

ATLANTA REGIONAL COMMISSION
Transportation Coordinating Committee
Meeting Minutes

Friday, September 11, 2026 | 9:30 a.m.

Location	Harry West Conference Room, 229 Peachtree St NE, Suite 100, Atlanta, GA 30303 (In-Person Meeting)
Chair	Gwo-Wei Torng, Atlanta Regional Commission

Attendance (Voting Members, Alternates)		Members represented: 15	
ARC	Gwo-Wei Torng; Jean Hee Barrett (alt.)	Paulding	--
Atlanta	Michele Wynn	Rockdale	Brian Kelly
Barrow	--	Spalding	--
Cherokee	Patrick Bradshaw	Walton	--
Clayton	Katrise Blades (alt.)	GDOT	Megan Weiss
Cobb	--	GEPD	Gil Grodzinsky
Coweta	Sid Bedenbaugh	GTEA	Allie Velleca (alt.)
DeKalb	--	MARTA	Brendon Rush (alt.)
Douglas	Suleman Rana	Municipal 1	--
Fayette	Phil Mallon; Alexia Kimbell (alt.)	Municipal 2	--
Forsyth	Denise Freund (alt.)	Municipal 3	--
Fulton	--	Municipal 4	--
Gwinnett	Allison Stewart-Harris	Municipal 5	--
Henry	Sam Baker	Municipal 6	--
Newton	--		
Quorum requires 40% (13) of voting members to be represented for TCC to take action. Quorum was achieved.			

Attendance (Advisory Members, Alternates)	
Cartersville-Bartow MPO	--
EPA	--
FHWA	--
FTA	--
Gainesville-Hall MPO	--

1. Welcome and Public Comment

Gwo-Wei Torng, Atlanta Regional Commission, called the meeting to order and confirmed that a quorum was present. Liz Sanford confirmed quorum was met. Torng asked whether anyone had signed up for public comment; Sanford confirmed no public comment had been submitted for this meeting.

2. INFORMATION – ARC External Survey Results

Presenter: Gwo-Wei Torng, Atlanta Regional Commission

Summary

Torng shared results from ARC's external partnership-satisfaction survey, sent to local government and agency partners in late July 2026. The Transportation Planning Department (TPD) received 21 responses — among the highest response counts of any ARC department — with an average satisfaction rating of 4.5 out of 5 (5 being “extremely satisfied”). Torng thanked members for responding and highlighted two written comments for committee discussion and feedback:

- Consider adding technical assistance for grants.
- Convening mobility pilot operators from across the region more frequently would provide much-needed support.

Discussion

- **Technical assistance for grant opportunities (Phil Mallon, Fayette County):** Mallon said the comment likely referred to ARC's practice, during the Infrastructure Investment and Jobs Act (IIJA) period, of compiling summary spreadsheets of federal grant opportunities for local governments, which he described as very helpful given how many local governments lack the staff time to track every opportunity individually. Torng agreed this would constitute the kind of technical assistance described in the comment and said staff would consider how to continue providing that kind of resource.
- **Existing regional mobility pilots:** Torng and other attendees identified several mobility pilots currently underway in the region, including automated-shuttle pilots associated with Cobb County and the Atlanta Beltline, and a longer-running automated-shuttle pilot near Georgia State University/Georgia Tech, now operating as an established service. Sam Baker, Henry County, noted that the county's new fixed-route local bus service between Stockbridge and McDonough is being run as a three-year pilot. Torng said staff would take the suggestion of convening pilot operators as an action item and look into ways to share lessons learned across jurisdictions.

3. INFORMATION – 2027 Unified Planning Work Program (UPWP)

Presenter: Michael Kray, Atlanta Regional Commission

Summary

Michael Kray provided an overview of the UPWP, one of the core federally required planning documents for an MPO. The UPWP is developed annually, in cooperation with the state, local governments, and public transportation operators, and identifies metropolitan transportation planning activities carried out with federal, state, and local funds in the MPO area.

Examples of Studies in the Current (2026) UPWP

Kray noted that, in addition to regular MPO planning functions such as MTP/TIP development and Comprehensive Transportation Plans (CTPs), the current UPWP includes several special studies: the Carbon Reduction Plan, the Emergency Healthcare Transportation Access Study, the ITS4US Complete Trip Deployment (Phase 3), and the Regional Trails Plans.

2027 UPWP Schedule

- September – Draft ARC Agencywide Work Program and Budget.

- September 22 – Information on local- and state-funded planning initiatives due to ARC.
- October – Public comment period.
- November 6 – TCC action.
- November 11 – TAQC and Board action.

Discussion

- **Timeline for committee review (Gwo-Wei Torng, ARC):** Torng asked when TCC would receive the draft UPWP ahead of the November 6 action date, to ensure members have sufficient time to review it. Kray said a draft would be ready by the end of September. Liz Sanford added that once the document is ready for public comment, ARC will post it on the website and notify TCC members by email that it is available for review.

4. INFORMATION – Metropolitan Transportation Plan (MTP) Update

Presenter: Ansley Goddard, Atlanta Regional Commission

Summary

Ansley Goddard provided an update on Mobility 2055, ARC's long-range Metropolitan Transportation Plan (MTP) for the 19-county region, covering progress against the project timeline, the draft policy framework, peer MPO interview takeaways, engagement activities, and a data request.

Progress and Timeline

- As of Q4 2026, several MTP tasks are complete or nearing completion, including two ARC Board workshops, interviews with ARC leadership, five peer MPO interviews, and three virtual stakeholder focus groups held in August (more than 150 combined attendees).
- The policy framework task is currently in the “Define” phase (September–October 2026), developing objectives, strategies, and tactics. A draft policy framework will be shared with TCC in November 2026, followed by a public-facing brochure by year end.

Draft Policy Framework

- The framework is organized under ARC's “One Great Region” vision into Priorities (outcomes the region is working toward), Objectives (standing commitments guiding investment decisions), and Strategies/Tactics (specific approaches and programs) — currently drafted as 6 priorities and 13 objectives, with strategies and tactics still in development.
- Goddard compared results from identical prioritization questions posed to the ARC Board/TAQC and to TCC in May 2026. Both groups favored investing in transit and multimodal options to reduce congestion and spreading funding across a mix of larger and smaller-scale projects. On maintenance versus expansion, TCC's top choice was prioritizing maintenance even if expansion slows, while the Board's top choice was balancing maintenance and expansion equally. On trade-offs, TCC favored maximizing regional benefit even if some jurisdictions benefit more than others, while the Board favored directing resources to the greatest need regardless of location.
- Based on input from ARC leadership, the Board/TAQC and TCC, and the stakeholder focus groups, staff identified six draft MTP priorities with an overall rating of High or Moderate: (1) eliminate serious injuries and fatalities – High; (2) expand sustainable, well-planned, multimodal transportation infrastructure – High; (3) maintain and optimize the existing transportation system – High; (4) support economic competitiveness and innovation – High; (5) advance access to economic mobility for vulnerable populations – Moderate; and (6) build a resilient transportation system that also supports public health – Moderate.
- Goddard reviewed the draft objectives under each priority and paused after each for member feedback.

Discussion (Policy Framework)

- **Tracking post-project outcome data (Phil Mallon, Fayette County):** Mallon suggested ARC evaluate project outcomes after completion — for example, crash-reduction results from at-grade crossing enhancements or roundabout safety improvements — to help ensure future safety investments are as effective as possible. Goddard said several peer MPOs set specific, measurable performance targets under each objective and said ARC would consider incorporating that approach.
- **Sidewalks and micro-mobility access (an attendee):** An attendee asked whether pedestrian infrastructure such as sidewalks is explicitly captured in the framework, noting that access to micro-mobility depends on connected sidewalks. Goddard said sidewalks are not called out by name but are covered under related objectives such as complete streets requirements. Amy Goodwin, ARC, added that ARC has received similar feedback from the Board that “multimodal” language should more explicitly reference walking, biking, and transit access, and that staff may revise the wording accordingly.
- **Objective 6.2 – climate resiliency measures (Allison Stewart-Harris, Gwinnett County):** Stewart-Harris questioned applying climate resiliency measures to “all” regionally funded projects, citing cost concerns and potential trade-offs with other priorities such as access for vulnerable populations. Jon Philipsborn, ARC (Climate Resilience Program), responded that the intent is a risk-based lens — assessing flood, heat, and other changing risks by location — rather than a uniform requirement, supported by tools ARC is developing under a federal PROTECT grant. Michele Wynn, City of Atlanta, asked whether tiered, lower-cost resiliency measures could be considered; Philipsborn agreed there is no single resiliency action and that recommended measures will vary by location, project, and conditions.
- **Mitigation versus adaptation, Objectives 6.1/6.2 (Gil Grodzinsky, GA EPD):** Grodzinsky asked staff to clarify that Objective 6.1 (air quality/emissions) addresses mitigation while 6.2 (resiliency) addresses adaptation, and said it is important to communicate that 6.2 reflects planning for changing conditions rather than an added regulatory burden on projects. Philipsborn confirmed that distinction. Amy Goodwin, ARC, added that ARC envisions applying resiliency measures in a context-sensitive way, similar to how complete streets requirements are implemented.

Peer MPO Interviews

- ARC interviewed nine peer MPOs virtually — Greater Chattanooga/North Georgia MPO, Boston MPO, Los Angeles (SCAG), Chicago (CMAP), Broward MPO, Denver (DRCOG), Columbus (MORPC), Kansas City (MARC), Seattle (PSRC). Dallas (NCTCOG), the tenth MPO provided responses to the interview questions in writing after the team was unable to identify a mutually available time for a virtual interview. The 10 MPOs were selected for their range of population, number of jurisdictions, tolling presence, and whether they have a formal policy framework.
- Key takeaways: policy-framework structures vary but most peer MPOs have moved away from organizing by travel mode; frameworks carry real influence only when tied to funding decisions; NCTCOG awards Transportation Development Credits to jurisdictions that voluntarily adopt aligned policies, which can substitute for the mandatory 20% local match on federally funded projects; Broward MPO does not use MPO funds on state DOT projects; and several peer MPOs (e.g., PSRC, DRCOG) require legacy projects to be reapplied for or reevaluated periodically rather than remaining on project lists indefinitely. On fiscal constraint, most peer MPOs use spreadsheet- or database-based tools rather than a fully automated tool, and most tie fiscal constraint decisions to their policy frameworks.

Discussion (Peer MPO Interviews)

- **State-route funding policy (Patrick Bradshaw, Cherokee County):** Bradshaw said Cherokee County would strongly oppose any move by ARC toward a policy resembling Broward MPO's of not funding state DOT projects with MPO funds, citing the county's close working relationship with GDOT and its own investment in state-route improvements, and asked that such a policy

not be considered. Goddard thanked him for the feedback and clarified the peer MPO findings were shared as informative examples, not as proposals ARC is pursuing. Phil Mallon, Fayette County, agreed, noting that many rural counties' critical needs are on state routes.

Engagement

- ARC's online MTP survey remains open through October 31, 2026, with roughly 300 participants as of September 9. Upcoming Phase 1 engagement includes community events — including Suwanee Fest, the Peachtree City Dragon Boat Race and International Festival, Atlanta Streets Alive, the Paulding Arts Fall Fest, and a tentative Covington Fall Festival — coordinated with the Regional Trails Plans and in-progress CTPs. Goddard encouraged members to flag local events suited for MTP engagement.

Data Request

- Goddard thanked members for helping compile data from all 19 CTPs (more than 6,200 projects) into a single ARC database, and asked for help locating GIS files for transit master plans from Henry, Newton, Spalding, Douglas, and Rockdale counties, which ARC does not currently have on file.

5. INFORMATION – Carbon Reduction Plan Work Session

Presenters: Tejas Kotak, Atlanta Regional Commission; Sumner Pomeroy, Executive Director, Clean Cities Georgia; with Pamela Fann and Ernest Rogers of the consultant project team, serving as co-facilitators

Summary

Tejas Kotak introduced the Transportation Carbon Reduction Plan, noting ARC previously briefed TCC on the plan in fall 2025 and spring 2026. The plan focuses on the mitigation side of transportation emissions — covering personal vehicles, trucks, and transit — as distinct from ARC's separate Transportation Resilience Improvement Plan, which addresses climate adaptation. The goal is to develop data and guidance that ARC and local governments can use, both regionally and locally, to reduce transportation-related carbon emissions. Kotak introduced the consultant team, led by Clean Cities Georgia (a nonprofit advancing clean transportation solutions across multiple fuel types) together with a stakeholder-engagement and energy-efficiency team and firms supporting freight, policy, and data analysis.

The consultant team then led a facilitated focus-group discussion with TCC members and other attendees present. Facilitators stated at the outset that the session would be treated as a confidential focus group: comments would not be attributed by name and results would be reported only in the aggregate. Consistent with that ground rule, individual comments from this discussion are summarized below by theme rather than attributed to specific speakers.

Discussion Themes

- **Defining clean transportation:** Attendees associated the term with zero- and low-emission fuels, synthetic carbon-neutral hydrocarbons, and human-powered options such as biking and walking.
- **Transportation access gaps:** Attendees cited areas of the region — including neighborhoods near Hartsfield-Jackson International Airport, rural portions of several counties, and communities lacking sidewalks or transit connections — that feel disconnected or difficult to reach; several also noted that trail networks such as the Atlanta Beltline can help connect underserved communities.
- **Past decisions and ongoing land-use trade-offs:** Attendees discussed how past highway and land-use decisions (including growth in warehouse/distribution development and associated truck traffic, and limited-access highway development contributing to sprawl) continue to shape today's challenges, alongside the trade-offs some communities face between economic development and increased truck traffic.

- **Freight, trucks, and air quality/noise:** Discussion covered truck-route designation and enforcement challenges (including engine-braking noise complaints), the relationship between noise and emissions reduction, potential for shifting some freight from truck to rail, and electrifying last-mile delivery vehicles.
- **Alternative fuel vehicles:** Attendees identified fleet diversification, upfront cost, staff training and right-to-repair considerations, and vehicle duty-cycle/terrain needs as key factors in fleet decision-making, along with a need for continued education — including on total cost of ownership — for decisionmakers and the public.
- **Micro-mobility:** Attendees discussed e-bike and e-scooter speed and safety on shared-use trails, opportunities to expand school access via micro-mobility (including existing golf-cart trips to school in some communities), and connecting micro-mobility with transit.
- **Policymaker and public support:** Attendees said sustained, predictable funding and clearer messaging linking carbon-reduction investments to tangible near-term benefits (health, cost savings, quality of life) would help build support among elected officials and the public.

Requests to TCC

- The consultant team invited members interested in providing more detailed feedback to sign up for individual key-informant interviews, and noted the project will continue through the next year, with further updates to come.

6. Announcements

- **Year-end invoicing reminder (Gwo-Wei Torng, ARC):** Torng reminded members that ARC's finance system operates on a calendar-year basis and asked partners with active ARC project agreements to submit any outstanding invoices, or invoices about to come due, before year end.
- **New TPD staff (Liz Sanford, ARC):** Sanford introduced Imani Love, who has joined TPD's community engagement team with a background in transportation and environmental planning.
- **New TPD manager (Gwo-Wei Torng, ARC):** Torng announced that Jean Hee Barrett is taking over a department-manager position within TPD previously held by David Haynes.
- **Transportation electrification resources (Folashade Alao, ARC):** Alao, who works on ARC's transportation electrification and alternative-fuels program, shared several resources, including an "EV 102" guide to electric fleet management, a report on the state of e-mobility in Georgia and nationally/internationally, and an upcoming Electrification Coalition webinar on green-bank financing for fleet electrification. She also noted ARC is exploring a study on public-fleet energy transition, coordinated with the Carbon Reduction Plan and other ARC mobility work.
- **Regional Trails Plans engagement (Liz Sanford, ARC):** Following up on Ansley Goddard's MTP presentation, Sanford noted that the three regional trails and bicycle plans — Riding Forward: One Region, Connected; Riding Forward: Rooted & Rising; and Flint Riverway: A River Revealed, a Community Connected — are online now at publicinput.com/RidingForward, with pop-up engagement events planned across the region through October, a dedicated "Flint Week" (October 17–22), and South Metro Trails Leadership Alliance meetings on September 22 and a bus tour on November 13.
- **GDOT funding call reminder (Megan Weiss, GDOT):** Weiss reminded members that GDOT's competitive CMAQ funding call closes in one week, and that informational webinars are available.
- **Staff departures (Patrick Bradshaw, Cherokee County):** Bradshaw announced on behalf of Brett Buchanan, who was unable to attend, that it was Buchanan's last day with Cherokee County after about 22 years, and that he will join Southeastern Engineering. Bradshaw also announced that Geoff Morton, a past TCC member, will retire at the end of the year.

7. Adjournment

Torng adjourned the meeting at 11:37 a.m. The next TCC meeting is scheduled for Friday, October 2, 2026.

These minutes were assembled with the assistance of Claude, an AI tool from Anthropic, which drafted a summary using the meeting transcript, manual notes, presentation materials, and the member attendance record. The AI-generated draft was subsequently reviewed, fact-checked, and edited by ARC staff prior to finalization.