

Space Coast Transportation Planning Organization
List of Project Priorities

Prioritization Process & Criteria



ADVANCING TRANSPORTATION
TOGETHER

January 5, 2026

Mission

To plan a transportation system that enhances the quality of life and economic development by engaging the community.

Vision

Provide a safe, multimodal, innovative, and resilient transportation system for all.

Who We Are

Our SCTPO Governing Board is made up of locally-elected leaders ensuring that the voices of residents and stakeholders throughout Brevard County are represented.

SCTPO Committees include:

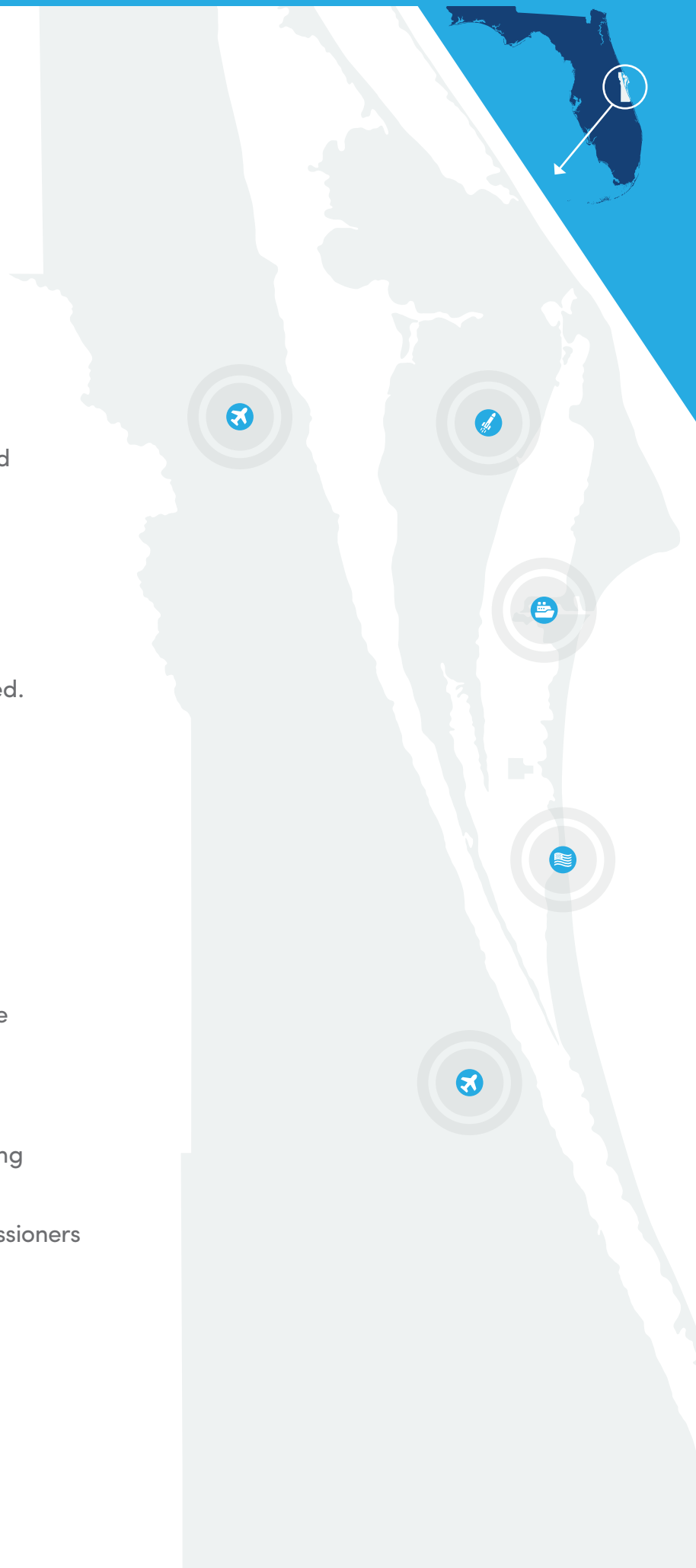
- Technical Advisory Committee
- Citizens Advisory Committee
- Bicycle, Pedestrian, and Trails Advisory Committee
- Transportation Disadvantaged Local Coordinating Board

Each of these committees provide insight and guidance on projects and plans before they are considered by the Governing Board.

Who We Serve

We provide regional transportation planning services for:

- Brevard County Board of County Commissioners
- Sixteen cities and towns
- Two airports
- One seaport
- One spaceport
- Over 600,000 residents



What is the List of Project Priorities?

In accordance with subsection 339.175(8)(a) and (b), F.S., the SCTPO is required to annually develop and adopt a List of Project Priorities (LoPP) for submittal to the Florida Department of Transportation (FDOT) for funding consideration and to communicate transportation priorities. Upon selection of projects and creation of the prioritized list, the SCTPO is required to develop and adopt a five-year plan or Transportation Improvement Program (TIP) for projects that will be implemented using state or federal transportation funds following the provisions set forth in the Bipartisan Infrastructure Bill (BIL)/Infrastructure Investment & Jobs Act (IIJA).

Through its LoPP, the SCTPO prioritizes and funds transportation projects such as Complete Streets, roadway widenings, intersection improvements, intelligent transportation systems, bicycle and pedestrian projects, and more. The LoPP communicates to FDOT the SCTPO's priority projects. The SCTPO utilizes a set of criteria to prioritize the funding for a variety of projects. The criteria supports the SCTPO's mission, vision, and Governing Board Strategic Plan.

Governing Board Strategic Plan Emphasis Areas



FUNDING THE FUTURE

Expand and leverage regional and sustainable funding sources to increase priority project implementation.



PARTNERSHIP & OUTREACH

Encourage public participation and board engagement through collaboration and partnerships within the community.



LINKING MOBILITY & LAND USE

Plan a network that provides transportation choices and linkages to community and economic resources.

FOCUS AREAS



Safety &
Vision Zero



Resiliency &
Sustainability



Technology &
Data



Efficiency &
Transparency

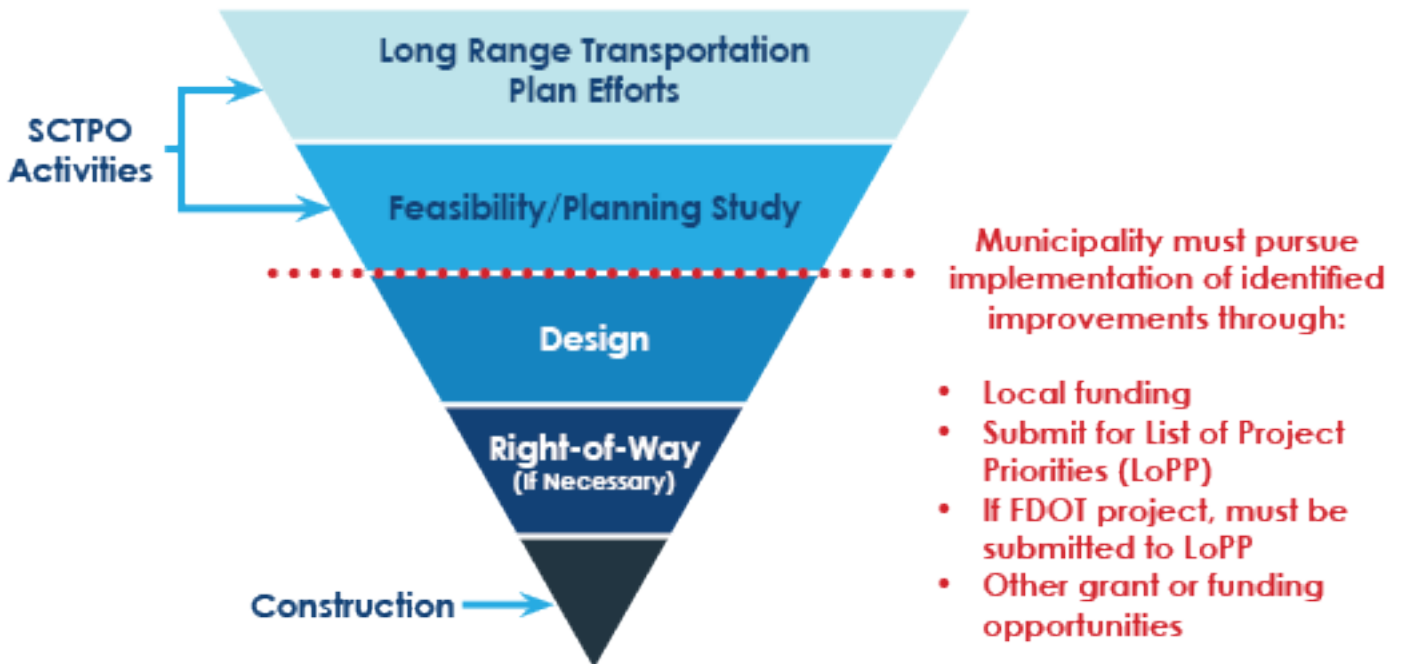
Where Do Projects Come From?

Every year the SCTPO hosts an annual Call for Projects period, during which municipalities can submit eligible projects for funding consideration and prioritization. In order for a project to be eligible it must be identified in the Long Range Transportation Plan (LRTP) Cost Feasible Plan. This can include a variety of boxed funds that correlate to plans such as the Bicycle & Pedestrian Master Plan (BPMP) and Intelligent Transportation System Master Plan (ITS).

The List of Project Priorities bridges the gap between the LRTP and TIP.



The SCTPO only conducts planning activities, municipalities must submit a project for it to be included on the LoPP.



Project Prioritization Process Overview

Call for Projects

- Coordinate with Local Agencies to identify project needs
- Implement Long Range Transportation Plan

Prioritization

- Review submitted project applications
- Prioritize each project based on quantitative criteria.

Transportation Subcommittee

- Review draft project ranking and discuss any errors concerns
- Consider project ranking from a regional/county-wide perspective

Finalize LoPP

- Provide designated public comment period via the Public Participation Plan and annual Open House
- Present draft LoPP to Governing Board for approval
- Transmit adopted LoPP to FDOT

Funding & Coordination

- Conduct project intake meetings with FDOT
- Work with FDOT to develop a Draft Funding Plan
- Coordinate with environmental partners for potential partnerships and to identify environmental fatal flaws
- Submit final Funding Plan for Work Program development

Why is a Prioritization Process Important?

The demand for funding consistently is above and beyond the limited resources of the SCTPO. It is important to develop a prioritization process that considers the quantitative value of a project, along with allowing the qualitative nature of a project to be considered. The SCTPO prioritization process, as outlined in Procedure PR-07-01 Project Priorities and Transportation Improvement Program (TIP), ensures that the SCTPO funds projects that are in line with the Mission, Vision, and Governing Board Strategic Plan, are sound investments, and increase the quality of life, mode choices, and economic prosperity for all citizens and visitors of the Space Coast.

Project Scoring/Ranking

Quantitative Scoring

The SCTPO's Quantitative Scoring element consists of the criteria that adds up to a maximum of 100 points. The criteria is developed considering the Governing Board Strategic Plan, Long Range Transportation Plan Goals, Federal Planning Factors and Performance Measures, and available data resources.

Discretionary Ranking

Discretionary Ranking allows for a project to move up in prioritization regardless of the quantitative score. This allows for a projects qualitative merits to be considered. Qualitative merits could be based on project timeliness, regional impact, impact or vicinity to another project, or other quality that a board or committee member has merit. SCTPO staff and board and committee members may request that a project be discretionarily ranked. The Governing Board discusses and approves all discretionary rankings.

The next few pages outline the quantitative scoring criteria, definitions, and requirements.



Safety

Criteria	Definition	Scoring	Requirements
A1. Provides new vulnerable road user facility	Project would establish a new designated bicycle lane, sidewalk or trail utilizing the most current FDM standards.	Yes = 4 No = 0	Federal Planning Factor (B, D, F) 2050 LRTP Goal (1, 2, 3) SCTPO Board Strategic Plan Federal Performance Measure (PM1) Nat'l Goal 23 US Code 150(b)
A2. Provides improved safety measure on higher speed corridor	Project would provide safety improvements on corridor with a speed limit of 35 mph or greater, such as separated/buffered bicycle lane; min 8 foot sidewalk/multi-use trail; HAWKs; RRFBs; mid-block crossings; installation of medians; improved travel time reliability, etc. (Off road trail projects default to 20 mph)	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2050 LRTP Goal (1, 2) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
A3. Addresses the Vision Zero High Injury Network	Project is on the latest Vision Zero High Injury Network and includes safety improvements or addresses a safety issue	Yes = 6 No = 0	Federal Planning Factor (B, D, E, F) 2050 LRTP Goal (1) SCTPO Board Strategic Plan Federal Performance Measure (PM1)
A4. Is the project on a 4 or 5 lane, undivided roadway with no median?	This type of facility has been documented to have the higher number of crashes, especially for vulnerable road users.	Yes = 2 No = 0	Federal Planning Factor (B, D, F) 2050 LRTP Goal (1, 3) SCTPO Board Strategic Plan
A5. In SOS top 25 list for vehicular, motorcyclist, bicycle or pedestrian frequency or crash severity?	Project corridor/intersection is listed in latest SOS report within top 25 for either vehicular, motorcyclist, bicycle or pedestrian frequency or crash severity.	Yes = 6 No = 0	Federal Planning Factor (B, D, F) 2050 LRTP Goal (1, 2, 3) SCTPO Board Strategic Plan Federal Performance Measure (PM1)

Total Score for Safety Emphasis Area = 20 Points



Linking Transportation and Land Use

Criteria	Definition	Scoring	Requirements
B1. Is project nearing, at or over capacity (V/C)?	Addresses monitoring of congestion on system. Corridors are considered congested with v/c is .85 or above. Those over 1.0 are over capacity. V/C scores provided in SOS.	V/C > 1.0 = 3 V/C > .85 = 2 V/C > .75 = 1 V/C < .75 = 0	Federal Planning Factor (A, C, J) 2050 LRTP Goal (3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
B2. Does project improve capacity? Vehicular Only	Project includes intersection or corridor improvement such as widening; new or additional turn lane; additional queue length. Project may also be a new roadway offering alternative route with better reliability alleviating congestion on another corridor.	Yes = 4 No = 0	Federal Planning Factor (A, C, D, G, J) 2050 LRTP Goal (3) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
B3. Economic Impact within or connects to an Existing or Planned Activity Center	Activity centers typically will include attractors that provide employment opportunities. Projects that improve access to or increase mobility options to get to these centers have a direct economic impact. Data source will utilize the Existing Activity Centers and Major Destinations figure included in the most recently adopted SCTPO Bicycle and Pedestrian Master Plan. Projects directly connecting or improving access to airports, seaport, spaceports, or intermodal hubs. Planned Activity Centers must be identified in a formal document.	Ports = 4 Downtown = 4 Suburban = 3 Rural = 2 None = 0	Federal Planning Factor (A, C, D, E, F, G, J) 2050 LRTP Goal (2, 3) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
B4. Community Connections	Project improves direct access to a community asset. Parks; Education Facility; Community Centers; Library	High (3+) = 6 Medium (2) = 3 Low (1 or less) = 0	Federal Planning Factor (D, E, F) 2050 LRTP Goal (1, 2, 3, 4) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
B5. Enhances access to tourism areas	Project would improve/enhance access to one or more of the following high tourism areas/facilities: Beaches; Port Canaveral; KSC; Brevard Zoo; MINWR/Canaveral Nat'l Seashore	Yes = 3 No = 0	Federal Planning Factor (A, D, E, F, J) 2050 LRTP Goal (2, 3) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)

Total Score for Transportation and Land Use Emphasis Area = 20 Points



Resiliency & Sustainability

Criteria	Definition	Scoring	Requirements
C1. Improves evacuation routes	Corridor either is an evacuation route or directly connects to one - mapped corridors are in SOS	Yes = 2 No = 0	Federal Planning Factor (C, G, H) 2050 LRTP Goal (2, 3, 4) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
C2. Drainage/ Stormwater	Improves = Removes direct runoff into any water body; treats stormwater; increases circulation/ water quality; reduces erosion Maintenance = Repairs/updates existing stormwater/retention areas None = Project will not improve or maintain any water body or treatment system	Improves = 7 Maintenance = 4 None = 0	Federal Planning Factor (D, E, G, H, I) 2050 LRTP Goal (4) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
C3. Project improves transportation choices within a designated TD/EJ Area	Project is located within a Transportation Disadvantaged (TD) Population Area with a 1.8 score or higher as adopted in the Transportation Resiliency Master Plan, located in an area identified by the Climate Economic Justice Screening Tool (CEJST) or US DOT Equitable Transportation Community (ETC). All layers are displayed in the updated Vision Zero Action Plan.	Yes = 2 No = 0	Federal Planning Factor (B, C, D, E, F, I, J) 2050 LRTP Goal (1, 2, 3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PTASP) Nat'l Goal 23 US Code 150(b)
C4. Identified on Transportation RMP Vulnerability and Criticality Analysis	Corridors that have a total higher score are prioritized based on corridor vulnerability to all five shocks and stressors and criticality of corridor. Projects should improve the resiliency of the corridor.	<30 Points = 7 20-29 Points = 5 10-19 Points = 3 >10 Points = 0	Federal Planning Factor (B, C, D, E, G, H, I, J) 2050 LRTP Goal (1, 2, 3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)
C5. Improves bridge or causeway condition	Project includes rehabilitation or replacement of an existing bridge or causeway	Yes = 2 No = 0	Federal Planning Factor (B, D, E, F, G, H, I) 2050 LRTP Goal (3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PM3) Nat'l Goal 23 US Code 150(b)

Total Score for Resiliency & Sustainability Emphasis Area = 20 Points



Technology & Data

Criteria	Definition	Scoring	Requirements
D1. Project utilizes advanced technologies referenced in ITS Master Plan	Project utilizes advanced technologies referenced in ITS Master Plan including, but not limited to: CCTV, DMS, wireless or fiber communications, connected signals, and PedSafe.	Yes = 5 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2050 LRTP Goal (3) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
D2. Will project improve freight reliability?	Project will address signal timing/efficiency of movement of goods. Project is on a SIS, or Arterial Roadway. See functional classification for eligibility.	Yes = 3 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2050 LRTP Goal (3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)
D3. Project includes unique strategy solution (Roundabouts; Road Diet, etc.)	Planning Projects: Will utilize ICE, context classification, road diet, roundabout or other unique solution during evaluation. Design/CST Phases: Project is including design of innovative solution: diverging diamond interchanges; roundabouts; HAWKs; RRFB's; road diet; etc.	Yes = 5 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2050 LRTP Goal (1, 2, 3) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)
D4. Does project improve travel time reliability?	Project must include new or upgraded signal timing technology or other use of technology that would result in improved reliability of travel time, such as installation of message boards.	Yes = 7 No = 0	Federal Planning Factor (B, C, D, E, F, G, J) 2050 LRTP Goal (3, 4) SCTPO Board Strategic Plan Federal Performance Measure (PM2) Nat'l Goal 23 US Code 150(b)

Total Score for Technology & Data Emphasis Area = 20 Points



Multi-Modal

Criteria	Definition	Scoring	Requirements
E1. Is the project included in the priority list of the SCTPO Bicycle, Pedestrian Master Plan?	Project must be in BPMP, Table 14, Final List of Priority Corridors OR Table 15, On-going or Recently Completed Studies. If not on priority list, not eligible for points.	Yes = 5 No = 0	"Federal Planning Factor (B, C, D, E, F, J) 2050 LRTP Goal (1, 2, 3) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E2. Part of Regional or Showcase Trail network or provides direct connection to	Trail = Project/corridor is on OGT or SCTPO showcase trail network Connector = Project provides direct connection to a trail	Trail = 3 Connector = 1 None = 0	"Federal Planning Factor (B, C, D, E, F, J) 2050 LRTP Goal (1, 2, 3) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E3. Improves Bicycle, Pedestrian, Trail facility?	Project would establish a bicycle lane, sidewalk or both. A trail or a complete street project would be considered both. OR Project updates existing facility to current design standards.	Bicycle = 2 Pedestrian = 2 Both/Trail/CS = 5 Neither = 0	"Federal Planning Factor (B, C, D, E, F, H, J) 2050 LRTP Goal (1, 2, 3, 4) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"
E4. New or improved multi-modal station, transit facility, bus stop or shelter	Project includes construction of new modal/transit facility (transfer station, maintenance, admin facility) or new ADA bus stop(s) would be established as part of project. Project could also include updated existing bus stops to be ADA compliant	Yes = 7 No = 0	"Federal Planning Factor (A, B, C, D, E, F, G, J) 2050 LRTP Goal (2, 3, 4) SCTPO Board Strategic Plan Nat'l Goal 23 US Code 150(b)"

Total Score for Multi-Modal Emphasis Area = 20 Points



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