
BATS MEETING MINUTES

Brunswick Area Transportation Study Joint Policy Committee/ Technical Coordinating Committee Meeting

Monday, December 9, 2019 - 1:30 p.m.
Harold Pate Building
1725 Reynolds Street, 2nd Floor Conference Room
Brunswick, GA 31520

AGENDA

1. Welcome and Opening Remarks (Michael Browning)
2. Approval of Meeting Minutes- Action Item
 - a. Minutes from PC meeting held on October 21, 2019
3. Draft FY 2021 Unified Planning Work Program (UPWP) – Action Item
4. BATS 2020 Meeting Calendar Schedule – Action Item
5. GDOT’s 2020 Safety Targets – Action Item
6. 2045 Metropolitan Transportation Plan (MTP) Update
 - a. 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data – TCC Action Item
 - b. 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data – PC Action Item
7. Lanier-Gloucester Improvements Study Update – Information
8. BATS Administrative Updates
 - a) BATS Public Participation Plan (PPP) Update
 - b) BATS Memorandum of Understanding (MOU) Update
 - c) FY 2020 UPWP Administrative Modification
 - d) GAMPO Spring Special PL Funding Application
9. Agency Updates
 - a. Glynn County Airport Commission
 - b. Glynn County
 - c. Glynn County School Board
 - d. City of Brunswick
 - e. GDOT District 5
 - f. Jekyll Island Authority
 - g. Transit Agencies
 - h. Other Items
10. Public Comment
11. Adjourn

Brunswick Area Transportation Study
Joint Policy Committee/Technical Coordinating Committee Meeting Minutes

Monday, December 9th, 1:30 p.m.
2nd Floor Conference Room
W. Harold Pate Building
1725 Reynolds Street, Brunswick, GA 31520

ATTENDEES

PC Committee Members

Michael Browning, Chairman of BATS Policy Committee
Robert Burr, Director of Glynn County Airport Commission
Cornell Harvey, Mayor, City of Brunswick
Kathryn Downs, Assistant Manager, Glynn County (Proxy)
Tom McQueen, GDOT Planning
Julie Martin, City of Brunswick
Ralph Staffins, Director, Brunswick/Golden Isles Chambers of Commerce
Jones Hooks, Jekyll Island Authority
James Drumm, City of Brunswick
Ben Slade, Chairman of BATS Citizens Advisory Committee

TCC Committee Members

David Dantzler, Coastal Regional Commission
Paul Andrews, Glynn County Engineer
Bob Nyers, Manager, Glynn County GIS Department
Benjamin Pierce, Glynn County Public Works Department
Maurice Postal, Glynn County Community Development (Proxy)
Stefanie Leif, Manager, Glynn County Planning and Zoning
Byron Cowart, GDOT District 5
Garrow Alberson, City of Brunswick

Others

Rachel Hatcher, Senior Planner, RS&H
Terra Winslett, Glynn County Airport Commission
Bill Marker, GDOT
John Hunter, City of Brunswick

Teleconference Participants

Marty Simmons, Glynn County School Board
Beau Lewis, GDOT Planning Representative
Habte Kassa, GDOT Planning
Vishanya Forbes, Planner, RS&H
Noel Jensen, Jekyll Island Authority
Travis Stegall, City of Brunswick

1. Welcome and Introductions

The meeting was called to order at approximately 1:35 pm by Commissioner Browning. Commissioner Browning gave the welcome, then asked everyone to introduce themselves.

2. Approval of Minutes – Action Item

Commissioner Browning addressed this agenda item. He stated that once committee members have reviewed the minutes from the BATS meeting held on October 21, 2019, he would call for a motion. The minutes were reviewed, and Mr. Hooks made a motion to approve the meeting minutes as presented. Ms. Martin seconded the motion. The motion was passed unanimously.

3. Draft FY 2021 Unified Planning Work Program (UPWP) – Action Item

Mrs. Hatcher spoke on this agenda item. She provided the committee with a brief refresher of the UPWP and what the document includes. She added that during the BATS certification review and audit conducted last fiscal year, BATS was commended by oversight agencies for putting the work program out for public comment. This is not a federal requirement, but BATS is committed to transparency with the public about what the MPO's activities are for each fiscal year. She stated that the template and format for the UPWP does however follow that of the state and federal document. She stated that the format for the UPWP follows that of the state and federal template and that there are categories outlined in the document for the work activities that says what the MPO is required to do as a planning agency.

Mrs. Hatcher then share a graphic of the FY 2021 UPWP schedule of activities with the committee. She then told the committee that the TCC and CAC both reviewed the draft document and recommended that the document was in good condition to be released to the public and oversight agencies for comment. She then stated that staff will be asking the Policy Committee to release the draft FY 2021 UPWP for a 30-day public comment. She went on to state that staff will incorporate all comments received into the final draft which will be presented to the committee in their March- April meeting cycle.

She then presented the draft summary budget table to the committee, explained the anticipated work by phase and task for the upcoming fiscal year. She then presented the next steps staff will take to get the UPWP finalized after which she opened the floor for questions on this agenda item.

Ms. Martin asked Mrs. Hatcher how the MPO advertises the UPWP for people to access the document and provide comments.

Mrs. Hatcher responded stating that for this document we publish an ad in the Brunswick News, as well as on the MPO's website and make hard copies and comment forms available at the Community Development Office, Public Library and, City Hall locations." She then added that if "staff receives additional requests the document can be made available digitally or printed at a minimal fee."

Commissioner Browning called for a motion to release the draft FY 2021 UPWP for a 30-day public comment period. Mayor Harvey made a motion, the motion was seconded by Ms. Martin. The motion was passed unanimously.

4. BATS 2020 Meeting Calendar Schedule – Action Item

Mrs. Hatcher spoke on this agenda item. She stated that the draft meeting calendar for 2020 had a couple of conflicts. The bylaws for the committees call for a regular interval of meetings. When there is a conflict staff calls it to the attention of the committees prior to the first meeting of the year for direction on when to reschedule the meeting dates with conflicts. She went on to share with the committee that their October 12, 2020 meeting conflicts with Columbus Day. She stated the staff recommendation is to push that meeting to the following Monday, October 19, 2020.

Mrs. Hatcher also stated that staff received a Citizens Advisory Committee request to have their meeting time changed. The CAC stated at their last meeting that it is difficult for them to get to the location at 5:30 PM and requested that their meeting be rescheduled to begin at 4:00 PM. She added that staff is happy to accommodate that request as it makes it easier for the current meeting location which closes to the public at 5 PM. The proposed new meeting time would allow meeting participants to enter the building while it is still open and no longer require a resource agent to stay after to allow them access.

Commissioner Browning then called for a motion to Approve the 2020 BATS Committee Calendar with PC meeting date change and CAC meeting time changes. Mr. Hooks made a motion. Motion was seconded by Ms. Martin. Motion was passed unanimously.

5. GDOT's 2020 Safety Targets – Action Item

Mrs. Hatcher spoke on this agenda item. She stated the 2020 Safety performance targets were presented at the GAMPO Fall meeting. She then stated that BATS took action approximately 2 years ago to support the State's targets and not develop independent targets. Every year staff will update the MPO's website to reflect the new calendar year targets prepared by GDOT. Mrs. Hatcher then shared the 2020 Safety Target data:

- **Number of Fatalities 1698.0** - To maintain the 5-year moving average traffic fatalities under the projected 1,698 (2016-2020) 5-year average by December 2020
- **Number of Serious Injuries 24094.0** -To maintain the 5-year moving average serious traffic injuries under the projected 24,094 (2016-2020) 5-year average by December 2020
- **Fatality Rate 1.280** - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.28 (2016-2020) 5-year average by December 2020
- **Serious Injury Rate 21.800** - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 21.8 (2016-2020) 5-year average by December 2020
- **Total Number of Non-Motorized Fatalities and Serious Injuries 1163.0** - To maintain the 5-year moving average non-motorized fatalities and serious injuries under the projected 1,163 (2016-2020) 5-year average by December 2020

She stated that once staff receives action from the committee on the 2020 Safety Targets, they will be incorporated into all relevant BATS planning documents as well as published on the MPO's webpage. She further stated that both the TCC and CAC took action to unanimously approve this recommendation to the PC. Mrs. Hatcher then presented the suggested motion to the committee for action.

Mayor Harvey asked Mrs. Hatcher if the targets presented were for Glynn County or the entire state. Mrs. Hatcher replied stating that the targets are for the entire state.

Mayor Harvey then asked if they had any control over the targets. Mrs. Hatcher replied stating that they absolutely do. She said that they had control over the projects that are prioritized in the long-range transportation plan that is on the State network and the National Highway System that will then influence the targets. Each MPO is individually responsible for programming projects that can help the state to meet these targets.

Mrs. Hatcher continued to provide information to the committee on how the State utilized the data from each MPO to generate the safety performance targets. Committee members then engaged in additional discussion about the changes in the targets presented.

Commissioner Browning called for a motion to adopt by resolution the calendar year 2020 Safety Performance Management Targets as approved by GDOT. Mr. Burr made a motion. The motion was seconded by Mr. Hooks. Motion was unanimously passed.

6. 2045 Metropolitan Transportation Plan (MTP) Update

Mrs. Hatcher started with updates on this agenda item. She then stated that she would like to officially call the Technical Coordinating Committee meeting to order so they can take action on the travel demand model portion of this agenda item. She then provided the committee with a brief refresher of the MTP process including that:

- CDM Smith is the consultant group selected for 2045 MTP with SSI Sector Study.
- Future SE Data: approved by the BATS committees for submittal to GDOT on October 21, 2019.
- BATS Travel Demand Model results for "2015 Base Year" and "2045 Do Nothing" networks will be presented by GDOT today.
- Public Workshop #1 has been scheduled for December 12, 2019
 - 1:00 – 3:00 PM St. Simons Island Casino
 - 5:00 – 7:00 PM Brunswick-Glynn County Library
- Public Survey is live and accepting responses
- Goals, Objectives, and Performance Measures have been drafted
- Upcoming milestones:
 - Unconstrained Project List
 - Prioritization and Cost Feasible Plan

Mrs. Martin then asked Mrs. Hatcher if the public workshop was a drop-in type schedule or is it best for people to be there at the beginning of the workshop because there will be a presentation etc.

Mrs. Hatcher replied saying if individuals would like to see the presentation then they would be expected to be there when the meeting begins, however, they can always come by and provide their feedback during the published meeting times. Additionally, a copy of the presentation will be available for review on the MPO's website after the meetings.

Mrs. Downs asked if the public survey is for individuals who participate in MTP open houses or is it open to the public. Mrs. Hatcher replied Stating that the survey was open to the public.

Committee members engaged in additional discussion about the MTP survey and efforts to encourage members of the public to participate.

Mrs. Hatcher then turned the meeting over to GDOT modeling division representative, Habte Kassa to continue with the updates on the MTP. Mr. Kassa provided the Committee with a brief background of the travel demand model. He stated before a model output is generated a lot of background effort takes place, as Mrs. Hatcher explained earlier. Whether it is the socioeconomic data, which is the primary driver of the model, or the project list for different scenarios, it requires a lot of background work. He added that he wanted to recognize Mrs. Hatcher and her team for the wonderful work in addressing GDOTs comments and providing the model team with inputs on the SE data and project list for various scenarios. He went on tell the committee that the department creates and maintains travel demand models for the majority of the MPOs within the state. This efforts costs approximately \$100,000.00 per MPO, therefore the department is spending approximately 1.6 M per planning cycle in order to develop and maintain these models.

Mr. Kassa then presented a table on the Federal legislative requirements for the development and content of the Metropolitan Transportation Plan with the committee, highlighting that the document should address no less than a 20-year planning horizon as well as current and future transportation demand. Additionally, he stated that:

- The plan should address no less than a 20-year planning horizon with fiscal constraint
- Federal legislation requires Metropolitan Plan (MTP) updates every five years
- Map-21 /FAST Act requires a performance-based approach
- The next MTP for Glynn County must be adopted by August 10, 2020.

Mr. Kassa reiterated that it is a requirement that they address future transportation deficiencies, reason being why they don't plan for 3 or 5 years but rather 20 years. How do we know what type of transportation deficiency will occur in 15, 20 or even 30yrs.? Mr. Kassa explained that this is where the Travel Demand Model (TDM) becomes a critical tool. He then explained the TDM in great detail stating that "it is a set of mathematical equations and relationships based on existing trip characteristics. It is a state-of-the-art analysis tool that allows us to forecast future travel demand"

he then shared a graphic with the committee further explaining what the TDM is and its purpose. He added that GDOT maintains a traditional travel demand model which consists of:

- Trip Generation – How many trips?
- Trip distribution – Where are they going?
- Mode choice – What mode are they using?
- Trip Assignment – What route will they use?

Mr. Kassa took a few moments to state that he is happy to answer any questions committee members have as he presents his data. “I want this presentation to be conversational and for us to have a dialogue” he reiterated. He also added that if there is anything the committee thinks is missing or should be included it will good to note them at this point and the modeling team will revisit the data, make any changes and bring the revised data back to the committee.

He went on to explain the travel demand model four-step approach to the committee in greater detail. He presented a graphic of Brunswick’s MPO area. He then went on to discuss the major activities carried out during the development of the TDM highlighting the areas that the MPO was directly responsible for carrying out. These included the following steps:

1. Review and update of the Traffic Analysis Zones (TAZs)
2. Prepared socio-economic data (MPO)
3. Update trip rates based on 2017 NHTS data (National Household Travel Survey)
4. Update and validate model base year to 2015
5. Developed 2045 Do-Nothing Scenario (projects provided by the MPO)
6. System performance evaluation.

Mr. Kassa continue his update on this agenda item discussing the following:

- The Model inputs
 - The 2015 Highway Network- functional classification of the highway networks
 - The Glynn County 2015 Traffic analysis Zones -he stated that the total number of TAZs for the model area is 388.
 - The 2015 socio-economic data provided by the MPO staff as well as the 2045 SE developed by the consultant group working on the MTP update. He explained the differences in total population, employment, household, and students (K-12 and University) across both focus years of data. He explained that this is the primary driver of the model.

Mr. McQueen commented on the graphic presented to explain the 2015-2045 data comparison he stated “this slide leverages a lot of the data/work that the County and City did for their Comprehensive Land-Use Plan and feeds into the model” Mrs. Hatcher and Mr. Kassa both responded stating that was correct. Mr. Kassa further elaborated saying that all the projected growth/growth assumptions from the land use plan has been incorporated into the model.

- Base year Model Outputs highlighting the model validation results – he stated that before they provide any type of model results there are several tools that allows for them to check the model as it is only replicating what is on the ground i.e. the 2015 traffic count and what we see every day on the roadways.
- Model Area Highway Mileage and Vehicle Miles Traveled (VMT) across various facility types (Interstates, principal arterial, minor arterial, and collectors) – he discussed the mileage, VMT, VMT distribution and VMT difference observed versus the model outputs for each of the functional classifications listed above.
- Traffic Counts Versus Modeled Volume – he used graphics to visualize this data for the committee explaining that this is the average squared volume. He presented the FHWA recommended target and how the Glynn County model compared to that value.
- Screen-line Validation – Discussed the total model volumes versus the total counts at:
 - River Crossings
 - North-South Along Interstates
 - Island Entrance/Exit
 - North-South through Downtown
 - Cordon Line and Downtown
 - North-South across Islands
- Comparison with 2017 NHTS Trip Share
- 2015 Total Daily Traffic Volumes – he explained the daily traffic volumes versus the rush hour traffic counts, he stated that in order to capture the deficiencies on the road network the model doesn't divide the daily traffic volumes by 24hrs but rather 10hrs even though the volumes for 24hrs are collected. This helps to visualize the problems that are observed during peak hours.

Mr. Pierce stated that he had some questions on the daily traffic volumes. He asked Mr. Kassa “why is it that we do not perform peak hour analysis rather that AADT”

Mr. Kassa responded stating that there are different types of models, some have hourly, peak periods, or even every 10/15 minutes etc. intervals of traffic counts/volumes. The model used by GDOT is developed for the purposes of transportation planning at a regional level. He further explained “if any corridor level or intersection level analysis is needed then there are different types of models that can be used to assess those situations.

Mr. Peirce further asked “is there a reason why you used V/C as the component of level of service rather than the percentage time spent following average travel speed?”

Mr. Kassa replied stating that “again this is to give us the daily capacity” he added that what Mr. Peirce just explained would be applied more on an intersection level or corridor level analysis. He added that for a regional level model analysis, volume and capacity is more appropriate. For regional

long-range planning purposes, the volume to capacity ratio is most telling, it shows the capacity where roadway conditions are failing.

Mr. Peirce then asked if the traffic counts were based on field data or count stations.

Mr. Kassa replied saying the volumes were collected by traffic count stations. He added that they are using the GDOT traffic counts from TADA. This is loaded into the model along with the 2015 socioeconomic data, once the model produced these results, they are cross checked with the traffic counts.

- Daily Level of Service (LOS) – he explained that this data compares daily volumes along the roadway to the capacity of the roadway. Additionally, he shared with the committee that the Daily LOS was derived using the TDM and based on the 2016 Highway Capacity Manual methodology.
- Future year Model Outputs – he explained the 2045 MTP scenarios with the committee
 - Do-Nothing
 - Existing plus Committed – present transportation network plus projects with construction funding programmed in the current STIP.
 - Completion of STIP/TIP system projects
 - Metropolitan Transportation Plan system projects – unconstrained project list
 - Financially Constrained Plan projects
- Port of Brunswick Truck Trips – Placeholders created for truck trips for the Port of Brunswick three terminals. The current trips are counted in the model; however, they do not know how many more truck trips there will be in future years.
- 2045 “Do-Nothing” Total Daily Traffic Volumes
- 2045 “Do-Nothing” Daily Level of Service (LOS)

Mr. Kassa used various graphics to visualize the “2045 Do-Noting” data outputs for the Committee. Outputs highlighted compared 2015 base year date with the 2045 Do-Nothing results. Data highlighted included:

- Daily Vehicle Miles Traveled (VMT) by Facility Type
- Daily Vehicle Hours of Travel (VHT) by Facility Type
- Daily vehicle Miles of Travel (VMT) by Level of Service – Explaining the percentage LOS C or Better, D, E and F.

He went on to discuss the next steps the modeling team with carry out to complete their process. he stated that:

- The MPO staff will provide project list for the remining 2045 scenarios
- Evaluate the remining future year MTP scenarios
- They will analyze the system performance

- Provide outputs to MPO planners to prioritize projects

Mr. Kassa then opened the floor for discussion on the travel demand model results presented.

Mr. Peirce then asked if Technical Committee members had any questions. There were no questions from the TCC. Mr. Pierce added that he wanted to mention that he spoke with Mrs. Hatcher and her team before the meeting about the travel demand model to clarify questions he had had. He went on to state that the travel demand model is a tool used to develop a transportation plan, it isolates some areas that we might want to be concerned about, however it is not the only resource we utilize to determine where we need to make investments.

Mr. Nyers asked if the results from the tool is used as justification for funding? Mr. Peirce replied stating that it can be. However, the MTP is going to provide a lot more detail on where the funding should be spent.

Mrs. Martin asked “for instance, if there is relative certainty that the Liberty Harbor area would be redeveloped at some point between now and 2045 and Bob Forest and the Brunswick Landing Marina will build out real estate holdings, would some of this information be utilized in some way to look towards that potential growth.

Mr. Pierce replied stating, “absolutely, where those developments come in is how many trips/ additional trips those developments are going to generate to the existing road networks.

Committee members engaged in further discussion on this topic.

a. 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data – TCC Action Item

Mr. Pierce called for a motion to recommend that the Policy Committee approve the 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data as presented. Mr. Nyers made a motion, the motion was seconded by Mr. Andrews. The motion passed unanimously.

b. 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data – PC Action Item

Per the TCC’s recommendation, Commissioner Browning then called for a motion to approve the 2015 “Base Year” and 2045 “Do Nothing” GDOT Model Data as presented. Ms. Martin made a motion. Motion was seconded by Mr. Hooks. Mr. Burr opposed the motion. The motion was passed by the voting majority.

7. Lanier-Gloucester Improvements Study Update – Information

Mrs. Hatcher spoke on this agenda item. She reminded the committee that Pond & Company was the Consultant working on the Lanier-Gloucester Improvement Study. She then deferred to Mr. Alberson from the City of Brunswick to provide additional updates on activities and findings that were recommended to come forward this month.

Mr. Alberson told the committee that they are anticipating the final results of the project at any time now. We anticipate the results will include multiple recommendations:

- An additional left turn lane from Gloucester onto northbound 17 to reduce the congestion that backs up on Gloucester.
- Removing the west leg of Lanier intersection making a more perpendicular intersection as allowing for the installation of a pedestrian crosswalk between Lanier and the Goodyear intersections.

Committee members engaged in discussion on the proposed recommendations.

8. BATS Administrative Updates

a. BATS Public Participation Plan (PPP) Update

Mrs. Hatcher spoke on this agenda item. She told the committee that staff thoroughly reviewed the BATS 2015 PPP following feedback received from oversight agencies during the certification audit and review that took place in FY 19. During this review staff observed that the previous PPP lacked information on the following elements:

- Title VI Compliance and Policy
- Limited English Proficiency
- Public Participation Policy
- Performance Measures

Staff added a section on Limited English Proficiency (LEP) in the updated PPP which describes how the MPO provides access to individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English. Mrs. Hatcher further explained LEP assessment carried out by staff. She stated that the USDOT guidance outlines four factors recipients should utilize to assess language needs and decide what reasonable steps they should take to ensure meaningful access for LEP persons. She then explained in detail each of the following factors with the committee:

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by the MPO, activity, or service of the recipient or grantee.
2. The frequency with which LEP individuals interact with the MPO.
3. The nature and importance of the MPO, activity, or service provided by the MPO to the LEP community.
4. The resources available to the MPO and costs.

Mrs. Hatcher stated that staff also developed a performance monitoring matrix that will be used continuously evaluate the performance measures and goals of the Public Participation Plan using the strategies outlined in the document. She said that the measures outlined will be reviewed annually and used as a guideline for updating the PPP when necessary.

b. BATS Memorandum of Understanding (MOU) Update

Mrs. Hatcher spoke on this agenda item. She provided the committee with a refresher on the MOU updates. She told the committee:

- November 8, 2019 BATS participated in the Self Certification Review and Audit with GDOT and FHWA.
- One of the recommended actions was to update the 1995 Memorandum of Understanding (MOU)
- Draft submitted to GDOT, FHWA, and the Glynn County Attorney for review and comment.
- Anticipated completion is 3rd quarter of FY 2020 (January – March).

c. FY 2020 UPWP Administrative Modification

Mrs. Hatcher spoke on this agenda item. She told the committee that staff carried out an administrative modification to the FY 2020 UPWP on November 5, 2019. Administrative modification to the document includes:

- Administrative updates to sub element 4.13 of document to incorporate funding for the Bay Street Corridor Improvements project that was originally listed in the unfunded projects section of the document.
- The Bay Street Corridor Project was moved to sub element 4.13C as shown on pages 47-48.
- The summary budget table was also updated to reflect these changes.
- Changes in total federal, state, and local amounts for the Special Transportation Studies are shown in the UPWP summary budget table on page 54.

She also shared a graphic of the summary budget table with the committee highlighting the changes made.

d. GAMPO Spring Special PL Funding Application

Mrs. Hatcher spoke on this agenda item providing a reminder that the next round of GAMPO Special PL funding will be due in March 2020. She stated that the remaining study proposed by BATS that was not submitted in the two last rounds includes, the MLK – Altama Bike Route Study with an estimated cost of \$80,000 (\$16,000 local cash match). She went on to say that no action has been taken by the TCC or CAC to advance the MLK-Altama project for submittal for funding consideration.

Committee members engaged in discussions on this agenda item.

9. Agency Updates

a. Update on Airport Projects

Mr. Burr provided an update on the airport projects. He told the committee that they had some projects starting in January. In February SSI airport will be closing for the runway maintenance work. There will

also be several studies conducted to address additional service coming into the Brunswick Golden-Isle airport, this will be both additional flights and larger aircrafts.

There were no comments/questions of the airport project updates.

b. Update on County Projects

Mr. Peirce spoke on County project updates. He stated that the County project update sheets were provided as a part of the meeting packets. He then opened the floor for questions on the ongoing projects listed.

There were no question or comments on County projects.

c. Glynn County School Board

Mr. Simmons stated that there were no updates at this time from the School Board.

d. Update on City Projects

Mr. Alberson provided an update on City of Brunswick projects.

- The L Street Project is underway and progressing
- Magnolia Park Project – out for Bid, anticipating a late February start date.

He added that they just completed:

- Trail/sidewalk route and pedestrian bridge at the Glynn Middle School.

There were no comments or questions.

e. Update on GDOT Projects

Mr. Cowart provided an update on the GDOT projects. Mr. Cowart stated that there was a GDOT project sheet provided for committee members. He then went through the project sheet updates with the committee.

f. Transit Agencies

Mr. Drumm provided an update on this item. He stated that the City Commissioners recently approved the contract with GDOT for the first year of funding for the consultants to create the bus routes and for the purchase of their fleet/vehicles. The type of vehicle is yet to be determined.

g. Other Items

There were no other items discussed

10. Public Comment

No public comments were received.

11. Adjourn

Commissioner Browning reminded everyone of the next Policy Committee meeting scheduled on February 10, 2020 and the next TCC meeting will be on January 13, 2020. He thanked everyone for their participation and the meeting was adjourned at approximately 3:00 pm.

BATS PC Chairman

Date