

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

<b>Requesting Office</b>	District One	<b>Priority 4</b>	4 of 4 (projects may not have the same ranking – no ties)
<b>Proposed Title</b>	Mobility Management Best Practice Opportunities Suited for Application in Rural Areas in Florida.		
<b>Justification</b>	There are vast rural areas in District One including a six county area designated as the Florida Heartland Economic Region of Opportunity (FHERO) which requires unique mobility management services to provide access to jobs, education, training, health facilities and other human services and in turn support economic opportunities and vitality. This research will be of state-wide significance as the recommendations from this proposed research will be applicable to other rural areas throughout the State of Florida.		
<b>Impact</b>	The results of this research could provide practical mobility management applications and best practices for local governments, CTCs, MPOs, Human Services and other stakeholders to improve rural mobility accessibility to various economic development opportunities.		
<b>Affected Offices</b>	This research is proposed utilizing CUTR and will mainly involve oversight management and direction from FDOT One Staff with occasional involvement of central office for input, advice and possible applicable statewide data.		
<b>Existing Work</b>	Learning About and Using the Research in Progress (RiP) Database <a href="http://www.trb.org/main/blurbs/176215.aspx">http://www.trb.org/main/blurbs/176215.aspx</a>  The Transportation Research International Documentation (TRID) and the Research in Progress (RIP) online databases were reviewed for subject matter (TRID: <a href="https://trid.trb.org/Results">https://trid.trb.org/Results</a> RIP: <a href="https://rip.trb.org/">https://rip.trb.org/</a> ) There was found some related research in preliminary stages to conduct an environmental scan of rural transportation issues in the United States and relevant countries with follow up research to define rural transportation issues. However this research is not focused on “ground level” and specific locational issues that will be addressed in the proposed District One rural area, which may complement future NCHRP national research activities aimed at creating a rural mobility issues road map.		
<b>Keywords Used In Existing Work Search (Cannot leave blank)</b>	Rural Public Transportation; Mobility Management; Coordinated Human Service Transportation, Access to Wellness in Rural Areas, Rural Economic Development and Transportation		
<b>Related Contracts (Give contract numbers)</b>	BDV25 – TWO 129-9 / Heartland Rural Mobility Plan Update		
<b>Funding Request</b>	\$200,000	<b>Anticipated Duration</b>	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 = 2</b>  1-5 1= highest , most immediate need	Rural Areas of Opportunity (RAO) are defined as rural communities, or a region composed of rural communities, that have been adversely affected by extraordinary economic events or natural disasters. The Governor by executive order may designate up to three RAOs, which establishes each region as a priority assignment for Rural and Economic Development Initiative (REDI) agencies and allows the Governor to waive criteria of any economic development incentives. District One contains the designated South Central Rural Area of Opportunity: DeSoto, Glades, Hardee, Hendry, Highlands, and Okeechobee counties, and the city of Immokalee (Collier County).	
<b>Implementability</b>	<b>Score = 2</b>  1-5 1=greatest likelihood of and proximity to implementing results	The essence of this research will be to establish implementable practices appropriate for the District One Rural Areas. The research effort anticipates maintaining a Advisory Resource Committee (ARC) that will be composed of key mobility service providers and managers that will the likely be the implementers of the research findings and recommendations. The research is anticipated to be complete in 24 months with some level of implementation activities to occur within the next six month and continuing based upon the defined activity, partnerships and initial funding requirements.	

**Project Benefits (Succinct, complete explanation)**

This research will be designed to focus on the following specific objectives that inherently will seek to achieve related benefits:

- 1) Enhance coordination and communication among regional mobility managers, providers, CTC's, local governments and key human service agencies, employers, and business community interests
- 2) Specifically address access to wellness opportunities within the Florida Heartland Economic Region of opportunity (HERO)
- 3) Define adult educational accessibility needs and potential service models
- 4) Explore model Employer partnership programs to enhance accessibility to jobs and workforce development.

Project Benefits (Select all that apply and explain)	Quantifiable Benefits (units, dollars, etc...if applicable)	Methodology or Data Sources Used to Determine Quantifiable Benefits. If not applicable, please give justification of project benefits
○ Materials Enhancement		
○ Materials Savings		
○ Time Savings		
○ Lives Saved/Injuries Prevented		
○ Other (Explain)		

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