

# Transit Planning Committee

Steve Brock, Chair

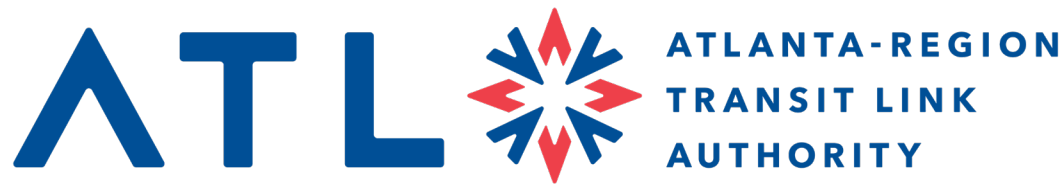
December 4, 2025

# Regional Transit Planning Committee Meeting

## Thursday, December 4, 2025

### Proposed Agenda

- I. Call to Order - Steve Brock, Chair
- II. Approval of the Meeting Minutes for October 2, 2025
- III. Approval of the Agenda for December 4, 2025
- IV. FY25 Transit Trust Fund Awards - **Action Item**
- V. FY24 Transit Trust Fund Gwinnett County Amendment
- VI. Air Quality Update
- VII. Adjournment










































# **FY25 Transit Trust Fund Awards**

Abby Marinelli

Director of Planning

December 4, 2025

# Staff Recommendations

| Applicant Organization Name*         | Project Name  | Competitive   | Customer Focus  | Cross-County Connectivity   |
|--------------------------------------|---|---|---|---|
| AACIDs                               | AV Demonstration Pilot with Glydways                  |    |    |    |
| ARC                                  | 2027 Transit On-Board Survey                          |    |    |    |
| Cherokee Area Transit Service (CATS) | Admin/ Ops Building Construction                      |    |    |    |
| Clayton County BOC                   | Southern Crescent Regional Transit Plan - 2026 Update |    |    |    |
| CobbLinc                             | Microtransit Pilot Project - Acworth/ Kennesaw area   |    |    |    |
| Connect Douglas                      | Fare Elasticity and Future Transit Funding Study      |    |    |    |
| Cumberland CID                       | Cumberland Sweep – Segment D Transit Improvements     |    |    |    |
| DeKalb County                        | DeKalb County Master Transit Plan                     |    |    |    |
| Henry County                         | AFC2.0 Implementation - Join Regional System          |    |    |    |
| Henry County                         | Bus Purchase to support new fixed route service       |  |  |  |
| MARTA                                | AFC2.0 Implementation - MARTA Only                    |  |  |  |
| Perimeter CID                        | Last Mile Transit Connectivity Feasibility Study      |  |  |  |
| True North 400 CID                   | Last Mile Feasibility Study and Design                |  |  |  |

# Staff Recommendations










| Applicant Organization Name          | Project Name  | Total Project Cost    | TTF Amount Requested | TTF Award            | Regional Reserve*   | TOTAL AWARD          | Sponsor Contribution  | % of Total Project Cost Supported by Award |
|--------------------------------------|---|-----------------------|----------------------|----------------------|---------------------|----------------------|-----------------------|--|
| AACIDs                               | AV Demonstration Pilot with Glydways                  | \$ 18,000,000         | \$ 3,000,000         | \$ 3,000,000         | \$ -                | \$ 3,000,000         | \$ 15,000,000         | 17%  |
| ARC                                  | 2027 Transit On-Board Survey                          | \$ 2,000,000          | \$ 2,000,000         | \$ 400,000           | \$ -                | \$ 400,000           | \$ 1,600,000          | 20%  |
| Cherokee Area Transit Service (CATS) | Admin/ Ops Building Construction                      | \$ 6,625,925          | \$ 1,300,000         | \$ 1,000,000         | \$ -                | \$ 1,000,000         | \$ 5,625,925          | 15%  |
| Clayton County BOC                   | Southern Crescent Regional Transit Plan - 2026 Update | \$ 3,500,000          | \$ 3,500,000         | \$ 700,000           | \$ 2,800,000        | \$ 3,500,000         | \$ -                  | 100%                                       |
| CobbLinc                             | Microtransit Pilot Project - Acworth/ Kennesaw area   | \$ 6,400,000          | \$ 5,120,000         | \$ 3,840,000         | \$ -                | \$ 3,840,000         | \$ 2,560,000          | 60%  |
| Connect Douglas                      | Fare Elasticity and Future Transit Funding Study      | \$ 400,000            | \$ 400,000           | \$ 400,000           | \$ -                | \$ 400,000           | \$ -                  | 100%                                       |
| Cumberland CID                       | Cumberland Sweep – Segment D Transit Improvements     | \$ 1,890,000          | \$ 1,890,000         | \$ 1,890,000         | \$ -                | \$ 1,890,000         | \$ -                  | 100%                                       |
| DeKalb County                        | DeKalb County Master Transit Plan                     | \$ 1,125,000          | \$ 500,000           | \$ 625,000           | \$ -                | \$ 625,000           | \$ 500,000            | 56%  |
| Henry County                         | AFC2.0 Implementation - Join Regional System          | \$ 240,000            | \$ 240,000           | \$ 240,000           | \$ -                | \$ 240,000           | \$ -                  | 100%                                       |
| Henry County                         | Bus Purchase to support new fixed route service       | \$ 243,000            | \$ 48,600            | \$ 48,600            | \$ -                | \$ 48,600            | \$ 194,400            | 20%  |
| MARTA                                | AFC2.0 Implementation – MARTA Only                    | \$ 207,286,828        | \$ 6,000,000         | \$ 1,250,000         | \$ -                | \$ 1,250,000         | \$ 206,036,828        | 1%   |
| Perimeter CID                        | Last Mile Transit Connectivity Feasibility Study      | \$ 150,000            | \$ 75,000            | \$ 150,000           | \$ -                | \$ 150,000           | \$ -                  | 100%                                       |
| True North 400 CID                   | Last Mile Feasibility Study and Design                | \$ 2,000,000          | \$ 2,000,000         | \$ 2,000,000         | \$ -                | \$ 2,000,000         | \$ -                  | 100%                                       |
| <b>TOTAL</b>                         |   | <b>\$ 249,860,753</b> | <b>\$ 26,073,600</b> | <b>\$ 15,543,600</b> | <b>\$ 2,800,000</b> | <b>\$ 18,343,600</b> | <b>\$ 231,517,153</b> | <b>61% (Avg.)</b>                          |

\*Regional Reserve awarded only if TTF awarded



\*\*Total Project Cost is an estimate. Actual cost might vary.

# ATL Regional Project Recommendations

| Project Name   | Competitiveness   | Customer Focus  | Cross-County Connectivity   |
|--|---|---|---|
| <ul style="list-style-type: none"><li>IPECs Study (Phase 2 – Service Planning)<ul style="list-style-type: none"><li>TTF as 20% on Federal funds</li><li>\$150,000 TTF</li></ul></li></ul>  |  |  |  |
| <ul style="list-style-type: none"><li>New Front End for ATL Rides<ul style="list-style-type: none"><li>TTF as 20% on Federal funds</li><li>\$524,805 TTF</li><li>ATL RIDES back-end data warehouse will remain</li></ul></li></ul> |  |  |  |
| <ul style="list-style-type: none"><li>Regional Remix Software License Renewal<ul style="list-style-type: none"><li>TTF as 20% on Federal funds</li><li>\$200,000 TTF</li></ul></li></ul>   |  |  |  |

# Transit Trust Fund Balance Sheet

► If awarded as recommended:

|   | <b>FY25</b>        |
|---|--------------------|
| TTF Appropriation to ATL                  | \$20,012,973       |
| Recommended Awards                        | (\$15,543,600)     |
| <b>Balance for the Atlanta region</b>     | <b>\$4,469,373</b> |
| ATL Regional Projects                     | (\$874,805)        |
| <b>New Balance for the Atlanta region</b> | <b>\$3,594,568</b> |

# Transit Trust Fund Balance Sheet

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| Recommended Awards                               | (\$15,543,600)       |
| <b>Balance for the Atlanta region</b>            | <b>\$4,469,373</b>   |
| ATL Regional Projects                            | (\$874,805)          |
| <b>New Balance for the Atlanta region</b>        | <b>\$3,594,568</b>   |
| <i>MARTA Application Under Consideration</i>     | <i>(\$3,594,568)</i> |
| <b><i>New Balance for the Atlanta region</i></b> | <b><i>\$0</i></b>    |

\*If MARTA is not selected for an additional award, these funds will be redirected to other awards at a later date



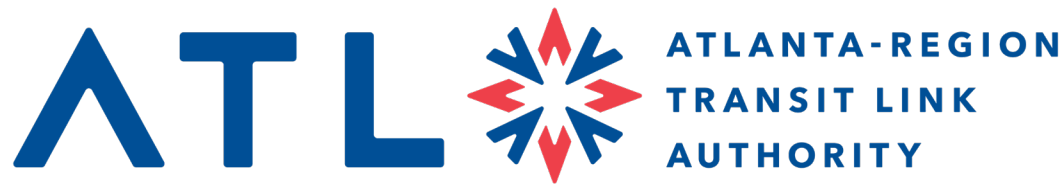


## Action at the Board Meeting

Will request approval of awards during today's Board meeting



**Thank you**  
**Questions?**



# **FY24 Transit Trust Fund Gwinnett County Amendment**

Abby Marinelli

Director of Planning

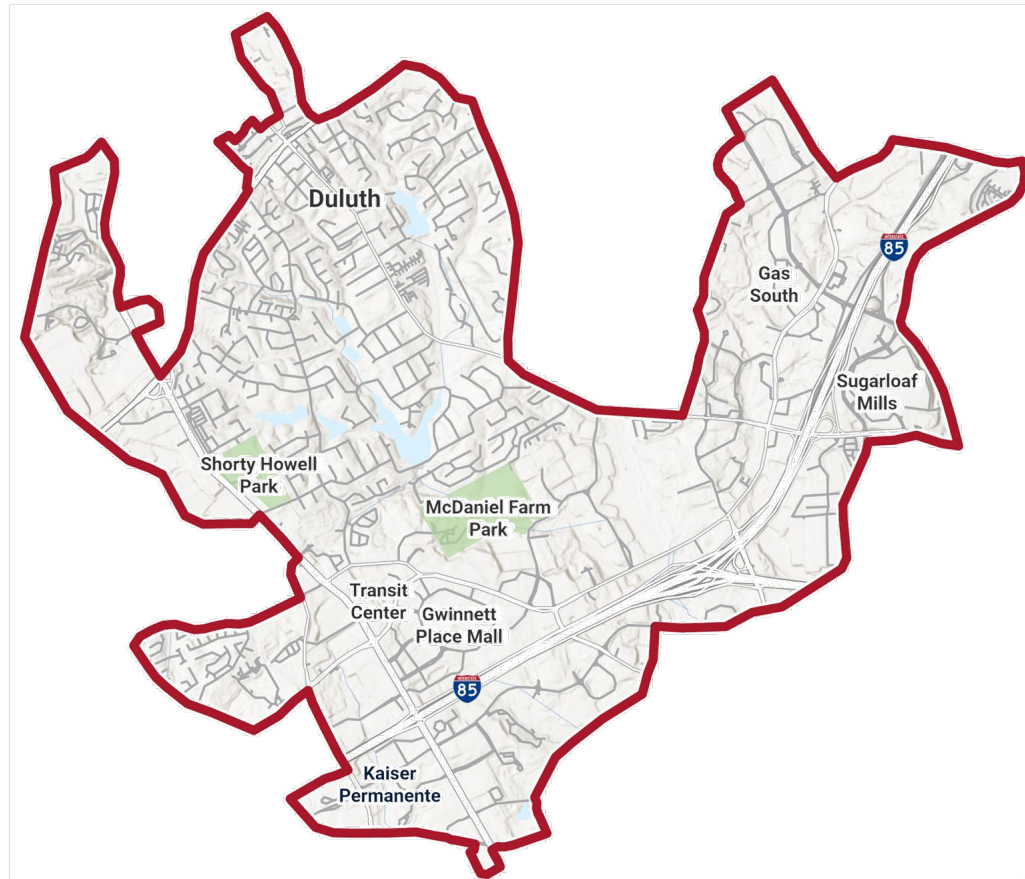
December 4, 2025

# Gwinnett County's Original FY24 Award

- ▶ ATL originally awarded \$1,128,450 to Gwinnett County for a microtransit project in the Buford-Sugar Hill area
  - Pilot project
  - 2 years
- ▶ Gwinnett County built local partnerships to help fund microtransit

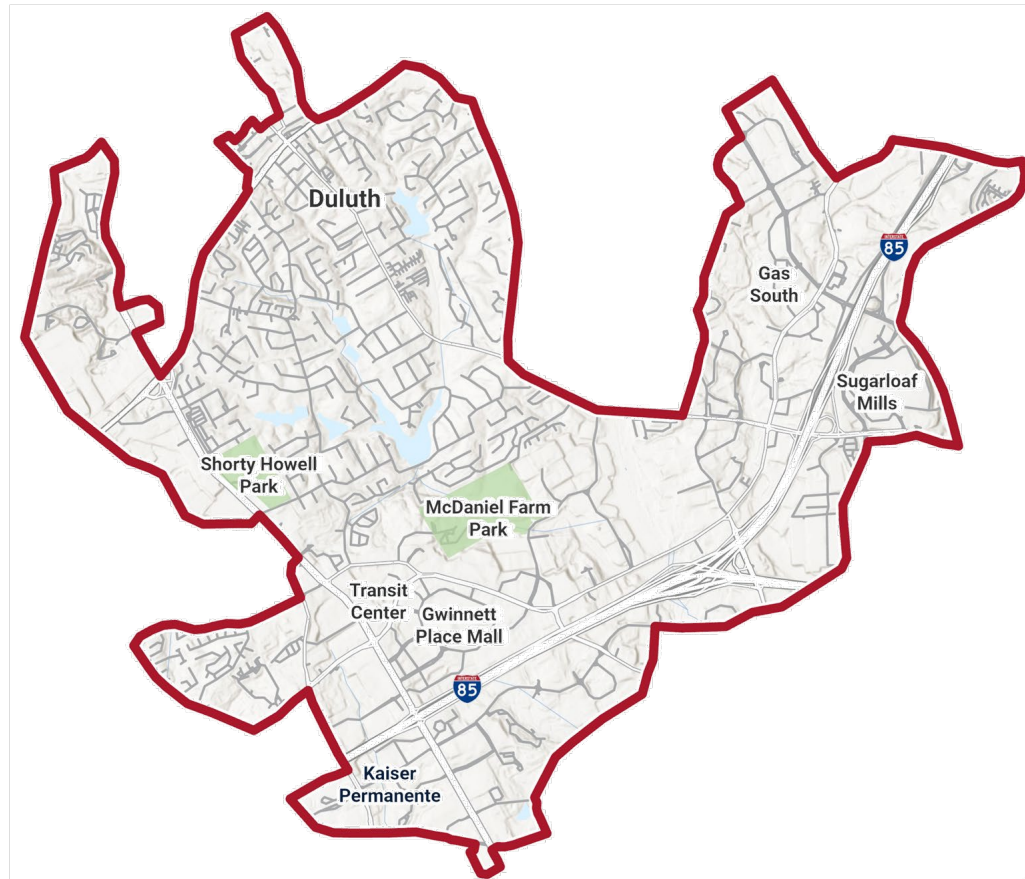
# Gwinnett County's Request

- ▶ On October 21, 2025, Gwinnett County requested that ATL amend the award to change the zone served
- ▶ New zone is proposed as the **Central Business District**
  - Gwinnett Place
  - Norcross
  - Gas South District
  - Duluth
- ▶ 15 square miles
- ▶ 40,000 residents



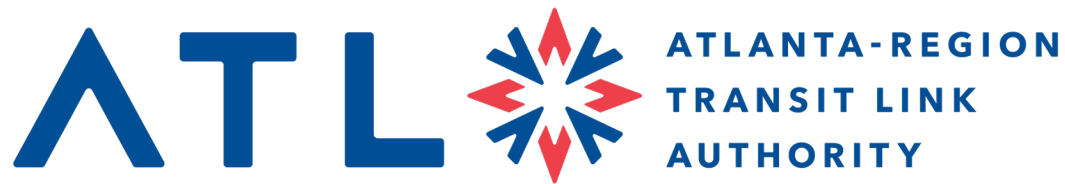
# Gwinnett County's Request

- ▶ No change in award amount
- ▶ Six dedicated vehicles to be purchased
- ▶ Service to start 4<sup>th</sup> quarter 2026
- ▶ 2 years of service funded



# Next Steps

- ▶ First read of award amendment today
- ▶ Action to be requested at the February Board meeting



# Air Quality Update

Abby Marinelli

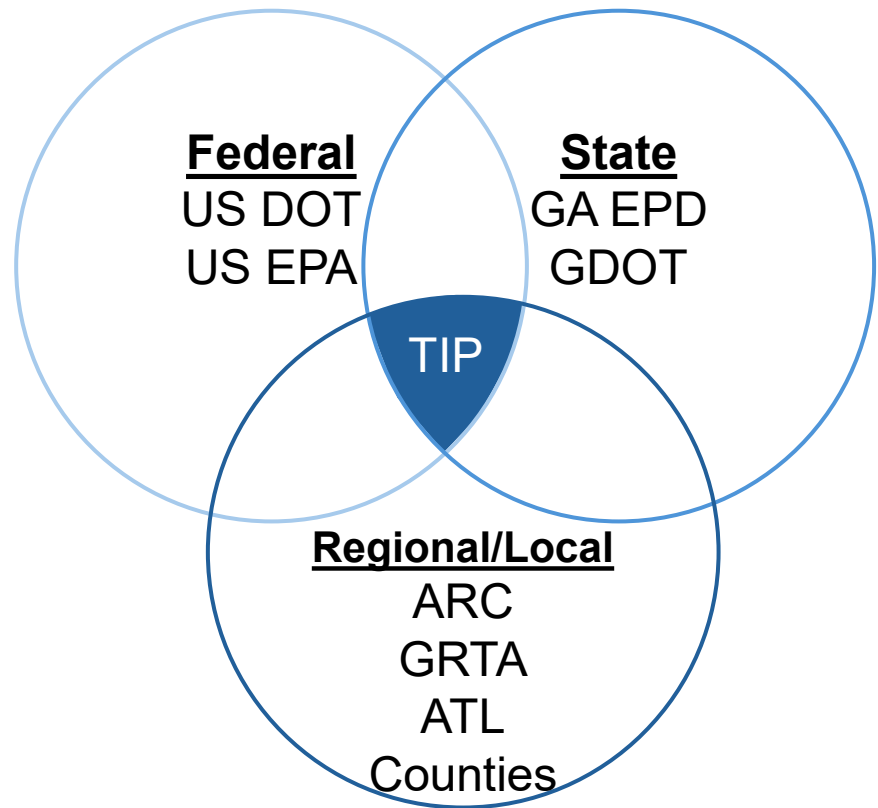
Director of Planning

December 4, 2025



# Air Quality Reporting in the Atlanta Region

- ▶ Air quality standards and targets are required in a variety of transportation plans, and reporting on those standards and targets impacts transportation funding at the federal and state levels
- ▶ The Transportation Improvement Program (“TIP”) requires a successful air quality “Conformity Determination” to allow federal transportation funds to flow into the region
- ▶ ARC produces the TIP document, and all agencies in the graphic have a role in the development process



# ATL's Role in Air Quality Reporting

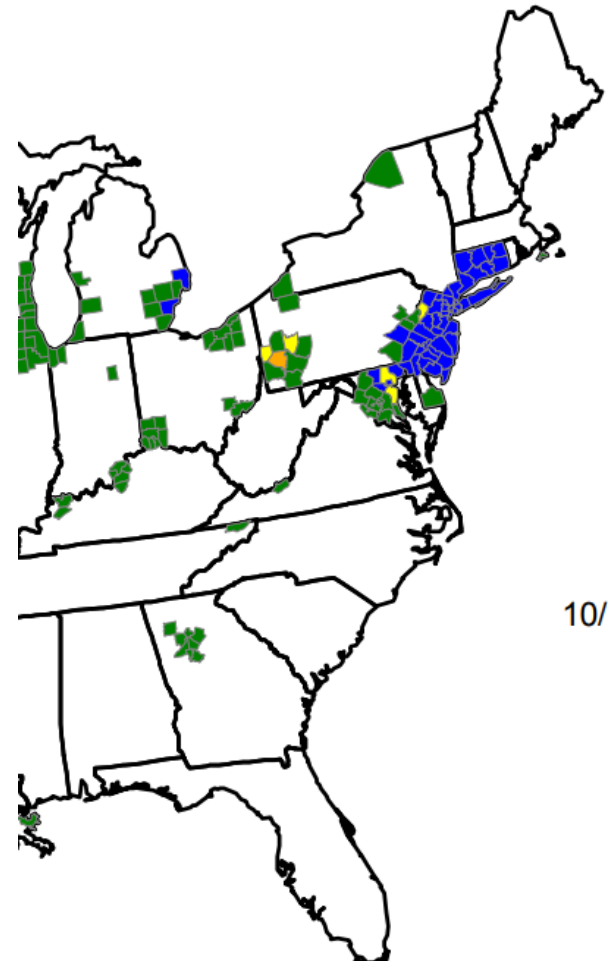
- ▶ O.C.G.A § 50-39-13(b) states that **ATL** “shall formulate measurable targets for air quality improvement and standards within the geographic area over which [ATL] has jurisdiction”
- ▶ **Georgia Environmental Protection Division (GA EPD)** is the primary state agency charged with monitoring the state's air quality and enforcing air quality regulations
- ▶ **Georgia Department of Transportation (GDOT)** is the primary state agency supporting the transportation air-quality nexus through target setting and performance monitoring to ensure plans and projects meet air quality standards
- ▶ To streamline efficiency with air quality reporting across State agencies for 2025, ATL will:
  - Use current National Ambient Air Quality Standards created by US EPA
  - Use PM3 targets developed and adopted by GDOT and ARC



# **Air Quality Standards**

# National Ambient Air Quality Standards (NAAQS)

- ▶ Required by the Clean Air Act for the protection of human health
- ▶ Set by EPA and reviewed every 5 years
- ▶ Six criteria pollutants:
  - Ground-level Ozone (O<sub>3</sub>)
  - Particle Pollution (PM<sub>2.5</sub> and PM<sub>10</sub>)
  - Lead (Pb)
  - Carbon Monoxide (CO)
  - Nitrogen Dioxide (NO<sub>2</sub>)
  - Sulfur Dioxide (SO<sub>2</sub>)



10/31/2022

\* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead (1978 and 2008), Nitrogen Dioxide, 8-hour Ozone (2008), Particulate Matter (PM-10 and PM-2.5 (1997, 2006 and 2012), and Sulfur Dioxide.(1971 and 2010)

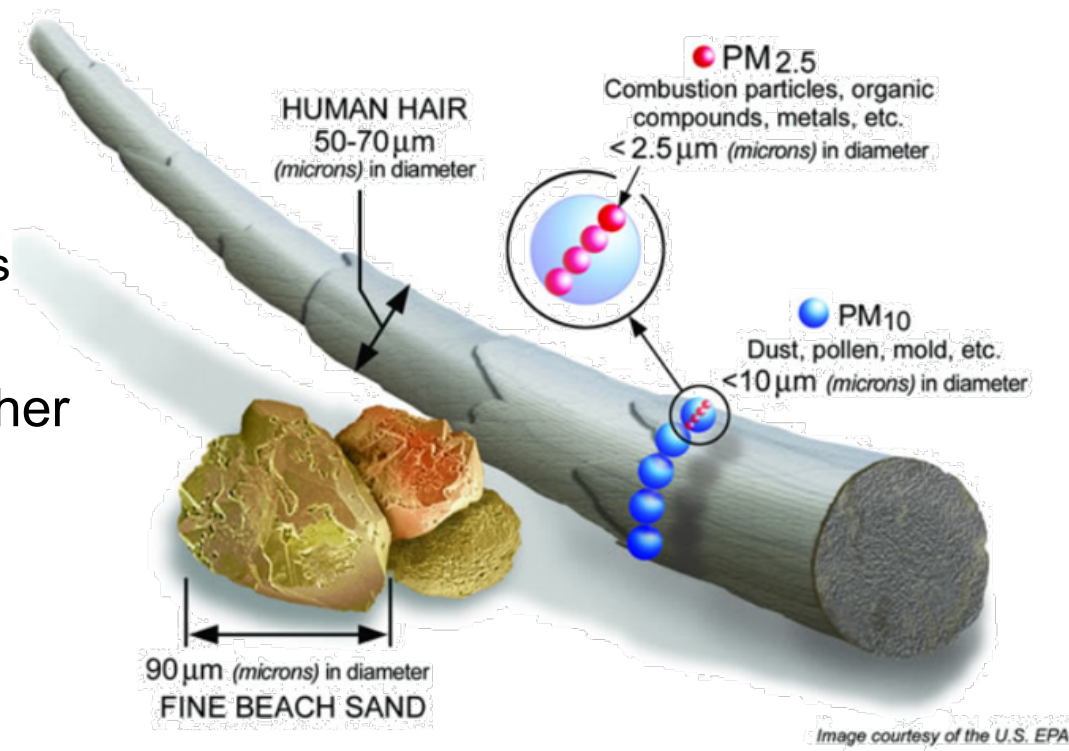
\*\* Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. Revoked 1-hour (1979) and 8-hour Ozone (1997) are excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.

# Fine Particulate Matter (PM<sub>2.5</sub>)

► Easily inhaled deep into the lungs → linked with significant health problems, including:

- Premature death in people with heart or lung disease
- Nonfatal heart attacks
- Irregular heartbeat
- Aggravated asthma
- Decreased lung function
- Increased respiratory symptoms

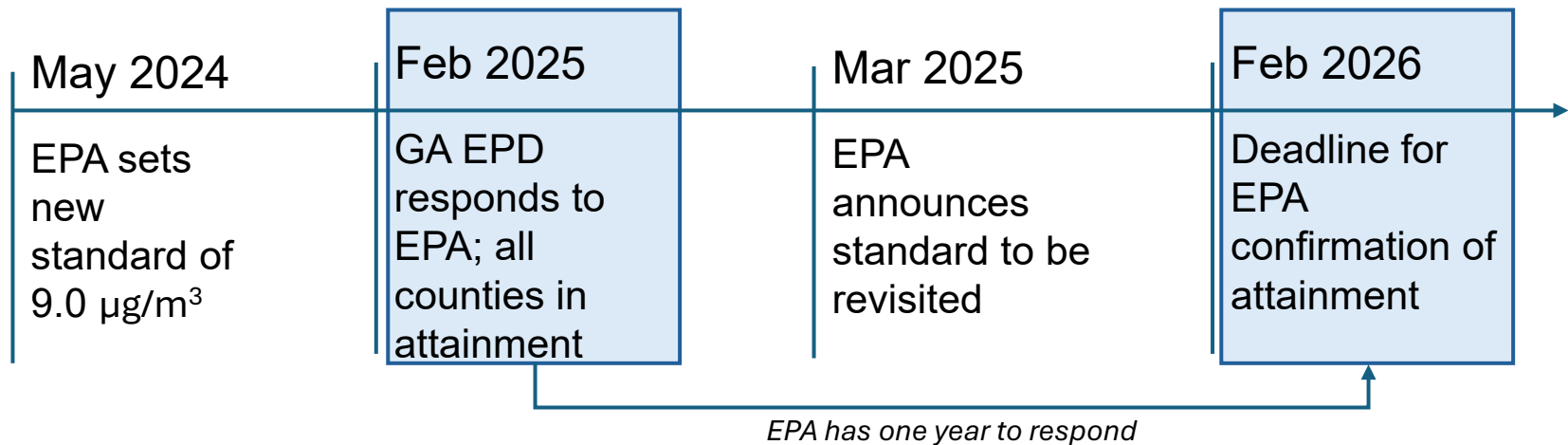
► Found in brake dust among other transportation sources



# Fine Particulate Matter (PM<sub>2.5</sub>) Standards

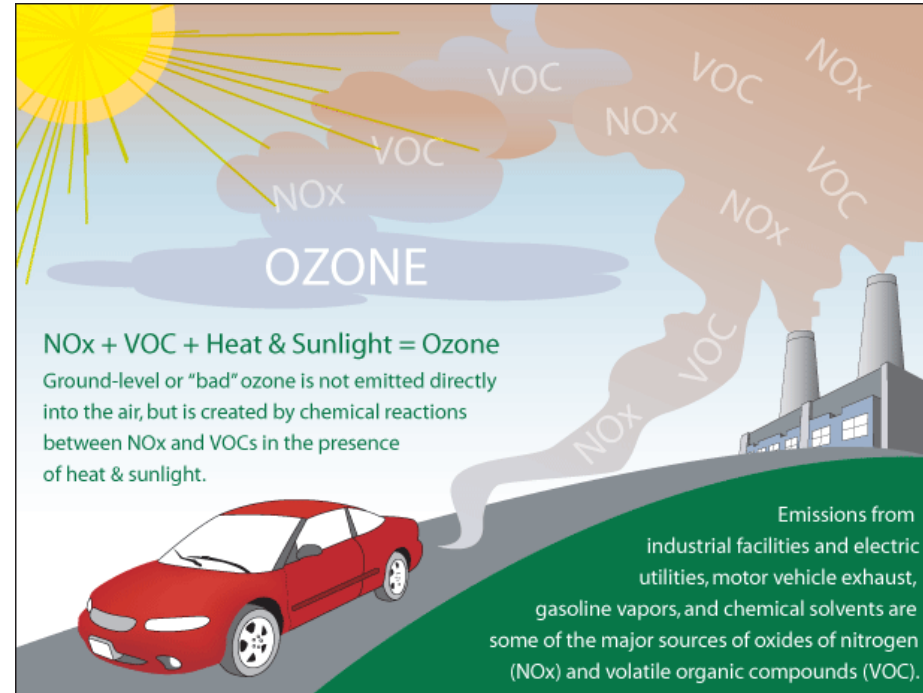
## ► 1997 PM<sub>2.5</sub> NAAQS

- 15.0 µg/m<sup>3</sup>
- 22 counties designated as “Nonattainment” as of April 5, 2005
- The Atlanta region was designated as “in attainment” of the NAAQS as of February 24, 2016.



# Ground-level Ozone (O<sub>3</sub>)

- ▶ Secondary pollutant (not directly emitted)
  - Forms in the presence of NO<sub>x</sub>, VOCs, and heat/light
  - “Ozone season” is March 1 – October 31
- ▶ Affects human health
  - Asthma
  - Emphysema
  - Wheezing and shortness of breath
  - Inflamed airways
  - Scarred lung tissue
- ▶ NO<sub>x</sub> and VOCs emitted from tailpipes and other transportation sources



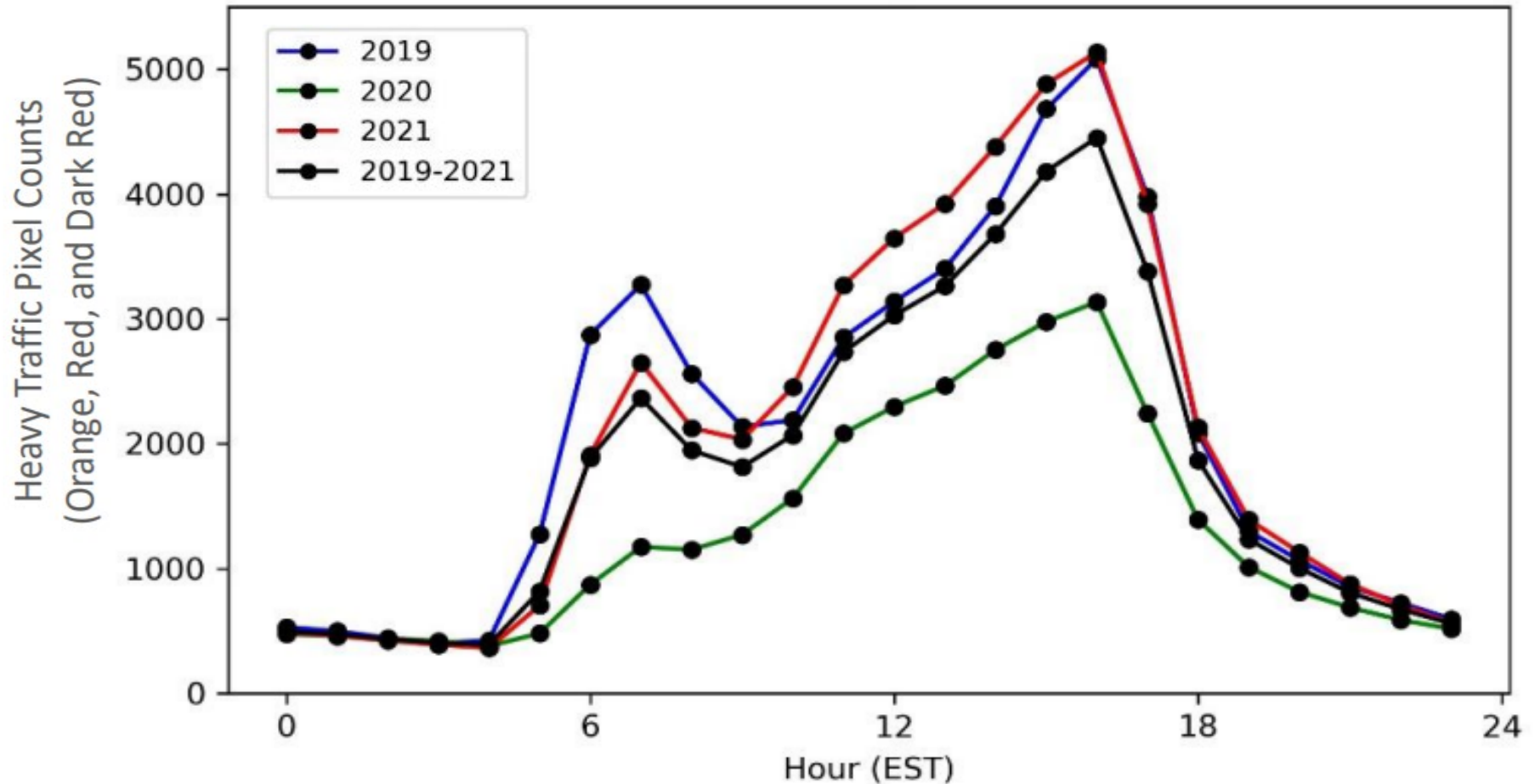
*Image source: U.S. Environmental Protection Agency  
<http://www.airnow.gov/>*

# Ground-level Ozone (O<sub>3</sub>) Standards

- ▶ 1979, 1997, 2008, 2015 NAAQS
  - Up to 20 counties designated as “Nonattainment” at various points
  - All counties redesignated as “Attainment/Maintenance” as of November 16, 2022
  
- ▶ As of December 31, 2020, EPA retained the current ozone standard

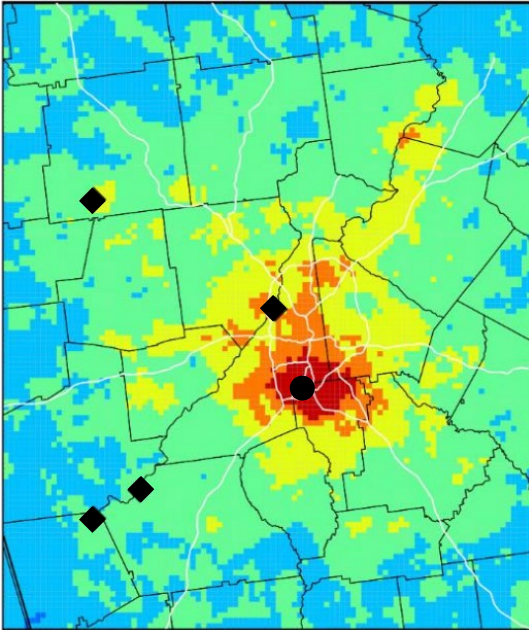


# Changing traffic patterns affect emissions

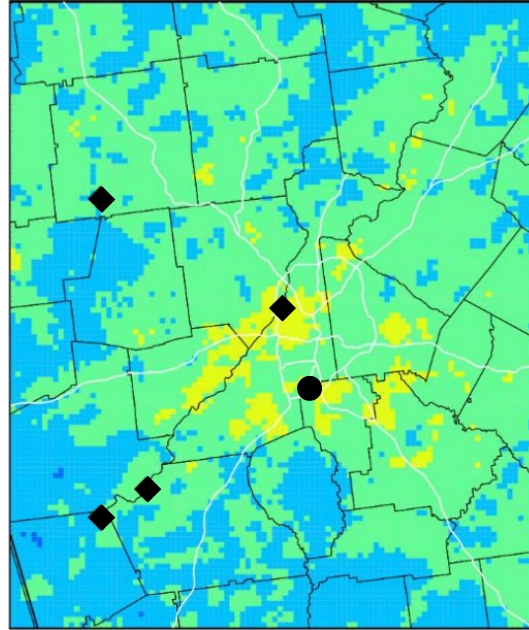


# NOx Concentrations Over Time

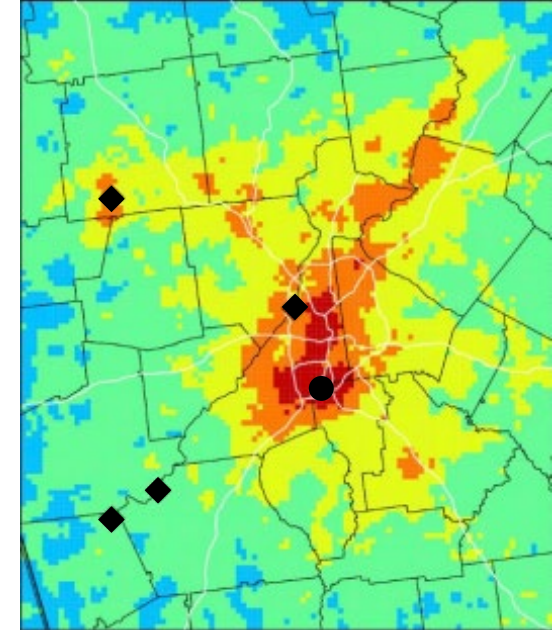
June 2019



June 2020

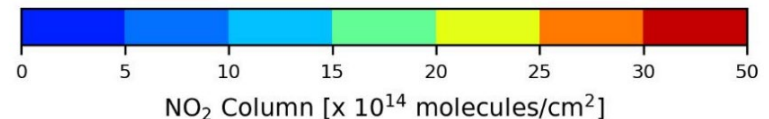


June 2021



**Image Source:** Georgia EPD  
TROPOMI Average NO<sub>2</sub>

◆ Air quality monitors



- Factors influencing dispersion modeling include prevailing wind patterns, precipitation patterns, monitor locations, etc.
- Non-travel behavior factors (such as the Federal CAFE standards for auto manufacturers) have contributed to improved air quality in the region



# **Air Quality Targets**

# Current Targets in the Atlanta Region

| Performance Measure   | 2-year Target<br>2022-2023                  | 4-year Target<br>2022-2025                  |
|---|---|---|
| Total Emissions Reduction                                   | VOC: 157.200 kg/day;<br>NOx: 510.900 kg/day | VOC: 257.100 kg/day;<br>NOx: 904.200 kg/day |
| Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita | 23.7 hours                                  | 27.2 hours                                  |
| Percent of Non-Single Occupancy Vehicle (SOV) Travel        | 22.7%                                       | 22.7%                                       |

Source: GDOT Office of Planning

- Performance Management Targets adopted by GDOT and ARC
  - Covers 4 years: 2022-2025
  - New targets will be developed for 2026-2029

# ATL's Role is Air Quality Reporting

- ▶ O.C.G.A § 50-39-13(b) states that ATL “shall formulate measurable targets for air quality improvement and standards within the geographic area over which [ATL] has jurisdiction”
- ▶ GA EPD and GDOT are the primary state agencies charged with developing and maintaining air quality targets for the state and regions throughout Georgia
- ▶ To ensure efficiency with air quality reporting across State agencies, ATL for 2025 will:
  - Use current National Ambient Air Quality Standards created by US EPA
  - Use PM3 targets developed and adopted by GDOT and ARC
- ▶ ATL staff will review additional opportunities for streamlining its Air Quality role in the context of other State reporting agencies
  - Will report back to the Board in future months



**Thank you**