



Atlanta Regional Commission

Transportation Forum

Performance Management and Measurement Workshop

August 21, 2026 | 9:00 AM – 1:00 PM

Harry West Conference Room, 229 Peachtree St NE, Suite 100, Atlanta, GA 30303

Event Summary Report

Prepared by the Transportation Planning Department

Executive Summary

On August 21, 2026, the Atlanta Regional Commission (ARC) hosted a Transportation Forum focused on performance management and measurement, convening 54 attendees representing the 19-county Atlanta region's local governments, state agencies, transit operators, universities, and private-sector consulting firms, along with ARC staff. The forum was designed for members of the Transportation Coordinating Committee (TCC) and interested regional partners.

The workshop combined plenary instruction, facilitated small-group discussion, and staff-led presentations on regional data resources. Fischer of the State Road and Tollway Authority (SRTA) anchored the session with a two-part presentation on building performance measurement frameworks ("Measuring the Right Things") and applying high-quality data and analysis ("Measuring Things the Right Way"). Between these two parts, attendees split into four facilitated breakout groups — Transportation Safety, Asset Management, Mobility and Access Modeling, and Economic Access and Mobility — to apply the framework to their own topic areas and identify a "vital few" set of performance measures.

ARC staff then presented on the region's data landscape (Wakhisi), the Metro Atlanta Speaks regional survey (Carpenter), and practical applications of AI tools in transportation work (Mejia of SRTA and Garrett of Georgia Tech). Live Mentimeter polling was used throughout to gather attendee input on data and performance topics.

Event Details & Agenda

Detail	
Date	August 21, 2026, 9:00 AM – 1:00 PM
Location	Harry West Conference Room, 229 Peachtree St NE, Suite 100, Atlanta, GA 30303
Host	Atlanta Regional Commission, Transportation Planning Department
Primary audience	Transportation Coordinating Committee (TCC) members and interested local, regional, state, and federal partners
Attendance	54 attendees (see Appendix A for full list)

Agenda

Session	Presenter(s)
Welcome	Liz Sanford, ARC
Measuring the Right Things (Part I)	Jamie Fischer, SRTA
Small Group Discussions	Tejas Kotak, Adair Garrett, Kofi Wakhisi, Ann Carpenter
Small Group Report-Outs	Breakout facilitators
Measuring Things the Right Way (Part II)	Jamie Fischer, SRTA
ARC Data Landscape	Kofi Wakhisi, ARC
Spotlight on Surveys: Metro Atlanta Speaks	Ann Carpenter, ARC

Session	Presenter(s)
Q&A / Handouts distributed	
Using AI Tools	Lisandro Mejia, SRTA & Adair Garrett, Georgia Tech
Closing & Announcements	Liz Sanford, ARC

About the Presenters

Jamie Fischer directs the office of Business Intelligence & Data at the State Road & Tollway Authority (SRTA). She holds a PhD in Civil Engineering from Georgia Tech, with doctoral research in Transportation Performance Management, and has worked in Georgia transportation for 14 years. She previously served on the Transportation Coordinating Committee (TCC) as the representative for GRTA and the ATL from 2015 to 2025.

Kofi Wakhisi, Ann Carpenter, and Tejas Kotak are staff of the Atlanta Regional Commission. Lisandro Mejia is Analytics Manager in SRTA's office of Business Intelligence & Data. Adair Garrett is a PhD candidate at Georgia Tech studying transit systems resilience, and she has recently worked at the USDOT Volpe Center.

Welcome

Liz Sanford of ARC opened the forum, welcoming attendees and introducing the day's theme of performance management, along with lead presenter Jamie Fischer.

Part I: Measuring the Right Things

Presenter: Jamie Fischer, SRTA

Fischer opened the workshop's substantive content with a framework for designing or selecting performance measures that matter to stakeholders and can be meaningfully influenced by an organization's work. Her presentation centered on the concept of an “influence pathway”: the chain connecting resource inputs, to action processes, to production outputs, to customer outcomes — with a broader, less-controllable context surrounding the whole system.

Key Concepts

- Stakeholders, audiences, and champions: distinguishing customers (who use your work), champions (who have influence or control over your ability to act), and collaborators (who you need to work with to get things done).
- Influence pathways: Resource Inputs → Action Processes → Production Outputs → Customer Outcomes, all situated within a Broader Context that a single agency does not fully control.
- Measurement as feedback: a cyclical business process of engaging stakeholders, defining success, measuring and monitoring performance, analyzing trends and tradeoffs, making decisions, and implementing them — then repeating.
- Key takeaway, in Fischer's words: “What gets measured gets managed... so measure what matters.”

Illustrative Example: SRTA Express Lanes

Fischer illustrated the framework using SRTA's own express lane program. Trip-making (whether and how often people choose to use the express lanes) was offered as an outcome SRTA cannot fully control but can influence

action processes → production outputs → customer outcomes), and, time permitting, defining a “vital few” set of measurable performance indicators.

Transportation Safety

Facilitator(s): Tejas Kotak, ARC

The Safety table affirmed that the federally required safety performance measures — fatalities, serious injuries, non-motorized fatalities and injuries, and each of these normalized per vehicle-miles traveled (VMT) — remain the correct core measures, while identifying several data and process gaps that limit their usefulness:

- Near-miss data is valuable but underused; participants noted a general lack of actionable data on close calls, as opposed to completed crashes.
- “Analysis paralysis” was raised as a risk — the challenge of knowing when to stop analyzing and present an actionable metric to decision-makers.
- Crash data quality concerns: reports originate from police officers in the field or at their computers, and reports are not always validated for accuracy before entering agency systems.
- Consultant-collected data (e.g., project-specific traffic counts) is often not retained or shared for reuse by other agencies or future projects.
- Interest in emerging technologies: camera- and LiDAR-based near-miss detection, and GPS/connected-vehicle data from private vendors, to identify risk locations proactively rather than only after crashes occur.
- A specific local example was raised: a county's need for freight-related data to support a freight study, including truck parking demand and community concerns about truck parking siting (a recurring “not in my backyard” dynamic).

Table Roster

Name	Organization
Zuhair Elhassy	Gresham Smith
MD Rezwan Hossain	Gresham Smith
Keith Rohling	Clayton County
Katy Leggett	Woodstock
Paola Kimbell	Fayette County
Sam Baker	Henry County
Divya Kolasani	Gresham Smith
Vamsi Peddisetty	CHA
Mark Dana	Roswell
Christy Jeon	AtkinsRealis

Asset Management

Facilitator(s): Adair Garrett, Georgia Tech

The Asset Management table worked through the influence-pathway exercise, identifying a broad set of outcomes — safety, travel-time reliability, connectivity, economic development, system preservation/asset health, and customer satisfaction — and who experiences them: the general public, freight carriers, emergency responders, maintenance workers, and visitors.

- A recurring theme was the political dimension of asset management: what gets maintained is often driven by which complaints reach an elected official, rather than purely by objective condition data.
- Measures discussed included the Pavement Condition Index (PCI), bridge sufficiency rating, state-of-good-repair backlog, 311/complaint-call tracking, customer satisfaction surveys, and ITS camera/speed data.
- An equity gap was flagged: one jurisdiction's staff noted that a heavily Spanish-speaking corridor generates very few complaint-based service requests, suggesting complaint-driven data may under-represent that population's actual needs.
- Participants also noted that public outreach tools (e.g., project webpages accessed via QR code) tend to show only completed work, not upcoming projects, and recommended making planned/future work more visible to the public.

Table Roster

Name	Organization
Isaac Vines	City of Atlanta
Katrise Blades	Clayton County T&D
Phil Mallon	Fayette County
Ted Hicks	Cobb
Tarik Milner	Cumberland CID
Dave Morrissey	VHB
Valentina Castaneda-Torres	Georgia Tech
Liston Mehserle	MARTA
Denise Freund	Forsyth County
Michele Wynn	City of Atlanta
Lisandro Mejia	SRTA

Mobility and Access Modeling

Facilitator(s): Kofi Wakhisi, ARC

The Mobility and Access Modeling table generated one of the day's more extensive lists of performance categories — roughly eight to nine, including transit-stop catchment population (demand/market), sidewalk connectivity and access barriers, operations (delay), forecasted future capacity, level of service, reliability (both travel-time reliability and infrastructure/structural reliability), durability, resilience (including climate/flooding risk), and air quality/public health, the latter raised in connection with the region's air quality attainment status.

- Job roles/action processes identified: public engagement, data collection and analysis, traffic and transit operations, regulatory compliance (including Title VI equity review), planning, forecasting, and modeling.

- Customer segments named: pedestrians, cyclists, micromobility users, ADA/mobility-impaired residents, off-peak travelers (noted as roughly 30% of trips), employers/corporations, entertainment districts, and paying customers (transit fares, express lane tolls, parking, fuel taxes).
- On decision-makers, the group observed that agencies are effectively “external” to one another in this context, and that buy-in matters most from whoever implements an action plan — not only from whoever defines it.
- The table's closing exercise — prioritizing a single top outcome — did not fully converge; reliability and accessibility emerged as a close top two, consistent with industry benchmarking showing these as the two most common reasons customers do or do not use a transportation service.

Table Roster

Name	Organization
Megan Weiss	GDOT
Chris Luly	Woodstock
Long Luu	Johns Creek
Tom Slusher	MARTA
Chris Wyczalkowski	MARTA
Ravina Jain	Gresham Smith
Gil Grodzinsky	GA EPD
Ezekiel Guza	Sandy Springs
Folashade Alao	ARC
Callie Schall	ARC

Economic Access and Mobility

Facilitator(s): Ann Carpenter, ARC

The Economic Access and Mobility table opened by referencing research from Harvard economist Raj Chetty ranking the Atlanta region last (50th of 50) among large U.S. metro areas for economic mobility for low-income children — explicitly framed by the group as the motivating context for its discussion.

- Candidate outcomes discussed included job-housing spatial mismatch, “ease of access” (the number of steps/friction required to use support resources, such as multi-step trip chains to access food assistance), and a combined dollars-per-mile / time-per-mile framing for the true cost of mobility.
- A digital equity point was raised directly: not all residents have smartphones, which matters for toll payment systems and other technology-dependent services.
- Fixed-guideway transit (rail) was viewed as more reliable long-term than bus service, since bus routes can change over time.
- An equity gap in redundancy was noted: higher-income travelers have backup options (e.g., calling a rideshare if a car won't start), while lower-income travelers face more barriers to such alternatives.
- Affordability was named as its own outcome category, tied directly to the Chetty framing — emphasizing those children need affordable transportation to reach school, job training, and after-school activities.

- Stakeholders discussed included customer tiers (residents, businesses, tourists), funding mechanisms (TSPLOST, tolls, impact fees, including sidewalk requirements for new development), school systems (as both a stakeholder and historically property-tax-funded model), university shuttle partnerships (e.g., Kennesaw State University–Marietta–Atlanta), microtransit pilots (e.g., West End), and healthcare access, including the impact of rural hospital closures on transportation-dependent access to care.
- The group's closing point centered on political buy-in as the primary challenge: elected officials may hesitate to adopt stricter development standards (such as mandatory sidewalks) out of concern that development will simply move to a neighboring jurisdiction without those requirements.

Table Roster

Name	Organization
Steve Dickerson	GA Tech
Jomar Pastorelle	GDOT
Amanda Sutter	Woodstock
Emily Ritzler	WSP
Amy Perez	Gwinnett County
Kaycee Mertz	WSP
Adjo Kennedy	Georgia Tech
Shelby Piccolo	ARC
Nasim Rezvanpour	ARC
Daniel Studdard	ARC

Small Group Report-Outs

After a short break, each table's facilitator briefly summarized their group's discussion for the full room. Facilitators reported in the order: Transportation Safety (Tejas Kotak), Asset Management (Adair Garrett), Mobility and Access Modeling (Kofi Wakhisi), and Economic Access and Mobility (Ann Carpenter). The content of each report-out is reflected in the corresponding breakout summary above.

Part II: Measuring Things the Right Way

Presenter: Jamie Fischer, SRTA

Part II shifted from selecting the right measures to producing high-quality data and analysis that can inform decisions. Fischer introduced data storytelling — using narratives, numbers, and visualizations to answer stakeholder questions — spanning descriptive, diagnostic, predictive, and prescriptive analysis. She used an iceberg metaphor: data storytelling and curation are the visible tip, while data governance and quality management — less visible but equally necessary — form the bulk of the work underneath.

Data Governance and the Case for a Strategic Approach

Fischer described SRTA's own data landscape as a case study: four toll facilities, two roadside integrators, and one commercial back-office/customer service system, each historically maintaining its own field names, formats, and

quality management practices. She characterized the risks of an uncoordinated, tactical approach to data as “DRIP” — Data Rich, Information Poor — resulting in delayed insights, uncoordinated effort, errors, and processes that do not scale as data volumes grow. Goals for a more strategic approach included self-service analytics tools, data quality monitoring dashboards, and a unified data dictionary, business glossary, and governed data lineage.

Audience Polling During Part II

- "Thinking about your role, how easy is it to access the data and other information necessary to do your job?" (42 respondents) — It depends (33), Difficult (5), Easy (4). No respondents selected Very Easy or Very Difficult.
- "When you find it difficult, what challenges do you face in accessing important data and information?" (ranked, 41 respondents) — the clear top challenge was that available information is scattered, out-of-date, or conflicting (19 first-place votes), followed by information simply taking too long to obtain (10 first-place votes).

ARC Data Landscape

Presenter: Kofi Wakhisi, ARC

Wakhisi presented an overview of ARC's role in curating and providing access to regional transportation data, framed by ARC's strategic vision, mission, and five core goals. He highlighted six key points of interest in the region's data landscape: the Regional Travel Demand Model forecast output, the GDOT-ARC Joint Data Acquisition Group's purchased datasets, active transportation data, transportation safety (crash) data, the ARC Open Data Portal, and Geospatial Information Office statewide imagery.

Joint Data Acquisition Group

A central theme was the GDOT-ARC Joint Data Acquisition Group, formed around 2021–22 to avoid duplicate purchases of commercial “big data” (e.g., from vendors such as INRIX, TomTom, and Geotab) when multiple agencies need overlapping datasets. Public agencies and consultants working on their behalf have free access to this pooled data. The effort builds on vetting work already performed by the Eastern Transportation Coalition (formerly the I-95 Corridor Coalition), a 17-state, 200+ agency partnership representing roughly 35% of the nation's vehicle miles traveled.

Tools and Use Cases Demonstrated

- RITIS Probe Data Analytics (PDA): real-time mapping, event query tools, before/after and temporal comparison analysis (illustrated with a 2025 All-Star Game traffic case study), congestion cause analysis, and bike/pedestrian congestion scans.
- RITIS Trip Analytics (O/D): origin-destination path analysis between regions, and major event attendee origin mapping.
- Freight Cluster Plan (Cobb County): traffic density analysis using Geotab Altitude Data Platform sourcing.
- ABMVIZ: visualizations from the region's Activity-Based travel demand Model, including accessibility/employment radar charts, transit boarding density maps, and county-to-county flow mapping.

Data One-Pagers Distributed

ARC staff distributed one-page reference sheets on several data resources during this session, summarized in the table below (full one-pagers included in Appendix D).

Resource	Summary	ARC Contact
Open Data & Mapping Hub	Public-facing portal for geospatial data (28K active users in 2025; 3,000+ datasets from ARC and local governments).	Ryan Barrett
Safety Performance Measures	The 5 federally required MPO safety measures, with a 5-year trend (2021–2025) showing declining fatalities (800→561) and serious injuries (4,496→3,697) regionwide.	Tejas Kotak
Active Transportation Data Landscape	Datasets and tools (GIS bike/trail inventory, ABM, Replica, Placer.ai, Strava Metro, Lime, ped/bike counters, and more) supporting the Regional Bike & Trail Plan.	Nasim Rezvanpour
Georgia's Statewide Imagery Program	ARC/GDOT-funded high-resolution aerial imagery available to all Georgia governmental entities, refreshed on a leaf-off winter cycle.	georgia.imagery@gio.ga.gov

Spotlight on Surveys: Metro Atlanta Speaks

Presenter: Ann Carpenter, ARC

Carpenter presented Metro Atlanta Speaks (MAS), ARC's in-house regional public opinion survey, fielded annually since 2013 (with one exception during COVID) in partnership with Kennesaw State University's Burruss Institute. MAS is a statistically significant, stratified survey of the 11-county ARC region, used to inform ARC's Metropolitan Transportation Plan and Regional Housing Strategy, and made publicly available for research, policy development, and grant applications.

2025 Sample and Methodology

The 2025 survey reached 4,121 total respondents across 11 counties (36% online, 15% landline, 48% cellphone), with a regionwide margin of error of $\pm 1.5\%$.

Key 2025 Findings

- Housing affordability (28%) and traffic (24%) were identified as the region's top two problems, with housing affordability added as a survey option for the first time in 2025.
- 27% of respondents reported frequently lacking necessary transportation, rising to 53% among very-low-income respondents (under \$25,000/year); the highest rates by county were in DeKalb (33%), Gwinnett (31%), and Clayton and Rockdale (29% each).
- Transportation was cited as a barrier to workforce retention: 19.8% of respondents named better transportation options as the top lever for attracting and retaining skilled workers, behind affordable housing (35.1%) and training opportunities (20.4%).
- Expanding public transit was the preferred long-term solution to traffic problems (39%), narrowly ahead of improving roads and highways (34%).
- Regional outlook on future living conditions declined sharply: only 16% of 2025 respondents expect conditions to improve over the next 3–4 years (down from 27% in 2024), while 48% expect conditions to worsen (up from 35%).

- 2025 special-topic questions on AI produced mixed sentiment: 48.9% believe AI will make life easier, but 73.2% expect AI to decrease the number of available jobs, and majorities expect AI to increase both business productivity (60.9%) and energy consumption (58.2%).

2026 MAS results will be released following the November 4, 2026 State of the Region event; the 2026 survey adds new questions on economic mobility, connected to the regional Opportunity Rising initiative.

Using AI Tools

Presenters: Lisandro Mejia, SRTA & Adair Garrett, Georgia Tech

Titled “The Multiplier Effect: Why AI Is Your New Super-Intern,” this session focused on moving from simply asking AI tools questions to embedding AI into day-to-day workflows. An informal show-of-hands poll found roughly 60% of the room had used a general AI chat tool (e.g., ChatGPT, Gemini, Claude, Copilot), while roughly 10% had built or integrated an AI agent into their own workflow.

Approved Tools and Governance

Mejia noted that SRTA restricts AI use to two approved, enterprise-governed tools — Microsoft 365 Copilot (documents and daily operations) and GitHub Copilot (software development, specifically within the office of Business Intelligence & Data) — rather than open consumer AI tools, citing security, governance, and data privacy requirements.

Five-Block Prompting Framework

The presenters introduced a structured approach to prompting: Role, Task, Context, Constraints, and Output Format. They demonstrated this framework live using Microsoft 365 Copilot to extract an executive briefing from the 2024 SRTA Annual Report, reporting that the exercise — which would traditionally take about an hour of manual review — was completed in approximately two minutes.

- Few-shot prompting was introduced as a complement to the five-block framework, illustrated with an example of classifying Atlanta bus stops by shelter investment priority.
- Model Context Protocol (MCP) was explained as a standardized connection method — described as “the USB-C port for AI” — allowing AI tools to securely query external data sources without custom point-to-point integration code.
- A live demo connected GitHub Copilot (in VS Code) to the ARC Open Data Portal via an MCP server, querying 2025 vehicle-hours-of-delay data by hour and exporting the result as a CSV file in approximately 22 seconds.
- A final demo showcased a custom application Mejia built using AI-assisted development, blending SRTA and external datasets (including ARC Open Data and GDOT sources) into an interactive overview of SRTA's services and express lane facilities.

Key Takeaways

- AI is not a replacement for domain expertise; presenters emphasized that users must remain “the human in the loop” who understands the underlying data and validates output.
- Reported ROI: the demonstrated application, estimated to otherwise take one to two-and-a-half months of development time, was completed in under a week.
- Resources shared: an ARC Open Data MCP Server (available via GitHub and npm for reuse without building from scratch) and a YouTube playlist with step-by-step guidance.

Closing

Fischer closed the forum by thanking all presenters and facilitators — Lisandro Mejia, Adair Garrett, Ann Carpenter, Kofi Wakhisi, Tejas Kotak, Liz Sanford, and Josh Phillipson — and ARC staff who prepared data resource materials behind the scenes. She reflected on the AI Tools session, noting that scoping and understanding a problem remains a substantial part of any AI-assisted project, even when the resulting build is fast, and that the workshop's goal was to help attendees develop better ways of communicating about performance both with each other and with AI tools.

Closing Poll: Did today's workshop give you any new ideas about...

Attendees rated three prompts on a 1 (low) to 3 (high) scale (20 respondents):

- How to "measure the right things" — weighted average 2.6 of 3.
- How to plan or present data-driven insights — weighted average 2.6 of 3.
- How to govern and manage data to improve reliability and access — weighted average 2.5 of 3.

Responses skewed positive across all three prompts, with “measuring the right things” and “planning or presenting data-driven insights” rating marginally higher than “governing and managing data.”

About This Report

This summary was compiled from the event's audio transcripts (the overall room recording and four small-group breakout recordings), the combined presentation slide deck and speaker notes, live Mentimeter poll results, the registration and small-group sign-in records, and event handouts. Claude, an AI assistant made by Anthropic, assisted ARC staff in organizing source materials and drafting this report; all content was reviewed by ARC staff prior to distribution.

Questions about the report? Contact Josh Phillipson at jphillipson@atlantaregional.org

Appendix A: Full Attendee List

54 attendees, sorted alphabetically by last name.

Name	Organization
Alao, Folashade	Atlanta Regional Commission
Baker, Sam	Henry County
Barrett, Jean Hee	Atlanta Regional Commission
Blades, Katrise	Clayton County DOT
Carpenter, Ann	Atlanta Regional Commission
Castaneda-Torres, Valentina	Georgia Tech
Dana, Mark	City of Roswell
Dickerson, Stephen	Georgia Tech
Elhassy, Zuhair	Gresham Smith
Fischer, Jamie	SRTA
Freund, Denise	Forsyth County
Garret, Adair	Georgia Tech
Grodzinsky, Gil	Georgia Environmental Protection Division
Guza, Ezekiel	City of Sandy Springs
Hacker, Joseph	Atlanta Regional Commission
Hicks, Ted	Cobb County DOT
Hossain, MD Rezwan	Gresham Smith
Hwang, UJ	Atlanta Regional Commission
Jain, Ravina	Gresham Smith
Jeon, Christy	AtkinsRealis
Kennedy, Adjo	Georgia Tech
Kimbell, Paola	Fayette County
Kolasani, Divya	Gresham Smith
Kotak, Tejas	Atlanta Regional Commission
Leggett, Katy	City of Woodstock, Georgia
Lewandowski, Steve	Atlanta Regional Commission
Luly, Chris	City of Woodstock, Georgia
Luu, Long	City of Johns Creek
Mallon, Phil	Fayette County

Name	Organization
Mehserle, Liston	Metropolitan Atlanta Rapid Transit Authority (MARTA)
Mejia, Lisandro	SRTA
Mertz, Kaycee	WSP USA
Milner, Tarik	Cumberland CID
Morrissey, Dave	VHB
Park, Nokil	Atlanta Regional Commission
Pastorelle, Jomar	Georgia Department of Transportation - Office of Planning
Peddisetty, Vamsi	CHA
Perez, Amy	Gwinnett County
Phillipson, Josh	Atlanta Regional Commission
Piccolo, Shelby	Atlanta Regional Commission
Rezvanpour, Nasim	Atlanta Regional Commission
Ritzler, Emily	WSP USA
Rohling, Keith	Clayton County
Sanford, Elizabeth	Atlanta Regional Commission
Schall, Callie	Atlanta Regional Commission
Slusher, Tom	Metropolitan Atlanta Rapid Transit Authority (MARTA)
Studdard, Daniel	Atlanta Regional Commission
Sutter, Amanda	City of Woodstock, Georgia
Torng, Gwo-Wei	Atlanta Regional Commission
Vines, Isaac	City of Atlanta
Wakhisi, Kofi	Atlanta Regional Commission
Weiss, Megan	Georgia Department of Transportation
Wyczalkowski, Chris	Metropolitan Atlanta Rapid Transit Authority (MARTA)
Wynn, Michele	City of Atlanta, ATLDOT

Appendix B: Breakout Group Rosters

Transportation Safety

Facilitator(s): Tejas Kotak, ARC

Name	Organization
Zuhair Elhassy	Gresham Smith
MD Rezwan Hossain	Gresham Smith
Keith Rohling	Clayton County
Katy Leggett	Woodstock
Paola Kimbell	Fayette County
Sam Baker	Henry County
Divya Kolasani	Gresham Smith
Vamsi Peddisetty	CHA
Mark Dana	Roswell
Christy Jeon	AtkinsRealis

Asset Management

Facilitator(s): Adair Garrett, Georgia Tech

Name	Organization
Isaac Vines	City of Atlanta
Katrise Blades	Clayton County T&D
Phil Mallon	Fayette County
Ted Hicks	Cobb
Tarik Milner	Cumberland CID
Dave Morrissey	VHB
Valentina Castaneda-Torres	Georgia Tech
Liston Mehserle	MARTA
Denise Freund	Forsyth County
Michele Wynn	City of Atlanta

Mobility and Access Modeling

Facilitator(s): Kofi Wakhisi, ARC

Name	Organization
Megan Weiss	GDOT
Chris Luly	Woodstock
Long Luu	Johns Creek
Tom Slusher	MARTA
Chris Wyczalkowski	MARTA
Ravina Jain	Gresham Smith
Gil Grodzinsky	GA EPD
Ezekiel Guza	Sandy Springs
Folashade Alao	ARC
Callie Schall	ARC

Economic Access and Mobility

Facilitator(s): Ann Carpenter, ARC

Name	Organization
Steve Dickerson	GA Tech
Jomar Pastorelle	GDOT
Amanda Sutter	Woodstock
Emily Ritzler	WSP
Amy Perez	Gwinnett County
Kaycee Mertz	WSP
Adjo Kennedy	Georgia Tech
Shelby Piccolo	ARC
Nasim Rezvanpour	ARC
Daniel Studdard	ARC

ARC Staff Supporting the Event (not seated at a breakout table)

Name
Joseph Hacker
Elizabeth Sanford
Josh Phillipson
Gwo-Wei Torng
UJ Hwang

Name
Steve Lewandowski
Nokil Park
Jean Hee Barrett

Appendix C: Mentimeter Poll Results (Full)

Live polling was conducted via Mentimeter during the workshop (August 21, 2026 session only; two earlier test/dry-run sessions on August 18–20 are excluded from these results). The Mentimeter join code used for the live session is not reproduced here, as it was valid for that session only.

“What other words come to mind when you hear 'Data' and 'Performance'?” (word cloud)

42 respondents. Top responses: analysis (7), metrics (6), information (5), value (5), numbers (4), accountability (4), quality (2), decision making (2), efficiency (2), insights (2), quality control (1), travel demand (1), stats (1), assessment (1), status (1).

“Where are the stakeholders you work with?”

34 respondents (multi-select). In partner organizations: 30; Inside my organization: 31; In the general public: 27; In regulatory/oversight organizations: 22; Other: 5.

“What are some of the broader outcomes that are (or should be) tracked by transportation professionals?” (word cloud)

39 respondents. Top responses: safety (10), mobility (5), operation (5), accessibility (4), implementation (4), crash reduction (3), connectivity (2), access (2), economic development (2), performance (2), state of good repair (2), affordability (2), efficiency (2), crash data (2), quality (2).

“Describe one action process OR one production output of your work, which influences one or more broader transportation outcomes.”

31 respondents (open text; no upvotes were cast on any response). Sample responses: Connected bike / ped network, Crash Reduction, travel time efficiency, Building bus stops, Coordination, Project priorities and concept recommendations, LOS, Project rankings, Preventative maintenance, Scheduled replacement, Separate bike lanes from vehicle lanes, Applying for and receiving grant funding for infrastructure projects, Crash data, LOS, Co2 emissions, Data transparency, Community feedback, Planning and project delivery, Be proactive instead of reactive, Plan for future needs, Preventative maintenance, among others.

“Thinking about your role, how easy is it to access the data and other information necessary to do your job?”

42 respondents. It depends: 33; Difficult: 5; Easy: 4.

“When you find it difficult, what challenges do you face in accessing important data and information?” (ranked)

41 respondents. First-place votes: The information available is scattered, out-of-date, or conflicting — 19; It takes too long to get the information — 10; I don't know what information exists — 6; I don't know how to interpret the information once I find it — 4; I don't know who or how to ask — 2.

“Did today's workshop give you any new ideas about...” (scale, 1–3)

20 respondents. Weighted averages: How to "measure the right things" — 2.6 (votes: 1–2, 2–4, 3–14); How to plan or present data-driven insights — 2.6 (votes: 1–1, 2–6, 3–13); How to govern and manage data to improve reliability and access — 2.5 (votes: 1–1, 2–8, 3–11).

Appendix D: Data Resource One-Pagers

The following one-page reference sheets were distributed to attendees during the ARC Data Landscape session. Full copies are attached as separate files alongside this report.

- Open Data & Mapping Hub (Atlanta Regional Commission)
- Safety Performance Measures (Atlanta Regional Commission)
- ARC Data Landscape — Active Transportation (Atlanta Regional Commission)
- Georgia's New Statewide Imagery Program (Georgia Geospatial Information Office / Sanborn)

Appendix E: AI Tools Session Resources

- ARC Open Data MCP Server: <https://github.com/lisanmejia/atlantaregionalcommission-opendata-mcp>
- npm package: <https://www.npmjs.com/package/arc-opendata-mcp>
- YouTube learning playlist: https://www.youtube.com/channel/UCKWaEZ-_VweaEx1j62do_vQ

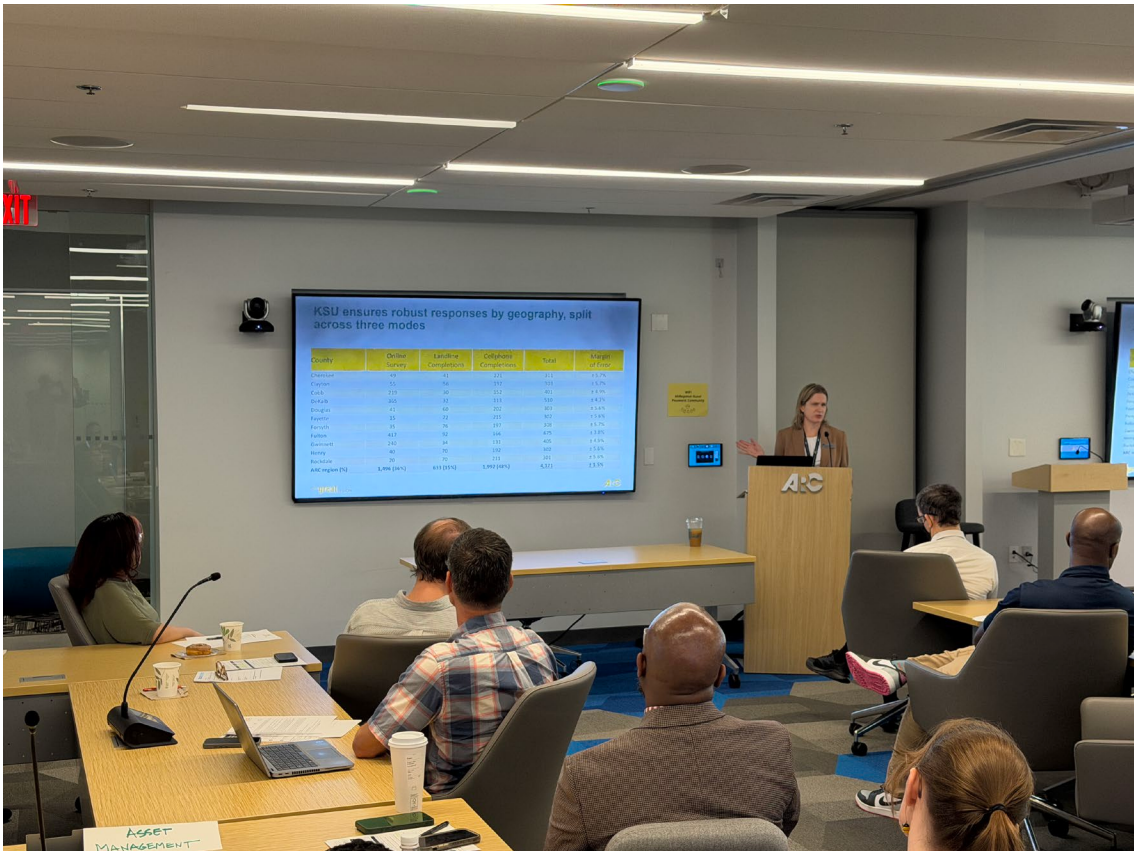
Appendix F: Photographs



Fischer presenting Part I



Fischer presenting to the full room



Carpenter presenting Metro Atlanta Speaks survey methodology