

# **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)**

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## **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  $\geq 1.2$     (61)

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

Low:    Volume/Capacity (V/C) ratios within project limits  $\geq 0.8$  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)

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**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**

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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)

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## **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**

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## **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)

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

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## **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.

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# **NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL BRIDGE PROJECTS**

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## **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.
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### **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  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		<b>TRANSIT POINT SYSTEM</b>
<b>Environment: Protect and improve the quality of natural ecosystems and the human environment (maximum score = 150).</b>		
<b>C.1</b>	<b>Will it improve air quality?</b>	
High	Projects that eliminate vehicle trips	150
M/H	Projects that reduce Vehicle Miles Travelled.	125
Med	Projects that reduce emissions	75
Low	Air Quality Neutural Projects	50
N/A	Projects that increase capacity	0

**NJTPA PROJECT PRIORITIZATION CRITERIA  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		<b>TRANSIT POINT SYSTEM</b>
<b>User Responsiveness: Provide affordable, accessible and dynamic transportation systems responsive to current and future customers</b>		
<b>(maximum score = 100).</b>		
<b>C.2</b>	<b>Will it reduce travel time?</b>	
High	Projects leading to new services, other improvements to existing transit infrastructure.	30
Med	Signal improvements, welded rail	20
Low	Replacement projects	10
<b>C.2A</b>	<b>Will it improve accessibility via transit?</b>	
High	Top Third of Transit Accessibility Benefit (CMS) or Need (Non-CMS) Scores	30
Med	Middle Third of Transit Accessibility Benefit (CMS) or Need (Non-CMS) Scores	20
Low	Bottom Third of Transit Accessibility Benefit (CMS) or Need (Non-CMS) Scores	10
<b>C.3</b>	<b>Will it improve information, comfort, convenience, security to its users?</b>	
High	New rolling stock, stations/facilities/automated systems	30
Med	New access to stations, parking, track management, replacement projects, van pooling, bus or rail signage projects, rehabilitation projects, ADA Mandates.	20
Low	Transit shelters, weather and traffic protected waiting areas for transit users.	10
<b>C.4</b>	<b>Will it provide additional transit service?</b>	
High	New market projects, suburban initiatives, experimental services	15
Med	Additional frequency on existing systems, capacity expansion, or other improvements to existing service.	10
Low	Bike lockers, bike racks on transit vehicles	5
<b>C.5</b>	<b>Will it provide regional user benefits?</b>	
High	Projects which benefit New York and New Jersey, or Pennsylvania and New Jersey, or multiple counties	10
Med	Projects which benefit county-wide areas.	5

**NJTPA PROJECT PRIORITIZATION CRITERIA  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		<b>TRANSIT POINT SYSTEM</b>
<b>Economic: Retain and increase economic activity and competitiveness (maximum score = 100).</b>		
<b>C.6</b>	<b>Will the project lead to the redevelopment of Brownfields?</b>	
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.	15
Med	The project leads to the redevelopment of a brownfield located elsewhere	10
<b>C.7</b>	<b>Will it assist tourism/recreation travel within 0.5 miles of a facility?</b>	
High	Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex	15
Med	Annual attendance between 1.8 million and 3.5 million: Great Adventure, Delaware Water Gap National Recreation Area, Liberty State Park	10
Low	Annual attendance above 600,000 but less than 1.8 million: Downtown Newark facilities (NJPAC, Newark Museum, Newark Symphony Hall, Newark Bears Baseball Stadium), Vernon Valley/Great Gorge, Monmouth Park Race Track	5
N/A	All other recreational/cultural facilities	0
<b>C.8</b>	<b>Will it improve access to job opportunities?</b>	
High	In Planning Areas 1 or 2 , or Designated Regional Center	90
Med/High	Regional centers with county backing which have petitioned for, and are being seriously considered for, center designation by the State Planning Commission.	75
Med	In Planning Areas 3 through 5	60
Extra Points for:	Project serves areas with "moderate/high" or "high" ratings on NJTPA Regional Transit Index.	25

**NJTPA PROJECT PRIORITIZATION CRITERIA  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		<b>TRANSIT POINT SYSTEM</b>
<b>System Coordination: Enhance system coordination, efficiency and intermodal connectivity (maximum score = 100).</b>		
<b>C.9</b>	<b>Will it provide linkages to other existing transportation systems?</b>	
High	Projects that improve system reliability	25
Med	Improvements to station facilities that provide system linkages; signage projects	15
Low	Fare coordination projects	5
<b>C.10</b>	<b>Has the project emerged from the planning proces required to establish a Transportation Development District (TDD), other comprehensively planned public-private partnership, or other officially adopted improvement district?</b>	
High	The project is located in an operational TDD or other officially adopted improvement district	25
Med	The project has been identified in the Transportation Plan of a conditionally approved TDD or other officially adopted improvement district	15
Low	Has the project emerged from the planning proces required to establish a TDD, other comprehensively planned public-private partnership, or other officially adopted improvement district?	5
<b>C.11</b>	<b>Will it improve transit mobility?</b>	
High	Top Third of Transit Mobility Benefit (CMS) or Need (Non-CMS) Scores	30
Med	Middle Third of Transit Mobility Benefit (CMS) or Need (Non-CMS) Scores	20
Low	Bottom Third of Transit Mobility Benefit (CMS) or Need (Non-CMS) Scores	10
<b>C.12</b>	<b>Will it maximize/optimize existing capacity?</b>	
High	Signal upgrades, yard, track and bridge projects	25
Med	Rolling stock, support equipment and facilities replacement or upgrade	15
<b>C.13</b>	<b>Will it promote intermodalism?</b>	
High	Top Third of Intermodality Benefit (CMS) or Need (Non-CMS) Scores	20
Med	Middle Third of Intermodality Benefit (CMS) or Need (Non-CMS) Scores	10
Low	Bottom Third of Intermodality Benefit (CMS) or Need (Non-CMS) Scores	5

**NJTPA PROJECT PRIORITIZATION CRITERIA  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		<b>TRANSIT POINT SYSTEM</b>
<b>Repair/Maintenance/Safety: Maintain a safe and reliable transportation system in a state of good repair (maximum score = 275).</b>		
<b>C.14</b>	<b>Will it improve a transit facility that is in poor condition, or keep a transit facility maintained on a normal cycle?</b>	
High	Projects that avoid safety hazards, breakdowns or disasters; and projects that address critical needs; major rehab projects	200
Med	Minor rehab. projects and upgrades, elimination of grade crossings	120
Low	Replacement projects	40
<b>C.15</b>	<b>Will it improve rolling stock in poor condition, or maintain it on a normal cycle?</b>	
		200
High	Equipment over FTA useful life	120
Med	Equipment under FTA useful life	
Low	Routine capital repair and maintenance	40
<b>C.16</b>	<b>Is it operationally cost effective for transit?</b>	
High	Documented operating budget savings and cost avoidance	75
Med	Increased productivity	35
Low	Projects that improve functions	10
<b>C.17</b>	<b>Will project improve a safety problem?</b>	
High	Refer to Criterion C.14	50
Med	Project includes pedestrian/bicycle safe railraod crossings; or, includes added space for bus pull-overs at transit stops.	25

**NJTPA PROJECT PRIORITIZATION CRITERIA  
FY2004-2006 UPDATE**

<b>TRANSIT CRITERIA</b>		TRANSIT POINT SYSTEM
<b>Land Use/Transportation Planning: Select transportation investments that support the coordination of land use with transportation systems (Maximum score = 100).</b>		
<b>C.18</b>	Will it Promote Development Within a Community or Place?	
Eligible projects must pass one of the following screens:		
	<ul style="list-style-type: none"> <li>- <i>Relieve congestion predominantly within a center</i></li> <li>- <i>Provide access necessary for the growth of a center</i></li> <li>- <i>Promote the use of alternative modes within a center</i></li> <li>- <i>Establish or enhance transit connections between centers</i></li> <li>- <i>Improve a facility in poor condition predominantly within a center</i></li> <li>- <i>Improve a safety problem predominantly within a center</i></li> <li>- <i>Provide access necessary to Brownfields</i></li> </ul>	
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 NJMC.	90
M/H	Designated non-regional centers outside Planning Areas 1 & 2	80
Med	Communities with county backing which have petitioned for, and are being seriously considered for, center designation by the State Planning Commission.	50
Low	Planning Area 3 outside of centers	10
	<b>Note: Distressed municipalities receive 10 extra points.</b>	10