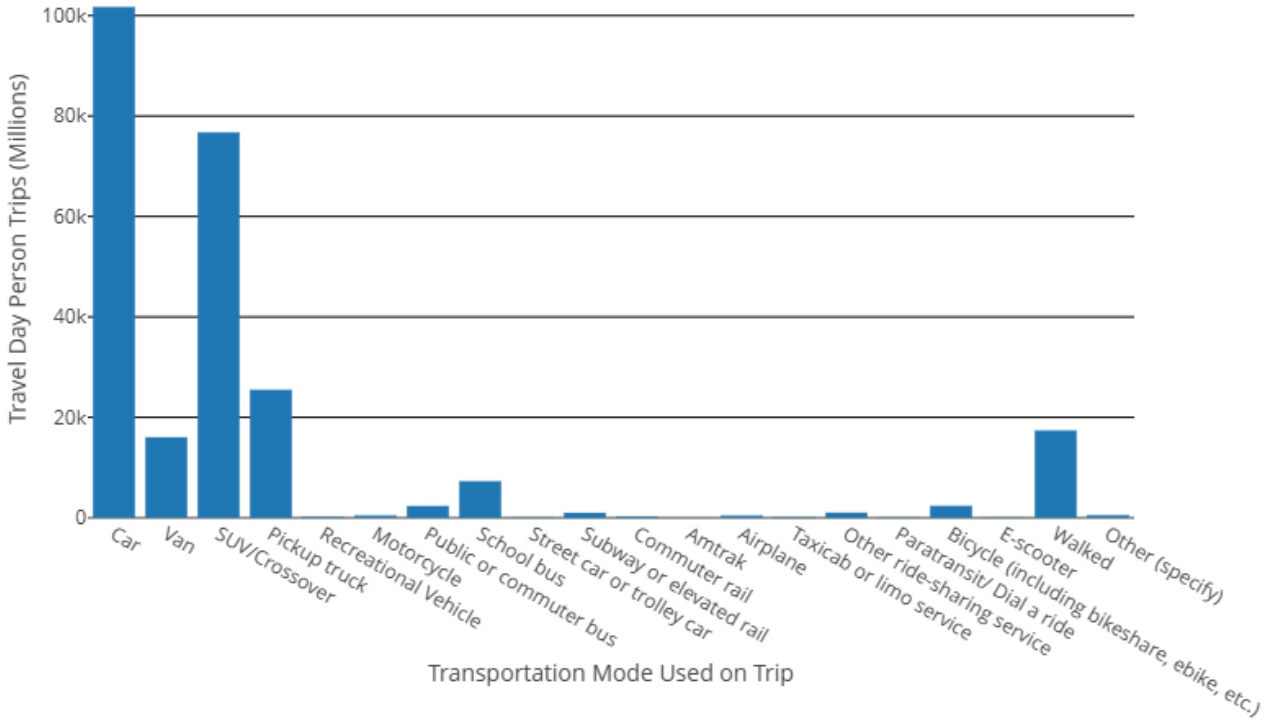
B. How does New Jersey's population density and VMT compare to other states?

C. How do land use patterns affect VMT in New Jersey places?

A. **Why do New Jerseyans drive and what kinds of trips do they make?**

People leave their homes for a wide variety of reasons every day. And most of them accomplish most of their travel needs by driving. According to the most recent (2022) edition of the Federal Highway Administration's National Household Travel Survey, most people in America use a private vehicle (car or light truck) for most trip purposes; 87% of all person-trips are by car, van, SUV, or pickup truck. (See Figure 2.)

Figure 2. Person-Trips (Millions) by Travel Mode



Source: Federal Highway Administration, 2022 National Household Travel Survey

The share of person-trips taken by private vehicle is likely somewhat lower in New Jersey[2] than nationally because of our extensive and well-connected public transportation network. The Census Bureau's American Community Survey (ACS) does not ask about all trip purposes but does provide geographically detailed information about work trips, and New Jersey consistently scores among the states with the lowest rates of driving to work. As of the 2023 one-year ACS, 87% of New Jersey workers not working from home commuted to work by car (including carpools), the third-lowest rate (tied with Massachusetts) among the 50 states, after only New York and Alaska, and compared to a national rate of 91%. So it is likely that the share of non-work trips taken by

2 The NHTS does not provide statistics broken out by state.

car is similarly slightly lower in New Jersey than in most other states. Still, even in transit-rich New Jersey, the vast majority of workers commute by private vehicle.

As to the reasons why people drive, we can look at vehicle trips[3] by trip purpose. (Because these statistics look only at driving trips, the national numbers should be a reasonable proxy for New Jersey drivers.) 39% of all vehicle trips are to "home," i.e. returning home from somewhere else. If we remove these return trips and look only at where people are going when they are leaving home, or when they are already out of the house but not returning home yet (trips from one non-home destination to another), trips to work make up only a little more than a quarter (28%) of the remainder. So nearly three-quarters of (non-home-bound) driving trips are for purposes other than work, like socializing, eating out, or running errands. (See Figure 3.)

Figure 3. Share of Vehicle Trips by Trip Purpose

Trip Purpose	Travel Day Vehicile Trips (Millions)	% of Total	% of all Non-Home Trips
Home	63,122	39.2%	
Work	27,503	17.1%	28.1%
School/Daycare/ Religious Activity	3,999	2.5%	4.1%
Medical/Dental Services	3,335	2.1%	3.4%
Shopping/Errands	26,002	16.2%	26.6%
Social/Recreational	12,977	8.1%	13.3%
Transport Someone	10,295	6.4%	10.5%
Meals	11,899	7.4%	12.2%
Something Else	1,821	1.1%	1.9%
All	160,953	100.0%	
All Non-Home	97,831		100.0%

Source: Federal Highway Administration, 2022 National Household Travel Survey

The lengths of people's work trips are not easily altered, because people choose both their residential locations and their work locations based on a whole host of factors and not necessarily with an eye toward minimizing their commute distance, especially when multiple workers share a household. Work locations also tend to be more geographically concentrated, with a relatively small number of centrally located places serving as job centers that are fed by workers from multiple directions. Work trips thus tend to be longer than trips to other types of destinations, which tend not to be as geographically clustered – while work trips make up only 28% of non-home car trips, they account for 40% of all non-home VMT. Most other trip purposes are more "local" in nature, and the number and length of such trips that people take by car depend mainly on the development patterns of the area in which people live. The degree to which daily local destination types are built in close proximity or in separate parts of town can substantially affect both the length of car trips among them and the number of such trips that can be accomplished without needing a car at all.

3 While the NHTS breaks out person-trips by mode but not by trip purpose, it does break out vehicle trips by purpose.

While building in a more compact, mixed-use way may not have much of an effect on the distances people need to travel to work – reducing car commuting can more effectively be accomplished by encouraging job centers to cluster near public transit rather than near highway interchanges – it can be an effective strategy for reducing the amount of driving people do for the nearly three-quarters of car trips that are not work trips, by putting more local destinations closer to each other and closer to where people live.

B. **How does New Jersey's population density and VMT compare to other states?**

New Jersey is the most densely populated state in the nation, with 1,248 people per square mile[4] in 2022, but its annual per capita VMT is only the 8th lowest in the nation. (See Figure 4.) Why doesn't New Jersey also have the least VMT per capita? After all, high population density is an indicator of destinations being located close together, theoretically reducing the average distance among destinations and thereby reducing the need to drive between them. But looking at density at the state level is too coarse a level of geography to be useful in understanding how travel behavior depends on development patterns.

Figure 4. Top 10 States by 2022 Population Density

State	Population Density	Rank (1 is highest)	Per-capita VMT	Rank (1 is lowest)
New Jersey	1,248.3	1	8,129.7	8
Rhode Island	1,046.7	2	6,884.6	2
Massachusetts	890.9	3	8,155.7	9
Connecticut	744.8	4	8,220.8	10
Maryland	630.6	5	9,206.0	15
Delaware	521.6	6	9,684.0	21
New York	416.6	7	5,864.9	1
Florida	412.0	8	10,238.3	27
Pennsylvania	289.4	9	7,702.1	6
Ohio	287.2	10	9,403.1	17

Source: Census Bureau for population density; Federal Highway Administration for VMT

Note that New Jersey fails to turn its perceived density advantage at the state level into a similar #1 ranking on per-capita VMT.[5] Instead, it is bested on this metric by several larger and less densely populated states (when measured by gross statewide density), including its neighbors, New York and Pennsylvania. (See Figure 5.) New Jersey residents drive an average of 8,130 miles per year per person,[6] compared to only 5,865 miles for New York and 7,702 miles for Pennsylvania. Note that Connecticut, Massachusetts, Delaware, and Maryland (the latter two of which entirely miss the top 10 on per-capita VMT) similarly fail to translate their small geographic size and high state-level population density into low per-capita driving.

4 Source: Census Bureau, for both annual population estimates and state land areas

5 VMT data are from the Federal Highway Administration, Highway Statistics series, Table VM-2, "Vehicle-miles of travel, by functional system"

6 Note that total VMT is normalized by total population, not by licensed drivers or driving-age population, and that VMT includes travel by commercial and publicly-owned vehicles.

Figure 5. Top 10 States by 2022 Annual Per-Capita Vehicle-Miles Traveled (VMT)

State	Population Density	Rank (1 is highest)	Per-capita VMT	Rank (1 is lowest)
New York	416.6	7	5,865	1
Rhode Island	1,046.7	2	6,885	2
Hawaii	224.1	13	7,148	3
Alaska	1.3	50	7,471	4
Washington	116.9	22	7,513	5
Pennsylvania	289.4	9	7,702	6
California	250.3	11	8,075	7
New Jersey	1,248.3	1	8,130	8
Massachusetts	890.9	3	8,156	9
Connecticut	744.8	4	8,221	10

Source: Census Bureau for population density; Federal Highway Administration for VMT

The reason for the disconnect here is that the relationship between population density and travel behavior is far too localized to be accurately summarized in state-level data. A population density of 1,000 people per square mile is not particularly high when observed at the local level. New Jersey's gross statewide density is comparable to the population densities of such spread-out, car-oriented suburban townships as South Brunswick in Middlesex County, or West Windsor in Mercer, or Manalapan in Monmouth, or Eastampton in Burlington, places that are more properly characterized as low-density when looking at the municipal level. A gross statewide density figure obscures internal variations among states, in terms of how many people live at more car-dependent densities at the local level, and how many live in much higher-density cities and towns where trips are shorter.

New York, Pennsylvania, Washington, and California[7] have large fractions of their populations living in very dense urban areas characterized by extensive public transit systems and short travel distances among local destinations. The reduced level of vehicular travel required in such areas is enjoyed by enough people to more than counterbalance the greater amount of driving done by the comparatively few people living in the more spread-out rural parts of these states. New Jersey has many such dense urban and older suburban places as well, but they don't represent the same share of the total population as is the case in New York and the others. When averaged across the entire state, these other states' advantage in terms of their population distribution being weighted towards very dense urban areas enables them to outperform seemingly denser states like New Jersey and the other small, highly urbanized states of the Northeast.

As discussed further below, the key for New Jersey is to increase the percentage of its population living in places with local activity densities (people and jobs per square mile) that are high enough to make car trips shorter and enable some trips to be taken by public transit or by non-motorized means. To reduce statewide per-capita VMT, New Jersey can learn not only from the densely developed parts of New York, Pennsylvania, or Washington (or Rhode Island, which appears near the top of both lists) but also from the more densely populated places within New Jersey itself.

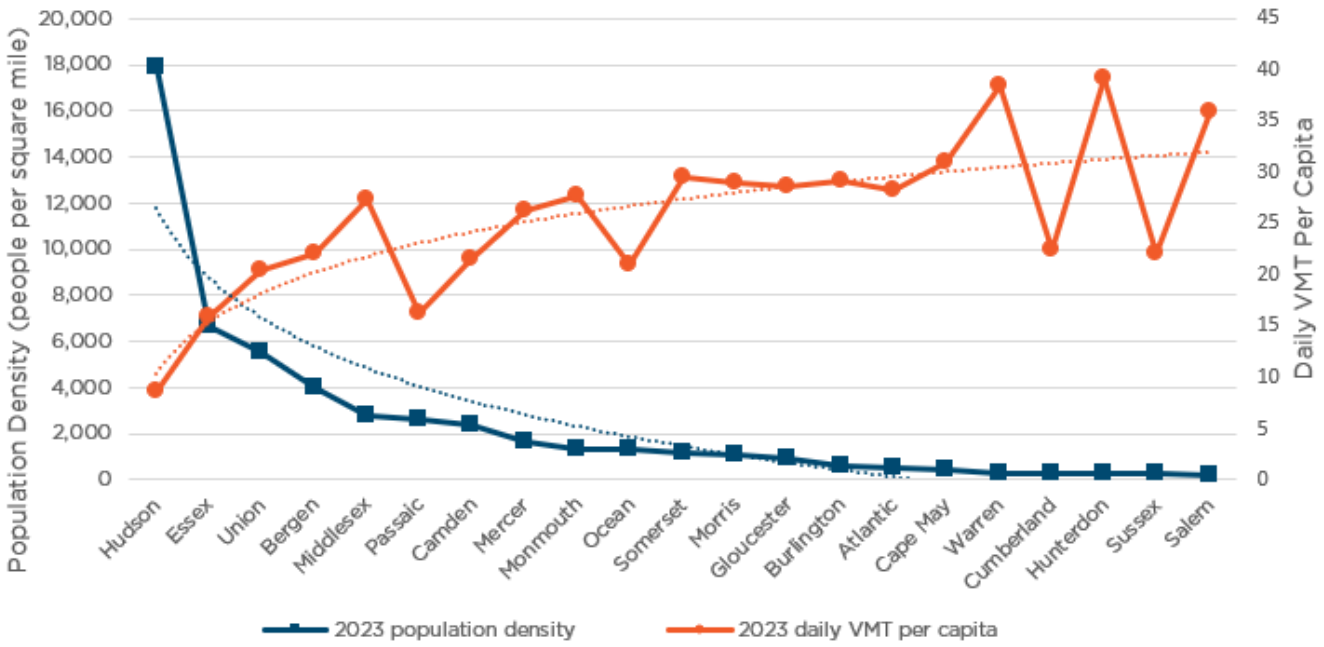
7 Alaska somewhat fits this bill as well, with its population highly concentrated in a few relatively compact urbanized areas, but its per-capita driving is further reduced by virtue of vast swaths of the state having no roads at all.

C. **How do land use patterns affect VMT in New Jersey places?**

Two data sets, available at levels of geography below the state level, further illustrate the relationship between travel behavior and development patterns and show that it is highly dependent on local factors that get obscured when looking only at state-level summaries. The two pieces of analysis, taken together, point to strategies New Jersey can employ to reduce VMT by considering the role of land use.

The first approach looks at county-level VMT[8] within New Jersey and hints at how the state could reduce its overall VMT by learning from high-density areas where people drive less. The graph of county-level VMT reveals a general pattern[9] in which per-capita driving tends to be higher in counties where population density is lower and destinations are hence more spread out. (See Figure 6.) Per-capita daily VMT is more than four times higher in low-density Hunterdon County than in high-density, transit-rich Hudson County, for example – 39 miles per day per person in Hunterdon vs. slightly less than 9 in Hudson.

Figure 6. New Jersey Counties: Per-Capita Daily Vehicle-Miles Traveled (VMT) vs. Population Density, 2023



Source: Census Bureau for population density; NJ Dept of Transportation for VMT

8 County-level VMT data are from NJDOT Public Roadway Mileage and Vehicle Miles Traveled, Table "VMT by Functional Classification Distributed by County"

9 The outlier counties where per-capita daily VMT appears lower than might be expected relative to population density – particularly Passaic, Cumberland, and Sussex – are not so much exceptions as they are likely a function of the limitations of NJDOT's method of measuring VMT. NJDOT's estimates are based on traffic counts on road segments, weighted toward high-volume Interstate-standard highways, and these three counties have very few miles of such highways within their borders relative to their total area and to the total extent of their full road networks. Most actual vehicular travel in these counties takes place off of the limited-access highway network and is undercounted by the DOT method.

Note: The relationship, though visible at the county level via the NJDOT method,[10] would likely be more pronounced in the data if VMT data were available at the municipal level, where variations in development patterns are more significant and more apparent. Differences in travel behavior could also be more reliably linked to differences in development patterns if VMT could be collected – such as via odometer readings at the time of vehicle registration, or through tracking the movements of mobile devices – in a way that allows vehicular travel to be associated with where the vehicle owner lives, and not just with the road segments on which the travel takes place.

The second approach looks at vehicle ownership at the municipal level to further understand the relationship between travel behavior and the compactness of the built environment. We can examine how vehicle ownership,[11] which can serve as a proxy for household-level driving, varies among New Jersey's 564 municipalities based on how compact and walkable they are. Specifically, we can look at how vehicle ownership varies by municipality, as categorized by how many of New Jersey Future's three metrics of compactness and walkability—net activity density (people plus jobs per developed land area), presence of a mixed-use center, and connectivity of the street network (as measured by median block size)[12]—the municipality scores well[13] on. (See Figure 7.)

The data show that the more compact and walkable a municipality is, the lower the rate of vehicle ownership:

- Across the 116 municipalities that score well on all three metrics – i.e., the most compact and walkable places in the state – 61% of households are either car-free (owning zero vehicles) or "car-light" (owning only one vehicle), as compared to only 46% of households statewide and only 31% of households in the 164 municipalities that do not score well on any of the metrics.
- Vehicle ownership is correlated with income, but even looking only at the 41 municipalities that score well on all three smart-growth metrics but also have median household incomes higher than the statewide median, it is still true that 48% of households own either a single vehicle or no vehicle at all, despite not being income constrained. This is still well above the 34% of such households in the 175 municipalities that score well on only one of the metrics, as well as the 31% among those that do not score well on any.

Vehicle ownership is substantially reduced among households – even those with higher incomes – in municipalities with development patterns that lend themselves to walking, cycling, transit ridership, and shorter car trips. It stands to reason that vehicle usage (in terms of VMT) is likely lower in those places as well.

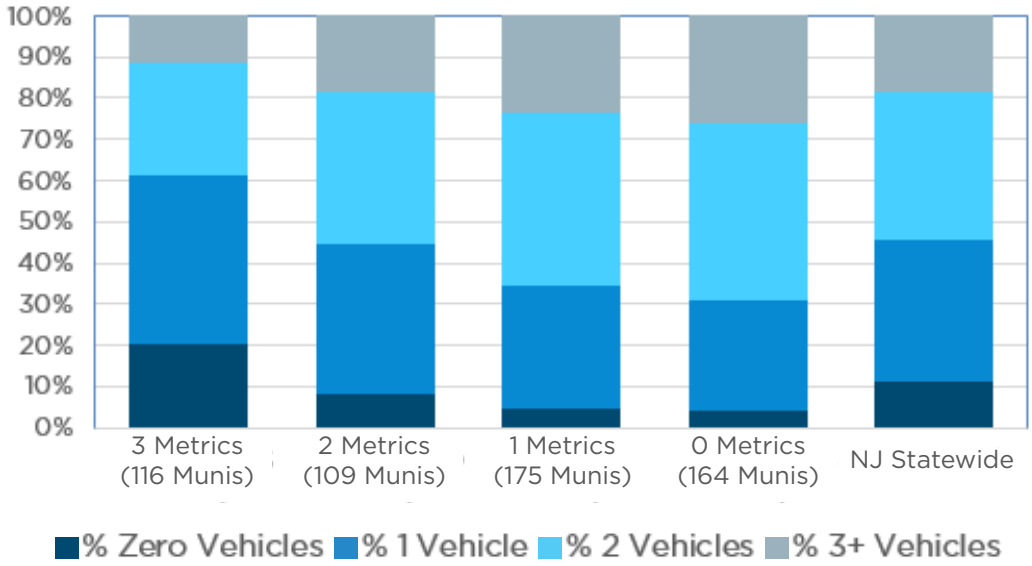
10 The DOT method also counts travel on New Jersey roads by out-of-state vehicles while omitting out-of-state travel by New Jersey residents, further obscuring differences in travel behavior among residents of different NJ counties. In general, NJDOT is concerned with maintaining the road network and identifying where flows of vehicles are concentrated, and not with where the drivers of those vehicles live and how much they drive, so their VMT measurement methodology is not designed with the relationship between development patterns and travel behavior in mind.

11 Available by municipality from the American Community Survey

12 The first two of these, along with a different measure of street network connectivity (route-miles of local roads per square mile), were originally described in New Jersey Future's report Creating Places To Age in New Jersey – see, in particular, the section on "Identifying good 'places to age,'" beginning on page 8 of the pdf. In the intervening time, we have adopted a different metric of street network connectivity, median block size, with smaller blocks indicating better walkability.

13 The thresholds for scoring well on the three metrics are 1) a net residential density of at least 7,500 people + jobs per developed square mile, 2) containing at least one mixed-use center, and 3) a median block size of 5 acres or less.

Figure 7. Vehicle Ownership by Number of Smart Growth Metrics On Which Municipality Scores Well



Source: Census Bureau, 2022 American Community Survey 5-year estimates

The lower levels of per-capita VMT in the more densely populated counties in New Jersey, and the lower rates of vehicle ownership in more compact, walkable municipalities, even among higher-income households, combine to suggest that New Jersey has plenty of room to reduce the need for its residents to drive by pursuing development and redevelopment strategies that put destinations closer together and improve the connectivity among them. We simply need to apply the lessons from the parts of the state that are already accomplishing this to the parts where car travel is the default.

III. WHAT VMT STRATEGIES ARE LIKELY TO WORK BEST IN NEW JERSEY?

Reducing per-capita VMT can be accomplished in New Jersey by making counties and municipalities with high rates of vehicle ownership and usage look and behave more like the places with lower per-capita VMT and lower vehicle ownership rates. How? By increasing density, street network connectivity/walkability, and transit access.

The rest of the state's municipalities can add density and connectivity through redevelopment and infill projects that increase the variety of housing types and add housing to non-residential areas while creating street and path connections to surrounding existing developments in such a way as to reduce average trip distances among destinations.

In cities and more densely developed suburbs, this will involve strategies like allowing a wider range of housing options in single-family neighborhoods, allowing more mixed-use development by adding residential development to commercial areas, promoting denser development around transit stations, and looking for opportunities for infill development, particularly on underutilized surface parking lots.

In lower-density suburbs and rural parts of the state, it will involve creating mixed-use centers where none currently exist. In some cases, a center can be built from scratch on previously undeveloped land or when a large single parcel (like a defunct office park or shopping center) becomes available for redevelopment. In other cases, it will be necessary to retrofit existing development by adding new residential uses to commercial areas and vice versa (especially on surface parking areas), adding new housing types, and increasing the connectivity of the street network by creating new street and path connections to surrounding development when parcels become available for reuse.

IV. WHAT MIGHT THE IMPACT OF A VMT REDUCTION TARGET BE ON STATE AGENCIES IN NEW JERSEY?

Other states that have set VMT targets have varied in their approaches to implementation. Most states focus on changing transportation systems, including roads, bike/walk infrastructure and transit services. Some, like California, focus on new development and its impact on travel behavior. And some states focus on both transportation and land use. State approaches dictate which agencies they see as being the most critical to get involved and what actions they should take.

If the New Jersey legislature were to adopt specific VMT reduction targets, it would fall to the executive branch to develop and implement strategies for meeting those targets. This would involve selecting an overall focus (such as the transportation system and/or land use patterns) and then identifying the state government programs, policies, and investments to deploy to change how much people need to drive. Selecting the focus and implementation plan could follow after a period of study and deliberation.

ABOUT TIM EVANS

Tim Evans, Director of Research

Tim is responsible for the original research and data analysis that support New Jersey Future's policy development. He regularly documents his research results in a variety of products, including full-length research reports and the monthly email newsletter. He also ensures that all of New Jersey Future's products and media communications are quantitatively accurate and defensible. Tim frequently provides data and advice to colleague organizations, serving as an informal research consultant to the smart growth community at large. His analysis and commentary have been featured by a wide range of state and national media outlets.

Tim holds a B.S. in mathematics from Ursinus College, an M.S. in statistics from the University of Virginia, and a master's in city and regional planning (M.C.R.P.) from the Bloustein School of Planning and Public Policy at Rutgers University. Prior to joining New Jersey Future, Tim worked for six years as a mathematical statistician for the Bureau of the Census in Washington, D.C. Email Tim, timevans@njfuture.org, or reach by phone at 609-393-0008 ext. 1003.

ABOUT NEW JERSEY FUTURE

Founded in 1987, New Jersey Future is a nonprofit, nonpartisan organization that promotes sensible and equitable growth, redevelopment, and infrastructure investments to foster healthy, strong, resilient communities; protect natural lands and waterways; increase transportation choices beyond cars; provide access to safe, affordable, and aging-friendly neighborhoods; and fuel a strong economy for everyone. New Jersey Future does this through original research, innovative policy development, coalition-building, advocacy, and hands-on strategic assistance. Embracing differences and advancing fairness is central to New Jersey Future's mission and operations. New Jersey Future is firmly committed to pursuing greater justice, equity, diversity, and inclusion through its programs, internal operations, and external communications.