

Appendix K:

Project Prioritization Criteria

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX – 129

H.Env.1 Will it improve air quality? Max - 60

High: Reduce Vehicle Miles Traveled (VMT), such as sustainability projects (e.g., bicycle/pedestrian projects, HOV lanes, bus lanes; park and ride facilities, or other Transportation Demand Management (TDM) initiatives). (60)

Med: “Air quality neutral” such as small highway operational improvements, resurfacing, or bridge repair projects. (24)

Projects which adversely affect air quality will receive a score of 0.

H.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 33

To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, a project must:

- Conform to or advance the goals of the Highlands Act;
- Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- Be located outside the above legislatively protected areas.

H.Env.3 Does it provide benefits or reduce burdens to low-income, minority, elderly or mobility-impaired communities (communities of concern for Environmental Justice)? Max - 36

High: Address safety problems, result in reduced truck traffic, result in reduced noise impacts, or improve accessibility to employment. (36)

Med: Repair roadways or bridges, unless project would result in bringing more traffic in to the neighborhood or would involve significant right-of-way acquisition. (21)

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESPONSIVENESS MAX – 143

H.User.1 Will it reduce traffic congestion? Max - 61

For projects that are designed to improve traffic flow (e.g., intersection improvements, ramp improvements, new roadway, addition of lane-miles, shoulder widening), or other projects that have the effect of improving traffic flow (e.g., rock fall mitigation, drainage projects, pavement rehabilitation, bike/ped projects):

High: Volume/Capacity (V/C) ratios within project limits ≥ 1.2 (61)

Med: Volume/Capacity (V/C) ratios within project limits ≥ 1.0 and < 1.2 (43)

Low: Volume/Capacity (V/C) ratios within project limits ≥ 0.8 and < 1.0 (18)

H.User.2 Will it utilize technology to address traffic congestion effectively? Max - 24

Projects that include Intelligent Transportation System (ITS) designed to address traffic congestion, such as traffic-actuated or computer-coordinated traffic signals, computerized incident management systems, or electronic toll collections systems.

H.User.3 Will it improve information for roadway users? Max - 28

Projects that include traffic signal or signage improvements.

H.User.4 Will it provide benefits to the regional transportation system? Max - 30

High: Highway functional classifications: rural interstate, urban principal arterial, rural principal arterial, urban interstate, urban freeway/expressway; or, exceeds regional AADT (30)

Med: Highway functional classifications: rural minor arterial, rural major collector, urban minor arterial (16)

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC MAX - 150

H.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 35

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad-related warehousing development, or abut a non-abandoned railroad. (35)

Med: Leads to the redevelopment of a Brownfield located elsewhere. (14)

H.Econ.2 Will the facility improve access to a major tourism/recreation facility? Max - 23

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan (23)

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena; PNC Bank Arts Center (16)

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track (7)

H.Econ.3 Will it positively enhance movement of freight? Max - 36

High: Truck percentage greater than the average for the functional classification (36)

Med: Improves access to rail yard, freight depot or industrial park. Examples include increasing overpass clearance, access roadways for trucks, or nearby interchange or intersection improvements. (18)

H.Econ.4 Will it improve access to job opportunities? Max - 56

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via highway and transit:

High: Top third of accessibility improvement (56)

Med: Middle third of accessibility improvement (39)

Low: Bottom third of accessibility improvement (17)

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX – 156

H.Sys.1 Will it provide linkages to other existing transportation systems? Max - 38

High: Linkages among or between interstates and state highways; grade separated interchange projects; circle improvements; linkages to rail stations; and park-and-ride facilities, or other linkages between modes. (38)

Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. (19)

H.Sys.2 Will it provide bicycle or pedestrian improvements? Max - 37

High: Separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes. (37)

Med: Improvements to sidewalks and roadway improvements for bicycle safety, such as wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. (15)

H.Sys.3 Will it maximize/optimize existing capacity? Max - 35

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve travel delay and congestion on highways:

High: Top third of mobility improvement (35)

Med: Middle third of mobility improvement (24)

Low: Bottom third of mobility improvement (10)

No points for new capacity (CMS Strategies 23 or 24), regardless of mobility score.

H.Sys.4 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 26

Within a corridor that provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve access to one of these destinations.

H.Sys.5 Will it improve system reliability? Max - 20

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve non-recurring incident delays and availability of alternative transportation modes or routes:

High: Top third of reliability improvement (20)

Med: Middle third of reliability improvement (14)

Low: Bottom third of reliability improvement (6)

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

REPAIR/MAINTENANCE/SAFETY/SECURITY MAX - 286

H.Rep.1 Will it improve or replace a facility that is in poor condition? Max - 98

Projects including both bridge and pavement ratings will receive a score based on the maximum deficiency, as calculated below:

For Bridges:

Bridge Sufficiency Rating (SR) A continuous Scale, with 98 having the highest deficiency and 0 the lowest

For Roadways:

Final Pavement Rating (FPR). A continuous scale of 0 to 5, with 0 having the highest deficiency and 5 the lowest. FPR combines IRI and SDI. This score is then adjusted to reflect the maximum score of 98 for the highest deficiency.

Note: Where projects include roadways not covered by the Pavement Management System, sub-regions can provide information on pavement condition for consideration.

H.Rep.2 Will the project improve a safety problem? Max - 110

High: Safety improvements to roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or included in “Safe Corridor” programs. (110)

Med/High: Safety improvements to roadway segments where the severity-weighted accident rate exceeds that of the regionwide average for the same facility type. (83)

Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects. (55)

Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. (28)

H.Rep.3 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

H.Rep.4 Will project improve security? Max – 41

Project meets one or more of the following conditions:

- Improves capacity/operation of evacuation route
- Promotes redundancy in transportation network
- Involves hardening of bridge or tunnel
- Involves improvements to circulation around key facilities

NJTPA PROJECT PRIORITIZATION CRITERIA: HIGHWAY AND STATE BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/ TRANSPORTATION PLANNING MAX - 136

H.Land.1 Will it Promote Development within a Community or Place? Max - 49

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. (49)

Med/High: Designated non-regional centers outside Planning Areas 1 & 2. (39)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the State Planning Commission. (19)

Low: Planning Area 3 outside of centers. (12)

H.Land.2 Will it serve distressed municipalities? Max - 38

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

H.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED) designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 49

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district.

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX - 129

L.Env.1 Will it improve air quality? Max – 60

High: Reduce Vehicle Miles Traveled (VMT), such as sustainability projects (e.g., bicycle/pedestrian projects, HOV lanes, bus lanes; park and ride facilities, or other Transportation Demand Management (TDM) initiatives). (60)

Med: “Air quality neutral” such as small highway operational improvements, resurfacing, or bridge repair projects. (24)

Projects which adversely affect air quality will receive a score of 0.

L.Env.2 Does it conform to regulations and plans for legislatively protected areas? Max - 33

To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, a project must:

- Conform to or advance the goals of the Highlands Act;
- Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- Be located outside the above legislatively protected area

L.Env.3 Does it provide benefits or reduce burdens to low-income, minority, elderly or mobility-impaired communities (communities of concern for Environmental Justice)? Max - 36

High: Address safety problems, result in reduced truck traffic, result in reduced noise impacts, or improve accessibility to employment. (36)

Med: Repair roadways or bridges, unless project would result in bringing more traffic in to the neighborhood or would involve significant right-of-way acquisition. (21)

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESPONSIVENESS MAX - 143

L.User.1 Will it reduce transportation delay? Max - 76

High: Projects that will reopen closed structures (76)

Med: Projects that will remove weight or height restrictions or increase capacity (53)

Low: Projects that will remove speed restrictions or will correct and improve approach alignments (23)

L.User.2 Will it improve accommodations for non-motorized users on existing or planned bridges? Max - 33

Projects include wider lanes, paved shoulders, dual access, safe storm grates, bike lanes, and bicycle sensitive loop detectors.

L.User.3 Will it improve information for roadway users? Max - 34

Projects that include traffic signal or signage improvements.

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC MAX - 150

L.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 35

- High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad-related warehousing development, or abut a non-abandoned railroad. (35)
- Med: The project leads to the redevelopment of a Brownfield located elsewhere. (14)

L.Econ.2 Will the facility improve access to a major tourism/recreation facility? Max - 23

- High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan (23)
- Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center (16)
- Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track (7)

L.Econ.3 Will it positively enhance movement of freight? Max - 36

- High: Truck percentage greater than the average for the functional classification (36)
- Med: Improves access to rail yard, freight depot or industrial park. Examples include increasing overpass clearance, access roadways for trucks, or nearby interchange or intersection improvements. (18)

L.Econ.4 Will it improve access to job opportunities? Max - 56

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via highway and transit:

- High: Top third of accessibility improvement (56)
- Med: Middle third of accessibility improvement (39)
- Low: Bottom third of accessibility improvement (17)

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX - 156

L.Sys.1 Will it maximize/optimize existing capacity? Max - 89

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve travel delay and congestion on highways:

High: Top third of mobility improvement (89)

Med: Middle third of mobility improvement (62)

Low: Bottom third of mobility improvement (27)

No points for new capacity (CMS Strategies 23 or 24), regardless of mobility score.

L.Sys.2 Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)? Max - 67

Provides access to an airport, seaport, intermodal freight facility, foreign trade zone or urban enterprise zone and will improve mobility to one of these destinations.

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

REPAIR/MAINTENANCE/SAFETY/SECURITY MAX - 286

L.Rep.1 Will it improve or replace a bridge that is in poor condition? Max - 98

Bridge Sufficiency Rating (SR) A continuous Scale, with 98 having the highest deficiency and 0 the lowest

L.Rep.2 Will the project improve a safety problem? Max - 110

Projects designed to address locally identified safety problems including the following deficiencies:

- Horizontal/vertical geometry, alignment, poor sightlines
- Lack of shoulder, safety railings, or fencing
- Lack of pedestrian, bicycle accommodation
- Poor pavement.

L.Rep.3 Will the project delay the need for roadway repair/maintenance by redirecting truck traffic? Max - 37

Projects that would result in reduced truck traffic on local roads and/or divert heavy truck traffic to roadways designed for heavy loads.

L.Rep.4 Will project improve security? Max - 41

Project meets one or more of the following conditions:

- Improves capacity/operation of evacuation route.
- Promotes redundancy in transportation network.
- Involves hardening of bridge or tunnel
- Involves improvements to circulation around key facilities.

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/ TRANSPORTATION PLANNING MAX - 136

L.Land.1 Will it Promote Development within a Community or Place? Max - 49

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. (49)

M/H: Designated non-regional centers outside Planning Areas 1 & 2. (39)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the State Planning Commission. (19)

Low: Planning Area 3 outside of centers. (12)

L.Land.2 Will it serve distressed municipalities? Max - 38

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

L.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED), designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 49

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT MAX - 129

T.Env.1 Will the Project improve air quality? Max - 60

- High: Eliminate a significant amount of Vehicle Miles Traveled (VMT) and cold starts (60)
- Med: Eliminate a moderate amount of VMT and cold starts (40)
- Low: “Air quality neutral” (20)

T.Env.2 Does the Project conform to regulations and plans for legislatively protected areas? Max - 33

*To receive points, projects in legislatively protected areas must conform to planning requirements as applicable, per input from NJDOT and NJTPA Subregions; other projects not inside protected areas automatically receive points. To receive points, **a project must:***

- Conform to or advance the goals of the Highlands Act;
- Conform to or advance the goals of plans for the New Jersey Meadowlands District;
- Conform to or advance the goals of the Pinelands Comprehensive Management Plan (CMP);
- Conform to rules for obtaining a Coastal Area Facilities Review Act (CAFRA) permit; or,
- Be located outside the above legislatively protected areas.

T.Env.3 When serving a low-income, minority, elderly or mobility-impaired community (community of concern for Environmental Justice), does the project: Max – 36

- High: Improve transit service to all four EJ population segments (minority, low-income, elderly, and mobility-impaired communities), or meets an ADA mandate. (36)
- M/H: Improve transit service to three of four EJ population segments (27)
- Med: Improve transit service to two of four EJ population segments (18)
- Low: Improve transit service to one of four EJ population segments (9)

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESONSIVENESS MAX - 144

T.User.1 Will it provide improved transit service to existing markets? Max - 50

High: Improves transit performance (e.g., increased service frequency or reduced travel time) and maintains existing service (e.g., project to maintain service speed, track maintenance, system reliability improvements; prevention of degradation of existing service and reliability.) (50)

Med: Maintains existing service (30)

T.User.2 Will it improve comfort, convenience, security to its users? Max - 29

High: Adds seating and capacity, including park-and-ride or transit vehicle capacity; adds new information on transit services. (29)

Med: Improves amenities such as weather protection, air conditioning, station improvements; makes current transit service information more accessible. (14)

T.User.3 Will project serve a transit-dependent population? Max - 29

Project serves areas that are likely to benefit from a transit improvement, as measured by the Transit Score Index.

T.User.4 Will project increase net transit ridership? Max - 36

A scale indicating increase in ridership, as follows:

High: Increase of more than 4,000 riders per day (36)

Med: Increase of 1,000 to 4,000 riders per day (25)

Low: Increase of 100 to 999 riders per day (5)

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC MAX - 150

T.Econ.1 Will the project lead to the redevelopment of Brownfields? Max - 22

High: Brownfields that would benefit from the project are within the primary market area for port, airport, railroad related warehousing development, or abut a non-abandoned railroad. (22)

Med: Leads to the redevelopment of a Brownfield located elsewhere. (9)

T.Econ.2 Will the transit service, or a connection to the service, be located within a half mile of a major tourism/recreation facility? Max - 30

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex (30)

Med: Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park, Downtown Newark including Downtown Newark Arena, PNC Bank Arts Center (20)

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs, Monmouth Park Race Track (9)

T.Econ.3 Will it improve access to job opportunities? Max - 98

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve access to jobs via transit:

High: Top third of accessibility scores for transit projects (98)

Med: Middle third of accessibility scores for transit projects (69)

Low: Bottom third of accessibility scores for transit projects (29)

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX - 156

T.Sys.1 Will it provide improved intermodal integration? Max - 31

Examples include: park and ride facilities; greater service frequency and coverage; multi-modal transit coordination such as train stations with bus or light rail stops; and shuttle vehicles to provide service from local areas to major transit service.

T.Sys.2 Will it improve transit mobility? Max – 39

Project occurs in strategy evaluation area with one of the following characteristics that measure how this type of project would improve transit service and reduce overcrowding.

High: Top third of transit mobility improvement (39)

Med: Middle third of transit mobility improvement (28)

Low: Bottom third of transit mobility improvement (12)

T.Sys.3 Will it maximize/optimize existing capacity? Max - 55

High: Improvements to all transit lines, such as signal upgrades, yard, track, and bridge projects, rolling stock, support equipment, and facilities replacement or upgrade. (55)

Med: Improvements to single transit lines (41)

T.Sys.4 Will it provide accommodations for non-motorized access to stations/service? Max – 31

High: Provides bike lockers, bike racks on transit vehicles and improves pedestrian access or circulation to stations (31)

Med: Provides bike lockers, bike racks on transit vehicles or improves pedestrian access or circulation to stations (16)

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

REPAIR/MAINTENANCE/SAFETY MAX - 286

**T.Rep.1 Will it improve a transit facility that is in poor condition, or keep a transit facility maintained on a normal cycle?
Max - 100**

High: Avoids safety hazards, breakdowns or disasters; addresses critical needs; major rehab (100)

Med: Minor rehab and upgrades (50)

T.Rep.2 Does it reduce operating costs for transit? Max - 37

High: Documented operating budget savings and cost avoidance (37)

Med: Increased productivity (26)

T.Rep.3 Will the project address a safety concern? Max - 109

Projects that would result in elimination of grade crossings, safer crossing for pedestrians and bicycles, or eliminate other identified safety concern.

T.Rep.4 Will project improve security? Max - 40

Project meets one or more of the following conditions:

- Improves capacity/operation of evacuation route
- Promotes redundancy in transportation network
- Involves hardening of bridge or tunnel
- Involves adjustments to circulation around vulnerable facilities
- Improves surveillance and monitoring of terminal or transit facilities

NJTPA PROJECT PRIORITIZATION CRITERIA: TRANSIT PROJECTS
MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/TRANSPORTATION PLANNING MAX - 136

T.Land.1 Will it Promote Development within a Community or Place? Max - 35

Project designed primarily to serve a growth area meeting the following characteristics:

High: Endorsed Plans, or Urban centers, or Planning Areas 1 & 2, or designated regional centers. Any project inside the New Jersey Meadowlands District, except for those projects that impact sensitive areas, as designated by the New Jersey Meadowlands Commission (NJMC) (35)

Med/High: Designated non-regional centers outside Planning Areas 1 & 2. (27)

Med: Communities or regional entities which have petitioned for, and are being seriously considered for, plan endorsement by the State Planning Commission. (14)

Low: Planning Area 3 outside of centers. (9)

T.Land.2 Will it serve distressed municipalities? Max - 30

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA).

T.Land.3 Has the project emerged from the planning process required to establish a Transportation Development District (TDD), Transportation Improvements District (TID), Transportation Enhancement District (TED) designated Transit Village, other comprehensively planned public-private partnership, or other officially adopted improvement district? Max - 35

Identified in the Transportation Plan of a conditionally approved TDD, TID, TED, designated Transit Village, Transit Oriented Development, or other officially adopted improvement district; or, emerged from the planning process required to establish a TDD, TID, TED, designated Transit Village, TOD, other comprehensively planned public-private partnership, or other officially adopted improvement district.

T.Land.4 Will nearby land use support the transit project? Max - 35

High: Community has developed a vision plan for transit-oriented development, and has consequently adopted updates to community, master, or redevelopment plans. (35)

Med: The project will serve an area that has land uses and physical connections that will complement the transit investment (18)