Appendix G:

Project Prioritization Criteria

NJTPA PROJECT PRIORITIZATION CRITERIA: LOCAL HIGHWAY AND LOCAL BRIDGE PROJECTS

In-Field Environmental Impact Screening (Max 200 points)

PROJECT NAME:

COUNTY:

Answer the following questions to determine the anticipated amount of environmental impacts for each application. The basic information needed to answer the following questions will be provided by the applicant in the application and/or will be apparent upon the field visits. Depending on the answers (**Yes = 10 points / No = 20 points**), the proposal will receive a **High, Medium or Low** constructability designation; where high means the project is likely to be constructible with minimum environmental impacts, and Low means that the project is likely to cause major impacts to the environment (**High Environmental Impacts = Low Constructability; and Low Environmental Impacts = High Constructability**). The proposals will be then ranked in numerical order with the highest total score being the proposal with the least environmental impacts.

Constructability Ranges (out of a possible 200 points):
HIGH = 170 – 200
MEDIUM = 140 – 160
LOW = 100 – 130

No	Question	Y/N	Comments
1	Are there any structures which appear on the National Register of Historic Places or are eligible for the Register contained within the proposed project study area?		
2	Are there any structures which appear on the National Register of Historic Places, or are eligible for the Register ADJACENT to the proposed project study area?		
3	Are there threatened, endangered or rare species identified in the Federal and/or State Register known to exist within the proposed project study area?		
4	Does the project or any part of the project fall within the Highlands Preservation Limits?		
5	Does the project or any portion of the project lie within a floodway?		
6	If wetlands exist within the proposed project limits, are they considered EPA Priority wetlands?		
7	Will there be Section 4(f) Involvement (i.e., historic sites, parklands)?		
8	Are there any Green Acres encumbered properties within the project study area?		
9	Are there active or abandoned industries, service stations, repair shops, railroads, railyards or farms within the project study area?		
10	Are there any known hazardous waste sites within the project study area?		

LOCAL HIGHWAY AND BRIDGE CRITERIA (MAX 800 POINTS)

ENVIRONMENT   MAX – 82   *Environment Criteria Revised in September 2022*

L.Env.1   Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use?   Max - 25

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

Low: Project is expected to be "emissions and use neutral." Examples include small highway operational improvements, resurfacing, or bridge repair projects. **(8)**

Projects expected to 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 - 13

This criterion evaluates a project's level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

Low: Project is located outside of a legislatively protected area. **(5)**

L.Env.3   **Does it provide benefits or reduce burdens to disadvantaged and underserved communities?**   **Max – 24**

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with **(0)** being lowest and **(24)** being highest].

L.Env.4   **Does it improve the management of stormwater runoff?**   **Max – 20**

High: The project addresses a problem area noted in the subregion's application or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best management practices (BMPs) in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(20)**

Med: The project includes basic improvements to stormwater management. **(14)**

USER RESPONSIVENESS   MAX – 135

L.User.1   Will it reduce transportation delay?   Max - 49

High: Projects that will reopen closed structures or routes **(49)**

Med: Projects that will remove weight or height restrictions or increase capacity for roads with V/C ratios higher than 1.2 **(32)**

Low: Projects that will remove speed restrictions, correct and improve approach alignments, or reduce V/C ratios for roads with ratios between 1.0 and 1.2 **(17)**

L.User.2   Will it improve accommodations for non-motorized users on existing or planned bridges/routes?   Max - 31

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure. **(31)**

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as Road Diet features, wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

L.User.3   Will it improve information for travelers?   Max – 13

Projects that include traffic signals, ITS, or signage improvements. **(13)**

L.User.4   Will the project provide roadway improvements to high-volume segments of local roads? Max – 42

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 40,000 and above as the highest AADT **(42)**

ECONOMIC   MAX – 107

L.Econ.1   Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels?   Max – 16

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. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g., Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

L.Econ.2   Will the facility improve access to a tourism, heritage, wildlife, or recreation facility?   Max – 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

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 **(12)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms **(10)**

Note: Where projects include improvement of access to a tourism/recreation destination not listed here, subregions can provide for consideration.

L.Econ.3   Will it positively enhance movement of freight?   Max – 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements. **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification. **(20)**

L.Econ.4   Will it improve access to job opportunities? Max – 45

Project occurs in a Traffic Analysis Zone (TAZ) with one of the following characteristics for access to employment via roadway and transit. Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with TAZs ranked on a percentile basises from the lowest regional employment accessibility measure in a TAZ **(0)** to the highest **(45)**; projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

SYSTEM COORDINATION   MAX – 141

L.Sys.1   Will it provide linkages to other existing transportation systems?   Max – 62

High: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(62)**

Med: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(32)**

L.Sys.2   Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)?   Max – 36

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. **(36)**

L.Sys.3   Will it promote Complete Streets principles?   Max – 43

High: Incorporates "Complete Streets" strategies and strategy locations identified by NJTPA Subregional studies. **(43)**

Med: Incorporates "Complete Streets" principles, as defined in NJDOT's or/Subregion's Complete Streets Policy, in design and construction to promote access to all modes of travel. **(30)**

STATE OF GOOD REPAIR/RESILIENCY/SAFETY   MAX – 267

L. Rep.1   Will it improve or replace a facility that is in poor condition?   Max – 87

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) on a continuous scale, from the lowest **(0)** to highest level of deficiency **(87)**.

Note: Where projects include bridges not covered by the Bridge Management System, subregions can provide information on bridge condition for consideration.

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest **(0)** to highest level of deficiency **(87)**. FPR combines IRI and SDI.

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

L.Rep.2   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.

Points are assigned based on the existing and historic percentage of heavy truck traffic within the project limits and surrounding area. **(37)**

L.Rep.3   Will project improve security?   Max – 32

High: Involves hardening of bridge or tunnel **(32)**

Med: Promotes operational redundancy in transportation network or improves capacity/operation of an evacuation route **(21)**

Low: Involves improvements to circulation around key facilities or public safety facilities **(11)**

L.Rep.4   Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change?   Max - 60

Incorporate flood proofing retrofit for areas within FEMA flood risk zone. **(60)**

L.Rep.5   Will project improve safety problems?   Max – 51

Projects designed to address locally identified safety problems including the following deficiencies **(51)**:

- Horizontal/vertical geometry, alignment, poor sightlines

- Lack of shoulder, safety railings, or fencing

- Lack of pedestrian, bicycle accommodation

- Poor pavement

LAND USE/TRANSPORTATION   MAX – 68

L.Land.1   Will it Promote Development within a Community or Place?   Max – 20

Project improves mobility within a community or place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

L.Land.2   Will it serve distressed municipalities?   Max – 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

L.Land.3   Has the project emerged from the planning process required to establish a designated Transit Village; a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers?   Max – 30

Project associated with an officially adopted improvement district.
[Latest applicable data from NJDOT.] **(30)**

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ENVIRONMENT   MAX – 82   *Environment Criteria Revised in September 2022*

H.Env.1 **Will it improve air quality, reduce emissions of Green House Gases (GHGs), and reduce transportation petroleum use?   Max - 25**

Projects that are expected to reduce single occupant or overall Vehicle Miles Traveled (VMT) can also be expected to result in reductions to NAAQS criteria air pollutant emissions, greenhouse gases (GHGs), and petroleum consumption. Projects such as diesel retrofits, bicycle/pedestrian projects, HOV lanes, bus lanes, park and ride facilities, other Transportation Demand Management (TDM) initiatives, or Transportation Clean Air Measures (TCAMs) can be expected to result in net emissions reductions. Projects such as small highway operational improvements, resurfacing, or bridge repair projects may be considered neutral with respect to emission and petroleum use.

High: Project is expected to reduce emissions of criteria pollutants and is located in area(s) disproportionately burdened by air pollution. **(25)**

Med: Project is expected to reduce emissions of criteria pollutants and/or GHGs, and reduce petroleum use. **(17)**

Low: Project is expected to be "emissions and use neutral." **(8)**

Projects expected to adversely affect air quality will receive a score of zero.

H.Env.2 **Does it conform to regulations and plans for legislatively protected areas?   Max - 13**

This criterion evaluates a project's level of compliance to the applicable regulations and planning goals of certain legislatively protected areas. These areas include those covered by the following: Highlands Act and Highlands Regional Master Plan; Hackensack Meadowlands Reclamation and Development Act; Pinelands Comprehensive Management Plan; and the Coastal Area Facilities Review Act.

High: Project is in a legislatively protected area, conforms to or advances the goals of that area and includes a habitat connectivity or wildlife crossing enhancements. **(13)**

Med: Project is in a legislatively protected area and conforms to or advances the goals of that area. **(8)**

Low: Project is located outside of a legislatively protected area. **(5)**

H.Env.3   Does it provide benefits or reduce burdens to disadvantaged and underserved communities?   Max – 24

Assign points on a continuous scale based on data derived from the NJTPA Equity Analysis Tool [scale with **(0)** being lowest and **(24)** being highest].

H.Env.4   Does it improve the management of stormwater runoff?   Max – 20

High: The project addresses a problem area noted in the NJDOT Drainage Management System or addresses issues in a Combined Sewer Overflow (CSO) area, and includes best practices in green infrastructure integrating techniques to manage runoff by integrating natural processes. **(20)**

Med: The project addresses a problem area noted in the NJDOT Drainage Management System and includes basic improvements to stormwater management. **(14)**

Low: The project includes basic improvements to stormwater management. **(7)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

USER RESPONSIVENESS   MAX – 135

H.User.1   Will it address established targets for traffic congestion?   Max - 49

High: Project at location of unacceptable recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies. **(49)**

Med: Project at location of unacceptable Non-recurring congestion identified by NJTPA CMP Regional Analysis or other appropriate sources/studies, or which will address corridors/locations V/C ratios higher than 1.2. **(32)**

Low: Project not at location of unacceptable congestion but may improve condition or be located in a corridor with V/C ratios between 1.0 and 1.2. **(17)**

H.User.2   Will it utilize technology to manage the transportation system more effectively and optimize existing capacity? Max - 31

Projects that include Intelligent Transportation System (ITS) designed to help manage traffic, foster multimodal connections, and interconnect regional and local systems.

High: Projects that fill geographic gaps in ITS deployment e.g., at locations identified in t*he Connected Corridor: New Jersey's TSM&O Strategic Plan and ITS Architecture* (NJTPA, December 2014); implement Active Traffic Management; improve incident management; or implement transit-supportive roadway improvements (such as transit signal priority; real-time park and ride monitoring and transit capacity information) designed to reduce delay and improve reliability for transit operations on roadways; multimodal traveler information; signalization upgrades identified within a signal optimization/coordination plan, such as NJDOT's "T1-T6" effort. **(31)**

Med: Projects that include arterial management; electronic toll collections systems; or other strategies recommended in the ITS Architecture Update (2014) such as regional integration, commercial vehicle information, and climate change adaptation. Projects including automated data collection systems to facilitate traffic management. **(21)**

Low: Projects support optimization of existing capacity based on the highway mobility performance indicators. **(11)**

H.User.3   Will it improve information for travelers?   Max - 13

High   Projects that provide multimodal traveler information, real-time park and ride monitoring and transit capacity information, variable message signs. **(13)**

Low: Projects that include traffic signal or signage improvements not otherwise included in the ITS implementation strategy. **(8)**

H.User.4   Will the project provide roadway improvements to high-volume segments of the regional highway system? Max - 42

Assign points on a continuous scale allocated proportionally based on highest observed AADT within project limits [scale with 0 being lowest AADT **(0)** and 200,000 and above as the highest AADT **(42)**.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

ECONOMIC   MAX - 107

H.Econ.1   Will the project lead to the redevelopment of Brownfields or enhance infill or redevelopment of underutilized parcels? Max - 16

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. **(16)**

Med: Leads to or supports the redevelopment of a Brownfield located elsewhere or a targeted growth area (e.g;. Priority Growth Investment Area, or PGIA). **(11)**

Low: Leads to infill development or redevelopment of an underutilized parcel. **(6)**

H.Econ.2   Will the facility improve access to a tourism, heritage, wildlife, or recreation facility?   Max - 15

The project improves access to tourism/recreation facilities:

High: Annual attendance in excess of 3.5 million: Jersey Shore, Meadowlands Sports Complex, Manhattan **(15)**

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 **(10)**

Low: Annual attendance above 600,000 but less than 1.8 million: Mountain Creek/Crystal Springs Resort Areas, Monmouth Park Race Track; Morris Canal; East Coast Greenway; Duke Farms. **(5)**

H.Econ.3   Will it positively enhance movement of freight?   Max - 31

High: Improves access to rail yard, freight depot or industrial park (examples include increasing overpass clearance, access roadways for trucks, nearby interchange or intersection improvements); improves access to core freight facilities as identified by NJTPA CMP Regional Analysis; or is included in the Comprehensive Statewide Freight Plan. **(31)**

Med: Improves reliability or overall fluidity for freight movements on corridor connecting key freight clusters; is identified as a commodity flow corridor; has a truck percentage greater than the average for the functional classification; or improves roadway travel time reliability as identified by NJTPA CMP Regional Analysis. **(20)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Econ.4   **Will it improve access to job opportunities?   Max - 45**

Points assigned based on a continuous scale of measurement for access to jobs by location [point scale with Traffic Analysis Zones (TAZs) ranked on a percentile basis from the lowest regional employment accessibility measure in a TAZ **(0)** to the highest **(45)**; projects located in multiple TAZs will receive points based on the highest ranked of the TAZs.]

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SYSTEM COORDINATION MAX – 141

H.Sys.1   Will it provide linkages to other existing transportation systems?   Max - 33

High: Completing missing linkages among or between interstates and state highways; linkages that promote Trans-Hudson passenger capacity and supporting infrastructure. **(33)**

Med: Grade separated interchange projects; circle improvements; linkages to rail stations, transit hubs, redevelopment areas, park-and-ride facilities, or other linkages between modes; infrastructure to facilitate rideshare, carshare, or access to private transit. **(22)**

Low: At-grade intersection improvements between State highways or a State highway and a county road; linkages among or between county and local roadways. **(11)**

H.Sys.2   Will it provide bicycle or pedestrian improvements?   Max – 17

High: Incorporates separate bicycle/pedestrian facilities; improvements to pedestrian crossings; addition of dedicated bicycle lanes, facilitation of bike-share infrastructure; or bike-ped strategy locations identified by NJTPA CMP Regional Analysis. **(17)**

Med: Incorporates other improvements to sidewalks and roadways for bicycle safety, such as removing travel lanes from a roadway and utilizing the space for other uses and travel modes. (i.e., a Road Diet), wider lanes, paved shoulders, and safe storm grates; bicycle parking; improved signage for bicyclists and pedestrians. **(12)**

H.Sys.3   Will it improve access to airports/seaports/freight facilities/Urban Enterprise Zones (UEZs)?   Max - 23

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. **(23)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Sys.4   Will it improve Travel Time Reliability? Max - 40

High: Project will address travel time reliability issues identified by NJTPA CMP Regional Analysis. **(40)**

Med: Project will address travel time reliability issues identified by other sources/regional studies. **(27)**

H.Sys.5   Will it promote Complete Streets principles? Max - 28

High: Incorporates "Complete Streets" strategies and strategy locations identified by NJTPA Subregional studies. **(28)**

Med: Incorporates "Complete Streets" principles, as defined in NJDOT's Complete Streets Policy, in design and construction to promote access to all modes
        of travel. **(19)**

MAXIMUM POSSIBLE TOTAL SCORE = 1000

State of Good Repair/Resiliency   MAX - 216

H.Rep.1   Will it improve or replace a facility that is in poor condition?   Max – 87

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) on a continuous scale, from the lowest **(0)** to highest level of deficiency **(87)**.

For Roadways:

Final Pavement Rating (FPR). A continuous scale from the lowest **(0)** to highest level of deficiency **(87)**. FPR combines IRI and SDI.

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

H.Rep.2   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.

Points are assigned on a continuous scale (with zero percent assigned no points **(0)** and 25 percent and above as the highest score level **(37)** based on the existing percentage of heavy truck traffic within the project limits.

H.Rep.3   Will project improve security? Max – 32

High: Involves hardening of bridge or tunnel **(32)**

Med: Promotes operational redundancy in transportation network e.g., locations identified by NJTPA CMP Regional Analysis for network redundancy related strategies or capacity/operation of an evacuation route **(21)**

 Low: Involves improvements to circulation around key facilities or public safety facilities **(11)**

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

H.Rep.4   **Will project promote adaptation and resiliency to extreme weather events and the impacts of climate change? Max – 60**

Project meets one or more of the following conditions: **(60)**

- Promotes elevation or relocation of vulnerable infrastructure (e.g., home relocation and associated road works).

- Incorporate flood proofing retrofit for areas within FEMA flood risk zone.

- Identifies strategies that address infrastructure investment and risk assessment associated with extreme weather and changing climate.

- Facilitates a resiliency project for a non-transportation asset.

NJTPA PROJECT PRIORITIZATION CRITERIA: STATE HIGHWAY AND STATE BRIDGE PROJECTS

MAXIMUM POSSIBLE TOTAL SCORE = 1000

LAND USE/ TRANSPORTATION PLANNING   MAX – 68

H.Land.1   Will it Promote Development within a Community or Place? Max - 20

Project improves mobility within a community or place. **(20)**

[Latest applicable data from State Planning Commission or utilize land use typology created in development of Together North Jersey Plan.]

H.Land.2   Will it serve distressed municipalities? Max - 18

Project is located within, or directly serves, a distressed municipality, as defined by the NJ Department of Community Affairs (DCA). **(18)**

H.Land.3   Has the project emerged from the planning process required to establish a designated Transit Village a comprehensively planned public-private partnership; an officially adopted improvement district; county adopted coordination plans or studies; or Planning for Emerging Centers?   Max - 30

Project associated with an officially adopted improvement district.
[Latest applicable data from NJDOT.] **(30)**

MAXIMUM POSSIBLE TOTAL SCORE = 1000

SAFETY   MAX - 251

H.Safe.1   Will the project provide an improvement in a designated priority area? Max - 68

Project occurs in a priority area:

High: Safety improvements (e.g., road diets, turnabouts, etc.) prioritized in the NJ Strategic Highway Safety Plan incorporated into projects that would improve conditions on roadways or intersections designated by the NJTPA or NJDOT as safety priority locations or included in "Safe Corridor" programs. **(68)**

Med: Improvements to local roadways or pedestrian areas to address safety issues of local concern, e.g., traffic calming projects; Safe Routes to School; safety improvements to address lane departure and pedestrian/bike safety issues. **(46)**

Low: Drainage, rockfall, and pavement rehabilitation/resurfacing projects. **(23)**

H.Safe.2   Will the project improve conditions in a high incident area, especially pedestrian incidents?   Max - 183

Project implements a strategy from the State Highway Safety Plan. Points applied based on need in existing corridor:

High: Project at a location identified by NJTPA CMP Regional Analysis for implementation of strategies to reduce crashes and increase safety. **(183)**

Or

Selection of the highest score of the following two measures:

- Points awarded on a continuous scale of NJDOT severity weighted crash measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.

- Points awarded on a continuous scale of severity weighted pedestrian injuries measure from the lowest percentile **(0)** to the highest percentile **(183)**. Points will be awarded based on the highest percentile observed in any project segment, for projects with geographies covering multiple measures and corresponding percentiles.