

**Request for Research Funding for FY 2019-2020**

<b>Requesting Office</b>	District One	<b>Priority 1</b>	1 of 4 (projects may not have the same ranking – no ties)
<b>Proposed Title</b>	Lee County Land Use Development And Mobility Options Analysis		
<b>Justification</b>	<p>Metropolitan Planning Organizations (MPOs) have considerable influence in how federal and state transportation dollars are spent in urbanized areas. MPOs are responsible for the development of the 20-year long range transportation plan as well as the 4-year transportation improvement program. However, MPOs often have little to no say in land use development decisions because these fall under the jurisdiction of city and county governments. County governments, which are largely responsible for the unincorporated parts of the county, often favor low density residential development as a way to increase tax revenue. Low density development inevitably leads to more traffic congestion. MPOs and transit agencies are then put in the unenviable position of trying to find transportation solutions for the traffic congestion created by poor land use decisions. This research study will look at the issues related to transit service type viability and strategies the Lee County MPO currently has in place to direct favorable transit land use development patterns and compare their strategies to MPO best practices across the U.S.</p>		
<b>Impact</b>	<p>This study has the potential to positively influence how the Lee County MPO develops policy and allocates funding for transportation improvements as well as a resource to statewide MPOs in considering transit / land use compatibility issues. Specifically, this research will look to see if there were changes made to the land use policies, will that in-turn increase public transportation/transit use.</p>		
<b>Affected Offices</b>	District 1 MPO Liaison Office and outreach for relevant MPO / land use strategies in other FDOT Districts.		
<b>Existing Work</b>	<p>A short review of the literature on this topic was conducted. The July 2007 issue of Transportation included a study by Keith Bartholomew entitled Land use-transportation scenario planning: promise and reality. (<a href="https://doi.org/10.1007/s11116-006-9108-2">https://doi.org/10.1007/s11116-006-9108-2</a>). The study looked at 80 scenario planning projects from more than 50 U.S. metropolitan areas. Most of them were sponsored by an MPO. The study concluded that in many of these scenario planning projects, the necessary implementation strategies were never adopted. Anthony Downs has an article in the Volume 71, 2005, Issue 4 of the Journal of the American Planning Association entitled Smart Growth: Why We Discuss It More than We Do It. He argues that while Smart Growth has strong intellectual and emotional appeal, successful implementation requires adopting policies that give up long established traditions, including local home rule and low-density living. He analyzes where Smart Growth advocates among urban planners, government officials, environmentalists, and real estate developers should focus their attention if they hope to move from vision to reality.</p> <p>That being said, this study will look at what strategies MPO across the U.S. have implemented in order to foster better land use decisions. For example, the San Diego Association of Governments (SANDAG) is the MPO for San Diego County and is also a Council of Governments. It has done some interesting work in regards to how an MPO can influence land use decisions. TransNet is the county half-cent sales tax for regional transportation projects. A portion of TransNet revenues are used to fund a competitive grant program known as the Smart Growth Incentive Program. This program provides funding for transportation projects in Smart Growth Opportunity Areas as defined in SANDAG’s adopted Smart Growth Concept Map. Under this framework, the cities and county still retain authority for land use decisions. However, SANDAG, as the MPO, has created a transportation “carrot” that can help influence those land use decisions.</p>		
<b>Keywords Used In Existing Work Search</b> <b>(Cannot leave blank)</b>	Metropolitan Planning Organization; Public Transportation; Land Use Development; Smart Growth;		
<b>Related Contracts</b> <b>(Give contract numbers)</b>	None Known		
<b>Funding Request</b>	Estimated cost \$200,000	<b>Anticipated Duration</b>	Estimated length of time to complete work: 24 months
<b>Project Manager</b>	Proposed technical manager to oversee research: Paul Simmons / Michelle Peronto	<b>Contracting Method</b>	Anticipated procurement method: Task Work Order issued to CUTR / USF utilizing existing FDOT Master Agreement (BDV25)

<b>Urgency</b>	<b>Score = 1</b> Score 1-5 1= highest , most immediate need	The urgency ranking of this project is relative to a need and interest of the Lee County MPO to explore better ways to develop policies that influence land use decisions that optimize public transportation services.
<b>Implementability</b>	<b>Score = 1</b> Score 1-5 1=greatest likelihood of and proximity to implementing results	This research could provide insight and best practices that could be implemented by MPO's relevant to local environments.
<p><b>Project Benefits (Succinct, complete explanation)</b></p> <p><b>The results of this research could provide relevant resource information to the Lee County MPO that could have a positive influence to develop policy and the allocation funding for transportation improvements, as well as a resource to statewide MPOs in considering transit / land use compatibility issues.</b></p>		
<b>Project Benefits</b> (Select all that apply and explain)	<b>Quantifiable Benefits</b> (units, dollars, etc...if applicable)	<b>Methodology or Data Sources Used to Determine Quantifiable Benefits. If not applicable, please give justification of project benefits</b>
○ Materials Enhancement		
○ Materials Savings		
○ Time Savings		
○ Lives Saved/Injuries Prevented		
○ Other (Explain)		

\*Comments should explain and support urgency, financial benefit, and implementability scores