ATLANTA REGIONAL COMMISSION
Transportation Coordinating Committee
Meeting Minutes

Friday, October 2, 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: 14**	
ARC	Gwo-Wei Torng; Kofi Wakhisi (alt.); Jean Hee Barrett (alt.)	Paulding	Ann Lippman
Atlanta	Michele Wynn	Rockdale	--
Barrow	--	Spalding	--
Cherokee	Patrick Bradshaw	Walton	--
Clayton	--	GDOT	Megan Weiss
Cobb	Laura Beall	GEPD	Gil Grodzinsky
Coweta	--	GTEA	Jon Ravenelle; Allie Velleca (alt.)
DeKalb	Tricia Prevost (alt.); Aprell King (alt.)	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	--	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 at 9:32 a.m. and noted that the agenda contained no action items. He asked that discussion and Q&A during presentations be limited to TCC members, with time available at the end of the meeting for others to speak with TCC members or ARC staff directly. No public comment had been submitted for this meeting.

2. Consent Agenda (September Meeting Minutes)

Torng explained that the prior meeting's minutes will now appear on each TCC agenda as a consent item, with the draft minutes distributed to members by email in advance. He noted two corrections to the September 11, 2026 minutes: a typographical correction, and a correction to the MTP update discussion, which stated that ARC interviewed nine peer MPOs when the correct number is ten. No other corrections were proposed, and the September minutes were approved as corrected.

3. FIRST READ – FY 2027–2030 Transportation Improvement Program / 2050 MTP/TIP Amendment #7

Presenter: Michael Haire, TIP Administrator, Atlanta Regional Commission

Summary

Michael Haire presented a first read of the new FY 2027–2030 Transportation Improvement Program (TIP) and Amendment #7 to the 2050 Metropolitan Transportation Plan (MTP).

TIP and MTP Foundations

- The MTP sets the long-range (20+ year) direction. The TIP is its short-range element: the first four years of the plan, with each project programmed with a funding source, phase, and fiscal year. The draft TIP shifts the program from FY 2024–2027 to FY 2027–2030.
- Because the TIP years are part of the MTP planning horizon, any TIP change is also an MTP amendment. Amendment #7 is a routine amendment that keeps the long-range plan consistent with the new TIP. TCC and the Transportation and Air Quality Committee (TAQC) approve the new TIP and all MTP amendments.
- Six documents support the first read: an executive summary, the draft TIP, the TIP project list, the Amendment #7 list of changes, the issue summary and resolution, and the air quality conformity determination report. Committees review the package for air quality impacts, financial impacts, and overall regional impacts.

Funding

- The draft TIP programs $19.22 billion on project phases for FY 2027–2030, an average of about $4.8 billion per fiscal year. Federal funds make up 17% of the total. The share ARC programs directly is $564 million, or 2.9%, drawn from roughly $140 million per year in three federal programs: Surface Transportation Block Grant Urban (about $110 million), Transportation Alternatives Program (about $16.5 million), and Carbon Reduction Program (about $13.5 million).
- Amendment #7 raises funding through the long-range horizon by 5.3%, from $79.4 billion to $83.5 billion, driven by large increases in bond and private ("Other") funding. Haire explained that this largely reflects GDOT converting federal funds on major mobility projects to state, private, or bond funding.
- Through the 2026 solicitation, ARC is committing $89.2 million to 43 regional projects, including studies: $21.2 million for bicycle/pedestrian, $16.1 million for trails, $14.4 million for transit, $4.9 million for maintenance, $28 million for transportation systems management and operations (TSMO, the largest category), and $4.3 million for studies. Highlights include the Gwinnett County Loop Trail, North Marietta Parkway intersection improvements, the Atlanta BeltLine Westside Trail pedestrian/cyclist bridge, Collier Road multimodal improvements, the Tucker-

Northlake Trail, Tara Boulevard safety improvements, and Jefferson Street intersection improvements.

Next Steps

- The public comment period began September 28 and closes October 27. A virtual public open house was held September 28, and a public hearing will be held at the October 14 joint ARC Board/TAQC meeting.
- A public comment report and final documentation will go to TCC, the Board, and TAQC by October 30. Action is planned for November: TCC at its next meeting, ARC Board and TAQC on November 12, and the GTEA board on November 18. Final U.S. DOT approval and online publication are expected in late November to early December, at which point the new TIP would take effect.
- Until final approval, the TIP and all solicitation awards are draft. Haire asked members to hold off on press releases or publicity about solicitation awards until then.

Discussion

- **Project database training (Sam Baker, Henry County):** Baker said the online tool used to track TIP projects is still difficult to use and requested a demonstration of how to generate project reports by county without asking ARC staff each time. Haire said ARC has decided to move away from the Eco Interactive platform because of persistent issues and its annual subscription cost, and that this will be its last calendar year using the system. ARC will hold TIP training in early December covering the interim system and plans to develop a sustainable in-house tool. Baker said he found the earlier tool much easier to use.
- **Member input on the new system (Gwo-Wei Torng, ARC):** Torng asked that as ARC transitions to and designs a new system, TCC members be involved so that user needs, such as reporting summaries, are identified up front.

4. FIRST READ – 2027 Unified Planning Work Program (UPWP)

Presenter: Michael Kray, Atlanta Regional Commission

Summary

Michael Kray presented a first read of the 2027 Unified Planning Work Program (UPWP), which documents transportation planning activities in the Atlanta metropolitan area funded with federal, state, and local dollars. The 2027 UPWP represents about $27 million in planned activity. It is one of four documents federally required of MPOs, along with the MTP, the TIP, and the Public Participation Plan. It is developed annually alongside the ARC budget, in cooperation with the state, local governments, and transit operators, to coordinate planning, reduce duplication, and ensure common planning assumptions. Formal FHWA and FTA approval is required before work begins on activities funded with federal planning and research funds.

2026 Work Program Highlights

- Completed: ITS4US Complete Trip Deployment Phase 3 (approved by FHWA to proceed to the next phase); two amendments and four rounds of administrative modifications to the 2050 MTP and FY 2024–2027 TIP; and development of the new FY 2027–2030 TIP.
- ARC-funded, locally led plans: the Norcross-to-Lilburn multiuse trail feasibility study (Gwinnett County), the Newton County and Rockdale County Comprehensive Transportation Plans (CTPs), other Livable Centers Initiative (LCI) and local plans, and the Chattahoochee RiverLands Atlanta Reach scoping study (City of Atlanta), which is nearly complete.
- Initiated in 2026: the MTP update, Riding Forward (Regional Trails Plans), the Household Travel and Transit On-Board surveys, the Transportation Carbon Reduction Plan, the Transportation Resilience Improvement Plan, the Emergency Healthcare Transportation Access Study, the Regional ITS/TSMO Plan, ITS4US Phases 4 and 5, and ongoing mobility services programs.

2027 Selected Planning Highlights

- MTP update: $2.45 million total, $1.0 million in 2027.
- Riding Forward trail and bicycle plans: $3.5 million total, $1.2 million in 2027.
- Regional travel surveys, which will update the travel demand model and quantify post-pandemic changes in travel behavior: Household Travel Survey, $1.875 million total, $0.8 million in 2027; Transit On-Board Survey, $1.6 million total, $0.8 million in 2027.

Timeline

- October 2: TCC first read.
- October 5–31: informal public comment period, with the draft available at atlantaregional.org/upwp. Members were asked to send comments to staff by October 31. Kray noted the informal comment period is a best practice rather than a requirement.
- October 14: first read at the joint ARC Board/TAQC meeting.
- November 6: TCC action.
- November 12: ARC Board/TAQC action.
- November–December: USDOT approval.

Discussion

- **Locally funded county-wide plans (Laura Beall, Cobb County):** Beall asked what information the UPWP should include on county-wide plans that are 100% locally funded. Kray said including them is a best practice, particularly if the effort is significant, and that ARC can add them. Beall noted that Cobb is beginning its first county-wide active transportation plan.
- **CTP updates in 2027 (Sam Baker, Henry County):** Baker said he did not see any CTP updates in the draft UPWP and noted that Henry County plans to update its CTP in 2027. Kray confirmed Henry County is part of the 2027 program and that the funding is programmed in the TIP. He explained that ARC does not typically list the first year of a CTP in detail because of the upfront work required, including approval of the GDOT contract, a sub-grant agreement with the county, and the county's procurement. He offered to list it specifically if desired, and confirmed that counties should plan and budget local match accordingly.

5. INFORMATION – Metropolitan Transportation Plan (MTP) – Needs Assessment

Presenter: Ansley Goddard, Atlanta Regional Commission

Summary

Ansley Goddard provided an update on two MTP tasks: the Needs Assessment (Task 5), which is substantially complete, and Project Evaluation (Task 7), for which she previewed a methodology still under development.

Needs Assessment: Approach

- Because ARC's 19 CTPs and regional plans each document needs in their own formats, ARC assembled projects from all 19 CTPs into one consistent, traceable inventory. ARC also reviewed its family of adopted regional plans (including freight, safety, transit, LCI, electrification, and active transportation) for policy direction; these generally set direction rather than provide project lists.
- A project was identified as a potential regional need if it met three tests: a geographic relationship to a regional policy network or activity center, alignment with a regional policy priority, and evidence of a realistic funding path (reflected in the adopted MTP or TIP, or a managed or express lane project with its own revenue).

Results

- The inventory contains 6,399 project features across the 19 plan areas, with a total cost of about $68 billion in 2026 dollars (inflated at 2.5%, consistent with the last MTP). About 15% of features lack cost data, so totals are conservative.
- By type: roadway capacity expansion, 548 features and $19.3 billion; other roadway, 2,697 features and $28.8 billion; connectivity, 1,334 features and $5.3 billion; transit, 809 features and $5.6 billion; and other, 41 features. About 36% of features were eligible under the regional-need screening rules and about 20% show a realistic funding path.
- 555 features (9%) surfaced as potential regional needs, with a combined cost of $22 billion. Capacity expansion represents 11% of features and 58% of documented cost but only 24 of the 555 regional needs; roadway needs are primarily preservation.
- Regional themes: growth-related network pressure in outer and fast-growing counties; safety and state-of-good-repair needs aligned with the High Injury Network; redevelopment and multimodal access in the core and mature suburbs; freight and job access; and a persistent funding gap in nearly every plan.
- Caveats: the results are a synthesis of adopted plans and identify candidates only; significance and funding remain undecided. CTPs are not fiscally constrained and were completed in different years, some projects may be dated or built, and the figures are feature counts rather than distinct projects, since counties counted projects differently. Transit is undercounted because the CTPs do not include transit master plans or the most recent regional transit plan (ARTP), which ARC is adding and will update the Needs Assessment to reflect this.

Project Evaluation: Methodology Preview

- The six draft policy framework priorities guide the evaluation. The process is to apply qualifying criteria, score qualifying projects against existing ARC data using one rubric across modes, and validate the results with project sponsors. Scores will inform, not replace, decisions that also consider context, sponsor priorities, feasibility, and geographic balance. This approach is new relative to the last MTP, and Goddard stated that nothing is final.
- Draft qualifying criteria: inclusion in a locally adopted or official transit agency plan; eligible entity; eligibility for federal aid; GDOT support if on the state system; alignment with a policy network or project type; a minimum project size or cost; and phase or funding advancement since the last solicitation. ARC is considering a minimum cost of $20 million, which would capture about 47% of projects in the current long-range plan (the median project cost is $18 million); $25 million would capture about 40%.

Discussion

- **Plans still underway (Megan Weiss, GDOT; Amy Goodwin, ARC):** GDOT asked how the requirement that a project be in an adopted plan would apply to plans currently underway, such as those in North and South Fulton. Goodwin said ARC would handle this case by case, noting many projects in plans being updated already existed in earlier plans, and that because this applies to the long-range portion of the MTP, a project not captured now could be considered in the next update in four years.
- **Transit coverage for Henry County (Sam Baker, Henry County):** Baker observed that the data show no transit projects for Henry County, although the county has a transit master plan. Goddard confirmed the figures come only from CTPs and that ARC is adding transit master plans and regional transit data. ARC staff reminded members that GIS data for the transit layer has been requested from several counties.
- **Transit coverage for Cobb County (Laura Beall, Cobb County):** Beall noted that Cobb also showed no transit projects, although its CTP includes many, with transit not developed as a separate plan. Goddard said ARC will confirm they have all of Cobb's GIS data and coordinate with Beall to include the data.

- **Minimum project size (Phil Mallon, Fayette County):** Mallon asked whether a dollar amount had been set for the minimum project size. Goddard said no figure is official and that ARC is testing thresholds, citing the $20 million and $25 million scenarios above.
- **Documentation and project-level metrics (Patrick Bradshaw, Cherokee County):** Bradshaw complimented the documentation in the presentation and asked whether the final MTP will have a similar look and feel, and whether a summary metric could be linked to individual projects, for example in the TIP fact sheet, to help sponsors applying for discretionary grants; he suggested standardizing to USDOT benefit-cost measures. Goddard said this has not been fully discussed, but ARC hopes to document the criteria for inclusion in the long-range plan, as some peer MPOs do in a short summary, and thanked him for the comment.
- **Comprehensive project list (Mike Alexander, ARC):** Alexander said having a comprehensive list of projects across the region is a significant achievement, encouraged members to keep bringing questions and information, and noted that doing so helps ARC support members in pursuing additional resources.

6. INFORMATION – Transportation Resilience Plan Update

Presenter: Tejas Kotak, Principal Planner, Atlanta Regional Commission

Summary

Tejas Kotak provided an update on the Transportation Resilience Improvement Plan (TRIP) and previewed upcoming engagement with local governments. The TRIP is funded by a $1.5 million FHWA PROTECT grant awarded in 2024, with no local match. ARC contracted with ICF to build the plan through fall 2027, with about $1 million going to the consultant and the remainder kept in house for staff time and additional analysis. It builds on the 2018 Vulnerability and Resiliency Framework for the Atlanta Region. Kotak showed recent flooding on Kinney Lake Road in Carroll County (September 12, 2026) and on the Downtown Connector (June 19, 2026), and noted these impacts are expected to increase.

TRIP Elements

- Element 1 – Data-Informed Resilience Assessment: a flood and heat risk assessment tool for current and future projects, using transportation asset data, LiDAR, and climatological forecasts.
- Element 2 – Stakeholder Engagement and Collaboration: input from local governments on areas of critical need and on projects that include, or could include, resilience elements, along with community engagement.
- Element 3 – Resilience Measures and Implementation: short-range retrofits (such as slope failure stabilization and green infrastructure like bioswales and tree planting) and long-range enhancements (such as increased hydraulic capacity for drainage systems using a future-conditions design storm), with analysis to rank solutions by feasibility and cost-effectiveness.
- Element 4 – Integration with the MTP, TIP project selection, and funding policies, including opportunities to build resilience measures into local projects from the start.

Transportation Vulnerability Assessment Tool (TVAT)

- The TVAT is a GIS-based tool that combines regional transportation assets, LiDAR data, and climatological forecasts (2050 and 2100) to assess flood and heat risks to roads, bridges, sidewalks, trails, and rail, and to the people who use them. ARC staff will manage and update the tool after the consultant builds it, and it may be opened to local governments and the public.

Discussion

- **Trails along creeks and rivers (Sam Baker, Henry County; Josh Phillipson, ARC):** Baker noted that Henry County's trails plan deliberately places proposed trails along creeks and rivers and asked whether that is good planning from a flooding perspective. Kotak said it is worth examining, and that if there is flood risk, such trails could include resilience elements so they

recover quickly. Phillipson added that the Riding Forward plans are considering additional scope to develop design guidelines for trails along rivers and creeks, which is not yet confirmed.

- **Coordination with existing floodplain guidance (Phil Mallon, Fayette County; Tejas Kotak and Jon Philipsborn, ARC):** Mallon noted that local governments spend substantial sums on flood mitigation and asked how the work coordinates with the Metropolitan North Georgia Water Planning District's model ordinances and floodplain modeling guidance, expressing concern about a redundant tool or guideline. Kotak said the plan is being developed in partnership with ARC's Natural Resources Department, whose district manager is a co-project manager, so the model ordinances and guidelines will be under consideration and ARC can share ideas back. Philipsborn, who leads ARC's climate resilience program, said the aim is not to create duplicate requirements, that some existing guidance is becoming dated, and that ARC's stormwater lead is working closely on the project. He added that water and transportation staff in local governments do not always coordinate, and the project is an opportunity to connect them.
- **Regulatory review and permitting (Patrick Bradshaw, Cherokee County):** Bradshaw asked whether the plan will include a regulatory review component. He described Cherokee County's heavy investment in replacing corrugated metal pipe culverts and raising bridge decks, and said these resilience projects are slowed by stream mitigation credit shortages and long permit review times, including at the Army Corps of Engineers, sometimes adding months and making projects two to three times more expensive. He suggested third-party review or recommendations would help. Kotak said this had not been raised with the consultant team but is valuable local insight, and that if it is a persistent issue for counties, ARC can work to fold it into the plan.

7. Announcements

- **Riding Forward – Flint Riverway engagement (Josh Phillipson, ARC):** Phillipson announced a Flint River engagement push the week of October 17: a river cleanup on October 17; a stakeholder drop-in session on October 21 from 1:00 to 5:00 p.m. in Hapeville, open to TCC members interested in the Flint, South River, or trail planning along a river; and public block parties on Tuesday, October 20 in Hapeville and Thursday, October 22 in Jonesboro. Details will be sent to the TCC list.
- **Jurisdiction liaison survey (Jean Hee Barrett, ARC):** Barrett announced that ARC will send a new jurisdiction liaison survey on Monday, October 5, the first since 2023. It will go to multiple staff in each jurisdiction and ask about the support ARC provides for project delivery and studies, to help plan for 2027 and beyond. She asked members to complete it.
- **Henry County Freight Cluster Plan (Sam Baker, Henry County):** Baker thanked ARC and GDOT for the freight cluster plan grant and announced that a consultant will begin the Henry County Freight Cluster Plan later in October.
- **Federal reauthorization and funding uncertainty (Laura Beall, Cobb County; Gwo-Wei Torng, ARC; Mike Alexander, ARC; Megan Weiss, GDOT):** Beall asked for an update on the federal surface transportation reauthorization bill. Torng said it is very unlikely to be taken up before the election or in the period before the new Congress is seated, that he expects it to be picked up in spring or summer, and that he does not anticipate action within the next six months. He noted transportation has historically had bipartisan support, that discussions already under way would carry forward, and that continuing resolutions create uncertainty for ARC and its partners. Alexander noted the current continuing resolution runs through December 11. Weiss said GDOT is continuing to work with project managers to keep projects moving. Beall said Cobb is waiting until after the election with several items pending, including grants that could be pulled back, and that formula funds are a concern. Torng offered to help identify other sources for any affected grants and said ARC will include an update in its next TCC email.
- **Briefing local leadership on the TIP (Gwo-Wei Torng, ARC):** Torng noted that the Board and TAQC will receive the TIP first read on October 14, with TCC discussion and approval planned for next month and Board and TAQC action the following week. He encouraged members to

brief their county leadership and board members on the draft TIP and MTP update, and to share any questions they raise so ARC staff can be prepared.

- **Budgeting local match and invoicing (Gwo-Wei Torng, ARC):** Torng reminded members that ARC programs such as CTPs, LCI, freight cluster plans, and regional planning studies require local match, and asked members to contact ARC staff if they need certainty about 2027 schedules for budgeting. He also asked partners with active ARC-funded studies to keep invoices coming on time through the end of the calendar year.
- **MTP data and value-added uses (Gwo-Wei Torng, ARC):** Torng asked members to share any additional data useful to the MTP with the MTP team, and asked the MTP team to let the committee know what data has been collected. Echoing comments from Patrick Bradshaw, he encouraged members to raise opportunities where MTP analysis could add value, such as supporting discretionary grant applications. He also invited members to suggest topics they would like to share with the committee.

8. Adjournment

Torng adjourned the meeting at 10:49 a.m. The next TCC meeting is scheduled for Friday, November 6, 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.