

What is DeKalb County's Transit Master Plan?

The Transit Master Plan is a 30-year vision for future transit investments in DeKalb County. This includes major new transit investments as well as enhancements to existing transit services. The mission of this plan is address the **county's mobility challenges, foster economic development, and improve the quality of life**. In 2018, the master planning process was initiated by DeKalb County in partnership with the Atlanta Regional Commission, MARTA and all of the DeKalb County cities. The Plan is scheduled to conclude this summer.

Current Unmet Needs

After completing a comprehensive review of the MARTA system, land use trends and travel conditions in DeKalb County, the Master Plan identified several unmet rider needs to be addressed:

- Expansion of paratransit services
- Improvements to bus service in popular corridors
- Mobility centers to better accommodate bus-to-bus transfers
- Expanded local bus services, circulators and on-demand service
- Bus to rail transfer improvements
- First mile/last mile infrastructure improvements

STAY INVOLVED

As always, continued stakeholders and citizen input is critical to the master planning process. We invite you to stay involved.

You can keep up with developments on our website www.DeKalbTransitMasterPlan.com.

Plan Development Process



Universe of Transit Options

The Master Plan process engaged the community and stakeholders to identify the universe of potential transit options. Through this process a total of 40 potential transit concepts totaling roughly \$25 B were advanced into an evaluation process.



Evaluation Process

Each concept in the universe of transit options was evaluated across four major goal areas:

Performance—Comparison of ridership projections

Economic development potential—How well a potential option serves the economic development vision for the County

Equity—How well a potential option serves Equitable Target Areas (ETAs), high concentrations of low-income and minority populations

Land use compatibility—How compatible a potential option is with land use densities and intensities

In addition to the four evaluation areas, cost estimates were developed to compare overall benefits against projected costs.



Financial Forecasting

Financial forecasts are based on two revenue sources. However, this does not preclude consideration of other financial sources such as public/private or innovative funding options.

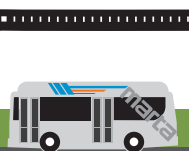
Existing MARTA Sales Tax—Revenue projections based on the current 1-penny sales tax assessed under the MARTA Act in DeKalb County. This source is used to maintain the current system in a state of good repair and deliver sustaining capital projects. Expansion of the system is not possible under this source.

HB 930 Sales Tax—Under new legislation passed in 2018, it is possible for DeKalb County to levee up to 1-penny in new sales tax funding for transit over 30-years. A ballot referendum would have to pass a County vote. If implemented, this sales tax could be used to expand transit offerings in DeKalb County. For the Master Plan, 30-year projections of a ½- and 1-penny sales tax revenue were calculated.

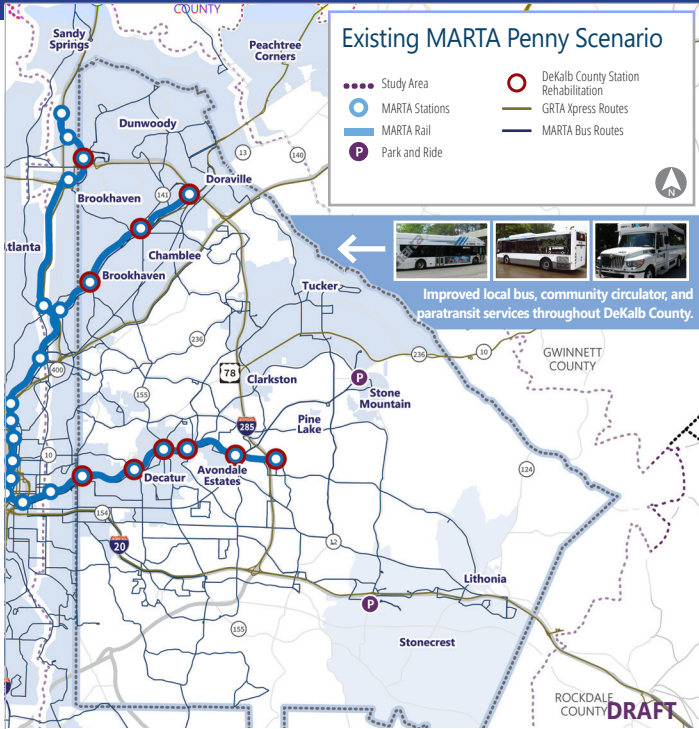


Scenario Development

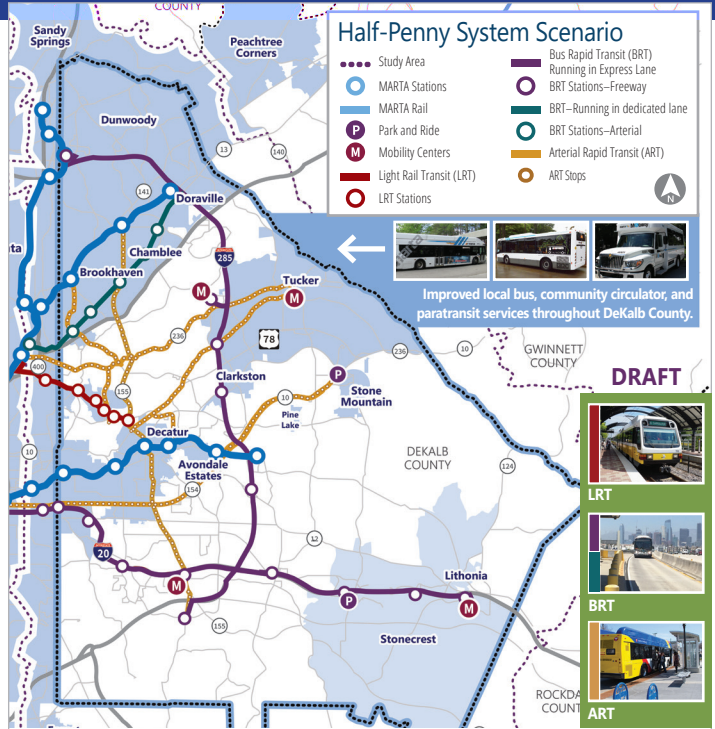
The next step in the master planning process involved combining high performing transit options into transit scenarios based on projected fiscal constraints.



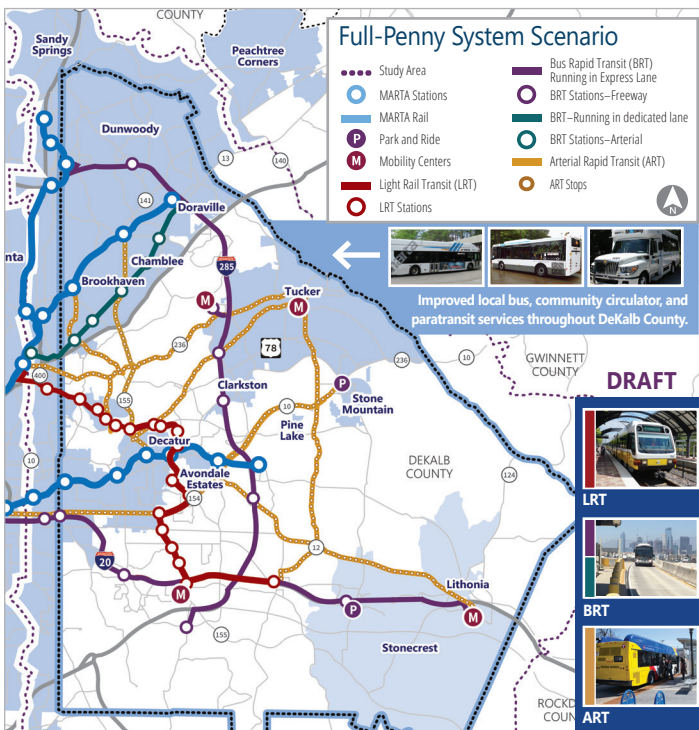
Four potential transit scenarios have been developed for comparison purposes.



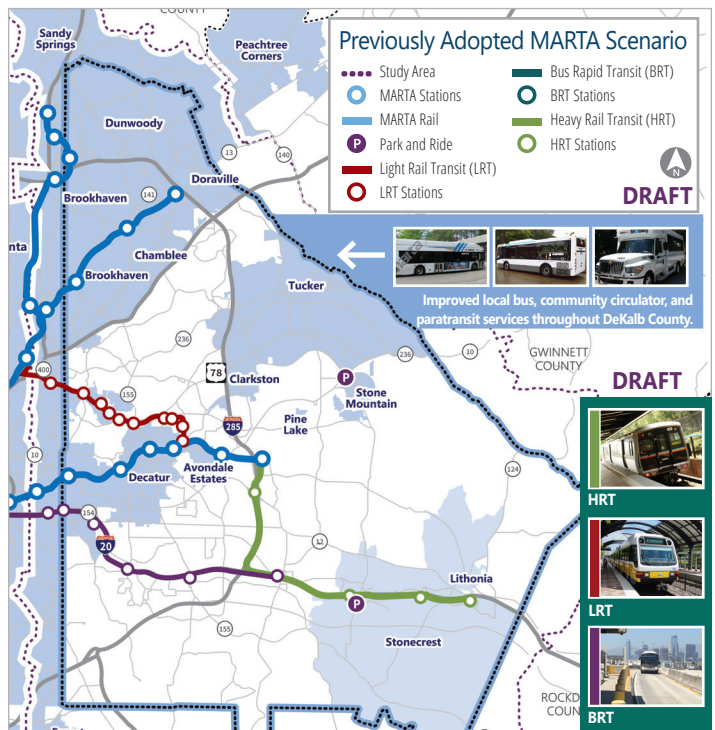
Focuses on the maintenance, sustaining capital, and operations of existing system with no additional transit expansion projects.



Features 15 projects: 1 Light Rail Transit (LRT), 5 Bus Rapid Transit (BRT), 9 Arterial Rapid Transit (ART), and 139 project miles, which are affordable under a 1/2-penny sales tax increase.



Features 16 projects: 4 LRT, 4 BRT, and 8 ART and 180 project miles, which are affordable under a full-penny sales tax increase.



Features 3 projects: 1 Heavy Rail Transit (HRT), 1 LRT, and 1 BRT and 37 project miles. Unaffordable, requires more than 1 penny sales tax. Focuses on MARTA board adopted plans for I-20 East and Clifton Corridor in 2012.