

Federal Metropolitan Planning (PL) Fund Application Form



NAME OF STUDY: BATS 2050 Metropolitan Transportation Plan (MTP) **PHASE:** 1 of 1

MPO: Brunswick Area Transportation Study (BATS)

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

IS PROJECT UPWP/TIP APPROVED: Yes, but administrative modification will be needed
IF NO, AMENDMENT NEEDED? No

PREVIOUS WORK ON PROJECT: BATS 2045 MTP approved August 2020.

DESCRIPTION OF PROJECT BACKGROUND, NEED & GOALS:

The Brunswick Area Transportation Study (BATS) is scheduled to begin development of the 2050 Metropolitan Transportation Plan (MTP) in the fall of 2023. This plan will build upon the foundation of the previous plan, while incorporating a multimodal performance-based planning process, equity, and following all Federal and State regulations. The BATS 2050 MTP is due August 2025 and will include the development of Socioeconomic Data, extensive public outreach and education, equity analysis, development of a performance based and prioritized list of projects, and the development of a fiscally constrained transportation plan, planning level freight analysis.

This plan update will bring BATS MTP into compliance with Federal performance-based planning requirements, will help the Brunswick Area MPO understand and balance the transportation impacts associated with future growth in the planning area, and understand/plan for the growing freight economy associated with the Port of Brunswick and local industries.

To accomplish the development of the 2050 MTP, the BATS planning team will seek consultant support to supplement the staff led effort. See attached project scope for additional detail.

COST DESCRIPTION (contract, staff, purchase data costs, etc.): A Request for Proposals will be developed and put out for bid to support the staff led update to the MTP. Glynn County staff will

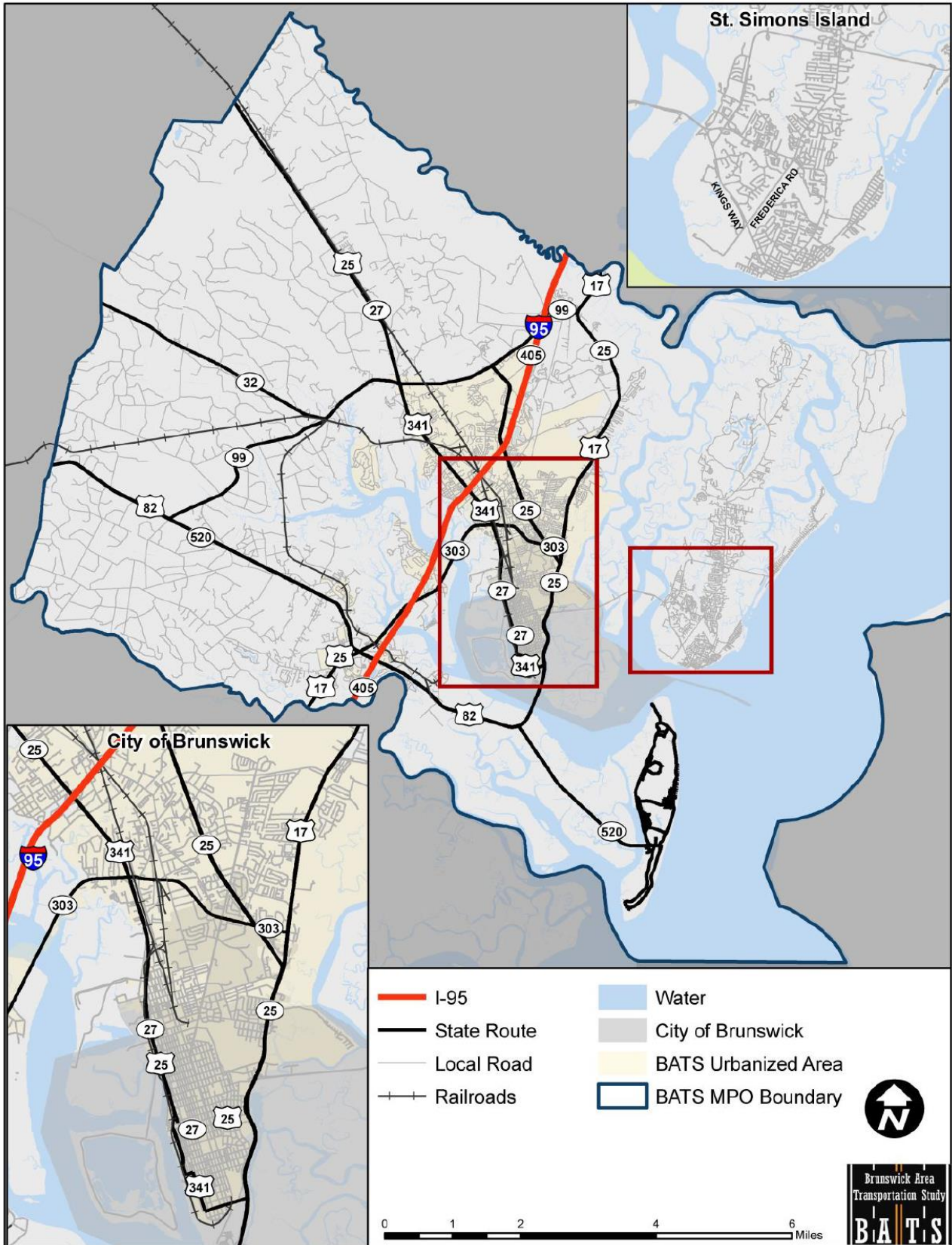
manage the project maximizing the standard allocated MPO funding, and requests supplemental funding needed to complete the planning effort. Per resolution, Glynn County will pay the matching funds for the study.

PL FUNDS:	<u>\$200,000.00</u>	(80 %)
LOCAL MATCH (CASH):	<u>\$50,000.00</u>	(20 %)
LOCAL MATCH (IN-KIND):	_____	(__ %)
TOTAL COST:	<u>\$250,000.00</u>	

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

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Figure 1-1: BATS MPO Study Area



Brunswick Area Transportation Study (BATS) 2050 Metropolitan Transportation Plan DRAFT Scope

Following all procurement guidelines, the BATS MPO will undertake the federally required 2050 MTP update and provide documentation of all required activities. At a minimum, the scope elements will include:

- Project Management and Coordination
- Socio-economic data development
- Public and Stakeholder Engagement
- Review and Update of Goals and Objectives
- Existing and Future Conditions
- Needs Identification
- Development of Project List
- Project Prioritization
- Financial Analysis and Forecasting
- Cost Feasible Plan Development

Task 1: Project Management

This task involves activities required to manage the project including staff, equipment, and documentation. It will include the development of a Project Management Plan (PMP) that will provide a detailed description of the planning process, roles and responsibilities, milestone deliverables, and study protocols. It is anticipated that the following elements will be included within the Project Management Task:

- Kick-off Meeting
- Project Management Plan Development and Maintenance
- Milestone Deliverable Schedule Development and Maintenance
- Status Meetings – Host and Document All Meetings
- Invoice and Status Summary Reports
- Project Team Coordination and Communication

Task 2: Establish Goals, Objectives, and Performance Measures

Two of the most significant elements of the Glynn County/BATS 2040 Long Range Transportation Plan are the goals and objectives established for the plan. These goals and objectives will serve as a foundation for the development of the multi-modal, performance-based, 2050 Metropolitan Transportation Plan (MTP).

The BATS planning staff will work to review the existing goals and objectives, guiding principles and policies, and refine or develop draft goals and objectives for the BATS Policy

Committee to consider and adopt. Based on the foundation from the 2040 MTP, the draft goals and objectives will have a strong focus on multimodal mobility, connectivity, and accessibility, as well as economic benefits and cost effectiveness of projects. These goals and objectives must be consistent and compliant with the federal and state guidelines and legislative requirements.

One key element and area of emphasis for the 2050 MTP is the performance-based approach, which was a principal theme in the FAST Act planning regulations and carried forward into the Infrastructure Investment and Jobs Act (IIJA)/ Bipartisan Infrastructure Law (BIL). Transportation performance measures have been adopted in order to meet the federal requirement and Glynn County staff will work through the process to identify appropriate measures of effectiveness to support the adopted performance measures.

Task 3: Public Participation and Environmental Justice

A critical component of the 2050 MTP update is the input provided by the public, including the traditionally underserved and/or disadvantaged populations. All federal transportation authorizations have required early and continuous public involvement in the development of transportation plans. Other laws and regulations have provided additional guidance on carrying out public outreach activities, including Title VI of the 1964 Civil Rights Act, Section 136(b) of the 1970 Federal Aid Highway Act (23 USC 109(h)), the Americans with Disabilities Act, and Executive Order 12989 pertaining to Environmental Justice.

The BATS planning staff will collect the necessary data and develop an understanding of the location of traditionally underserved/Title VI communities and how they may be impacted by projects. This identification will employ effective methods, such as GIS analysis and the completion of Community Profiles, for identifying these underserved groups and in the development of outreach approaches that encourage participation by these communities.

As one of the first project tasks, a Public Participation Plan will be developed that will incorporate the coordination processes, outline staff responsibilities, include outreach tools and methodologies, and identify all notification and documentation methods. These techniques and avenues must incorporate a combination of traditional and innovative, technology-based tools that will range from traditional workshops to online and smart phone applications.

It is anticipated that four rounds of public workshops will be held at specific project milestones to ensure that members of the public are fully informed and have the opportunity to participate in the planning process. Each round of workshops will occur at locations throughout the MPO planning area to ensure that all members of the community have the opportunity to attend workshops that are conveniently located. These public workshops will be designed to provide information on the planning process, detailed project information, and to elicit comments and feedback from participants.

In addition to public meetings and workshops, BATS staff will participate in community events as a strategy to reach a broad cross section of community members. Staff will also develop digital/web- based communication tools, such as online surveys and social media content, to

engage with community members that are not able to attend traditional meetings.

In addition to the public outreach, BATS staff will work closely with the BATS Committees to keep them fully informed of the planning process and project progress. The input from these committees provides important feedback, as well as another layer of coordination with local governments. Members of the general public are invited to attend all BATS meetings and have the opportunity to provide input and comments.

The BATS staff will complete all associated activities with this task and develop the required deliverables as follows:

- Development of public participation plan
- Four (4) rounds of public workshops
- One (1) community event booth
- Up to two (2) community organization presentations
- Development of materials for the BATS webpage
- Presentations, hand-outs, and speaker notes and other project-related materials
- Coordination with local, state and federal agencies
- Documentation of public participation, committee, and visioning activities and results

Task 4 :Data Collection and Existing Conditions

One of the most important steps of any plan development is the review and analysis of existing or “baseline” conditions. The collection effort and development of the existing conditions report will consider the full spectrum of data, including land use, zoning, demographic, socio-economic, cultural, historical, environmental, community resources, and economic information in addition to transportation data. The existing conditions report will set the framework for identifying locations with existing transportation needs, and land uses, as well as providing input for the future conditions and scenario assessment.

Close coordination with local governments and agencies will be critical in the data collection and analysis effort. The BATS staff will work with local planning partners to ensure that the most up-to-date information is obtained.

The BATS staff will review the data collected and work to address any inconsistencies or data gaps that could negatively impact the development of the plan. Supplemental data will be considered and reviewed as a part of this effort to ensure the most appropriate and cost effective resources are selected.

The staff will rely heavily on GIS in this data collection effort and subsequent analyses. Maps and graphics of the data will be produced, which can be easily understood and are suitable for use in the public involvement efforts.

All activities and coordination needed for the data collection effort and the development of the existing conditions report will be completed by BATS staff.

Task 5: Base Year and Horizon Year SE Data

BATS staff will support the development of the base year socioeconomic (SE) data for the study area including Glynn County, Brunswick, St. Simons Island and Jekyll Island. The Traffic Analysis Zone (TAZ) structure will be reviewed to ensure it is consistent with the Census data and previous model package. The populations, households, and the usable areas of each TAZ will be split or combined as necessary. A reasonableness check will be conducted to cross-check the validity of SE data at a TAZ level; parameters such as population to dwelling unit ratios, employment to dwelling unit ratios, school enrollment to dwelling unit ratios, and auto ownership percentages will be checked and potential problems with ratios and zonal structure will be highlighted for review.

A BATS Technical Coordination Committee (TCC) technical sub-committee will be formed to review the SE data approach and results and identify any areas of concern. The committee will assess the accuracy of the model input data and cross-check with other available sources. Employment data sources will also be identified by performing a spot check based on sources from the American Community Survey (ACS), or the Georgia Department of Labor, and other supplemental data identified during the data collection process.

The total number of student enrollments in the study area will be verified with the local school board or the Georgia Department of Education.

The base year SE data will be provided to the Georgia Department of Transportation (GDOT) for review and incorporation into the 2050 travel demand model. Once the base year SE data has been accepted, projections for the horizon year 2050 will be developed, in compliance with GDOT guidelines for data development.

Task 6: Plan Development

The overall goal of the planning process and the update of the MTP is the development/refinement of the policy framework combined with defined transportation investments, integrated with land use, to meet the comprehensive and multimodal mobility needs of the BATS. The steps that will be accomplished in the plan development process are identified in the following sections.

Model Network Development

The BATS planning staff will work collaboratively with GDOT to prepare the existing plus committed (E+C) network by adding all highway and transit projects that have short term project funding commitments to the previously developed 2010 base year network list. The E+C network should also include projects that are approved for construction in the current GDOT work program, Transportation Improvement Program (TIP), or any other improvements that are currently funded for construction through other programs.

Future Conditions

The future conditions for the plan update will include any changes in build-out conditions, any modifications to the identified activity centers, guidance from the recently updated

Comprehensive Plan, and input from staff and stakeholders. This analysis will include the impacts of the anticipated growth on the transportation system, as well as the other areas of concern, such as land use, environmental, historical, cultural, and community resources, and community character. This comprehensive assessment of the future conditions and impacts provides the foundation for understanding the integration of transportation in the overall context of the study area.

All activities associated with this effort, including coordination with local governments, staff, and stakeholders, will be accomplished by the BATS staff.

Multimodal Transportation Planning

Glynn County has a well-established and highly utilized bicycle and pedestrian network with many miles located within the City of Brunswick, St. Simons Island and Jekyll Island. The local trail network also includes segments of trail that are critical linkages to regional networks including the Coastal Georgia Greenway Trail, the Georgia Coast Rail to Trails and the East Coast Greenway Trail system.

In order to identify existing resources and future needs, BATS undertook the development of a Bicycle and Multipurpose Trail Study. This study will play a critical role in the development of the 2050 MTP, and will serve as the primary foundation for identification of multimodal transportation needs and recommended improvements. The staff will review the existing Study and identify all new facilities that have been implemented or are planned within Glynn County.

In addition, The city of Brunswick has recently applied for 5307 transit capital and operation funds, and will begin implementation efforts for a transit system start up based on recent transit implementation study completed in 2022. These efforts will form the foundation for the transit planning element of the 2050 MTP.

Freight and Intermodal

The freight and intermodal planning task will build on the 2050 MTP efforts to identify and prioritize improvements and strategies that accommodate and enhance mobility of both people and goods, while mitigating the negative impacts on congestion, safety, environment and quality of life. Identifying and implementing improvements to accommodate increasing demand for freight movements in Glynn County are critical to the region's economic vitality and quality of life.

The freight and intermodal analysis will include the following tasks:

- *Existing conditions analysis* – Develop an overview and summary of regional goods movement commodity flows and the multi-modal transportation systems used to transport those goods will be discussed to provide a snapshot of existing conditions.
- *Identification of deficiencies and needs assessment* - Assess the impact of future flows on rail lines and air cargo using the modal distribution data.
- *Prioritization and recommendations* – Identify future freight mobility recommendations based on previously collected data, technical analysis, and private and public sector input gathered during the course of the plan development.

Needs Plan

The Needs Plan will be developed from a variety of sources and inputs, including existing plans and projects already identified. In addition to those projects included from existing plans, the Needs Plan will also incorporate any projects that have been identified through the development of the 2050 MTP.

The staff will then use the E+C network to determine the deficiencies of the base year, and the “Do Nothing Scenario” to determine deficiencies for the forecast year 2050. These results will inform the development of the Needs Plan network. The Needs Plan network will include all projects that are necessary to maintain acceptable levels of service (LOS) or vehicle to capacity (V/C) ratio on all roadways in the year 2050 network.

The final Needs Plan will incorporate those projects that address the transportation deficiencies identified through the planning and analysis process and/or that are targeted to help achieve the overall vision, goals, and objectives of the county, state, and nation.

The projects will be mapped in GIS to graphically display the project location as well as any co-located modal projects.

Cost Constrained Plan

The Needs Plan will form the foundation for the 2050 MTP Cost Constrained Plan. Projects will be evaluated in comparison to the established goals, objectives, and performance measures, and prioritized based on these results. These prioritized projects will be assigned to implementation bands, based on funding availability over the plan horizon. Future funding levels will be established based on historical funding data from Federal, State, Local, and other sources. Projects identified in the Needs Plan that cannot be included in the cost constrained project list, will be included in an Unfunded Projects chapter of the plan.

Plan Documentation

BATS staff will fully document all of the efforts undertaken, and the products developed during the 2050 MTP planning process. This plan documentation and the resulting products will be developed in close coordination with GDOT and FHWA to ensure compliance with all Federal and State regulations. In addition to the plan documentation a full color map of the constrained financial plan projects will also be produced, along with a detailed cost constrained projects list.

The draft plan document will be submitted to all oversight agencies for a preliminary review, released for a 30-day public comment period, and once all comments have been addressed, will be presented to the BATS Committees for final approval.

Project Schedule

The timeline for the BATS 2050 Metropolitan Transportation Plan will begin in Fall of 2023 with a deadline for approval August 2025. The MTP update is anticipated to be completed within 18 – 24 months.

Anticipated Budget

Total Anticipated Project Budget: \$250,000.00

Fed (80%): \$200,000.00 Requested Special PL

Funds

Local Match

(20%):

\$50,000.00

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BATS MPO 2050 MTP

Work Elements	2023			2024												2025							
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug
1. Project Management and Coordination																							
2. Establish Goals, Objectives and Performance Measures																							
3. Public Participation and Environmental Justice																							
4. Data Collection and Existing Conditions																							
5. Base Year and Horizon Year SE Data																							
6. Plan Development																							
7. Future Conditions and Identification Needs																							
8. Recommendations																							
9. Final Report and Deliverables																							



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