NJTPA Transportation Improvement Program Project Prioritization Criteria Rule Book

Final
September 1st, 2026

Prepared for the North Jersey Transportation Planning Authority
By ICF with support from High Street and Urbanomics

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Introduction

The North Jersey Transportation Planning Authority (NJTPA) uses a performance-based approach to prioritize projects for funding within the Transportation Improvement Program (TIP). The development of the TIP is coordinated with the New Jersey Department of Transportation (NJDOT), New Jersey Transit (NJ TRANSIT), and other regional partners and stakeholders to ensure a collaborative approach for selecting projects to move forward for funding.

The NJTPA has developed an updated project prioritization scoring process, including a set of criteria and a scoring system for projects identified during the planning process to be prioritized for the TIP. This Criteria Rule Book and Manual updates the previous versions to reflect the latest update to the scoring process.

Categories of Projects Included in Scoring Update

The scoring process addresses three categories of projects, which are scored independently:

- **Local highway and bridge projects**, which are funded by the NJTPA through its Local Capital Project Delivery (LCPD) Program from the local concept development phase to be considered for funding in the TIP. These projects previously have been scored by the NJTPA and this document recommends updates to that process.
- **State highway and bridge projects**, which are identified by the New Jersey Department of Transportation (NJDOT) for inclusion in the TIP, and for which NJTPA provides advisory scores to support prioritization and assess alignment with regional goals when these projects enter the pool. These projects previously have been scored by the NJTPA and this document recommends updates to that process.
- **Transit projects**, which are identified by New Jersey Transit (NJ TRANSIT) for inclusion in the TIP. These projects have not previously been scored by the NJTPA so the proposed methods are new. It should be noted that many transit projects in the TIP are part of larger programmatic line items (e.g., Bus Acquisition Program, Ferry Program, Preventative Maintenance Program), with relatively few stand-alone projects. Consequently, these recommendations may be an initial step in a broader process for the NJTPA to work with NJ TRANSIT to gather more specific project information to enable more comprehensive project scoring in the future.

It should also be noted that there are other categories of projects or programs in the TIP that are not scored as part of this process since they are largely programmatic (e.g., Intelligent Traffic Signal Systems, Rail-Highway Grade Crossing Program, Recreational Trails Program, Safe Routes to School Program, Transportation Alternatives Program) or have their own, dedicated scoring processes.

Goals and Criteria Used in Scoring

The NJTPA Board adopted *Connecting Communities: The NJTPA Long Range Transportation Plan* on September 8, 2025, which defines the following seven regional goals:

- Ensure the transportation system provides **access and opportunities to meet the needs of all users**.
- Make the transportation system **safer for all travelers**, with the goal of reducing fatalities to zero by 2050.
- **Enhance system coordination, efficiency, connectivity, and reliability** for the movement of people and goods.
- Make the system **resilient** to the impacts of extreme weather and other hazards.
- **Coordinate land use and transportation** to create **healthy and vibrant communities** that **reduce environmental and air quality impacts** and **support transit ridership, biking, and walking**.
- Maintain the transportation system in a **state of good repair**.
- Increase the region's **economic activity, sustainability, and competitiveness**.

Consequently, to directly align the NJTPA's updated TIP project scoring process with the latest adopted plan, criteria were established that support each of the goals. A set of 22 criteria were established that are generally used in scoring all three categories of projects, on a scale of up to 1000 points, as shown below in Table 1.

This Criteria Rule Book presents the criteria and scoring approach, along with information on data sources and procedures for scoring each.

Table 1: Goal Area & Criteria Points

Goal Area	Criterion	Goal Area Points	Local Highway & Bridge	State Highway & Bridge	Transit
Safety	Safety Need	280	121	121	81
	Bicycle & Pedestrian Safety Need		81	81	81
	Safety Features		78	78	118
State of Good Repair	Infrastructure Condition	218	218	153	218
	Preventive Maintenance and Lifecycle Benefits		--	65	--
Land Use Coordination & Vibrant Communities	Support for Placemaking & Transit Oriented Development	138	52	52	52
	Transit Access, Comfort, and Ridership Potential		47	47	47
	Support for Active Transportation		39	39	39
Resilience and Environment	Public Safety & Security / Emergency Response	118	49	49	49
	Infrastructure Resilience		33	33	33
	Stormwater Management & Land Stewardship		19	19	19
	Emissions Reduction		17	17	17
System Coordination, Efficiency, Connectivity, & Reliability	Travel Time Reliability	114	32	32	35
	System Coordination and Operational Improvement		25	25	28
	Connectivity		22	22	24
	Excessive Delay		22	22	24
	Freight Reliability		13	13	3
Economic Competitiveness	Enhancing Goods Movement and Freight Access	78	31	31	8
	Improving Access to Key Economic Drivers		24	24	36
	Redevelopment of Brownfields or Underutilized Targeted Development Sites		23	23	34
Opportunities for All	Addressing Transportation Barriers	54	29	29	29
	Serving All Populations		25	25	25
TOTAL		**1,000**	**1,000**	**1,000**	**1,000**

Section 1: Local Highway and Bridge Projects

Goal Area: Safety (Max 280 points)

(SA1) Safety Need: Is the project in a location with critical safety needs? (Max 121 points)

Purpose: This criterion evaluates the severity of documented safety conditions at the project location using historical crash data. The intent is to prioritize projects located on roadway segments with a demonstrated history of crashes.

Scoring Methodology:

Continuous scale (0 to 121 points) based on the percentile distribution of Equivalent Property Damage Only (ePDO) values across the NJTPA local roadway network.

ePDO converts crashes of varying severities into a weighted value that reflects their relative societal cost. Fatal and serious injury crashes receive higher weights than minor injury or property damage only crashes.

$$ePDO_{TOTAL} = Number\ K\ Crashes * ePDO_K + Number\ of\ A\ Crashes * ePDO_A + Number\ of\ B\ Crashes * ePDO_B + Number\ of\ C\ Crashes * ePDO_C + Number\ of\ O\ Crashes\ ePDO_o$$

Where:

Equivalent Property Damage Only (ePDO) Score Weights			
Crash Severity	**KABCO Scale**	**2023 Dollars**	**ePDO Value (K=A)**
Fatal	K	$14,277,743	56.9173
Incapacitating	A	$826,309	56.9173
Non-incapacitating	B	$249,666	17.1973
Possible Injury	C	$157,482	10.8476
Property Damage Only	O	$14,518	1.0000

Data Source: 2023 Corridor Network Screening List (crash period: 2018 - 2020)

Description:
This criterion evaluates whether a project is located in an area with documented crash risk based on historical crash data. Using NJTPA's 2023 Network Screening List, the project's location is assessed relative to the distribution of Equivalent Property Damage Only (ePDO) values across the NJTPA local roadway network.

By applying a length-weighted average of corridor-level ePDO values, this criterion identifies locations with elevated crash severity and prioritizes projects situated on roadway segments with demonstrated crash history. Higher scores are assigned to projects located in areas that rank higher within the network-wide distribution of crash severity.

The scoring process is presented below:

1. Load & clean ePDO segment data

2. Compute network percentiles

Calculate ePDO thresholds across the local NJTPA network to establish scoring benchmarks

3. Match projects to ePDO segments

4. Calculate overlap length for each matching segment

5. Calculate project-level ePDO as:

$$ePDO_{project} = \frac{\sum(ePDO_i \cdot overlap\ length_i)}{\sum overlap\ length_i}$$

6. Convert project ePDO to points (0–121)

Compare the project's weighted ePDO value to the network percentile distribution and assign a continuous score based on its percentile position.

Implementation:

1. Assess based on the project description: **Does the project have a reasonable potential to improve safety?** Projects within the Regional Capital Investment Strategy (RCIS) category of "Direct Safety" would qualify. Projects in other categories that are likely to qualify include those within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle", "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement, geometric improvements, safety countermeasures, intersection improvements, or bicycle/pedestrian infrastructure. Note that "Road Preservation" and "Bridge Preservation" projects will typically have slight safety benefits and should only be marked as a "yes" if there is a clear safety linkage.

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. Assess quantitatively: **Determine the project's weighted ePDO percentile within the NJTPA local network distribution percentile distribution.**

   ↓

   Continuous score [0-121 points]

(SA2) Bicycle and Pedestrian Safety Need: Does the project address a critical non-motorized safety issue? (Max 81 points)

Purpose: This criterion evaluates whether a project addresses documented bicycle and pedestrian safety needs, with priority given to locations identified as high-risk. The intent is to elevate projects that directly improve safety for vulnerable road users in areas with demonstrated crash risk.

Scoring Methodology:

Points	Scoring Factors
81	**High** - Project addresses bike/ped safety and is on NJTPA's Priority Locations
53	**Medium** - Project addresses bike/ped safety and is on local safety plan, or county priority location
27	**Low** - Project is identified in the application narrative as addressing a locally recognized bike/ped safety issue
0	**None -** Project does not address non-motorized safety

Data Sources:

- NJTPA's Priority Locations (crash period: 2017 - 2021)
- County Priority Locations (crash period: 2019 - 2021)
- Project application information (to derive if project is part of a local safety plan)

Description: This criterion evaluates two primary components:

- First, the project scope must include elements that are reasonably expected to improve bicycle or pedestrian safety, such as sidewalks, enhanced crossings, traffic calming measures, lane reconfiguration, protected facilities, or signal improvements.
- Second, the project must be located in an area identified as having elevated non-motorized safety risk through NJTPA's Priority Locations or another formally recognized safety screening tool. To receive full points, a project must demonstrate both a safety-focused scope and documented evidence of safety need at the project location.

Implementation:

1. Assess based on the project description: **Does the project have the potential to improve bicycle or pedestrian safety?** Projects within the RCIS category of "Pedestrian and Bicycle" would qualify. Projects within the following categories also may qualify, depending on project scope: "Direct Safety", "Road Enhancement", and "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement that addresses vulnerable road users, such as road diets or lane reconfiguration, crosswalk improvements, pedestrian refuge islands, enhanced lighting, bicycle lanes, addition of sidewalks, multiuse paths, or other bicycle/pedestrian infrastructure.

   Yes ↓

   No ↓

   Zero [0] points

2. Assess based on geospatial analysis: **Does the project have any overlap with NJTPA's Priority Locations?**

   Yes ↓

   81 points

   No ↓

   Assess based on project description: **Is the project part of a local safety plan or have *any* overlap with a County Priority Location?**

   Yes ↓

   53 points

   No ↓

   Assess based on project description: **Does the project identify a local safety concern?**

   Yes ↓

   23 points

   No ↓

   Zero [0] points

(SA3) Safety Features: Does the project incorporate proven, or design-based safety improvements? (Max 78 points) (Criterion L-SA3)

Purpose: This criterion supports the Safe System Approach by awarding points to projects that proactively incorporate evidence-based safety countermeasures, regardless of the level of existing crash history. The intent is to encourage safety improvements that reduce crashes.

Scoring Methodology:

Points	Scoring Factors
78	**High** - The project incorporates FHWA Proven Safety Countermeasures focused on vulnerable road users, such as road diets or lane reconfiguration, pedestrian refuge islands, enhanced lighting, high-visibility crosswalk treatments, leading pedestrian intervals, pedestrian hybrid beacons, bicycle lanes, walkways, rectangular rapid flashing beacons, or pedestrian or bicycle bridges that reduce conflict points.
51	**Medium** - The project incorporates FHWA Proven Safety Countermeasures focused on roadway departure, intersection conflict reduction, or speed management without a primary pedestrian or bicyclist focus, such as median barriers, rumble strips, reduced left-turn conflict intersections, dedicated turn lanes, roundabouts, speed safety cameras, or variable speed limits.
26	**Low** - The project incorporates other FHWA Proven Safety Countermeasures or minor safety-focused design features, such as pavement friction management or safety treatments.
0	**None** - Safety is not a focus of the project, or insufficient information is provided to assess whether any proven safety improvements are included

Note: A project that incorporates multiple types of safety features would score based on the highest scoring element.

Data Sources:

- Project application narrative and scope description
- FHWA Proven Safety Countermeasures list at https://highways.dot.gov/safety/proven-safety-countermeasures

Description: This criterion evaluates whether a project incorporates FHWA Proven Safety Countermeasures or other systemic safety design elements. Emphasis is placed on treatments that reduce exposure and conflict risk for vulnerable road users, consistent with Safe System principles.

Implementation:

1. Assess based on project description: **Does the project have the potential to improve safety?** Projects within the RCIS category of "Direct Safety" would qualify. Projects in other categories that are likely to qualify include those within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle", "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement, geometric improvements, safety countermeasures, intersection improvements, or bicycle/pedestrian infrastructure. Note that "Road Preservation", "Bridge Preservation", and "Placemaking and Land Use" projects will typically have slight safety benefits and should only be marked as a "yes" if there is a clear safety linkage.

   Yes ↓

   No ↓

   Zero [0] points

2. Assess based on project description: **What types of countermeasures or features are included?** Score based on types of countermeasure(s) or feature(s) included.

   78 points, 51 points, or 26 points

Goal Area: State of Good Repair (Max 218 points)

(GR1) Infrastructure Condition: Will the project improve or replace infrastructure in poor condition? (Max 218 points)

Purpose: This criterion assesses the degree to which the project improves or replaces infrastructure in poor condition.

Scoring Methodology:

Points	Highway Projects	Bridge Projects	Other Infrastructure* Projects
218	**High** - Project repairs roadways in poor condition	**Continuous:** $\sum_{bridge} Condition_{Inv} * Deck\ Area * (1 + At\ Risk\ Flags)$ Where the "At Risk Flags" are defined as: • Fracture critical • Scour critical • Weight restriction / Posted for load • Restricted under clearances Each "At Risk Flag" is assigned a score of "1" and these are summed, so that the overall value of "At Risk Flags" can be 2 to 5 and act as a multiplicative factor.	**High** - Project replaces other infrastructure in poor condition
144	**Medium** - Project repairs roadways in fair condition		**Medium** - Project repairs other infrastructure in fair condition
72	**Low** - Project repairs roadways in good condition		**Low** - Project repairs other infrastructure in good condition

**Other infrastructure could include retaining walls, culverts, sidewalks, multi-use pathways, or other associated infrastructure*

Data Sources:

- Pavement: Pavement Management System condition data and the condition indicated in the project application
- Bridge: National Bridge Inventory Data
- Other Infrastructure: Condition from the project application

Description:
This criterion evaluates the condition of infrastructure addressed by the project, with scoring tailored to the specific asset type. Pavement, bridge, and other infrastructure assets are assessed using methodologies appropriate to available condition data.

- **Pavement**: Pavement condition is evaluated using NJDOT's Final Pavement Rating (FPR) when pavement management data are available. FPR combines the International Roughness Index (IRI), which measures ride quality, and the Surface

Distress Index (SDI), which measures visible pavement deterioration. The rating is calculated on a 0–5 scale, with lower values indicating poorer condition. Where NJDOT pavement condition data are not available for local roadways, the condition rating submitted in the project application is used. Points are assigned based on the documented pavement condition in accordance with the adopted scoring tiers.

- **Bridge**: Bridge projects are scored using a continuous formula that accounts for structural condition, bridge size, and structural vulnerability. Condition is combined with deck area to reflect the scale of need, ensuring that larger bridges in poor condition receive higher scores. Additional structural risk indicators are incorporated as a multiplicative factor, including fracture critical status, scour critical status, weight restrictions or load posting, and restricted vertical clearance. Each identified risk factor increases the overall score, prioritizing bridges that exhibit both poor condition and elevated structural vulnerability. Final bridge scores are normalized relative to the pool of eligible projects, with the highest-scoring bridge project receiving the maximum available points and other projects scaled proportionally.
- **Other Infrastructure**: Other infrastructure may include retaining walls, culverts, sidewalks, multi-use pathways, or related facilities. For these assets, scoring is based on the documented condition provided in the project application. Projects that replace or rehabilitate infrastructure in poor condition receive higher scores, while projects addressing infrastructure in fair or good condition receive proportionally fewer points.

Implementation:

1. Assess based on project description: **Does the project have the potential to improve infrastructure condition?** Consider whether the project replaces, rehabilitates, or otherwise impacts existing infrastructure. Projects within the RCIS categories “Bridge Preservation” and “Road Preservation” would qualify.

Yes ↓

No ↓

Zero [0] points

2. Apply appropriate Scoring Methodology for project type.

- **If Pavement Project:**

Assess based on geospatial analysis: **Is there FPR data available?**

Yes ↓

Assess quantitatively:
Calculate the project FPR

No ↓

Assess based on project application: **Use the documented condition reported in the application**

What is the condition tier?

(A) Poor
(B) Fair
(C) Good

(A) 218 points, (B) 144 points, (C) 72 points

- **If Bridge Project:**

Assess quantitatively: **Apply continuous bridge condition formula. Normalize relative to other bridge projects.**

Continuous score [0-218 points]

- **If Other Infrastructure Project:**

Asses based on project application: **What is the condition tier?** Use documented condition from project application.

(A) Poor
(B) Fair
(C) Good

(A) 218 points, (B) 144 points, (C) 72 points

Goal Area: Land Use Coordination and Vibrant Communities (Max 138 points)

(LU1) Placemaking & Transit Oriented Development: Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

Purpose: This criterion assesses whether the project supports desired development, consistent with local plans, and supports "placemaking" within existing communities (which may be called "place-keeping"), as well as within growing communities.

Scoring Methodology:

Points	Scoring Factors
52	**High** - Project has emerged from a planning process associated with a designated Transit Village, Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs' (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts)
34	**Medium -** Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere
0	**None** - Project does not support placemaking, transit-friendly planning, and/or pedestrian-oriented design

Description: While placemaking is a broad concept, it generally involves investments that enhance community vitality and support the development of great community places by incorporating transit-friendly and pedestrian-oriented design. This criterion supports coordination of land use and transportation, provides opportunities to support affordable housing, and helps support developing, reusing, redeveloping, and improving areas near transit, aligning with NJTPA's Transit Hub Planning Program criteria. This criterion also addresses reinvesting in existing communities ("place-keeping").

Data sources:

- Project description (qualitative), based on alignment with NJ TRANSIT's Transit Friendly Planning: A Guide for New Jersey Communities
- Identified locations of focus for transit-oriented development:
  - NJTPA Transit Hubs (see for list of past recipients)
  - NJTPA Vibrant Places (see for list of past recipients)

  - NJTPA Planning for Emerging Centers (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
  - NJDOT/NJTRANSIT Transit Villages (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
- Identified locations of focus for supporting development in economically distressed areas:
  - Federal Qualified Opportunity Zones (QOZ) (Feature layer: https://services.arcgis.com/VTyQ9soqVukalItT/arcgis/rest/services/Opportunity_Zones/FeatureServer**)**
  - NJ UEZA Urban Enterprise Zones (UEZ) (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/Govt_admin_UEZ_bnd/FeatureServer)
  - NJ DCA Neighborhood Preservation Program Approved Neighborhoods (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/NJ_Neighborhood_Preservation_Program_Approved_Neighborhood/FeatureServer**)**

Implementation:

1. Assess based on project description: **Does the project support placemaking, transit friendly planning, and/or pedestrian-oriented design?** Projects within the RCIS category "Placemaking and Land Use" and "Pedestrian and Bicycle" would qualify. Projects in other categories, such as "Road Enhancement" and "Direct Safety" may qualify, depending on whether the project includes features that support transit, biking, or walking.

Yes | **No**

2. Assess based on project location: **Does the project location overlap with any of the designated areas?**

Zero [0] points

Yes | **No**

52 points | *34 points*

(LU2) Transit Access, Comfort, & Ridership Potential: Will the project make transit more comfortable and accessible to people? (Max 47 points)

Purpose: This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.

Scoring Methodology:

Points	Scoring Factors
47	**High** - Project includes transit priority, transit-supportive roads, or managed lanes in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes
35	**Medium** - Project includes first/last-mile improvements in CMP-identified suitable locations for implementation of first mile and last mile access to transit
24	**Low** - Project supports transit access in other locations, and/or comfort, such as through inclusion of improved bus stops, bus stop seating, or lighting
0	**None** - Project does not support transit access, comfort, or ridership potential

Description: This criterion awards points for projects that support transit access or comfort, with most points given to projects located in places identified within the NJTPA's 2025 Accessibility and Mobility Regional Reassessment (AMRR) as having the highest suitability or need for treatments that support transit.

Data sources:

- Project description (qualitative)
- NJTPA AMRR 2025 data layers (incorporated into PRIME):
  - Suitable locations for transit priority, transit-supportive roads, or managed lanes
  - Suitable locations for implementation of first mile and last mile access to transit

Implementation:

1. Assess based on project description: **Does the project include any elements that support transit access, comfort, or ridership potential?** (e.g., transit-signal priority, managed lanes, enhanced bicycle/pedestrian connections or intersections to access bus stops or transit stations, improvements to bus stops). Projects within the RCIS category "Road Enhancement", "Pedestrian and Bicycle", and "Intelligent Transportation Systems and Incident Management", as well as "Travel Demand Management" and "Placemaking and Land Use" may qualify.

   Yes ↓

   No ↓

   Zero [0] points

2. Perform spatial intersection of project location (line or point) with the AMRR 2025 data layer: **Does the project location overlap with suitable locations for transit priority, transit-supportive roads, or managed lanes?**

   Yes ↓

   47 points

   No ↓

3. Perform spatial intersection of project location (line or point) with the AMRR 2025 data layer: **Does the project location overlap with suitable locations for first mile and last mile access to transit?**

Yes	**No**
35 points	*24 points*

(LU3) Support for Active Transportation: Does the project enhance the environment for walking or biking? (Max 39 points) (Criterion L-LU3)

Purpose: This criterion assesses whether the project enhances opportunities for safe walking or biking.

Scoring Methodology:

Points	Scoring Factors
29	**High** - Project reallocates road space from driving or parking to active modes or includes best practices such as separated bike lanes, sidepaths, shared use paths, protected intersections, or raised crosswalks
20	**Medium** - Project includes basic enhancements such as buffered or painted bike lanes, sharrows, painted crosswalks, sidewalks, driver feedback signs, or improved lighting
0	**None** - Project would not enhance environment for walking or biking
+10	**Bonus** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community

Description: This criterion awards points based on whether the project improves options for walking or biking, with the highest number of points allocated to projects that include treatments likely to have the most benefits for improving the walking/biking environment. In addition, bonus points are provided to projects in locations that have been identified as prime locations for implementation of complete streets and/or pedestrian/bicycle infrastructure improvements.

Data sources:

- Project description (qualitative) and FHWA Safe System Roadway Design Hierarchy
- NJTPA 2025 AMRR: Suitable locations for Implementation of Complete Streets with Pedestrian Bicycle Infrastructure Improvements
- NJTPA Regional Active Transportation Plan: Conceptual Network
- Complete Streets Technical Assistance Areas: NJTPA Complete Streets Technical Assistance Program communities

Implementation:

1. Assess based on project description: **Does the project include any elements that support walking or biking?** Projects within the RCIS category "Pedestrian and Bicycle" would qualify, as well as projects where the description clearly denotes inclusion of elements that enhancing walking or biking safety or conditions, such as projects within the "Road Enhancement", "Direct Safety", and "Placemaking and Land Use" categories.

↓ Yes **↓ No**

Zero [0] points

2. Assess based on project description: **What types of project elements are included?** Score based on type(s) of elements included, as noted above.

   29 points or 20 points

   ↓

3. Assess based on geospatial analysis: **Does the project location overlap with priority locations?**

   ↓ **Yes**

   +10 points

   ↓ **No**

   No additional points

Goal Area: Resilience and Environment (Max 118 points)

(RE1) Public Safety & Security/Emergency Response: Does the project enhance public safety or emergency response capabilities? (Max 49 points)

Purpose: This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.

Scoring Methodology:

Points	Scoring Factors
49	**High** - The project directly enhances circulation or access to key public safety facilities and strengthens the function of designated evacuation routes.
32	**Medium** - The project creates redundancy within existing emergency operations systems (i.e., additional/alternative network connectivity to public safety facilities or evacuation routes).
0	**None** - Project scope is not related to public safety circulation, evacuation, or security operations, and does not provide relevant benefits in these areas.

Description: For highway and bridge projects, this criterion evaluates the extent to which the project enhances access to key public safety facilities or designated evacuation routes through spatial analysis. The type of impact will be assessed based on the project's scope and description, along with a quantitative assessment of whether the project is within a 1-mile buffer of key public safety facilities or along or within a 1-mile buffer of evacuation routes. Projects that directly enhance circulation typically include those that improve roadway capacity, access points, intersection operations, signal timing, or multimodal connections that facilitate emergency response and evacuation.

Data sources:

- Project description (qualitative)
- Key public safety facilities with 1 mile buffer (fire stations, police stations, hospitals, emergency operations centers)
- Emergency evacuation routes: NJ Coastal Evacuation Maps

Implementation:

1. Assess based on geospatial analysis: **Is the project located within a 1-mile buffer of key public safety facilities or overlap with an emergency evacuation route?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. Assess based on project description and review of project location: **Does the project directly enhance circulation or access to a key public safety facility or improve an evacuation route?** Score if the project directly improves roadway capacity and/or operations on a facility that is an evacuation route or provides a direct connection to a public safety facility. Projects within the following RCIS categories may qualify: "Road Enhancement", "Road Expansion", "Dedicated Freight", "Travel Demand Management", and "Environment and Resilience."

   ↓ **Yes** ↓ **No**

   49 points

3. Assess based on project description and review of project location: **Does the project create redundancy or indirectly support access to a key public safety facility or evacuation route?** Score if the project adds additional capacity or redundancy, including roadway, transit, or bike/ped access, or improves a facility (e.g., bridge replacement, pavement improvement).

   ↓ **Yes** ↓ **No**

   Thirty-two [32] points

   Zero [0] points

(e.g., project that reduces throughput)

(RE2) Infrastructure Resilience: Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points) (Criterion L-RE2)

Purpose: This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project is located in an area of short-term flood risk and mitigates that risk
17	**Medium -** Project is located in an area of medium-term flood risk and mitigates that risk
8	**Low -** Project is located in an area of long-term flood risk and mitigates that risk
0	**None** - Project is not located in an area of flood risk or does not mitigate risks.
+8	**Bonus -** Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ Resilience Action Plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area.

Description: This criterion assigns points according to flood risk for projects that incorporate components that address risk. Additional points are awarded to projects aligned with existing resilience planning, including the NJTPA Resilience Improvement Plan, or that incorporate resilience strategies that are consistent with the NJ TRANSIT Sustainability Plan, the Port Authority's Climate Resilience Design Guidelines, a resilience action plan as part of Resilient NJ (New Jersey Department of Environmental Protection), a mitigation strategy in the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan. While the primary points are associated with projects and project elements that address flood risk, including sea level rise, storm surge and waves in coastal areas, and inland flooding due to more intense or longer duration precipitation or riverine impacts, the additional points address any aspects of infrastructure resilience to natural or other hazards or disruptions associated with extreme weather, including impacts of increased heat, drought, wildfires, or blackouts.

Data sources:

- Project description: Review description to determine in project addresses any aspect of risk and resiliency. Consider
  - USDOT Momentum Toolkit: Building Resilient Infrastructure – How to Create Strong and Adaptable Transportation Systems
  - ASCE Pathways to Resilient Communities
- Flood Risk: NJ Department of Environmental Protection, New Jersey Flood Indicator Tool
  - Short-term: FEMA 1% Chance Annual Flood (Feature layer: https://mapsdep.nj.gov/arcgis/rest/services/Features/Hydrography/MapServer, filtered to FEMA AE Zone)

- Medium-term: NJ Inland Design Flood Elevation (FEMA 1% Chance Annual Flood Plus 3 Feet) (Feature layer: https://services1.arcgis.com/ze0XBzU1FXj94DJq/arcgis/rest/services/NJ_FEMA_FP3_4_9_2024/FeatureServer), minus short-term above
- Long-term: NJ Inland Design Flood Elevation Layer (FEMA 1% Chance Annual Flood Plus 3 Feet) with Tidal Climate Adjusted Flood Elevation (CAFE SLR 5ft) (Feature layer: https://mapsdep.nj.gov/arcgis/rest/services/Features/Hydrography/MapServer, filtered to SLR 5 feet), minus medium-term above

Implementation:

1. Assess based on project description: **Does the project incorporate any aspects that help to mitigate flood risk?** This would include providing redundancy for facilities that may be affected by flooding, reducing or eliminating damage through barriers to hazards, or modifying or redesigning infrastructure for better performance under extreme conditions or to address potential future climate impacts (e.g., using natural-based solutions such as dunes, marshes, additional trees, or vegetation to provide protection of infrastructure; improved stormwater management; larger culverts; raising infrastructure). Projects within the RCIS category "Environment and Resilience" may qualify, as well as "Bridge Preservation" and "Road Preservation", depending on project elements.

Yes ↓

No ↓

2. Assess based on geospatial analysis: **Is the project located in an area of flood risk?** Score based on mapping across different short-term, medium-term, and long-term risks.

↓

25, 17, or 8 points

↓

Zero [0] points

↓

3. Assess based on narrative project description: **Is the project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ Resilience Action Plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan?** Also, consider: **Does the project include any components that address other aspects of resilience or address risks from severe weather?**

Yes ↓

+ 8 points

No ↓

No additional points

(RE3) Stormwater Management & Land Stewardship: Does the project improve stormwater management or land stewardship? (Max 19 points)

Purpose: This criterion assesses the degree to which the project improves stormwater management or land stewardship.

Proposed Scoring Methodology:

Score	Scoring Factors
19	**High -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area
13	**Medium -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area
6	**Low -** Project improves stormwater management or land stewardship in another area
0	**None -** The project includes no improvements to stormwater management or land stewardship.

Description: This criterion awards points based on project overlap with priority areas, including the NJDOT Drainage Management System problem area, Combined Sewer Overflow jurisdiction, and Environmentally Sensitive Area, if the project includes aspects that improve stormwater management or improve land stewardship. Stormwater management could include incorporation of green infrastructure (e.g., permeable surfaces, stormwater capture), enhanced drainage, or other stormwater management features. Land stewardship efforts include incorporating habitat connectivity or wildlife crossing features, adding trees or vegetation, adding pollinator habitats, or other efforts to support habitat.

Data sources:

- Project description (qualitative)
    - For best practices in stormwater management, see NJ Stormwater Best Management Practices Manual
    - For best practices in wildlife management, see CHANJ (Connecting Habitat Across New Jersey) Guidance Document.
- NJDOT Drainage Management System problem area (See "TransInfo_DMS_Ranking_Flooding_and_Icing" layer)
- Combined Sewer Overflow (CSO) Jurisdictions: NJ Department of Environmental Protection Combined Sewer Overflow
- Environmentally Sensitive Areas: NJ Office for Planning Advocacy Critical Environmental and Historic Sites of the NJ State Plan

Implementation:

1. Assess based on narrative project description: **Does the project improve stormwater management or land stewardship?** See description above for characteristics to consider. Projects within the RCIS category "Environment and Resilience" may qualify, as well as "Bridge Preservation" and "Road Preservation", depending on project elements.

Yes

No

Zero [0] points

2. Assess based on geospatial analysis; any overlaps of the project with these layers:

A. Is the project located in an NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction?

B. Is the project located in an Environmentally Sensitive Area?

Yes to A & B

19 points

Yes to A OR B

13 points

No to A & B

6 points

(RE4) Emissions Reduction: Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points) (Criterion L-RE4)

Purpose: This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or greenhouse gas emissions that trap heat in the atmosphere.

Proposed Scoring Methodology:

Score	Scoring Factors
13	**High -** Projects with high potential to reduce emissions (e.g., transit-oriented development, dedicated bus lanes, ZEV charging/fueling infrastructure)
9	**Medium -** Projects with moderate potential to reduce emissions (e.g., road diets, bicycle/pedestrian facilities, transit signal priority)
4	**Low -** Projects with minor potential to reduce emissions (e.g., carpool/vanpool support, signal coordination)
0	**None -** Projects that do not reduce emissions (e.g., road resurfacing, highway expansion, bridge removal)
+4	**Bonus -** Projects that are located in Census tracts with high levels of asthma and reduce emissions.

Description: Scoring factors of this criterion reflect strategies identified in the NJTPA Carbon Reduction Strategy and NJDOT Carbon Reduction Strategy. Projects are scored based on their potential to reduce emissions, with additional points allocated to projects located in areas with high levels of asthma.

Data sources:

- Asthma prevalence: CDC PLACES Map

Implementation:

1. Assess based on project description: **Does the project reduce emissions of ozone precursors, particulate matter, or other emissions?** Projects within the following RCIS categories are most likely to qualify: “Pedestrian and Bicycle”, “Travel Demand Management”, and “Placemaking and Land Use.” Projects in other categories, such as “Road Enhancement”, “Dedicated Freight”, “Direct Safety”, “Intelligent Transportation Systems and Incident Management”, and “Environment and Resilience” may qualify, if the project is anticipated to reduce vehicle travel through mode shifts or reduce vehicle delay.

Yes ↓

No ↓

Zero [0] points

2. Assess based on narrative project description: **Does the project have a high, moderate, or low potential to reduce emissions?** Score based on project type and included feature(s).

   13 points, 9 points, or 4 points

3. Assess based on geospatial analysis: **Is the project located in a Census tract with high (above state average of 8.8%) levels of asthma?** Score based on any overlap.

   Yes

   + 4 points

   No

   No additional points

Goal Area: System Coordination, Efficiency, & Reliability (Max 114 points)

(SC1) Travel Time Reliability: Does the project enhance reliability in areas with poor travel time reliability? (Max 32 points)

Purpose: This criterion assesses whether the project enhances reliability in areas with poor travel time reliability based on the existing condition in the project area.

Proposed Scoring Methodology:

Score	Scoring Factors
32	**High -** Project would enhance reliability on a segment with AADT > 15,000
24	**Med High -** Project would enhance reliability on a segment with AADT > 10,000
16	**Medium -** Project would enhance reliability on a segment with AADT > 5,000
8	**Low** - Project would enhance reliability on a segment with AADT < 5,000
0	**None -** Project would not enhance reliability

Description: This criterion assigns points to projects that may enhance travel time reliability according to volume thresholds. The volume thresholds for local highway and bridge projects were established based on the first, second, and third quartiles for Average Annual Daily Traffic (AADT) on 500 series segments in New Jersey.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve reliability; assess whether the project incorporates strategies such as managed lanes/transit priority (note that while transit priority may improve reliability only for buses/light rail and not general traffic, this is considered an improvement of reliability on the corridor), incorporates signal improvements or other operational improvements, could meaningfully reduce vehicle travel through mode shifts (e.g., to transit, biking, or walking, based on judgment, considering whether there are likely meaningful shifts; not just minor enhancements), or enhances road capacity.
- Average Annual Daily Traffic (AADT): New Jersey Department of Transportation, New Jersey Annual Average Daily Traffic

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to improve travel time reliability?** Projects in RCIS categories "Intelligent Transportation Systems and Incident Management" should generally qualify, along with some projects within the "Travel Demand Management" category.

   Yes ↓

   No ↓

   Zero [0] points

2. Perform spatial intersection of project location (line) with the AADT layer (use the highest AADT level for any segment within the project boundary): **What level of AADT is associated with the project (highest segment)?**

↓ Assign points based on highest AADT level

8, 16, 24, or 32 points

(SC2) System Coordination & Operational Improvement: Does the project include features that support active system coordination or operations? (Max 25 Points)

Purpose: This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.

Proposed Scoring Methodology:

Score	Scoring Factors
19	**High -** Project includes improvements to support active system management and optimize system performance, such as adaptive signal control, active traffic management, traffic signal coordination, dynamic lane assignment, accessible pedestrian signals, or multimodal traveler information, such as real-time park and ride monitoring and transit information
13	**Medium -** Project includes real-time roadway traveler information, such as variable message signs with traffic/travel speed/safety information
0	**None -** Project does not support active system coordination or operations
+6	**Bonus -** Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (Yes/No – 25%)

Description: This criterion considers whether project elements improve active system coordination or operations. Additional points are awarded if the project is in alignment with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or based on a local study to reward projects that support local priorities.

Data sources:

- Project description (qualitative)
- New Jersey Statewide ITS Architecture

Implementation:

1. Assess based on project description: **Does the project include features that support active system coordination?** Projects within the "Intelligent Transportation Systems and Incident Management" RCIS category would generally qualify, along with some "Road Enhancement", "Road Expansion", and "Dedicated Freight" projects, based on the project description and features listed in the table above.

   ↓ **Yes** ↓ **No**

2. Assess based on narrative project description: **What types of features are included?** Score based on types of feature(s) included.

   ↓

   19 or 13 points

Zero [0] points

3. **Does the project align with the New Jersey Statewide ITS architecture, relevant regional/local TSMO plan, or study identifying operational need?**

Yes

+6 points

No

No additional points

(SC3) Connectivity: Does the project enhance connections across modes or integration of services? (Max 22 points)

Purpose: This criterion assesses whether the project enhances connections across modes or supports the integration of services.

Proposed Scoring Methodology:

Score	Scoring Factors
22	**High -** Project enhances connectivity to rail stations, bus stations, or park-and-ride facilities (e.g., road, bridge, bike/ped, or other infrastructure), improves intermodal connectors, or adds new park-and-ride facilities.
15	**Medium -** Project adds new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways.
0	**None -** Project does not enhance connectivity.

Description: This criterion considers project improvements to transit, road, shared ride, and bicycle/pedestrian network connectivity.

Data sources:

- Project description (qualitative)

Implementation:

1. Assess based on project description: **Does the project enhance connections across modes or integration of services?** Assess based on project features listed in the table above. Projects within the RCIS categories "Pedestrian and Bicycle" and "Travel Demand Management" are likely to qualify, as well as some projects within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Placemaking and Land Use" categories.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **Does the project enhance connectivity to transit stations, park-and-ride facilities, improve intermodal connectors, or add new park-and-ride facilities?**

   ↓ **Yes**

   22 points

   ↓ **No**

3. Assess based on narrative project description: **Does the project add new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways?**

   ↓ **Yes**

   15 points

   ↓ **No**

   Zero [0] points

(SC4) Excessive Delay: Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 22 points)

Purpose: This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.

Proposed Scoring Methodology:

Score	Scoring Factors
22	**High -** Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments
17	**Med High -** Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments
11	**Medium -** Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments
6	**Low -** Project is anticipated to reduce delay on a segment or intersection without data
0	**None -** Project is not anticipated to reduce delay

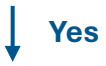
Description: This criterion assigns points to projects that are expected to reduce congestion or travel time, with additional points given to projects in locations with worse congestion, based on Travel Time Index (TTI) data from NJTPA's travel demand forecasting model. TTI is a measure that divides travel time during peak hours to free-flow travel time.

Data sources:

- Project description (qualitative): To determine if the project would potentially reduce delay; this should be assessed based on whether the project incorporates roadway operational improvements (including transit signal priority, which would reduce time for buses in delay) or capacity improvements.
- Travel Time Index (TTI) from NJTPA Travel Demand Model, calculated based on travel time for PM peak in comparison to free-flow travel time (See layer "PMHWYLOAD" and refer to column "TTI").

Implementation:

1. Assess based on narrative project description: **Is the project anticipated to reduce travel delay?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Travel Demand Management", and "Intelligent Transportation Systems and Incident Management" qualify. In addition, projects in the "Pedestrian and Bicycle" category that are anticipated to result in mode shifts and not adversely affect traffic flow and projects in the "Dedicated Freight" and "Direct Safety" categories that involve an improvement in traffic flow would qualify.





Zero [0] points

2. Perform spatial intersection of project location (line or point) with the layer: **TTI from NJTPA Travel Demand Model**. If the project spans multiple segments, choose the worst-performing segment.



22 points, 17 points, 11 points, or 6 points [If no TTI data for segment]

(SC5) Freight Reliability: Will the project improve the reliability of freight movement? (Max 13 points)

Purpose: This criterion assesses whether the project improves freight reliability movement.

Proposed Scoring Methodology:

Score	Scoring Factors
13	**High -** Project enhances reliability on a segment along CUFC/CRFC or NJ Access Network
9	**Medium -** Project enhances reliability on other segments with high truck volumes (>15% of AADT)
4	**Low -** Project enhances reliability on other segments
0	**None -** Project does not enhance freight reliability

Description: For local highway and bridge projects, this criterion focuses on whether the project improvements roadway reliability and is located along roadways that are designated freight corridors – Critical Urban Freight Corridors (CUFC), Critical Rural Freight Corridor (CRFC), or NJ Access Network – or have high truck volumes.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve freight reliability; assess whether the project incorporates strategies such as signal improvements, other operational improvements, or enhances road capacity. Unlike Criterion L-SC1, managed lanes/transit priority projects would not be considered as improving freight reliability unless freight trucks may use the managed lanes.
- NJ Access Network: New Jersey Large Truck Map
- CUFC & CRFC: NJTPA Long Range Transportation Plan
- Truck Volumes: NJTPA Travel Demand Model. Assess based on segments with truck volumes >15% of AADT

Implementation:

1. Assess based on narrative project description: **Is the project anticipated to enhance freight reliability?** Projects within the RCIS categories "Dedicated Freight", "Road Enhancement", "Road Expansion", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Travel Demand Management" would generally qualify.

↓ **Yes**

↓ **No**

Zero [0] points

2. Perform spatial intersection of project location (line or point): **Does the project intersect or have a segment overlapping with any of the following layers: CUFC/CRFC or NJ Access Network?**

Yes

13 points

No

3. Perform spatial intersection of project location (line or point): **Does the project intersect or overlap with a segment with high truck volumes (>15% of AADT)?**

Yes

9 points

No

4 points

Goal Area: Economic Competitiveness (Max 78 points)

(EC1) Enhancing Goods Movement or Freight Access: Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 31 points)

Purpose: This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.

Proposed Scoring Methodology:

Score	Scoring Factors
31	**High -** Project addresses congestion on a priority highway segment from NJDOT's Freight Management System (FMS)
20	**Medium -** Project enhances goods movement or freight access within 5 minutes of airports, ports, or warehousing/manufacturing centers
10	**Low -** Project enhances goods movement or freight access within 15 minutes of airports, ports, or warehousing/manufacturing centers
0	**None -** Project does not enhance goods movement or freight access

Description: To address freight bottlenecks and priority corridors, the highest score is given to projects that address congestion on top priority highway segments from NJDOT's Freight Management System (FMS), as identified within the New Jersey State Freight Plan. This criterion also considers the need to provide improved access to warehouses or manufacturing centers.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve freight movement or access, assess whether the project incorporates strategies such as signal improvements, other operational improvements, or enhances road capacity.
- Top freight priority corridors from NJDOT's FMS, as identified within the New Jersey Statewide Freight Plan.
- Facility proximity: Travel time buffers applied to NJTPA-identified Freight Facilities, counting air, maritime, and rail freight facilities, as well as manufacturing/warehousing/logistics centers. [Note that for simplicity, it is proposed that geographic distance be used as thresholds rather than estimated travel times, which would require use of travel time skims from the regional travel model; assumptions for distances that could be covered reflect a low average speed, which would be applicable in urbanized areas.]

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to enhance goods movement or freight access?** Projects within the RCIS categories "Dedicated Freight", "Road Enhancement", "Road Expansion", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Travel Demand Management" would generally qualify.

Yes ↓

No ↓

Zero [0] points

2. Perform spatial intersection of project location (line or point): **Does the project overlap in any part the Priority Highway Segment of the FMS System from the New Jersey Statewide Freight Plan?**

Yes ↓

31 points

No ↓

3. Perform spatial intersection of project location (line or point): **Is the project located within a 1-mile buffer* of a freight facility?**

Yes ↓

20 points

No ↓

4. Perform spatial intersection of project location (line or point): **Is the project located within a 3-mile buffer* of a freight facility?**

Yes ↓

10 points

No ↓

Zero [0] points

*If feasible, could use NJTPA's travel demand model to estimate travel time buffers around freight facilities; but for simplicity, propose using mileage with assumptions for travel times that have slow travel speed initially.

(EC2) Improving Access to Key Economic Drivers: Will the project improve access to tourist/heritage sites or economic centers? (Max 24 points)

Purpose: This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.

Proposed Scoring Methodology:

Score	Scoring Factors
24	**High -** Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)
16	**Medium -** Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with 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)
8	**Low -** Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with 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)
0	**0% -** Project does not meet these thresholds for improving access to key economic drivers

Description: This criterion focuses on access to economic centers, places with high business revenue and places with high annual attendance figures for tourist/heritage sites.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve access, assess whether the project improves system capacity, including multimodal capacity (e.g., bus lanes, bicycle or pedestrian connections) or operations, including operations by transit (e.g., transit priority).
- Business Revenue Density dataset:
    - Pull business listings for the NJTPA region by NAICS code from ArcGIS Business Analyst.
    - Filter for the following NAICS codes:
        - Retail Trade (44-45);
        - Arts, Entertainment, and Recreation (71);
        - Accommodation and Food Services (72);
        - Other Services (81).
    - Aggregate reported business revenues at the Census Tract level and divide by the area of the Census Tract to determine revenue density.
    - Use standard ArcGIS tools to create revenue density quintiles chloropleth symbology.
    - Highlight highest three (3) quintiles for use in scoring; lowest two quintiles should be clear.

- Attendance: Major attraction visitor data, as noted above, or from project description information.

Implementation:

1. Assess based on narrative project description: **Does the project improve access to destinations (e.g., through improved road, transit, or bicycle/ped capacity or improved operations)?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle" "Intelligent Transportation Systems and Incident Management", "Travel Demand Management", and "Placemaking and Land Use" would qualify if there is an improvement in capacity or operations for any mode.

   Yes ↓

   No ↓

   Zero [0] points

2. Assess economic value of destinations served.

   Quantitative assessment: Perform spatial intersection overlaying project location (line or point) with Business Revenue dataset: **Does the project overlap with one or more Census tracts in the highest, second highest, or third highest quintile?**

   Yes ↓

   No ↓

   24 points, 16 points, or 8 points

   Zero [0] points

   Qualitative assessment: Assess based on narrative description and map view:

   (A) Does the project improve access to tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)?

   (B) With 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)? Or

   (C) With 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)?

   Yes ↓

   No ↓

   (A) 24 points, (B) 16 points, or (C) 8 points

   Zero [0] points

   Select the highest applicable score.

(EC3) Redevelopment of Brownfields or Underutilized Areas: Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 23 points)

Purpose: This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.

Proposed Scoring Methodology:

Score	Scoring Factors
23	**High -** Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail
12	**Medium -** Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail.
0	**Low -** Project does not support redevelopment of brownfields or underutilized industrial areas

Description: This criterion assigns points according to whether the project provides access to or in some way supports redevelopment of a brownfield or underutilized area, considering proximity to a Smart Growth Area or intermodal and rail facilities. The geospatial layers used for the analysis will consider both Brownfield Development Areas and underutilized areas as defined by NJ DCA as Areas in Need of Redevelopment of in Need of Rehabilitation. These areas will be overlaid with layers showing a five-mile buffer around defined Smart Growth Areas and non-abandoned rail.

Data sources:

- Project description (qualitative): To determine if the project would potentially support redevelopment, assess whether the project improves system capacity, including multimodal capacity (e.g., bus lanes) or operations, including operations by transit (e.g., transit priority).
- Brownfields: NJ DEP Brownfield Development Areas
- Underutilized Areas:
  - NJ DCA Areas in Need of Redevelopment
  - NJ DCA Areas in Need of Rehabilitation
- Non-abandoned Rail: NJTPA CMP; ArcGIS analysis with 5-mile buffer
- Intermodal facilities: Intermodal System Maps & Directories, ArcGIS analysis with 5-mile buffer
- Smart Growth Areas: NJ Business Action Center Map

Implementation:

1. Assess based on narrative project description: **Does the project have features that may support redevelopment by improving access (e.g., through improved road, transit, or bicycle/ped capacity or improved operations)?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle" "Intelligent Transportation Systems and Incident Management", "Travel Demand Management", and "Placemaking and Land Use" would qualify if there is an improvement in capacity or operations for any mode.

   Yes ↓

   No ↓

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of a brownfield AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes ↓

   23 points

   No ↓

3. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of an underutilized area AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes ↓

   12 points

   No ↓

   Zero [0] points

Goal Area: Opportunities for All (Max 54 points)

(OA1) Addressing Transportation Barriers: Does the project alleviate barriers associated with transportation infrastructure? (Max 29) (Criterion L-OA1)

Purpose: This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.

Proposed Scoring Methodology:

Score	Scoring Factors
29	**High -** Project would significantly reduce physical barriers (e.g., highway cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)
15	**Medium -** Project would moderately reduce physical barriers (e.g., adds sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements
7	**Low -** Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.
0	**None -** Project would not reduce barriers

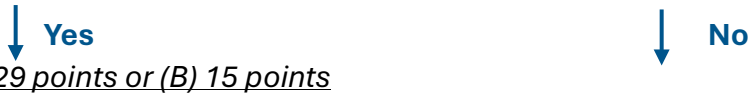
Description: This criterion focuses on the removal of physical barriers. Benefits associated with reducing noise and improving aesthetics were also integrated here, for when information is available.

Data sources:

- Project Description (qualitative): See descriptions above for types of project components that would be considered having a significant or moderate effect. When available, if project description discusses noise mitigation, landscaping, or other improvements that help projects to fit better into the community, this information will be considered in scoring.

Implementation:

1. Assess based on narrative project description: **(A) Does the project significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)? (B) Does the project incorporate other elements that reduce barriers to local access (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements?** These features need to be assessed based on the project description, but projects in the RCIS categories "Road Enhancement", "Pedestrian and Bicycle", and "Placemaking and Land Use" are most likely to include these components.



2. Assess based on narrative project description: **Does the project reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.**

Yes → *7 points*

No → *Zero [0] points*

(OA2) Serving All Populations: Does the project provide benefits to over-burdened populations? (Max 25 points)

Purpose: This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project provides benefits to community with a disadvantage score of 16-20 based on Demographic Analysis Tool
17	**Medium -** Project provides benefits to community with a disadvantage score of 11-15 based on Demographic Analysis Tool
8	**Low -** Project provides benefits to community with a disadvantage score of 6-10 based on Demographic Analysis Tool
0	**None -** Project provides benefits to community with a combined score below 6 based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations.

Description: This criterion considers a limited set of demographic factors from the NJTPA Demographic Analysis Tool. The disadvantage score accounts for 5 of the 11 criteria within the tool:

- Low income
- Disability
- Zero-vehicle households
- Educational attainment
- Age: under 5 years old, 15 to 17 years old, and 65 and up

Each factor is rated on a 0-4 scale: 0 = very below average, 1 = below average, 2 = average, 3 = above average, and 4 = very above average. For age, the maximum score of the three age brackets is used so that a disproportionately large share of older adults or youth is highlighted. The sum of these five factors is the combined disadvantage score, which ranges from 0 (least disadvantaged) to 20 (most disadvantaged).

Data sources:

- Project description (qualitative)
- NJTPA Demographic Analysis Tool, which is based on Census Tract-level data from the latest U.S. Census Bureau American Community Survey 5-Year Estimate

Implementation:

1. Assess based on narrative project description: **Does the project provide localized community benefits?** This will be assessed based on project elements such as support for local access, multimodal improvements, safety enhancements, rather than serving primarily to support through traffic. These features need to be assessed based on the project description, but projects in the RCIS categories "Road Enhancement", "Pedestrian and Bicycle", "Direct Safety", "Environment and Resilience", and "Placemaking and Land Use" are most likely to include these components.

   Yes ↓

   No ↓

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project located in a community with a score within the Demographic Analysis Tool of 16-20, 11-15, or 6-10?** Use the highest score that the project location touches.

   Yes ↓

   25, 17, or 8 points

   No ↓

   Zero [0] points

Section 2: State Highway and Bridge Projects

Goal Area: Safety (Max 280 points)

(SA1) Safety Need: Is the project in a location with critical safety needs? (Max 121 points)

Purpose: This criterion evaluates the severity of safety conditions at the project location using historical crash data, with emphasis on fatal and serious injury outcomes. The intent is to prioritize projects located on state highway segments with elevated fatal (K) and serious injury (A) crash rates.

Scoring Methodology:

Continuous scale (0 to 121 points) based on the percentile distribution of K+A crash rates across the NJTPA State Highway network.

K+A crash rate is expressed as crashes per million vehicle miles traveled (MVMT):

$$K + A_{rate} = \frac{KA_{crashes} \times 10^6}{AADT \times 365 \times L \times Y}$$

Where,
$KA_{crashes}$ = Number of fatal (K) and serious injury (A) crashes
$AADT$ = Average Annual Daily Traffic
L = $Segment\ length$ ($miles$)
Y = $Number\ of\ years\ in\ the\ crash\ analysis\ period$

Data Sources:

- Number of fatal and serious injury crashes: Trans INFO crash records (crash period 2019-2023)
- AADT: TransINFO pavement condition status report (state network with AADT information)

Description:
This criterion evaluates whether a project is located on a state highway segment with documented fatal and serious injury crash risk. Crash records are joined to the NJTPA State Highway network using standard route ID (SRI) and milepost position. For each roadway segment, K and A severity crashes are summarized and converted to a K+A crash rate using AADT, segment length, and the analysis period.

Project limits are then matched to state highway segments using SRI and overlapping milepost ranges. For each project, a length-weighted K+A crash rate is calculated based on the segments intersected by the project limits. The resulting project-level K+A crash rate is evaluated relative to the percentile distribution of K+A crash rates across the NJTPA State Highway network. Projects receive a continuous score from 0 to 121 points based on their percentile ranking.

The scoring process is presented below:

1. Join crash points to roadway segments using route ID and milepost location
2. Calculate segment-level K+A crash rate
3. Retain non-zero K+A rates for percentile benchmarking
4. Match projects to state network segments
5. Calculate project-level length-weighted K+A crash rate as

$$K + A_{project\ rate} = \frac{\sum(K + A_{rate\ i} \cdot overlap\ length_i)}{\sum overlap\ length_i}$$

6. Convert project K+A rate to points (0–121)

Determine where the project's K+A rate falls within the percentile distribution of the State Highway network

Implementation:

1. **Qualitative Screening**

   Assess based on the project description: **Does the project have a reasonable potential to improve safety?**. Projects within the Regional Capital Investment Strategy (RCIS) category of "Direct Safety" would qualify. Projects in other categories that are likely to qualify include those within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle", "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement, geometric improvements, safety countermeasures, intersection improvements, or bicycle/pedestrian infrastructure. Note that "Road Preservation" and "Bridge Preservation" projects will typically have slight safety benefits and should only be marked as a "yes" if there is a clear safety linkage.

   ↓ **Yes**

2. **Quantitative Scoring**

   Determine the length-weighted K+A crash rate percentile within the NJTPA State Highway network distribution

   ↓

   Continuous score (0-121 points)

↓ **No**

Zero [0] points

(SA2) Bicycle and Pedestrian Safety Need: Does the project address a critical non-motorized safety issue? (Max 81 points)

Purpose: This criterion evaluates whether a project is located in an area with documented bicycle and pedestrian crash risk. The intent is to prioritize projects that address locations with elevated vulnerable road user (VRU) safety needs on the NJTPA state highway network.

Proposed Scoring Methodology:

Continuous scale (0 to 81 points) based on the percentile distribution of bicycle and pedestrian crash rates across the NJTPA state highway network.

VRU crash rate is expressed as crashes per million vehicle miles traveled (MVMT):

$$VRU_{rate} = \frac{VRU_{crashes} \times 10^6}{AADT \times 365 \times L \times Y}$$

Where,
$VRU_{crashes}$ = Number of bicycle and pedestrian crashes
$AADT$ = Average Annual Daily Traffic
L = $Segment\ length$ $(miles)$
Y = $Number\ of\ years\ in\ the\ crash\ analysis\ period$

Data Sources:

- Number of bicycle and pedestrian crashes: Trans INFO crash records (crash period 2019-2023)
- AADT: TransINFO pavement condition status report (state network with AADT information)

Description:
This criterion evaluates whether a project is located on a state highway segment with documented bicycle and pedestrian crash risk. Crash records are joined to the NJTPA state highway network using standard route ID and milepost location. Bicycle and pedestrian crashes are identified based on crash type coding within the NJDOT crash database.

For each roadway segment, bicycle and pedestrian crashes are summarized and converted to a crash rate using AADT, segment length, and the crash analysis period.

Project limits are then matched to state highway segments using route ID and overlapping milepost ranges. For each project, a length-weighted bicycle and pedestrian crash rate is calculated based on the segments intersected by the project limits.

The resulting project-level crash rate is evaluated relative to the percentile distribution of bicycle and pedestrian crash rates across the NJTPA state highway network. Projects receive a continuous score from 0 to 81 points based on their percentile ranking.

Implementation:

1. **Qualitative Screening**

Assess based on the project description: **Does the project have a reasonable potential to improve bicycle and pedestrian safety?** Projects within the RCIS category of "Pedestrian and Bicycle" would qualify. Projects within the following categories also may qualify, depending on project scope: "Direct Safety", "Road Enhancement", and "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement that addresses vulnerable road users, such as road diets or lane reconfiguration, crosswalk improvements, pedestrian refuge islands, enhanced lighting, bicycle lanes, addition of sidewalks, multiuse paths, or other bicycle/pedestrian infrastructure.

↓ **Yes**

2. **Quantitative Scoring**

Determine the length-weighted VRU crash rate percentile within the NJTPA state highway network distribution

↓

Continuous score (0-81 points)

↓ **No**

Zero [0] points

(SA3) Safety Features: Does the project incorporate proven, or design-based safety improvements? (Max 78 points)

Purpose: This criterion supports the Safe System Approach by awarding points to projects that proactively incorporate evidence-based safety countermeasures, regardless of the level of existing crash history. The intent is to encourage safety improvements that reduce crashes.

Scoring Methodology:

Points	Scoring Factors
78	**High** - The project incorporates FHWA Proven Safety Countermeasures focused on vulnerable road users, such as road diets or lane reconfiguration, pedestrian refuge islands, enhanced lighting, high-visibility crosswalk treatments, leading pedestrian intervals, pedestrian hybrid beacons, bicycle lanes, walkways, rectangular rapid flashing beacons, or pedestrian or bicycle bridges that reduce conflict points.
51	**Medium** - The project incorporates FHWA Proven Safety Countermeasures focused on roadway departure, intersection conflict reduction, or speed management without a primary pedestrian or bicyclist focus, such as median barriers, rumble strips, reduced left-turn conflict intersections, dedicated turn lanes, roundabouts, speed safety cameras, or variable speed limits.
26	**Low** - The project incorporates other FHWA Proven Safety Countermeasures or minor safety-focused design features, such as pavement friction management or safety treatments.
0	**None** - Safety is not a focus of the project, or insufficient information is provided to assess whether any proven safety improvements are included

Note: A project that incorporates multiple types of safety features would score based on the highest scoring element.

Data Sources:

- Project application narrative and scope description
- FHWA Proven Safety Countermeasures list at https://highways.dot.gov/safety/proven-safety-countermeasures

Description: This criterion evaluates whether a project incorporates FHWA Proven Safety Countermeasures or other systemic safety design elements. Emphasis is placed on treatments that reduce exposure and conflict risk for vulnerable road users, consistent with Safe System principles.

Implementation:

1. **Qualitative Screening**
   Assess based on project description: **Does the project have the potential to improve safety?** Projects within the RCIS category of "Direct Safety" would qualify. Projects in other categories that are likely to qualify include those within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle", "Intelligent Transportation Systems and Incident Management" categories, depending on project features. Consider whether the project description mentions any aspects of safety improvement, geometric improvements, safety countermeasures, intersection improvements, or bicycle/pedestrian infrastructure. Note that "Road Preservation", "Bridge Preservation", and "Placemaking and Land Use" projects will typically have slight safety benefits and should only be marked as a "yes" if there is a clear safety linkage.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. **Qualitative Assessment**
   Assess based on narrative project description: **What types of countermeasures or features are included?** Score based on types of countermeasure(s) or feature(s) included.

   High (78 points), Medium (51 points), or Low (26 points)

Goal Area: State of Good Repair (Max 218 points)

(GR1) Infrastructure Condition: Will the project improve or replace infrastructure in poor condition? (Max 153 points)=

Purpose: This criterion evaluates the extent to which a project improves or replaces infrastructure in poor condition. The intent is to prioritize investments that address documented state of good repair needs.

Proposed Scoring Methodology:

<table>
<tr><th>Highway Projects</th><th>Bridge Projects</th><th>Other Infrastructure* Projects</th></tr>
<tr><td rowspan="2">Continuous:

$\text{FPR}_{Inv} * \text{VMT}$

This formula reflects pavement condition (Final Pavement Rating) and criticality in relation to traffic volumes and the length of the improvement.</td><td rowspan="2">Continuous:

$\sum_{bridge} Condition_{Inv} * \ Deck\ Area * (1 + At\ Risk\ Flags)$

Where the “At Risk Flags” are defined as:
• Fracture critical
• Scour critical
• Weight restriction / Posted for load
• Restricted under clearances

Each “At Risk Flag” is assigned a score of “1” and these are summed, so that the overall value of “At Risk Flags” can be 0 to 4 and act as a multiplicative factor.</td><td>153 (High) - Project replaces other infrastructure in poor condition</td></tr>
<tr><td>101 (Medium) - Project repairs other infrastructure in poor condition</td></tr>
</table>

**Other infrastructure could include retaining walls, culverts, sidewalks, multi-use pathways, or other associated infrastructure*

Data Sources:

- Pavement: TransINFO pavement condition status report
- Bridge: National Bridge Inventory Data (2024)
- Other Infrastructure: Condition from the project application

Description:

This criterion evaluates the condition of infrastructure addressed by the project, with scoring tailored to the specific asset type. Pavement and bridge projects use continuous scoring methods that account for both condition severity and scale of need. Pavement scoring reflects deterioration and traffic exposure, while bridge scoring incorporates structural condition, deck area, and vulnerability indicators. Other infrastructure projects are evaluated using documented condition tiers.

- **Pavement**: Pavement condition is evaluated using NJDOT’s Final Pavement Rating (FPR) when pavement management data are available. FPR combines the International Roughness Index (IRI), which measures ride quality, and the Surface

Distress Index (SDI), which measures visible pavement deterioration. The rating is calculated on a 0–5 scale, with lower values indicating poorer condition. For scoring purposes, improvement need is reflected by the inverse of FPR, so pavements in worse condition receive higher scores. Project scores are normalized relative to the pavement projects in the scoring pool, with the highest-scoring pavement project receiving the maximum available points.

- **Bridge**: Bridge projects are scored using a continuous formula that accounts for structural condition, bridge size, and structural vulnerability. Condition is combined with deck area to reflect the scale of need, ensuring that larger bridges in poor condition receive higher scores. Additional structural risk indicators are incorporated as a multiplicative factor, including fracture critical status, scour critical status, weight restrictions or load posting, and restricted vertical clearance. Each identified risk factor increases the overall score, prioritizing bridges that exhibit both poor condition and elevated structural vulnerability. Final bridge scores are normalized relative to the pool of eligible projects, with the highest-scoring bridge project receiving the maximum available points and other projects scaled proportionally.
- **Other Infrastructure**: Other infrastructure may include retaining walls, culverts, sidewalks, multi-use pathways, or related facilities. For these assets, scoring is based on the documented condition provided in the project application. Projects that replace or rehabilitate infrastructure in poor condition receive higher scores, while projects addressing infrastructure in fair or good condition receive proportionally fewer points.

Implementation:

1. **Qualitative Screening**
   Assess based on project description: **Does the project have the potential to improve infrastructure condition?** Projects within the RCIS categories "Bridge Preservation" and "Road Preservation" would qualify.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. **Apply Appropriate Scoring Methodology**
   - **If Pavement:**

     Quantitative Scoring
     Calculate inverted FPR and multiply by project VMT. Normalize relative to other pavement projects.

     ↓

     Continuous score (0-153 points)

If Bridge:

Quantitative Scoring
Apply continuous bridge condition formula. Normalize relative to other bridge projects.

↓

Continuous score (0-153 points)

- **If Other Infrastructure:**

Qualitative Assessment:
Use documented condition from to determine: **what is the condition of the infrastructure?**

↓

Assign points based on condition tier:
- *High (153 points) Poor*
- *Medium (102 points) Fair*
- *Low (51 points) Good*

(GR2) Preventative Maintenance & Lifecycle Benefits: Will the project reduce overall asset management lifecycle costs? (Max 65 points)

Purpose: This criterion evaluates the extent to which a project reduces long-term lifecycle costs through preventative maintenance and preservation treatments. Rather than focusing solely on infrastructure already in poor condition, this criterion recognizes that timely maintenance and rehabilitation on assets in fair or good condition can extend service life, delay costly reconstruction, and improve overall cost efficiency within the state of good repair framework.

Proposed Scoring Methodology:

Highway Projects	Bridge Projects
Continuous: Benefit cost ratio of preventative maintenance: $\text{Benefit Cost Ratio} = \frac{0.9 \times FPR_{Improvement} + 0.1 \times \text{Traffic Factor}}{Project\ Cost}$ Where, $FPR_{Improvement} = 5 - Avg(FPR)$ $Traffic\ Factor\ = 5 * Avg(AADT\ /\ 60{,}000)$	**Continuous:** Deck area of bridge receiving a preventive maintenance treatment
None - Project does not incorporate preventative maintenance practices or have known effects on reducing overall lifecycle costs.	

Data sources:

- **Pavement:** TransINFO pavement condition status report
- **Bridge:** National Bridge Inventory Data (2024)
- **Costs:** NJDOT Transportation Asset Management Plan unit costs (from https://dot.nj.gov/transportation/about/asset/pdf/NJTAMP.pdf)

Description:
This criterion evaluates whether a project includes treatments that extend asset life and reduce long-term rehabilitation or replacement costs. For pavements, lifecycle benefit is estimated using NJDOT's benefit equation, which reflects condition improvement and traffic exposure relative to cost. For bridges, treated deck area serves as a proxy measure for preservation scale in the absence of treatment-level lifecycle modeling inputs.

By incorporating lifecycle cost efficiency into scoring, this criterion encourages proactive asset management and cost-effective preservation strategies.

Implementation:

1. **Qualitative Screening**
   Assess based on project description: **Does the project include preventative maintenance or preservation treatments intended to extend asset life?** This must be assessed based on project description, but projects within the RCIS categories "Bridge Preservation" and "Road Preservation" would generally qualify. Projects in other categories such as "Road Enhancement", "Dedicated Freight", "Direct Safety", and "Environment and Resilience" may qualify if there are treatments to extend asset life included. "Rehabilitation" also counts as long as the assent condition hasn't fallen into a poor condition.

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. **Apply Appropriate Scoring Methodology**
   - **If Pavement:**

     Quantitative Scoring
     Calculate project benefit cost-ratio. Normalize relative to other pavement projects. ↓

     Continuous score (0-65 points)

   - **If Bridge:**

     Quantitative Assessment
     Calculate treated deck area. Normalize relative to other bridge projects. ↓

     Continuous score (0-65 points)

Goal Area: Land Use Coordination and Vibrant Communities (Max 138 points)

(LU1) Placemaking & Transit Oriented Development: Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

Purpose: This criterion assesses whether the project supports desired development, consistent with local plans, and supports "placemaking" within existing communities (which may be called "place-keeping"), as well as within growing communities.

Scoring Methodology:

Points	Scoring Factors
52	**High** - Project has emerged from a planning process associated with a designated Transit Village, Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs' (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts)
34	**Medium -** Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere
0	**None** - Project does not support placemaking, transit friendly planning, and/or pedestrian-oriented design

Description: While placemaking is a broad concept, it generally involves investments that enhance community vitality and support the development of great community places by incorporating transit-friendly and pedestrian-oriented design. This criterion supports coordination of land use and transportation, provides opportunities to support affordable housing, and helps support developing, reusing, redeveloping, and improving areas near transit, aligning with NJTPA's Transit Hub Planning Program criteria. This criterions also addressing reinvesting in existing communities ("place-keeping").

Data sources:

- Project description (qualitative), based on alignment with NJ TRANSIT's Transit Friendly Planning: A Guide for New Jersey Communities
- Identified locations of focus for transit-oriented development:
    - NJTPA Transit Hubs (see for list of past recipients)
    - NJTPA Vibrant Places (see for list of past recipients)

  - NJTPA Planning for Emerging Centers (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
  - NJDOT/NJTRANSIT Transit Villages (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
- Identified locations of focus for supporting development in economically distressed areas:
  - Federal Qualified Opportunity Zones (QOZ) (Feature layer: https://services.arcgis.com/VTyQ9soqVukalItT/arcgis/rest/services/Opportunity_Zones/FeatureServer**)**
  - NJ UEZA Urban Enterprise Zones (UEZ) (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/Govt_admin_UEZ_bnd/FeatureServer)
  - NJ DCA Neighborhood Preservation Program Approved Neighborhoods (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/NJ_Neighborhood_Preservation_Program_Approved_Neighborhood/FeatureServer**)**

Implementation:

1. Assess based on narrative project description: **Does the project support placemaking, transit friendly planning, and/or pedestrian-oriented design?** Projects within the RCIS category "Placemaking and Land Use" and "Pedestrian and Bicycle" would qualify. Projects in other categories, such as "Road Enhancement" and "Direct Safety" may qualify, depending on whether the project includes features that support transit, biking, or walking.

   Yes ↓

   No ↓

   Zero [0] points

2. Perform spatial intersection of project location (line or point) with the data layers above: **Does the project location overlap with any of the designated areas?**

   Yes ↓

   52 points

   No ↓

   34 points

(LU2) Transit Access, Comfort, & Ridership Potential: Will the project make transit more comfortable and accessible to people? (Max 47 points)

Purpose: This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.

Scoring Methodology:

Points	Scoring Factors
47	**High** - Project includes transit priority, transit-supportive roads, or managed lanes in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes
35	**Medium** - Project includes first/last-mile improvements in CMP-identified suitable locations for implementation of first mile and last mile access to transit
24	**Low** - Project supports transit access in other locations, and/or comfort, such as through inclusion of improved bus stops, bus stop seating, or lighting
0	**None** - Project does not support transit access, comfort, or ridership potential

Description: This criterion awards points for projects that support transit access or comfort, with most points given to projects located in places identified within the NJTPA's 2025 Accessibility and Mobility Regional Reassessment (AMRR) as having the highest suitability or need for treatments that support transit.

Data sources:

- Project description (qualitative)
- NJTPA AMRR 2025 data layers (incorporated into PRIME):
  - Suitable locations for transit priority, transit-supportive roads, or managed lanes
  - Suitable locations for implementation of first mile and last mile access to transit

Implementation:

1. Assess based on narrative project description: **Does the project include any elements that support transit access, comfort, or ridership potential?** (e.g., transit-signal priority, managed lanes, enhanced bicycle/pedestrian connections or intersections to access bus stops or transit stations, improvements to bus stops). Projects within the RCIS category "Road Enhancement", "Pedestrian and Bicycle", and "Intelligent Transportation Systems and Incident Management", as well as "Travel Demand Management" and "Placemaking and Land Use" may qualify.

   Yes ↓ **No** ↓ *Zero [0] points*

2. Perform spatial intersection of project location (line or point) with the AMRR 2025 data layer: **Does the project location overlap with suitable locations for transit priority, transit-supportive roads, or managed lanes?**

   Yes ↓ **No** ↓

   47 points

3. Perform spatial intersection of project location (line or point) with the AMRR 2025 data layer: **Does the project location overlap with suitable locations for first mile and last mile access to transit?**

Yes

35 points

No

24 points

(LU3) Support for Active Transportation: Does the project enhance the environment for walking or biking? (Max 39 points) (Criterion S-LU3)

Purpose: This criterion assesses whether the project enhances opportunities for safe walking or biking.

Scoring Methodology:

Points	Scoring Factors
29	**High** - Project reallocates road space from driving or parking to active modes or includes best practices such as separated bike lanes, sidepaths, shared use paths, protected intersections, or raised crosswalks
20	**Medium** - Project includes basic enhancements such as buffered or painted bike lanes, sharrows, painted crosswalks, sidewalks, driver feedback signs, or improved lighting
0	**None** - Project would not enhance environment for walking or biking
+10	**Bonus** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community

Description: This criterion awards points based on whether the project improves options for walking or biking, with the highest number of points allocated to projects that include treatments likely to have the most benefits for improving the walking/biking environment. In addition, bonus points are provided to projects in locations that have been identified as prime locations for implementation of complete streets and/or pedestrian/bicycle infrastructure improvements.

Data sources:

- Project description (qualitative) and FHWA Safe System Roadway Design Hierarchy
- NJTPA 2025 AMRR: Suitable locations for Implementation of Complete Streets with Pedestrian Bicycle Infrastructure Improvements
- NJTPA Regional Active Transportation Plan: Conceptual Network
- Complete Streets Technical Assistance Areas: NJTPA Complete Streets Technical Assistance Program communities

Implementation:

1. Assess based on project description: **Does the project include any elements that support walking or biking?** Projects within the RCIS category "Pedestrian and Bicycle" would qualify, as well as projects where the description clearly denotes inclusion of elements that enhancing walking or biking safety or conditions, such as projects within the "Road Enhancement", "Direct Safety", and "Placemaking and Land Use" categories.



2. Assess based on project description: **What types of project elements are included?** Score based on type(s) of elements included, as noted above.

   29 points or 20 points



3. Assess based on geospatial analysis: **Does the project location overlap with priority locations?**



Yes

+10 points



No

No additional points

Goal Area: Resilience and Environment (Max 118 points)

(RE1) Public Safety & Security/Emergency Response: Does the project enhance public safety or emergency response capabilities? (Max 49 points)

Purpose: This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.

Scoring Methodology:

Points	Scoring Factors
49	**High** - The project directly enhances circulation or access to key public safety facilities and strengthens the function of designated evacuation routes.
32	**Medium** - The project creates redundancy within existing emergency operations systems (i.e., additional/alternative network connectivity to public safety facilities or evacuation routes).
0	**None** - Project scope is not related to public safety circulation, evacuation, or security operations, and does not provide relevant benefits in these areas.

Description: For highway and bridge projects, this criterion evaluates the extent to which the project enhances access to key public safety facilities or designated evacuation routes through spatial analysis. The type of impact will be assessed based on the project's scope and description, along with a quantitative assessment of whether the project is within a 1-mile buffer of key public safety facilities or along or within a 1-mile buffer of evacuation routes. Projects that directly enhance circulation typically include those that improve roadway capacity, access points, intersection operations, signal timing, or multimodal connections that facilitate emergency response and evacuation.

Data sources:

- Project description (qualitative)
- Key public safety facilities with 1 mile buffer (fire stations, police stations, hospitals, emergency operations centers)
- Emergency evacuation routes: NJ Coastal Evacuation Maps

Implementation:

1. Assess based on geospatial analysis: **Is the project located within a 1-mile buffer of key public safety facilities or overlap with an emergency evacuation route?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on project description and review of project location: **Does the project directly enhance circulation or access to a key public safety facility or improve an evacuation route?** Score if the project directly improves roadway capacity and/or operations on a facility that is an evacuation route or provides a direct connection to a public safety facility. Projects within the following RCIS categories may qualify: "Road Enhancement", "Road Expansion", "Dedicated Freight", "Travel Demand Management", and "Environment and Resilience."

   ↓ **Yes**

   49 points

   ↓ **No**

3. Assess based on project description and review of project location: **Does the project create redundancy or indirectly support access to a key public safety facility or evacuation route?** Score if the project adds additional capacity or redundancy, including roadway, transit, or bike/ped access, or improves a facility (e.g., bridge replacement, pavement improvement).

   ↓ **Yes**

   32 points

   ↓ **No** (e.g., project that reduces throughput)

   Zero [0] points

(RE2) Infrastructure Resilience: Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points)

Purpose: This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project is located in an area of short-term flood risk and mitigates that risk
17	**Medium -** Project is located in an area of medium-term flood risk and mitigates that risk
8	**Low -** Project is located in an area of long-term flood risk and mitigates that risk
0	**None** - Project is not located in an area of flood risk or does not mitigate risks.
+8	**Bonus -** Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ resilience action plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area.

Description: This criterion assigns points according to flood risk for projects that incorporate components that address risk. Additional points are awarded to projects aligned with existing resilience planning, including the NJTPA Resilience Improvement Plan, or that incorporate resilience strategies that are consistent with the NJ TRANSIT Sustainability Plan, the Port Authority's Climate Resilience Design Guidelines, a resilience action plan as part of Resilient NJ (New Jersey Department of Environmental Protection), a mitigation strategy in the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan. While the primary points are associated with projects and project elements that address flood risk, including sea level rise, storm surge and waves in coastal areas, and inland flooding due to more intense or longer duration precipitation or riverine impacts, the additional points address any aspects of infrastructure resilience to natural or other hazards or disruptions associated with extreme weather, including impacts of increased heat, drought, wildfires, or blackouts.

Data sources:

- Project description: Review description to determine in project addresses any aspect of risk and resiliency. Consider
    - USDOT Momentum Toolkit: Building Resilient Infrastructure – How to Create Strong and Adaptable Transportation Systems
    - ASCE Pathways to Resilient Communities
- Flood Risk: NJ Department of Environmental Protection, New Jersey Flood Indicator Tool
    - Short-term: FEMA 1% Chance Annual Flood (Feature layer: https://mapsdep.nj.gov/arcgis/rest/services/Features/Hydrography/MapServer, filtered to FEMA AE Zone)

- Medium-term: NJ Inland Design Flood Elevation (FEMA 1% Chance Annual Flood Plus 3 Feet) (Feature layer: https://services1.arcgis.com/ze0XBzU1FXj94DJq/arcgis/rest/services/NJ_FEMA_FP3_4_9_2024/FeatureServer), minus short-term above
- Long-term: NJ Inland Design Flood Elevation Layer (FEMA 1% Chance Annual Flood Plus 3 Feet) with Tidal Climate Adjusted Flood Elevation (CAFE SLR 5ft) (Feature layer: https://mapsdep.nj.gov/arcgis/rest/services/Features/Hydrography/MapServer, filtered to SLR 5 feet), minus medium-term above

Implementation:

2. Assess based on narrative project description: **Does the project incorporate any aspects that help to mitigate flood risk?** This would include providing redundancy for facilities that may be affected by flooding, reducing or eliminating damage through barriers to hazards, or modifying or redesigning infrastructure for better performance under extreme conditions or to address potential future climate impacts (e.g., using natural-based solutions such as dunes, marshes, additional trees, or vegetation to provide protection of infrastructure; improved stormwater management; larger culverts; raising infrastructure). Projects within the RCIS category "Environment and Resilience" may qualify, as well as "Bridge Preservation" and "Road Preservation", depending on project elements.

Yes **No**

2. Assess based on geospatial analysis: **Is the project located in an area of flood risk?** Score based on mapping across different short-term, medium-term, and long-term risks.

Yes **No**

25, 17, or 8 points

Zero [0] points

3. Assess based on narrative project description: **Is the project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ Resilience Action Plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan?** Also, consider: **Does the project include any components that address other aspects of resilience or address risks from severe weather?**

Yes **No**

+ 8 points

No additional points

(RE3) Stormwater Management & Land Stewardship: Does the project improve stormwater management or land stewardship? (Max 19 points)

Purpose: This criterion assesses the degree to which the project improves stormwater management or land stewardship.

Proposed Scoring Methodology:

Score	Scoring Factors
19	**High -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area
13	**Medium -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area
6	**Low -** Project improves stormwater management or land stewardship in another area
0	**None -** The project includes no improvements to stormwater management or land stewardship.

Description: This criterion awards points based on project overlap with priority areas, including the NJDOT Drainage Management System problem area, Combined Sewer Overflow jurisdiction, and Environmentally Sensitive Area, if the project includes aspects that improve stormwater management or improve land stewardship. Stormwater management could include incorporation of green infrastructure (e.g., permeable surfaces, stormwater capture), enhanced drainage, or other stormwater management features. Land stewardship efforts include incorporating habitat connectivity or wildlife crossing features, adding trees or vegetation, adding pollinator habitats, or other efforts to support habitat.

Data sources:

- Project description (qualitative)
  - For best practices in stormwater management, see NJ Stormwater Best Management Practices Manual
  - For best practices in wildlife management, see CHANJ (Connecting Habitat Across New Jersey) Guidance Document.
- NJDOT Drainage Management System problem area (See "TransInfo_DMS_Ranking_Flooding_and_Icing" layer)
- Combined Sewer Overflow (CSO) Jurisdictions: NJ Department of Environmental Protection Combined Sewer Overflow
- Environmentally Sensitive Areas: NJ Office for Planning Advocacy Critical Environmental and Historic Sites of the NJ State Plan

Implementation:

1. Assess based on narrative project description: **Does the project improve stormwater management or land stewardship?** See description above for characteristics to consider. Projects within the RCIS category "Environment and Resilience" may qualify, as well as "Bridge Preservation" and "Road Preservation", depending on project elements.

Yes ↓

No ↓

Zero [0] points

2. Assess based on geospatial analysis:

A. Is the project located in an NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction?

B. Is the project located in an Environmentally Sensitive Area?

Yes to A & B ↓

19 points

Yes to A OR B ↓

13 points

No to A & B ↓

6 points

(RE4) Emissions Reduction: Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points)

Purpose: This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere.

Proposed Scoring Methodology:

Score	Scoring Factors
13	**High -** Projects with high potential to reduce emissions (e.g., transit-oriented development, dedicated bus lanes, ZEV charging/fueling infrastructure)
9	**Medium -** Projects with moderate potential to reduce emissions (e.g., road diets, bicycle/pedestrian facilities, transit signal priority)
4	**Low -** Projects with minor potential to reduce emissions (e.g., carpool/vanpool support, signal coordination)
0	**None -** Projects that do not reduce emissions (e.g., road resurfacing, highway expansion, bridge removal)
+4	**Bonus -** Projects that are located in Census tracts with high levels of asthma and reduce emissions.

Description: Scoring factors of this criterion reflect strategies identified in the NJTPA Carbon Reduction Strategy and NJDOT Carbon Reduction Strategy. Projects are scored based on their potential to reduce emissions, with additional points allocated to projects located in areas with high levels of asthma.

Data sources:

- Asthma prevalence: CDC PLACES Map

Implementation:

1. Assess based on project description: **Does the project reduce emissions of ozone precursors, particulate matter, or other emissions?** Projects within the following RCIS categories are most likely to qualify: "Pedestrian and Bicycle", "Travel Demand Management", and "Placemaking and Land Use." Projects in other categories, such as "Road Enhancement", "Dedicated Freight", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Environment and Resilience" may qualify, if the project is anticipated to reduce vehicle travel through mode shifts or reduce vehicle delay.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **Does the project have a high, moderate, or low potential to reduce emissions?** Score based on project type and included feature(s).

   13 points, 9 points, or 4 points

3. Assess based on geospatial analysis: **Is the project located in a Census tract with high (above state average of 8.8%) levels of asthma?** Score based on any overlap.

Yes

+ 4 points

No

No additional points

Goal Area: System Coordination, Efficiency, & Reliability (Max 114 points)

(SC1) Travel Time Reliability: Does the project enhance reliability in areas with poor travel time reliability? (Max 32 points)

Purpose: This criterion assesses whether the project enhances reliability in areas with poor travel time reliability based on the existing condition in the project area.

Proposed Scoring Methodology:

Score	Scoring Factors
32	**High -** Project would enhance reliability on a segment with LOTTR > 2.0 and AADT > 50,000
24	**Med High -** Project would enhance reliability on a segment with LOTTR > 2.0 and AADT < 50,000 OR LOTTR > 1.75 and AADT > 50,000
16	**Medium -** Project would enhance reliability on a segment with LOTTR > 1.75 and AADT < 50,000 OR LOTTR > 1.5 and AADT > 50,000
8	**Low** - Project would enhance reliability on a segment with LOTTR > 1.5 and AADT < 50,000
0	**None -** Project would not enhance reliability

Description: This criterion assigns points according to thresholds related to both the Level of Travel Time Reliability (LOTTR) on roadways and Average Annual Daily Traffic (AADT). The most points are given to projects that enhance reliability on segments that have the worst travel time reliability and largest traffic volumes, reflecting in general those with the most travelers that are impacted. The thresholds for state highway and bridge projects came from the 2025 AMRR.

Data sources:

- Project description (qualitative): To determine if the project would improve reliability; this would be assessed based on whether the project incorporates managed lanes/transit priority strategies (note that while transit priority may improve reliability only for buses/light rail and not general traffic, this is considered an improvement of reliability on the corridor), incorporates signal improvements or other operational improvements, could meaningfully reduce vehicle travel through mode shifts (e.g., to transit, biking, or walking, based on judgment, considering whether there are likely meaningful shifts; not just minor enhancements), or enhances road capacity.
- Average Annual Daily Traffic (AADT): New Jersey Department of Transportation, New Jersey Annual Average Daily Traffic (or can be pulled from same NPMRDS dataset below)
- Level of Travel Time Reliability (LOTTR): NJTPA AMRR, via FHWA National Performance Management Research Data Set (NPMRDS)

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to improve travel time reliability?** Projects in RCIS categories "Intelligent Transportation Systems and Incident Management" should generally qualify, along with some projects within the "Travel Demand Management" category.

   Yes ↓

   No ↓ *Zero [0] points*

2. Perform spatial intersection of project location (line) with the LOTTR layer (use the highest LOTTR level for any segment within the project boundary) and the AADT layer (using the length-weighted AADT level): **What LOTTR is associated with the project (highest segment) and what AADT level is associated with the overall project?***

   LOTTR ≥ 2.0 and AADT ≥ 50,000 ↓ *32 points*

   LOTTR ≥ 2.0 and AADT < 50,000 OR 1.75 ≤ LOTTR < 2.0 and AADT < 50,000 ↓ *24 points*

   1.75 ≤ LOTTR < 2.0 and AADT < 50,000 OR 1.5 ≤ LOTTR < 1.75 and AADT ≥ 50,000 ↓ *16 points*

   LOTTR < 1.5 and AADT < 50,000 ↓ *8 points*

(SC2) System Coordination & Operational Improvement: Does the project include features that support active system coordination or operations? (Max 25 Points)

Purpose: This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.

Proposed Scoring Methodology:

Score	Scoring Factors
19	**High -** Project includes improvements to support active system management and optimize system performance, such as adaptive signal control, active traffic management, integrated corridor management, traffic signal coordination, ramp metering, dynamic lane assignments, or multimodal traveler information, such as real-time park and ride monitoring and transit information.
13	**Medium -** Project includes real-time roadway traveler information such as variable message signs with traffic/travel speed/safety information
0	**None -** Project does not support active system coordination or operations
+6	**Bonus -** Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (Yes/No – 25%)

Description: This criterion considers whether project elements improve active system coordination or operations. Additional points are awarded if the project is in alignment with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or based on a local study to reward projects that support local priorities.

Data sources:

- Project description (qualitative)
- New Jersey Statewide ITS Architecture

Implementation:

1. Assess based on project description: **Does the project include features that support active system coordination?** Projects within the "Intelligent Transportation Systems and Incident Management" RCIS category would generally qualify, along with some "Road Enhancement", "Road Expansion", and "Dedicated Freight" projects, based on the project description and features listed in the table above.

   Yes ↓

   No ↓

   Zero [0] points

2. Assess based on narrative project description: **What types of features are included?** Score based on types of feature(s) included.

   ↓

   19 or 13 points

3. **Does the project align with the New Jersey Statewide ITS architecture, relevant regional/local TSMO plan, or study identifying operational need?**

Yes

+6 points

No

No additional points

(SC3) Connectivity: Does the project enhance connections across modes or integration of services? (Max 22 points) (Criterion S-SC3)

Purpose: This criterion assesses whether the project enhances connections across modes or supports the integration of services.

Proposed Scoring Methodology:

Score	Scoring Factors
22	**High -** Project enhances connectivity to rail stations, bus stations, or park-and-ride facilities (e.g., road, bridge, bike/ped, or other infrastructure), improves intermodal connectors, or adds new park-and-ride facilities.
15	**Medium -** Project adds new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways
0	**None -** Project does not enhance connectivity

Description: This criterion considers project improvements to transit, road, shared ride, and bicycle/pedestrian network connectivity.

Data sources:

- Project description (qualitative)

Implementation:

1. Assess based on project description: **Does the project enhance connections across modes or integration of services?** Assess based on project features listed in the table above. Projects within the RCIS categories "Pedestrian and Bicycle" and "Travel Demand Management" are likely to qualify, as well as some projects within the "Road Enhancement", "Road Expansion", "Dedicated Freight", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Placemaking and Land Use" categories.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **Does the project enhance connectivity to transit stations, park-and-ride facilities, improve intermodal connectors, or add new park-and-ride facilities?**

   ↓ **Yes**

   22 points

   ↓ **No**

3. Assess based on narrative project description: **Does the project add new roadway intersections, crosswalks, or safe pedestrian/bicycle/multi-use path connections across roadways?**

   ↓ **Yes**

   15 points

   ↓ **No**

   Zero [0] points

(SC4) Excessive Delay: Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 22 points) (Criterion S-SC4)

Purpose: This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.

Proposed Scoring Methodology:

Score	Scoring Factors
22	**High -** Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments
17	**Med High -** Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments
11	**Medium -** Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments
6	**Low -** Project is anticipated to reduce delay on a segment or intersection without data
0	**None -** Project is not anticipated to reduce delay

Description: This criterion assigns points to projects that are expected to reduce congestion or travel time, with additional points given to projects in locations with worse congestion, based on Travel Time Index (TTI) data from NJTPA's travel demand forecasting model. TTI is a measure that divides travel time during peak hours to free-flow travel time.

Data sources:

- Project description (qualitative): To determine if the project would potentially reduce delay; this should be assessed based on whether the project incorporates roadway operational improvements (including transit signal priority, which would reduce time for buses in delay) or capacity improvements.
- Travel Time Index (TTI) from NJTPA Travel Demand Model, calculated based on travel time for PM peak in comparison to free-flow travel time (See layer "PMHWYLOAD" and refer to column "TTI").

Implementation:

1. Assess based on narrative project description: **Is the project anticipated to reduce travel delay?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Travel Demand Management", and "Intelligent Transportation Systems and Incident Management" qualify. In addition, projects in the "Pedestrian and Bicycle" category that are anticipated to result in mode shifts and not adversely affect traffic flow and projects in the "Dedicated Freight" and "Direct Safety" categories that involve an improvement in traffic flow would qualify.





Zero [0] points

2. Perform spatial intersection of project location (line or point) with the layer: **TTI from NJTPA Travel Demand Model**. Consider projects that include point intersections with segments. If the project spans multiple segments, choose the worst-performing segment.



22 points, 17 points, 11 points, or 6 points [If no TTI data for segment]

(SC5) Freight Reliability: Will the project improve the reliability of freight movement? (Max 13 points) (Criterion S-SC5)

Purpose: This criterion assesses whether the project improves freight reliability movement.

Proposed Scoring Methodology:

Score	Scoring Factors
13	**High -** LOTTR > 2.0 along PHFS/CUFC/CRFC or NJ Access Network
9	**Medium -** LOTTR > 1.75 along PHFS/CUFC/CRFC or NJ Access Network
4	**Low -** LOTTR > 1.5 along PHFS/CUFC/CRFC or NJ Access Network
0	**None -** Project does not enhance freight reliability

Description: For state highway and bridge projects, this criterion focuses on Level of Travel Time Reliability (LOTTR) and whether the project is along the Primary Highway Freight System (PHFS), Critical Urban Freight Corridors (CUFC), Critical Rural Freight Corridor (CRFC), or NJ Access Network.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve freight reliability; assess whether the project incorporates strategies such as signal improvements, other operational improvements, or enhances road capacity.
- PHRS: National Highway Freight Network Map and Tables for New Jersey, 2022 - FHWA Freight Management and Operations
- CUFC & CRFC: NJTPA Long Range Transportation Plan
- NJ Access Network: New Jersey Large Truck Map
- LOTTR: NJTPA AMRR, via FHWA National Performance Management Research Data Set (NPMRDS) (See "LOTTR" group layer and refer to column "LOTTR_Combined")

Implementation:

1. Assess based on narrative project description: **Is the project anticipated to enhance freight reliability?** Projects within the RCIS categories "Dedicated Freight", "Road Enhancement", "Road Expansion", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Travel Demand Management" would generally qualify.

   ↓ **Yes** ↓ **No**

   Zero [0] points

3. Perform spatial intersection of project location (line or point): **Does the project intersect or have a segment overlapping with any of the following layers: PHFS/CUFC/CRFC or NJ Access Network?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

3. Perform spatial intersection of project location (line or point) with the following layer: **LOTTR.** Assess points based on highest level of LOTTR along the project.



13 points, 9 points, or 4 points

Goal Area: Economic Competitiveness (Max 78 points)

(EC1) Enhancing Goods Movement or Freight Access: Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 31 points)

Purpose: This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.

Proposed Scoring Methodology:

Score	Scoring Factors
31	**High -** Project addresses congestion on a priority highway segment from NJDOT's Freight Management System (FMS)
20	**Medium -** Project enhances goods movement or freight access within 5 minutes of airports, ports, or warehousing/manufacturing centers
10	**Low -** Project enhances goods movement or freight access within 15 minutes of airports, ports, or warehousing/manufacturing centers
0	**None -** Project does not enhance goods movement or freight access

Description: To address freight bottlenecks and priority corridors, the highest score is given to projects that address congestion on top priority highway segments from NJDOT's Freight Management System (FMS), as identified within the New Jersey State Freight Plan. This criterion also considers the need to provide improved access to warehouses or manufacturing centers.

Data sources:

- Project description (qualitative): To determine if the project would potentially improve freight movement, assess whether the project incorporates strategies such as signal improvements, other operational improvements, or enhances road capacity.
- Top freight priority corridors from NJDOT's FMS, as identified within the New Jersey Statewide Freight Plan.
- Facility proximity: Travel time buffers applied to NJTPA-identified Freight Facilities, counting air, maritime, and rail freight facilities, as well as manufacturing/warehousing/logistics centers. [Note that for simplicity, it is proposed that geographic distance be used as thresholds rather than estimated travel times, which would require use of travel time skims from the regional travel model; assumptions for distances that could be covered reflect a low average speed, which would be applicable in urbanized areas.]

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to enhance goods movement or freight access?** Projects within the RCIS categories "Dedicated Freight", "Road Enhancement", "Road Expansion", "Direct Safety", "Intelligent Transportation Systems and Incident Management", and "Travel Demand Management" would generally qualify.

   Yes ↓

   No ↓ *Zero [0] points*

2. Perform spatial intersection of project location (line or point): **Does the project overlap in any part the Priority Highway Segment of the FMS System from the New Jersey Statewide Freight Plan?**

   Yes ↓ *31 points*

   No ↓

3. Perform spatial intersection of project location (line or point): **Is the project located within a 1-mile buffer* of a freight facility?**

   Yes ↓ *20 points*

   No ↓

4. Perform spatial intersection of project location (line or point): **Is the project located within a 3-mile buffer* of a freight facility?**

   Yes ↓ *10 points*

   No ↓ *Zero [0] points*

*If feasible, could use NJTPA's travel demand model to estimate travel time buffers around freight facilities; but for simplicity, propose using mileage with assumptions for travel times that have slow travel speed initially.

(EC2) Improving Access to Key Economic Drivers: Will the project improve access to tourist/heritage sites or economic centers? (Max 24 points)

Purpose: This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.

Proposed Scoring Methodology:

Score	Scoring Factors
24	**High -** Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)
16	**Medium -** Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with 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)
8	**Low -** Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with 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)
0	**None -** Project does not meet these thresholds for improving access to key economic drivers

Description: This criterion focuses on access to economic centers, places with high business revenue and annual attendance figures for tourist/heritage sites.

Data sources:

- Project description (qualitative) – improving access means improving system capacity or operations
- Business Revenue Density dataset:
    - Pull business listings for the NJTPA region by NAICS code from ArcGIS Business Analyst.
    - Filter for the following NAICS codes:
        - Retail Trade (44-45);
        - Arts, Entertainment, and Recreation (71);
        - Accommodation and Food Services (72);
        - Other Services (81).
    - Aggregate reported business revenues at the Census Tract level and divide by the area of the Census Tract to determine revenue density.
    - Use standard ArcGIS tools to create revenue density quintiles chloropleth symbology.
    - Highlight highest three (3) quintiles for use in scoring; lowest two quintiles should be clear.
- Attendance: Major attraction visitor data, as noted above, or from project description information.

Implementation:

1. Assess based on narrative project description: **Does the project improve access to destinations (e.g., through improved road, transit, or bicycle/ped capacity or improved operations)?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle" "Intelligent Transportation Systems and Incident Management", "Travel Demand Management", and "Placemaking and Land Use" would qualify if there is an improvement in capacity or operations for any mode.

   Yes ↓

   No ↓

   Zero [0] points

2. Assess economic value of destinations served.

   Quantitative assessment: Perform spatial intersection overlaying project location (line or point) with Business Revenue dataset: **Does the project overlap with one or more Census tracts in the highest, second highest, or third highest quintile?**

   Yes ↓

   No ↓

   24 points, 16 points, or 8 points

   Zero [0] points

3. **Qualitative assessment:** Assess based on narrative description and map view:

(A) Does the project improve access to tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)?

(B) With 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)? Or

(C) With 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)?

Yes ↓

No ↓

(A) 24 points, (B) 16 points, or (C) 8 points

Zero [0] points

Select the highest applicable score.

(EC3) Redevelopment of Brownfields or Underutilized Areas: Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 23 points)

Purpose: This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.

Proposed Scoring Methodology:

Score	Scoring Factors
23	**High -** Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail
12	**Medium -** Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail.
0	**None -** Project does not support redevelopment of brownfields or underutilized industrial areas

Description: This criterion assigns points according to whether the project provides access to or in some way supports redevelopment of a brownfield or underutilized area, considering proximity to a Smart Growth Area or intermodal and rail facilities. The geospatial layers used for the analysis will consider both Brownfield Development Areas and underutilized areas as defined by NJ DCA as Areas in Need of Redevelopment of in Need of Rehabilitation. These areas will be overlaid with layers showing a five-mile buffer around defined Smart Growth Areas and non-abandoned rail.

Data sources:

- Project description (qualitative): To determine if the project would potentially support redevelopment, assess whether the project improves system capacity, including multimodal capacity (e.g., bus lanes) or operations, including operations by transit (e.g., transit priority).
- Brownfields: NJ DEP Brownfield Development Areas
- Underutilized Areas:
  - NJ DCA Areas in Need of Redevelopment
  - NJ DCA Areas in Need of Rehabilitation
- Non-abandoned Rail: NJTPA CMP; ArcGIS analysis with 5-mile buffer
- Intermodal facilities: Intermodal System Maps & Directories, ArcGIS analysis with 5-mile buffer
- Smart Growth Areas: NJ Business Action Center Map

Implementation:

1. Assess based on narrative project description: **Does the project have features that may support redevelopment by improving access (e.g., through improved road, transit, or bicycle/ped capacity or improved operations)?** Projects within the RCIS categories "Road Enhancement", "Road Expansion", "Dedicated Freight", "Pedestrian and Bicycle" "Intelligent Transportation Systems and Incident Management", "Travel Demand Management", and "Placemaking and Land Use" would qualify if there is an improvement in capacity or operations for any mode.

   Yes — **No**

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of a brownfield AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes — **No**

   23 points

3. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of an underutilized area AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes — **No**

   12 points — *Zero [0] points*

Goal Area: Opportunities for All (Max 54 points)

(OA1) Addressing Transportation Barriers: Does the project alleviate barriers associated with transportation infrastructure? (Max 29)

Purpose: This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.

Proposed Scoring Methodology:

Score	Scoring Factors
29	**High -** Project would significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)
15	**Medium -** Project would moderately reduce physical barriers (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements
7	**Low -** Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.
0	**None -** Project would not reduce barriers

Description: This criterion focuses on the removal of physical barriers. Benefits associated with reducing noise and improving aesthetics were also integrated here, for when information is available.

Data sources:

- Project Description (qualitative): See descriptions above for types of project components that would be considered having a significant or moderate effect. When available, if project description discusses noise mitigation, landscaping, or other improvements that help projects to fit better into the community, this information will be considered in scoring.

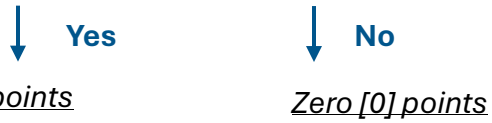
Implementation:

1. Assess based on narrative project description: **(A) Does the project significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)? (B) Does the project incorporate other elements that reduce barriers to local access (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements?** These features need to be assessed based on the project description, but projects in the RCIS categories "Road Enhancement", "Pedestrian and Bicycle", and "Placemaking and Land Use" are most likely to include these components.

Yes → *(A) 29 points or (B) 15 points*

No

2. Assess based on narrative project description: **Does the project reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.**



(OA2) Serving All Populations: Does the project provide benefits to over-burdened populations? (Max 25 points)

Purpose: This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project provides benefits to community with a disadvantage score of 16-20 based on Demographic Analysis Tool
17	**Medium -** Project provides benefits to community with a disadvantage score of 11-15 based on Demographic Analysis Tool
8	**Low -** Project provides benefits to community with a disadvantage score of 6-10 based on Demographic Analysis Tool
0	**None -** Project provides benefits to community with a combined score below 6 based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations.

Description: This criterion considers a limited set of demographic factors from the NJTPA Demographic Analysis Tool. The disadvantage score accounts for 5 of the 11 criteria within the tool:

- Low income
- Disability
- Zero-vehicle households
- Educational attainment
- Age: under 5 years old, 15 to 17 years old, and 65 and up

Each factor is rated on a 0-4 scale: 0 = very below average, 1 = below average, 2 = average, 3 = above average, and 4 = very above average. For age, the maximum score of the three age brackets is used so that a disproportionately large share of older adults or youth is highlighted. The sum of these five factors is the combined disadvantage score, which ranges from 0 (least disadvantaged) to 20 (most disadvantaged).

Data sources:

- Project description (qualitative)
- NJTPA Demographic Analysis Tool, which is based on Census Tract-level data from the latest U.S. Census Bureau American Community Survey 5-Year Estimate

Implementation:

1. Assess based on narrative project description: **Does the project provide localized community benefits?** This will be assessed based on project elements such as support for local access, multimodal improvements, safety enhancements, rather than serving primarily to support through traffic. These features need to be assessed based on the project description, but projects in the RCIS categories "Road Enhancement", "Pedestrian and Bicycle", "Direct Safety", "Environment and Resilience", and "Placemaking and Land Use" are most likely to include these components.

   Yes ↓

   No ↓

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project located in a community with a score within the Demographic Analysis Tool of 16-20, 11-15, or 6-10?** Use the highest score that the project location touches.

   Yes ↓

   25, 17, or 8 points

   No ↓

   Zero [0] points

Section 3: Transit Projects

Goal Area: Safety (Max 280 points)

(SA1) Safety Features: Does the project incorporate proven, or design-based safety improvements? (Max 118 points)

Purpose: This criterion awards points to transit projects that proactively incorporate design-based safety improvements. The intent is to prioritize projects that reduce conflict points, improve user visibility, and enhance safety for transit riders, pedestrians, bicyclists, and other roadway users, regardless of existing crash history.

Scoring Methodology:

Points	Scoring Factors
118	**High** - Project incorporates rail or bus safety improvements to minimize user conflicts, such as track signal upgrades and/or incorporates clear separation of modes (e.g., designated pedestrian paths, bike lanes, protected waiting areas away from travel lanes).
78	**Medium** - Project includes other pedestrian improvements e.g., high visibility crosswalks, curb extensions, refuge islands, accessible pedestrian signals, widened sidewalks) and/or other supportive efforts to address pedestrian and/or rider safety.
0	**None** - Project scope does not incorporate new or enhanced safety features, or insufficient information is provided to assess safety improvements.

Note: A project that incorporates multiple types of safety features would score based on the highest scoring element.

Data sources: Project information (qualitative).

Description: For transit projects, this criterion evaluates the extent to which the project integrates safety-focused design elements that reduce conflicts between transit vehicles, pedestrians, bicyclists, and/or general traffic. Emphasis is placed on treatments that physically separate modes, reduce exposure, and enhance safe access to transit facilities. Projects incorporating systemic design changes receive higher scores than those that include only minor or supportive safety elements.

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to improve safety?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Evaluate the project scope and assign points based on the project feature tier.

   ↓

   118 points, 78 points, 39 points

(SA2) Safety Need: Is the project in a location with critical safety needs? (Max 81 points)

Purpose: This criterion evaluates whether a transit project is located in an area with documented transit-related safety or security incidents. The intent is to prioritize projects that address locations with elevated safety risks affecting transit riders, operators, or the surrounding access environment.

Scoring Methodology:

Continuous scale (0 to 81 points) using number of major safety and security events as reported by NJ Transit, for projects that address transit safety.

Description:
Safety need is assessed using the number of major safety and security events reported to the Federal Transit Administration's NTD within a defined project influence area. Events may include collisions involving injury or fatality, derailments, fires, hazardous material incidents, evacuations, and reported violent security incidents.

Events are spatially associated with the project using a standardized buffer of ¼ mile around the project location to capture incidents affecting the transit facility and its immediate access area. Scores will be assigned proportionally based on the project's relative number of events compared to other candidate transit projects. Higher concentrations of documented safety events will result in higher scores, up to a maximum of 81 points.

Data Source: Major Safety and Security Events from the National Transit Database (NTD)

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to improve safety or security?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. **Quantitative Scoring:**
   Calculate the number of major safety incident events in the project buffer area. Normalize projects relative to each other.

   ↓

   Continuous (0 - 81 points)

(SA3) Bicycle and Pedestrian Safety Need: Does the project address a critical non-motorized safety issue? (Max 81 points)

Purpose: This criterion evaluates whether a transit project is located in an area with documented bicycle and pedestrian crash history. The intent is to prioritize projects that address locations with elevated non-motorized safety risks affecting transit riders and the surrounding access environment.

Scoring Methodology:

Continuous scale (0 to 81 points) using bicycle and pedestrian crashes within 1/4-mile buffer, for projects that address bike/ped safety.

Description:
This criterion is assessed using the number of reported bicycle- and pedestrian-involved crashes from the NJDOT crash database occurring within a defined project influence area. Unlike transit major safety events, which are reported to the Federal Transit Administration's NTD, bicycle and pedestrian crashes are documented through NJDOT's statewide crash reporting system. Therefore, NJDOT crash data serve as the appropriate source for identifying non-motorized safety risk near transit projects.

Crashes are spatially associated with the project using a standardized ¼ mile buffer, consistent with the Federal Transit Administration's commonly defined pedestrian access shed for transit facilities. This buffer is intended to capture the immediate travel shed and access environment where transit riders are most likely to walk or bicycle to reach the facility. Scores will be assigned proportionally based on the project's relative number of bicycle and pedestrian crashes compared to other candidate transit projects, with higher concentrations of documented crashes resulting in higher scores, up to a maximum of 81 points.

Data sources: NJDOT crash database

Implementation:

1. Assess based on narrative project description: **Does the project have the potential to improve bicycle or pedestrian safety?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. **Quantitative Scoring**

Calculate the number of bicycle and pedestrian crashes in the project buffer area. Normalize projects relative to each other.

↓

Continuous (0 - 81 points)

Goal Area: State of Good Repair (Max 218 points)

(GR1) Condition: Will the project improve or replace infrastructure in poor condition? (Max 218 points)

Purpose: This criterion evaluates the extent to which a transit project replaces, rehabilitates, or upgrades infrastructure that is described as deteriorated, obsolete, storm-damaged, or no longer functioning as intended. The goal is to prioritize investments that restore infrastructure essential to system reliability and overall state of good repair.

Scoring Methodology:

Points	Scoring Factors
218	**High** - Project replaces infrastructure that is described as deteriorated, obsolete, storm-damaged, or no longer reliable and essential to system operations
164	**Medium -** Project reconstructs or substantially rehabilitates infrastructure with identified condition deficiencies or performance limitations (e.g., deficient stations, platforms, or bridges)
109	**Low** - Project upgrades or modernizes infrastructure but does not clearly indicate existing poor condition
0	**None** - Project does not improve or replace infrastructure.

Description:
This criterion evaluates the extent to which a transit project addresses infrastructure that is no longer in a state of good repair and whose condition materially affects system reliability, safety, or performance. Because transit projects encompass a wide range of asset types (e.g. facilities, track, structures, systems, and other infrastructure), and because condition documentation varies across asset classes, this criterion is evaluated qualitatively based on the project scope and narrative description. The scoring reflects the severity of the condition issue described and the magnitude of the intervention proposed.

Data Source: Project description (qualitative)

Implementation:

1. Assess based on narrative project description: **Does the project contain a state of good repair component?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. **Qualitative Assessment**

   Assess based on the project information to determine: **what is the type of improvement and condition of the asset?**

   ↓

   Assign points based on tier: *218 points (Replacement), 164 points (Reconstruction/rehabilitation), 109 points (Upgrades)*

Goal Area: Land Use Coordination and Vibrant Communities (Max 138 points)

(LU1) Placemaking & Transit Oriented Development: Does the project promote desired development, including development within existing communities, transit-oriented development, and/or support placemaking? (Max 52 points)

Purpose: This criterion assesses whether the project supports desired development, consistent with local plans, and supports "placemaking" within existing communities (which may be called "place-keeping"), as well as within growing communities.

Scoring Methodology:

Points	Scoring Factors
52	**High** - Project has emerged from a planning process associated with a designated Transit Village, Transit Hub, Vibrant Places, or Planning for Emerging Centers and uses principles of transit friendly planning (i.e., complete streets, prioritizing active street fronts, wayfinding, curbside management, high-quality public spaces, and/or supports a mix of uses and housing types) OR Project supports goals to revitalize corridors or neighborhoods in economically distressed areas, defined as Federal Qualified Opportunity Zones (QOZ), NJ UEZA Urban Enterprise Zones (UEZ), or NJ Department of Community Affairs' (DCA) Neighborhood Preservation Program Approved Neighborhoods (eligible Census tracts or approved Neighborhood Districts)
34	**Medium -** Project has emerged from a planning process that supports placemaking, transit friendly planning, and/or pedestrian-oriented design in other locations, including both existing and emerging communities elsewhere
0	**None** - Project does not support placemaking, transit friendly planning, and/or pedestrian-oriented design

Description: While placemaking is a broad concept, it generally involves investments that enhance community vitality and support the development of great community places by incorporating transit-friendly and pedestrian-oriented design. This criterion supports coordination of land use and transportation, provides opportunities to support affordable housing, and helps support developing, reusing, redeveloping, and improving areas near transit, aligning with NJTPA's Transit Hub Planning Program criteria. This criterion also addresses reinvesting in existing communities ("place-keeping").

Data sources:

- Project description (qualitative), based on alignment with NJ TRANSIT's Transit Friendly Planning: A Guide for New Jersey Communities
- Identified locations of focus for transit-oriented development:
  - NJTPA Transit Hubs (see for list of past recipients)
  - NJTPA Vibrant Places (see for list of past recipients)

  - NJTPA Planning for Emerging Centers (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
  - NJDOT/NJTRANSIT Transit Villages (see "Transit Villages and Emerging Centers" layer in packaged ArcGIS file)
- Identified locations of focus for supporting development in economically distressed areas:
  - Federal Qualified Opportunity Zones (QOZ) (Feature layer: https://services.arcgis.com/VTyQ9soqVukalItT/arcgis/rest/services/Opportunity_Zones/FeatureServer**)**
  - NJ UEZA Urban Enterprise Zones (UEZ) (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/Govt_admin_UEZ_bnd/FeatureServer)
  - NJ DCA Neighborhood Preservation Program Approved Neighborhoods (Feature layer: https://services.arcgis.com/Aur8tCo478N3VovT/arcgis/rest/services/NJ_Neighborhood_Preservation_Program_Approved_Neighborhood/FeatureServer**)**

Implementation:

1. Assess based on narrative project description: **Does the project support placemaking, transit friendly planning, and/or pedestrian-oriented design?**

   Yes ↓

   No ↓

   Zero [0] points

2. Perform spatial intersection of project location (line or point) with the data layers above: **Does the project location overlap with any of the designated areas?**

   Yes ↓

   52 points

   No ↓

   34 points

(LU2) Transit Access, Comfort, & Ridership Potential: Will the project make transit more comfortable and accessible to people? (Max 47 points)

Purpose: This criterion assesses the extent to which the project is likely to increase transit ridership or improve comfort and access for existing riders.

Scoring Methodology:

Points	Scoring Factors
47	**High** - Project supports Trans-Hudson transit capacity, expands or enhances transit service in CMP-identified suitable locations to expand/enhance transit service or transit operations, OR includes bus rapid transit (BRT) or other transit priority in CMP-identified suitable locations for transit priority, transit-supportive roads, or managed lanes
35	**Medium** - Project expands or enhances transit service or transit operations in other areas
24	**Low** - Project supports transit comfort, such as through improvements to seating, lighting, or HVAC at train stations, bus stops, or rolling stock
0	**None** - Project does not support transit access, comfort, or ridership potential

Description: This criterion awards points for projects that support transit access or comfort, with most points given to projects located in places identified within the NJTPA's 2025 Accessibility and Mobility Regional Reassessment (AMRR) as having the highest suitability or need for treatments that support transit.

Data sources:

- Project description (qualitative)
- NJTPA AMRR 2025 data layers (incorporated into PRIME)
    - Suitable locations to expand/enhance transit service or transit operations (identifies Census tracts with high/medium-high transit scores but no access to high-frequency transit)

Implementation:

1. Perform spatial intersection of project location (line or point) with the AMRR 2025 data layer: **Does the project location overlap with suitable locations for transit priority, transit-supportive roads, or managed lanes?**

    Yes ↓

    No ↓

2. Assess based on narrative project description: **Does the project support Trans-Hudson transit capacity, include bus rapid transit (BRT), or other transit priority**

    Yes ↓

    47 points

    No ↓

3. Assess based on narrative project description: **Does the project expand service or enhance transit operations? Does the project support transit comfort?**

    Yes ↓

    35 points, 24 points (based on features, select highest score)

    No ↓

    Zero (0) points

(LU3) Support for Active Transportation: Does the project enhance the environment for walking or biking? (Max 39 points)

Purpose: This criterion assesses whether the project enhances opportunities for safe walking or biking.

Scoring Methodology:

Points	Scoring Factors
29	**High** - Project enhances bicycle/pedestrian infrastructure at transit stations/stops including sidewalks, crosswalks, lighting, or ADA improvements
20	**Medium** - Project provides supporting facilities for biking (e.g., bike racks on buses or trains, secure bike parking at stations, bikeshare facilities at stations)
0	**None** - Project would not enhance environment for walking or biking
+10	**Bonus** - Located in a CMP-identified strategy location, NJTPA's Regional Active Transportation Plan (RATP) Conceptual Network, or Complete Streets Technical Assistance Program Community

Description: This criterion awards points based on whether the project improves options for walking or biking, with the highest number of points allocated to projects that include treatments likely to have the most benefits for improving the walking/biking environment. In addition, bonus points are provided to projects in locations that have been identified as prime locations for implementation of complete streets and/or pedestrian/bicycle infrastructure improvements.

Data sources:

- Project description (qualitative) and FHWA Safe System Roadway Design Hierarchy
- NJTPA 2025 AMRR: Suitable locations for Implementation of Complete Streets with Pedestrian Bicycle Infrastructure Improvements
- NJTPA Regional Active Transportation Plan: Conceptual Network
- Complete Streets Technical Assistance Areas: NJTPA Complete Streets Technical Assistance Program communities

Implementation:

1. Assess based on narrative project description: **Does the project include any elements that support walking or biking?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **What types of project elements are included?**

   ↓ Assign points based on types of project elements

   29 or 20 points

3. Perform spatial intersection of project location (line or point) with the data layers listed above: **Does the project location overlap with priority locations?**

   ↓ **Yes** ↓ **No**

   +10 points *No additional points*

Goal Area: Resilience and Environment (Max 118 points)

(RE1) Public Safety & Security/Emergency Response: Does the project enhance public safety or emergency response capabilities? (Max 49 points)

Purpose: This criterion assesses the degree to which the project enhances public safety or emergency response capabilities, which both enhances safety and resilience to threats.

Scoring Methodology:

Points	Scoring Factors
49	**High** - Project incorporates features that directly enhance public safety of riders and/or transit workers. May include operator safety barriers, lighting improvements, secure waiting zones, or surveillance. Security elements are well-defined and intentional
32	**Medium** - Project includes at least one clearly defined security feature including those that support public or employee safety, but scope is limited or secondary to other objectives. Examples: improved lighting, passive surveillance, minor upgrades to bus shelters or stations and sightlines
0	**None** - Project does not include features related to rider or employee security, or security is not relevant to the project scope

Description: For transit projects, this criterion evaluates the extent to which the project enhances public safety or emergency response, based on the project description.

Data sources:

- Project description (qualitative)

Implementation:

1. Assess based on narrative project description: **Does the project incorporate features that directly enhance public safety of riders and/or transit workers (using list above)?**

   Yes → *49 points*

   No →
2. Assess based on narrative project description: **Does the project include at least one clearly defined security feature (with limited scope, based on example list above)?**

   Yes → *32 points*

   No → *Zero [0] points*

(RE2) Infrastructure Resilience: Will the project mitigate risks associated with the impacts of extreme weather? (Max 33 points)

Purpose: This criterion assesses the degree to which the project mitigates risks associated with the impacts of extreme weather (i.e., inland flooding, sea level rise).

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project is located in an area of flood risk and elevates or relocates stations, tracks, or other critical infrastructure
17	**Medium -** Project is located in an area of flood risk and protects critical infrastructure (e.g., floodwalls or deployable measures)
8	**Low -** Project that is located in an area of flood risk and accommodates flooding (e.g., wet floodproofing, pumping)
0	**None** - Project is not located in an area of flood risk or does not mitigate risks.
+8	**Bonus -** Project is aligned with/included in NJTPA Resilience Improvement Plan, NJ TRANSIT Sustainability Plan, Port Authority Climate Resilience Design Guidelines, a Resilient NJ resilience action plan, the mitigation strategy of the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan, whether or not the project is in a flood risk area.

Description: This criterion assigns points according to flood risk. Additional points are awarded to projects aligned with existing resilience planning, including the NJTPA Resilience Improvement Plan, or that incorporate resilience strategies that are consistent with the NJ TRANSIT Sustainability Plan, the Port Authority's Climate Resilience Design Guidelines, a resilience action plan as part of Resilient NJ (New Jersey Department of Environmental Protection), a mitigation strategy in the New Jersey State Hazard Mitigation Plan, or a relevant county hazard mitigation plan. While the primary points are associated with projects and project elements that address flood risk, including sea level rise, storm surge and waves in coastal areas, and inland flooding due to more intense or longer duration precipitation or riverine impacts, the additional points address any aspects of infrastructure resilience to natural or other hazards or disruptions associated with extreme weather, including impacts of increased heat, drought, wildfires, or blackouts.

Data sources:

- Project description (qualitative) Review description to determine in project addresses any aspect of risk and resiliency. Consider
    - USDOT Momentum Toolkit: Building Resilient Infrastructure – How to Create Strong and Adaptable Transportation Systems
    - ASCE Pathways to Resilient Communities
- Flood Risk: NJ Department of Environmental Protection, New Jersey Flood Indicator Tool

Implementation:

1. Assess based on geospatial analysis: **Is the project located in an area of flood risk?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **Does the project (A) elevate or relocate critical infrastructure, (B) protect critical infrastructure, or (C) accommodate flooding?** Score based on project type and included feature(s).

   (A) 25 points, (B) 17 points, (C) 8 points

3. Is the project aligned with/included in **NJTPA Resilience Improvement Plan**, **NJ TRANSIT Sustainability Plan**, **Port Authority Climate Resilience Design Guidelines**, a **Resilient NJ resilience action plan**, the mitigation strategy of the **New Jersey State Hazard Mitigation Plan**, or a relevant county hazard mitigation plan? Applies whether or not the project is in a flood risk area. Also, consider: **Does the project include any components that address other aspects of resilience or address risks from severe weather?**

   ↓ **Yes**

   + 8 points

   ↓ **No**

   No additional points

(RE3) Stormwater Management & Land Stewardship: Does the project improve stormwater management or land stewardship? (Max 19 points)

Purpose: This criterion assesses the degree to which the project improves stormwater management or land stewardship.

Proposed Scoring Methodology:

Score	Scoring Factors
19	**High -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction AND project improves land stewardship in an Environmentally Sensitive Area
13	**Medium -** Project improves stormwater management in a NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction OR improves land stewardship in an Environmentally Sensitive Area
6	**Low -** Project improves stormwater management or land stewardship in another area
0	**None -** The project includes no improvements to stormwater management or land stewardship.

Description: This criterion awards points based on project overlap with priority areas, including the NJDOT Drainage Management System problem area, Combined Sewer Overflow jurisdiction, and Environmentally Sensitive Area, if the project includes aspects that improve stormwater management or improve land stewardship. Stormwater management could include incorporation of green infrastructure (e.g., permeable surfaces, stormwater capture), enhanced drainage, or other stormwater management features. Land stewardship efforts include incorporating habitat connectivity or wildlife crossing features, adding trees or vegetation, adding pollinator habitats, or other efforts to support habitat.

Data sources:

- Project description (qualitative)
    - For best practices in stormwater management, see NJ Stormwater Best Management Practices Manual
    - For best practices in wildlife management, see CHANJ (Connecting Habitat Across New Jersey) Guidance Document.
- NJDOT Drainage Management System problem area (See "TransInfo_DMS_Ranking_Flooding_and_Icing" layer)
- Combined Sewer Overflow (CSO) Jurisdictions: NJ Department of Environmental Protection Combined Sewer Overflow
- Environmentally Sensitive Areas: NJ Office for Planning Advocacy Critical Environmental and Historic Sites of the NJ State Plan

Implementation:

1. Assess based on narrative project description: **Does the project improve stormwater management or land stewardship?** See description above for characteristics to consider.

Yes ↓

No ↓

Zero [0] points

2. Assess based on geospatial analysis:

A. Is the project located in an NJDOT Drainage Management System problem area or Combined Sewer Overflow jurisdiction?

B. Is the project located in an Environmentally Sensitive Area?

Yes to A & B ↓

19 points

Yes to A OR B ↓

13 points

No to A & B ↓

6 points

(RE4) Emissions Reduction: Does the project reduce emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere? (Max 17 points)

Purpose: This criterion assesses the degree to which the project reduces emissions of ozone precursors, particulate matter, or other emissions that trap heat in the atmosphere.

Proposed Scoring Methodology:

Score	Scoring Factors
13	**High -** Projects with high potential to reduce emissions (e.g., rail or bus service expansion)
9	**Medium -** Projects with moderate potential to reduce emissions (e.g., revenue vehicle electrification)
4	**Low -** Projects with minor potential to reduce emissions (e.g., non-revenue vehicle electrification, bus shelters, and station accessibility improvements)
0	**None -** Projects that do not reduce emissions (e.g., service reductions or eliminations)
+4	**Bonus -** Projects that are located in Census Tracts with high levels of asthma and reduce emissions.

Description: Scoring factors of this criterion reflect strategies identified in the NJTPA Carbon Reduction Strategy and NJDOT Carbon Reduction Strategy.

Data sources:

- **Asthma prevalence**: CDC PLACES Map

Implementation:

1. Assess based on project description: **Does the project reduce emissions of ozone precursors, particulate matter, or other emissions?**
   - **Yes** ↓
   - **No** ↓ *Zero [0] points*
2. Assess based on narrative project description: **Does the project have a high, moderate, or low potential to reduce emissions?** Score based on project type and included feature(s).
   ↓
   13 points, 9 points, or 4 points
3. Assess based on geospatial analysis: **Is the project located in a Census tract with high (above state average of 8.8%) levels of asthma?** Score based on any overlap.
   - **Yes** ↓ *+ Four [4] points*
   - **No** ↓ *No additional points*

Goal Area: System Coordination, Efficiency, & Reliability (Max 114 points)

(SC1) Travel Time Reliability: Does the project enhance reliability in areas with poor travel time reliability? (Max 35 points)

Purpose: This criterion assesses whether the project enhances reliability in areas with poor travel time reliability based on the existing condition in the project area.

Proposed Scoring Methodology:

Score	Scoring Factors
35	**High -** Project would enhance reliability (e.g., through transit lanes/BRT, transit signal priority, track improvements) on route with OTP < 85% for rail or 50% for bus
26	**Med High -** Project would enhance reliability on route with OTP < 90% for rail or 60% for bus
18	**Medium -** Project would enhance reliability on route with OTP < 95% for rail or 70% for bus
9	**Low** - Project would improve transit reliability along corridor but not at a location of poor OTP or no data
0	**None -** Project would not enhance reliability

Description: This criterion assigns points according to on-time performance (OTP) thresholds. The calculation considers the worst level of on time performance along any route affected by the project in selecting the score.

Data sources:

- On-Time Performance: 2025 NJTPA Accessibility and Mobility Regional Reassessment or more recent transit agency data

Implementation:

1. Assess based on project description: **Will the project improve transit reliability?** Consider whether the project includes features like transit lane/bus rapid transit, transit signal priority, track improvements or upgrades, etc.

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Perform spatial intersection of project location (line or point) with the following data: **2025 NJTPA Accessibility and Mobility Regional Reassessment** (See "Rail_OTP" and "Bus_On_Time_Performance"). If the project spans multiple segments, choose the worst-performing segment.

Does the segment have data demonstrating:
(A) OTP < 85% for rail or 50% for bus,
(B) OTP < 95% for rail or 70% for bus, or
(C) OTP < 95% for rail or 70% for bus
(D) Other?

(A) 35 points, (B) 26 points, (C) 18 points, (D) 9 points

(SC2) System Coordination & Operational Improvement: Does the project include features that support active system coordination or operations? (Max 28 Points)

Purpose: This criterion assesses whether the project includes technology to optimize existing capacity and enhance transportation system efficiency through active/dynamic system management and operations.

Proposed Scoring Methodology:

Score	Scoring Factors
21	**High -** Project includes improvements to support active system management and optimize system performance, such as signal modernization and transit signal priority
14	**Medium -** Project includes real time transit traveler information
0	**None -** Project does not support active system coordination or operations
+7	**Bonus -** Project aligns with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or study identifying operational need (Yes/No – 25%)

Description: This criterion considers whether project elements improve active system coordination or operations. Additional points are awarded if the project is in alignment with the New Jersey Statewide ITS Architecture or relevant regional/local TSMO plan or based on a local study to reward projects that are appropriate for their context.

Data sources:

- Project description (qualitative)
- New Jersey Statewide ITS Architecture

Implementation:

1. Assess based on project description: **Does the project include features that support active system coordination?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Assess based on narrative project description: **What types of features are included?** Score based on types of feature(s) included.

   21 points or 14 points

   ↓

3. **Does the project align with the New Jersey Statewide ITS architecture, relevant regional/local TSMO plan, or study identifying operational need?**

   ↓ **Yes**

   +7 points

   ↓ **No**

   No additional points

(SC3) Connectivity: Does the project enhance connections across modes or integration of services? (Max 24 points)

Purpose: This criterion assesses whether the project enhances connections across modes or supports the integration of services.

Proposed Scoring Methodology:

Score	Scoring Factors
24	**High -** Project fills a gap between two different transit services or routes OR converts an indirect to a direct transfer between transit routes/modes
16	**Medium -** Project improves an existing transfer between transit routes or modes (e.g., station improvement, frequency improvement) or adds first-mile last-mile connections to transit (e.g., pedestrian or bicycle paths)
8	**Low -** Project facilitates multimodal travel (e.g., bike racks on buses or trains, secure bike parking at stations, bikeshare facilities at stations)
0	**None -** Project does not enhance connectivity

Description: This criterion considers project improvement to transit, road, and bicycle/pedestrian network connectivity.

Data sources:

- Project description (qualitative)

Implementation:

1. Assess based on project description: **Does the project enhance connections across modes or integration of services?**

   ↓ **Yes** ↓ **No**

   Zero [0] points

2. Assess based on narrative project description:
   (A) Does the project fill a gap between two different transit services or routes OR convert an indirect to a direct transfer between transit routes/modes?
   (B) Does the project improve an existing transfer between transit routes or modes (e.g., station improvement, frequency improvement) or adds first-mile last-mile connections to transit (e.g., pedestrian or bicycle paths)?
   (C) Does the project facilitate multimodal travel (e.g., bike racks on buses or trains, secure bike parking at stations, bikeshare facilities at stations)?

   ↓

   (A) 24 points, (B) 16 points, (C) 8 points

(SC4) Excessive Delay: Does the project enhance the efficiency of travel by reducing congestion and excessive delay? (Max 24 points)

Purpose: This criterion assesses whether the project enhances the efficiency of travel by reducing traffic congestion, with a focus on reducing excessive delay.

Proposed Scoring Methodology:

Score	Scoring Factors
24	**High -** Project is anticipated to reduce delay on a segment with TTI > 2 or improve intersections adjoining such segments
18	**Med High-** Project is anticipated to reduce delay on a segment with TTI > 1.5 or improve intersections adjoining such segments
12	**Medium -** Project is anticipated to reduce delay on a segment with TTI > 1 or improve intersections adjoining such segments
6	**Low -** Project is anticipated to reduce delay on a segment or intersection without data
0	**None -** Project is not anticipated to reduce delay

Description: This criterion assigns points to projects that are expected to reduce congestion or travel time, with additional points given to projects in locations with worse congestion, based on Travel Time Index (TTI) data from NJTPA's travel demand forecasting model. TTI is a measure that divides travel time during peak hours to free-flow travel time.

Data sources:

- Project description (qualitative): To determine if the project would potentially reduce delay; this should be assessed based on whether the project incorporates roadway and/or transit operational improvements (including transit signal priority, which would reduce time for buses in delay), transit capacity improvements, or other treatments that reduce transit delays or improve roadway delay.
- Travel Time Index (TTI) from NJTPA Travel Demand Model, calculated based on travel time for PM peak in comparison to free-flow travel time (See layer "PMHWYLOAD" and refer to column "TTI").

Implementation:

1. Assess based on narrative project description: **Is the project anticipated to reduce travel delay?**

   ↓ **Yes**

   ↓ **No**

   Zero [0] points

2. Perform spatial intersection of project location (line or point) with the layer: **TTI from NJTPA Travel Demand Model**. If the project spans multiple segments, choose the worst-performing segment.

   ↓

   22 points, 17 points, 11 points, or 6 points [If no TTI data for segment]

(SC5) Freight Reliability: Will the project improve the reliability of freight movement? (Max 3 points)

Purpose: This criterion assesses whether the project improves freight reliability movement.

Proposed Scoring Methodology:

Score	Scoring Factors
3	**High -** Project is along a rail corridor and enhances operations for freight rail (e.g., bridge replacement, improved track)
1	**Low -** Project is along a truck-heavy corridor and results in reduced vehicle traffic
0	**None -** Project does not enhance freight reliability

Description: For transit projects, this criterion focuses on types of projects that are likely to have benefits for freight reliability by either enhancing freight rail reliability by improving rail along shared passenger/freight rail corridors, or by shifting vehicle traffic to transit on corridors with heavy truck volumes.

Data sources:

- Project description (qualitative)
- Truck Volumes: NJTPA Travel Demand Model. Assess based on segments with truck volumes >15% of AADT [may be used to validate project description]

Implementation:

1. Assess based on narrative project description: **Is the project along a rail corridor and enhances operations for freight rail?**

   Yes → *3 points*

   No →

2. Assess based on narrative project description: **Is the project along a truck-heavy corridor and results in reduced vehicle traffic?**

   Yes → *1 point*

   No → *Zero [0] points*

Goal Area: Economic Competitiveness (Max 78 points)

(EC1) Improving Access to Key Economic Drivers: Will the project improve access to tourist/heritage sites or economic centers? (Max 36 points)

Purpose: This criterion assesses the degree to which the project improves access to tourist/heritage sites or economic centers by improving system capacity or operations.

Proposed Scoring Methodology:

Score	Scoring Factors
36	**High -** Project improves access to areas with a high (first quintile of Census Tracts) business revenue OR tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)
24	**Medium -** Project improves access to areas with a medium-high (second quintile of Census Tracts) business revenue OR tourism/recreation sites with 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 -** Project improves access to areas with a moderate (third quintile of Census Tracts) business revenue OR tourism/recreation sites with 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)
0	**None -** Project does not meet these thresholds for improving access to key economic drivers

Description: This criterion focuses on access to economic centers, places with high business revenue and annual attendance figures for tourist/heritage sites.

Data sources:

- Project description (qualitative) – improving access means improving system capacity or operations
- Business Revenue Density dataset:
    - Pull business listings for the NJTPA region by NAICS code from ArcGIS Business Analyst.
    - Filter for the following NAICS codes:
        - Retail Trade (44-45);
        - Arts, Entertainment, and Recreation (71);
        - Accommodation and Food Services (72);
        - Other Services (81).
    - Aggregate reported business revenues at the Census Tract level and divide by the area of the Census Tract to determine revenue density.
    - Use standard ArcGIS tools to create revenue density quintiles choropleth symbology.
    - Highlight highest three (3) quintiles for use in scoring; lowest two quintiles should be clear.
- Attendance: Major attraction visitor data, as noted above, or from new reports.

Implementation:

1. Assess based on narrative project description: **Does the project improve transit capacity or operations?**

Yes ↓

No ↓

Zero [0] points

2. Assess economic value of destinations served.

Quantitative assessment: Perform spatial intersection overlaying project location (line or point) with Business Revenue dataset: **Does the project overlap with one or more Census tracts in the highest, second highest, or third highest quintile?**

Yes → *24 points, 16 points, or 8 points*

No → *Zero [0] points*

3. **Qualitative assessment:** Assess based on narrative description and map view:

(A) Does the project improve access to tourist/heritage sites with annual attendance in excess of 3.5 million (Jersey Shore, Meadowlands Sports Complex, Manhattan)?

(B) With 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)? Or

(C) with 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)?

Yes → *(A) 24 points, (B) 16 points, or (C) 8 points*

No → *Zero [0] points*

Select the highest applicable score.

(EC2) Redevelopment of Brownfields or Underutilized Areas: Will the project support redevelopment of brownfields or underutilized industrial or commercial areas? (Max 34 points)

Purpose: This criterion assesses the degree to which the project supports the redevelopment of brownfields or underutilized industrial or commercial areas.

Proposed Scoring Methodology:

Score	Scoring Factors
34	**High -** Supports the redevelopment of a brownfield located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail
17	**Medium -** Supports the redevelopment of an underutilized area located in a Smart Growth Area OR within 5 miles of intermodal facilities or non-abandoned rail.
0	**None -** Project does not support redevelopment of brownfields or underutilized industrial areas

Description: This criterion assigns points according to whether the project provides access to or in some way supports redevelopment of a brownfield or underutilized area, considering proximity to a Smart Growth Area or intermodal and rail facilities. The geospatial layers used for the analysis will consider both Brownfield Development Areas and underutilized areas as defined by NJ DCA as Areas in Need of Redevelopment of in Need of Rehabilitation. These areas will be overlaid with layers showing a five-mile buffer around defined Smart Growth Areas and non-abandoned rail.

Data sources:

- Project description (qualitative): To determine if the project would potentially support redevelopment, assess whether the project improves system capacity, (e.g., rail or bus) or transit operations, as opposed to simply state-of-good-repair.
- Brownfields: NJ DEP Brownfield Development Areas
- Underutilized Areas:
  - NJ DCA Areas in Need of Redevelopment
  - NJ DCA Areas in Need of Rehabilitation
- Non-abandoned Rail: NJTPA CMP; ArcGIS analysis with 5-mile buffer
- Intermodal facilities: Intermodal System Maps & Directories, ArcGIS analysis with 5-mile buffer
- Smart Growth Areas: NJ Business Action Center Map

Implementation:

1. Assess based on narrative project description: **Does the project have features that may support redevelopment by improving access (e.g., through new or enhanced transit service or operations)?**

   Yes ↓

   No ↓

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of a brownfield AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes ↓

   34 points

   No ↓

3. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project within a 2-mile buffer of an underutilized area AND located within a Smart Growth Area or within a 5-mile buffer of an intermodal facility or non-abandoned rail line?**

   Yes ↓

   17 points

   No ↓

   Zero [0] points

(EC3) Enhancing Goods Movement or Freight Access: Will the project address freight bottlenecks or enhance access to freight facilities, airports, or seaports? (Max 8 points)

Purpose: This criterion assesses whether the project addresses freight bottlenecks or enhances access to freight facilities, airports, or seaports.

Proposed Scoring Methodology:

Score	Scoring Factors
8	**High -** Rail project supports mode shifts from truck to rail, OR project removes height or weight restrictions that impede the use of national standard rail freight cars on NJTPA-identified Freight Rail Industrial Opportunity (FRIO) corridors
5	**Medium -** Project removes height or weight restrictions that impede the use of national standard rail freight cars on other corridors
3	**Low -** Project enhances transit lines that provide direct worker access to freight facilities, airports, seaports, or manufacturing centers
0	**None -** Project does not enhance goods movement or freight access

Description: The transit criterion focuses on removing height or weight restrictions along NJTPA-identified Freight Rail Industrial Opportunity (FRIO) corridors as well as worker access to freight facilities.

Data sources:

- Project description (qualitative)
- Facility proximity: Travel time buffers applied to NJTPA-identified Freight Facilities
- **NJTPA Freight Rail Industrial Opportunity (FRIO) Corridors**
- Transit access to freight facilities**:** Projects on transit lines that provide direct links to NJTPA-identified Freight Facilities

Implementation:

1. Assess based on narrative project description: **Does the project support mode shifts from truck to rail OR remove height or weight restrictions that impede the use of national standard rail freight cars on NJTPA-identified Freight Rail Industrial Opportunity (FRIO) corridors?**

   Yes — *8 points*

   No

2. Assess based on narrative project description: **Does the project remove height or weight restrictions that impede the use of national standard rail freight cars?**

   Yes — *5 points*

   No

3. Assess based on narrative project description: **Does the project enhance transit lines that provide direct worker access to freight facilities, airports, seaports, or manufacturing centers?**

Yes → *3 points*

No → *Zero [0] points*

Goal Area: Opportunities for All (Max 54 points)

(OA1) Addressing Transportation Barriers: Does the project alleviate barriers associated with transportation infrastructure? (Max 29)

Purpose: This criterion assesses the degree to which the project addresses physical and access barriers associated with transportation infrastructure, including infrastructure that may have been put in place decades or generations ago.

Proposed Scoring Methodology:

Score	Scoring Factors
29	**High -** Project would significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)
15	**Medium -** Project would moderately reduce physical barriers (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements
7	**Low -** Project would reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.
0	**None -** Project would not reduce barriers

Description: This criterion focuses on the removal of physical barriers. Benefits associated with reducing noise and improving aesthetics were also integrated here, for when information is available.

Data sources:

- Project Description (qualitative): See descriptions above for types of project components that would be considered having a significant or moderate effect. When available, if project description discusses noise mitigation, landscaping, or other improvements that help projects to fit better into the community, this information will be considered in scoring.

Implementation:

1. Assess based on narrative project description: **(A) Does the project significantly reduce physical barriers (e.g., cap/bridge/tunnel across limited-access facility or rail line; re-routing traffic around disadvantaged communities)? (B) Does the project incorporate other elements that reduce barriers to local access (e.g., sidewalks, crosswalks, curb ramps, pedestrian signals, bike lanes, lighting) caused by infrastructure or provide ADA improvements?**

   Yes → *(A) 29 points or (B) 15 points*

   No

2. Assess based on narrative project description: **Does the project reduce burdens like noise and vibration through noise mitigation, vibration dampening, landscaping or aesthetic improvements.**

Yes

7 points

No

Zero [0] points

(OA2) Serving All Populations: Does the project provide benefits to over-burdened populations? (Max 25 points)

Purpose: This criterion assesses the degree to which the project provides benefits to communities with concentrations of over-burdened populations, including children, older adults, and people with disabilities, with low-income, with low educational attainment, and within zero-vehicle households, based on NJTPA's Demographic Analysis Tool.

Proposed Scoring Methodology:

Score	Scoring Factors
25	**High -** Project provides benefits to CMP-identified areas with transit commute times exceeding 60 minutes, where there is a significant disparity between the locations of low-income workers and low-wage job opportunities.
17	**Medium -** Project provides benefits to community with a combined score (age, disability, low income, zero-vehicle households, and educational attainment) of 14 -20 based on Demographic Analysis Tool
8	**Low -** Project provides benefits to community with a combined score (age, disability, low income, zero-vehicle households, and educational attainment) of 7-13 based on Demographic Analysis Tool
0	**None -** Project provides benefits to community with a combined score 6 or lower based on Demographic Analysis Tool or project does not provide benefits to disadvantaged populations.

Description: This criterion considers a limited set of demographic factors from the NJTPA Demographic Analysis Tool. The disadvantage score accounts for 5 of the 11 criteria within the tool:

- Low income
- Disability
- Zero-vehicle households
- Educational attainment
- Age: under 5 years old, 15 to 17 years old, and 65 and up

Each factor is **rated on a 0-4 scale**: 0 = very below average, 1 = below average, 2 = average, 3 = above average, and 4 = very above average. For age, the maximum score of the three age brackets is used so that a disproportionately large share of older adults or youth is highlighted. The sum of these five factors is the combined disadvantage score, which ranges from **0 (least disadvantaged) to 20 (most disadvantaged)**.

Data sources:

- Project description (qualitative)
- NJTPA Demographic Analysis Tool, which is based on Census Tract-level data from the latest U.S. Census Bureau American Community Survey 5-Year Estimate
- NJTPA 2025 AMRR: Census Tracts with a mismatch between the number of low-income workers and the availability of low-wage jobs and where transit travel times exceed 60 minutes

Implementation:

1. Assess based on narrative project description: **Does the project provide localized community benefits?** This will be assessed based on project elements such as support for local access, multimodal improvements, safety enhancements, rather than serving primarily to support through traffic. These features need to be assessed based on the project description, but projects in the RCIS categories "Road Enhancement", "Pedestrian and Bicycle", "Direct Safety", "Environment and Resilience", and "Placemaking and Land Use" are most likely to include these components.

   Yes ↓

   No ↓

   Zero [0] points

2. Conduct geospatial analysis using spatial intersection of project location (line or point) and data layers above: **Is the project located in a community with a score within the Demographic Analysis Tool of 16-20, 11-15, or 6-10?** Use the highest score that the project location touches.

   Yes ↓

   25, 17, or 8 points

   No ↓

   Zero [0] points