

# Federal Metropolitan Planning (PL) Fund Application Form



**NAME OF STUDY:** MPO Freight Study **PHASE:** Planning

**MPO:** Brunswick Area Transportation Study (BATS)

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**PROJECT START DATE:** October 1, 2023 **PROJECT END DATE:** April 30, 2025

**IS PROJECT UPWP/TIP APPROVED:** Yes **IF NO, AMENDMENT NEEDED?** No

**PREVIOUS WORK ON PROJECT:** N/A

## **DESCRIPTION OF PROJECT BACKGROUND, NEED & GOALS:**

The BATS MPO area is home to facilities of the Georgia Ports Authority, which include one of the busiest auto ports in the country. The 2045 MTP includes a substantial assessment of freight movement and needs within the MPO area. With the significance of efficient freight movement and mobility identified in the FAST Act and reiterated in the BIL, an in-depth, stand-alone freight plan is a clear need for the region. The 2021 BIL specifically invests \$17 billion in port infrastructure and waterways, which the administration declares "need repair and reimagination. This freight plan will be coordinated with the MTP update but will involve an intensive assessment of freight intensive land uses, the identification of freight-specific needs and conflicts with other modes, and the identification of solutions to address those needs.

The MPO seeks the assistance of the GAMPO PL Funds to proceed with the 2023 Freight Plan to ensure integration of freight into the transportation planning process as well as meeting federal freight planning requirements. GDOT Office of Planning and GDOT District 5 will be engaged as strategic stakeholders in the planning process to ensure recommendations of the study are able to progress efficiency for funding and implementation. The project will include public and Stakeholder involvement, along with presentations to the MPO and local jurisdictions at key project milestones.

**COST DESCRIPTION (contract, staff, purchase data costs, etc.):** A Request for Proposals will be developed and competitively bid to select a firm to complete the study. Glynn County staff will manage

the project through MPO funds. Glynn County will contribute the matching portion of the required funding for the study.

<b>PL FUNDS:</b>	<u>\$174,400</u>	<b>(80 %)</b>
LOCAL MATCH (CASH):	<u>\$43,600</u>	(20 %)
LOCAL MATCH (IN-KIND):	_____	(__ %)
<b>TOTAL COST:</b>	<u>\$218,000.00</u>	

**Attach map, RFP/scope of work, resolution, and other supporting documentation.**

### **MPO Freight Plan Scope of Work**

The development of a comprehensive, integrated, intermodal approach is needed to identify and meet the future freight and logistics needs of the Glynn County region. This MPO Freight Plan will provide a blueprint for addressing the projected freight movement needs, realistic opportunities for funding essential improvements, and functional responsibilities for implementation. This scope of work outlines the minimum requirements that the selected consultant must fulfill to receive funding from the Brunswick Area Transportation Study. The selected consultant may include additional or more detailed tasks in the contract. The Consultant will complete the following sub-tasks as part of the development of the MPO Freight Plan.

#### **1. Project management and coordination**

- a) Project Management Plan – A Project Management Plan (PMP) will be needed at the beginning of the project to identify work organization, program, outreach plan, responsibilities, coordination and communication procedures, team meetings, document format, report format, technical memorandum schedules, graphic production standards, and other important operational information pertaining to the team activities.
- b) Project Schedule - The consultant team will be required to develop a detailed project schedule which will be used to manage project progress within the team and to the BATS MPO. The schedule will indicate tasks, subtasks, critical dates, milestones, deliverables, and review requirements.
- c) Outreach Efforts – The consultant team will need to perform extensive outreach to the various freight stakeholders in the Glynn County Area. The Outreach Plan will identify all freight community groups and design the appropriate methods to get their input.
- d) Project Coordination – The PMP needs to outline the coordination work expected with other ongoing freight related studies and projects including the GDOT Statewide Freight Plan, GDOT, GDOT Rail Crossing Safety Action Plan, other related GDOT studies, planning efforts of the Georgia Ports Authority, freight planning efforts of the local Comprehensive Plans, and the BATS MPO 2050 Metropolitan Transportation Plan.
- e) Progress Reports – Quarterly invoices with milestone reports for reimbursement purposes.

## **2. Existing Conditions and Analysis**

- a) The consultant team should prepare current estimates of regional freight and goods movement and future forecasts for total freight volumes projected to be moved in, to, within, and through the MPO and the Glynn County Planning Area through the year 2050.
- b) The consultant team will use the identified databases to estimate future trends, characteristics, and freight volumes by mode and commodity for the Glynn County Planning Area. The forecast will address the questions like: how will goods in the Glynn County Planning Area be moved in the future and what is the infrastructure needed to meet projected freight and goods movement growth?
- c) The consultant team will forecast the amount of demand and the ability of the area's existing and future infrastructure to handle projected freight growth. Future infrastructure deficiencies and constraints will be determined based on forecast data for the major regional freight movements including highway, rail, air, and intermodal connectors. The forecast should include total freight volumes projected to be moved in, to, within, and through the region through the year 2050 by mode and commodity. The forecasted freight tonnage should be converted into truck and/or rail volumes to help identify current and future freight infrastructure needs. The consultant team will also identify emerging freight, goods, and services movement and activity centers in the region.
- d) The consultant team will assess and analyze existing and future congestion on priority truck routes such as the NHS and designated statewide freight corridors, and rail freight congestion, bottlenecks, and system deficiencies that impact freight and goods movement using the most up-to-date data. The analysis will include, but not be limited to: level of service, operational impediments, system "hot spots" of recurring congestion, substandard infrastructure that does not meet freight movement needs, lack of suitable access to freight facilities, and system gaps in the freight network. Specific strategies and solutions will be outlined to address the identified key freight, goods, and services movement congestion and bottlenecks, thus informing the MTP and the TIP.
- e) The consultant team will identify truck congestion hotspots and reasons for the hotspots (vehicular traffic volume, turning radii at intersections, signal coordination, etc.) as well as mitigation methods. Analysis periods will be coordinated with the existing MTP to ensure consistency and to inform the MTP and the TIP to the maximum extent possible.

## **3. Land Use Assessment and Analysis**

- a) The consultant team will analyze the locations of existing, ongoing, and planned warehouses and distribution centers; assess existing and proposed land use plans; and identify context related to freight and goods movement in the region. The consultant team will develop a series of land use related maps to identify the existing zoning, land use, and non-conforming land uses in the Glynn County Planning Area. Also, the consultant team will work with the Glynn County/ BATS MPO staff to develop thresholds for vacant or undeveloped parcels which could be available for future freight growth in the planning area. The consultant team will develop the land use related maps identifying the existing land use, existing zoning, existing non-conforming land uses, and identify tracts of vacant or undeveloped land in the planning area.

#### **4. Economic Development Market Assessment**

- a) The analysis will include a general review of the region's economic structure and major industries. The analysis will cover freight, goods, and service sectors including trucking, shipping, railroads, third party logistics companies, warehousing, and distribution centers.
- b) The analysis will examine the economic relationships between the planning area and other regions. The analysis will identify and assess the impacts of trends in the national and international economy on the area's freight industry.
- c) Facilitated discussions with stakeholders will identify sectors with expected growth, of expected contraction and potential introduction of sectors not currently present in the market.

#### **5. Environmental and Community Impact Analysis**

- a) Based on the findings from the need's assessment and the assessment of land use in Task 3, the consultant team will qualitatively describe the overall impact of freight and goods movement networks and clusters on the environment and community.
- b) The analysis will describe how the impacts vary in different parts of the planning area, communities, and population groups, and what communities and parts of the planning area are being impacted the most. The analysis will determine if certain socioeconomic population groups and communities are disproportionately impacted by freight and goods movement activities in the planning area. An equity analysis should be developed based on the findings.
- c) The consultant team, with coordination with the BATS MPO staff, will identify strategies to mitigate the identified impacts of freight and goods movement on the environment and community. The recommendations will include an outline of best practice examples from other planning areas in addressing similar challenges. For example, residential areas that experience truck cut-through traffic may be able to benefit from strategies used in other areas. Where significant issues are identified, such as disproportionate impacts on selected communities, mitigation strategies will be proposed such as alternate routes and time of day operations.
- d) The necessary data set and boundary definition will reflect the most up-to-date census data.

#### **6. Future Conditions and Identification Needs**

- a) A Freight Needs Assessment will be prepared. This analysis shall use the work products from the previous tasks and consolidate these into a comprehensive report. The consultant team will develop a comprehensive needs assessment on the existing and future freight, goods and services movement characteristics and patterns within, from, to, and through the planning area.
- b) The consultant team will describe and identify the needs for major goods and freight generators such as shipping, receiving, warehouses, and distribution centers within the region. The analysis will identify existing and future regional freight movement districts, corridors, routes and networks by mode and the varying roles they play in the movement of freight, goods, and services in the planning area.
- c) The consultant team will report on existing and future freight movements and needs and facilities by category, mode of transportation, corridors used, and directions including both inbound and outbound movement.

- d) The consultant team will identify the location of freight and goods facilities in the region (airports, rail yards, warehousing, distribution centers, industrial areas as well as other major freight generators). Results from the analysis will include commodity flow data and site descriptions provided in previous tasks.
- e) The consultant team will identify and describe the characteristics of key regional freight and goods movement activities in the planning area by all modes. In addition, freight impacts will be identified and may include issues such as air quality, safety, environmental impacts, at-grade rail crossing delays, noise, and vibration issues.
- f) For each corridor and network, total truck and rail traffic and volumes as well as other important information will be documented. The consultant team will identify and develop a priority freight network map describing freight movement in the planning area, including the identification of freight districts and corridors.
- g) The consultant team will identify and describe current and expected restrictions for truck travel.

## **7. Recommendations**

- a) The consultant team will identify and evaluate improvements, strategies, and potential projects to facilitate effective and efficient movement of goods in the planning area in the short-term, mid-term and long-term. The short-term is generally defined as zero to five years, mid-term six to ten years and long-term more than ten years. The short-term recommendations will include strategies and solutions that can be implemented quickly to provide immediate benefits to freight and goods movement in the planning area. The identified improvements, strategies, and recommendations will include both broad-based freight policies/programs and specific infrastructure, operational, and mobility enhancement projects. This plan horizon will be the year 2050.
- b) The recommendations in this task will be based on the issues, challenges, problems, and opportunities identified in the study. The recommendations and strategies must include goals and objectives, benefits, and freight transportation modes. The recommendations and strategies must be broad-based policies and programs as well as specific projects that can address the planning area's goods and freight movement challenges and issues identified in this plan. In addition, the consultant team will provide general cost estimates for any specific strategies and recommendations.

## **8. Final Report and Deliverables**

- a) The objective of this task will be to provide a final comprehensive MPO Freight Plan that consists of the necessary technical detail that includes study findings and recommendations as well as a concise Executive Summary, and compilation of all task deliverables.
- b) The consultant team will provide an implementation plan that outlines how the freight plan recommendations will be incorporated into the MTP, TIP and local plans and outline the role of all stakeholders involved.
- c) The consultant team will prepare a final report based on all the analysis produced from the study. The consultant team will be responsible for an electronic version of the report suitable for printing and inclusion on the BATS MPO website.
- d) Forecast versions of the project dataset will be delivered and a technical memorandum prepared that recounts the assessment of present and projected commodity flow. It will

depict its implications for industry and infrastructure requirements. This will be accompanied by maps, corridor charts, and temporal graphs that aid and communicate the determination of findings.

- e) Recommendations and Analysis Section will be provided in a technical memorandum. The contents will focus on key issues, both existing and future.
- f) A technical memorandum with appropriate tables and graphics will be prepared to convey the findings of the economic and community impact evaluation and the equity analysis. It will also include a framework of solutions and recommendations

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## BATS MPO Freight Plan

Work Elements	2023			2024												2025			
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr
1. Project Management and Coordination																			
2. Existing Conditions Analysis																			
3. Land Use Assesment and Analysis																			
4. Economic Development Market Assessment																			
5. Environmental and Community Impact Analysis																			
6. Future Conditions and Identification Needs																			
7. Recommendations																			
8. Final Report and Deliverables																			

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