ATL Regional Transit Plan
Status Update and Draft Results

presented to
Regional Transit Planning Committee
(Committee of the Whole)

presented by
Cambridge Systematics, Inc.

September 20, 2019 – REVISED September 23, 2019
## Schedule

**Developing the ARTP Performance Framework**

<table>
<thead>
<tr>
<th>Review Existing Methods</th>
<th>Develop Performance Framework</th>
<th>Communicate and Document Process</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Assess initial progress</td>
<td>• Work with technical staff to</td>
<td>• Develop framework executive</td>
</tr>
<tr>
<td>• Review local activities</td>
<td>» Identify preferred technical  summary and action plan</td>
<td></td>
</tr>
<tr>
<td>• Research best practice</td>
<td>methods (<em>Workshop #1</em>)</td>
<td>• Communicate framework</td>
</tr>
<tr>
<td>• Identify key process</td>
<td>» Vet proposed performance      to local stakeholders</td>
<td></td>
</tr>
<tr>
<td>gaps and needs</td>
<td>framework (<em>Workshop #2</em>)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>» Test and refine performance</td>
<td></td>
</tr>
<tr>
<td></td>
<td>framework (<em>Workshop #3</em>)</td>
<td></td>
</tr>
</tbody>
</table>

### December
- **Board Meeting:** January 24th

### January
- **Review Existing Methods:**
  - Assess initial progress
  - Review local activities
  - Research best practice
  - Identify key process gaps and needs

### February
- **Workshop #1**
  - February 1st
- **Develop Performance Framework:**
  - Work with technical staff to
    - Identify preferred technical methods (*Workshop #1*)
    - Vet proposed performance framework (*Workshop #2*)
    - Test and refine performance framework (*Workshop #3*)

### March
- **Workshop #2**
  - March 1st
- **Board Meeting:** March 7th

### April
- **Workshop #3**
  - April 12th
- **RTP Committee:** May 10th

### May
- **Board Meeting:** May 23rd
Schedule
Applying the ARTP Performance Framework

**Transit Project Submittal**
- On-line application complete
- Project submittal window open
- Webform information sessions
- One-on-one meetings to communicate process

**Transit Project Review**
- Compile, review project submissions
- Apply ARTP performance framework
- QAQC with sponsors
- ATL Board Planning Committee review and input

**Outreach and Engagement**
- Complete plan-level analysis, plan narrative
- District outreach *(October)*
- Official 30-day public engagement period *(November)*
- Finalize plan for Board adoption *(December)*

**Webform**
- June 18
- June 20
- July 10
- July 24

**Board Meeting**
- August 8th
- September 20
- November 7
- December 13
Transit Project Submittal

195 projects initially submitted through the ATL on-line application

Project list refined to 192 based on review and QAQC with sponsors in August

» 50 system/area-wide investments

» 129 route/asset-specific investments

» 13 projects not yet associated with specific geographic area, route, or asset type (very early in development)
All Submitted Projects by Type

- 30 State of Good Repair
- 58 Enhancement
- 104 Expansion

Note: Systemwide and areawide projects are not shown
Transit Project Submittal

District Summaries

DISTRICT 1
- 19 total projects
  - 6 tiered

DISTRICT 2
- 54 total projects
  - 26 tiered

DISTRICT 6
- 41 total projects
  - 23 tiered

DISTRICT 7
- 49 total projects
  - 16 tiered

DISTRICT 8
- 54 total projects
  - 19 tiered

DISTRICT 9
- 43 total projects
  - 14 tiered

DISTRICT 10
- 32 total projects
  - 14 tiered

If a project enters any portion of a district, it is included in summary.
Projects can cover multiple districts.
Transit Project Submittal

Total Costs (By Project Type)

Total: $27B

SGR: $4.1B
- Capital: $4.1B
- O&M: $4.0M

Enhancement: $4.2B
- Capital: $2.3B
- O&M: $1.9B

Expansion: $18.7B
- Capital: $14.2B
- O&M: $4.5B
Transit Project Submittal

Total Project Costs (By Fund Source)

- Total $27B
  - Capital $20.6B
    - Local/Regional $9.9B
    - State Discretionary $152M
    - Federal $5.1B
    - Unaccounted $5.4B
  - O&M $6.4B
    - Local/Regional $2.8B
    - State Discretionary $0
    - Federal $235M
    - Unaccounted $3.4B

- Formula
- Discretionary
Transit Project Review

- ALL projects reviewed according to ARTP performance framework

- ARTP performance framework supports feedback and discussion with sponsors on:
  - Project development needs at the local level
  - Plan development needs at the regional level
  - Next steps for advancing project and plan implementation
Projects with No Fed/State Discretionary Funding Identified

116 projects

» Projects still under development; funding assumptions still unconfirmed

» Projects to be completed exclusively with local and/or formula funds and do not meet the definition of regionally significant
Transit Project Review
Projects Seeking Federal/State Discretionary Dollars

Total $27B

Capital $20.6B
- Local/Regional Discretionary $9.9B
- State Discretionary $152M
- Federal $5.1B
- Unaccounted $5.4B

O&M $6.4B
- Local/Regional Discretionary $2.8B
- State Discretionary $0
- Federal $235M
- Unaccounted $3.4B
Projects with Fed / State Discretionary Funding Identified

- 76 projects, $16.1B
  - 40% by count
  - 60% by $-amount
- Any project seeking federal or state discretionary funding was placed into 1 of 3 project quadrants
- Project quadrants support project development discussions for the ARTP and RTP/TIP
Transit Project Review
Multicriteria Prioritization Model

Market Potential

Deliverability

Performance Impacts

**MARKET POTENTIAL:**
- Existing/Projected Population Density
- Existing Population – Communities of Interest
- Existing Employment Density
- Existing Low Wage Employment Density
- Existing/Planned Land Use Mix (+/- Community Impacts)
- (Re) Development Potential

**DELIVERABILITY:**
- Financial Plan
- Documented Project Support
- Project Readiness – Schedule, Environmental Impacts
- Regional Integration

**PERFORMANCE IMPACTS:**
- Transit Trips
- Transit Reliability
- Increased Useful Life
- Elements to Improve Safety / Security / Environment
Transit Project Review

Four-Quadrant Matrix Model

**Quadrant 1**
Higher Impact / Lower Cost

- High impact (progress towards ARTP goals) at the least relative cost
- *Investments that optimize both performance and funding*

**Quadrant 2**
Lower Impact / Lower Cost

- Lower cost investments with less impact (progress towards ARTP goals)
- *Investments that optimize funding*

**Quadrant 2**
Higher Impact / Higher Cost

- Higher impact (progress towards ARTP goals) at a higher cost
- *Investments that optimize performance*

**Quadrant 3**
Lower Impact / Higher Cost

- Higher cost investments with less impact (progress towards ARTP goals)
Transit Project Review
Projects Seeking Fed/State Discretionary Funding

Scatterplot for all 76 ARTP projects requiring federal or state discretionary funding
Quadrant 1
Higher Impact/Lower Cost

- High impact investment, lower cost
- Optimizes both performance and funding
  - 26 projects
  - Projects average 59 points
  - $1.8 billion (total cost)
## Quadrant 1 Projects: Higher Impact/Lower Cost

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Total Cost</th>
<th>Quadrant</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aerotropolis Corporate Crescent Circulator – Phase I</td>
<td>Aerotropolis CID</td>
<td>$10,000,000</td>
<td>Q1: HI/LC</td>
</tr>
<tr>
<td>Northwest Regional High Capacity Transit Corridor</td>
<td>Atlanta</td>
<td>$59,500,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>New Service / New Technology Town Center Autonomous Shuttle</td>
<td>Chamblee</td>
<td>$22,020,000</td>
<td>Q1: HI/LC</td>
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<td>Transit Signal Priority</td>
<td>CobbLinc</td>
<td>$800,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Cumberland Transfer Center</td>
<td>CobbLinc</td>
<td>$51,000,000</td>
<td>Q1: HI/LC</td>
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<td>Marietta Transfer Center</td>
<td>CobbLinc</td>
<td>$51,000,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Marietta Maintenance Facility</td>
<td>CobbLinc</td>
<td>$18,000,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>LRT-1b - Clifton Corridor LRT (Segment 1b)</td>
<td>DeKalb County</td>
<td>$142,500,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Capitol Ave /Summerhill BRT</td>
<td>MARTA</td>
<td>$176,000,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Elevators &amp; Escalators - Elevator Rehabilitation</td>
<td>MARTA</td>
<td>$160,000,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Northside Drive BRT</td>
<td>MARTA</td>
<td>$172,100,000</td>
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<td>Track Renovation Phase IV</td>
<td>MARTA</td>
<td>$205,000,000</td>
<td>Q1: HI/LC</td>
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<td>Renovate Pedestrian Bridges</td>
<td>MARTA</td>
<td>$6,300,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Town Center/Big Shanty Park and Ride Expansion</td>
<td>SRTA</td>
<td>$12,440,787</td>
<td>Q1: HI/LC</td>
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<td>Sugarloaf Park and Ride</td>
<td>SRTA</td>
<td>$14,833,539</td>
<td>Q1: HI/LC</td>
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<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>GCT</td>
<td>$51,824,400</td>
<td>Q1: HI/LC</td>
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<td>Short-Range Direct Connect Package</td>
<td>GCT</td>
<td>$48,004,300</td>
<td>Q1: HI/LC</td>
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<td>Mid-Range Express Commuter Bus Expansion Package</td>
<td>GCT</td>
<td>$17,317,350</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Local Bus Expansion: Route 21 Steve Reynolds Blvd</td>
<td>GCT</td>
<td>$32,658,200</td>
<td>Q1: HI/LC</td>
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<td>Long-Range Express Commuter Bus Expansion Package</td>
<td>GCT</td>
<td>$21,935,100</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Direct Connect Expansion: Route 403 Peachtree Corners to Perimeter</td>
<td>GCT</td>
<td>$32,741,350</td>
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<td>Long-Range Direct Connect Service Enhancements</td>
<td>GCT</td>
<td>$67,330,500</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Rapid Bus Expansion: Route 201 Steve Reynolds Blvd</td>
<td>GCT</td>
<td>$82,629,750</td>
<td>Q1: HI/LC</td>
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<tr>
<td>BRT Route 700: Long Range Service Changes</td>
<td>GCT</td>
<td>$76,705,900</td>
<td>Q1: HI/LC</td>
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<tr>
<td>Indian Trail In-Line Stop and Park-and-Ride</td>
<td>GCT</td>
<td>$143,500,000</td>
<td>Q1: HI/LC</td>
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<tr>
<td>BeltLine West LRT</td>
<td>MARTA</td>
<td>$126,400,000</td>
<td>Q1: HI/LC</td>
</tr>
</tbody>
</table>
Quadrant 2
Higher Impact/Higher Cost

- High impact investment, at higher cost
- Optimizes performance
  - 25 projects
  - Projects average 60 points
  - $13.4 billion (total cost)
## Quadrant 2 Projects: Higher Impact/Higher Cost

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Total Cost</th>
<th>Quadrant</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARTA West Line High Capacity Transit</td>
<td>Atlanta</td>
<td>$283,600,000</td>
<td>Q2: HI/HC</td>
</tr>
<tr>
<td>BRT-15 Buford Highway High Capacity Transit</td>
<td>Brookhaven</td>
<td>$280,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>I-285 Top End Transit in Express Lanes</td>
<td>Fulton County</td>
<td>$247,500,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>South Fulton Parkway Rapid Transit in Dedicated Lanes</td>
<td>Fulton County</td>
<td>$275,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Beltline Northeast LRT</td>
<td>MARTA</td>
<td>$298,800,000</td>
<td>Q2: HI/HC</td>
</tr>
<tr>
<td>BeltLine Southeast LRT</td>
<td>MARTA</td>
<td>$400,140,000</td>
<td>Q2: HI/HC</td>
</tr>
<tr>
<td>Beltline SouthWest LRT</td>
<td>MARTA</td>
<td>$324,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Campbellton Rd HCT</td>
<td>MARTA</td>
<td>$538,400,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Clifton Corridor (Phase 1)</td>
<td>MARTA</td>
<td>$1,875,099,246</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Elevators &amp; Escalators - Escalator Rehabilitation</td>
<td>MARTA</td>
<td>$240,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>IT &amp; Software</td>
<td>MARTA</td>
<td>$400,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Auxiliary Power Switch Gear</td>
<td>MARTA</td>
<td>$240,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Clayton County Transit Initiative - BRT</td>
<td>MARTA</td>
<td>$375,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Clayton County Transit Initiative - CRT</td>
<td>MARTA</td>
<td>$900,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>GA 400 Transit Initiative BRT</td>
<td>MARTA / Fulton County</td>
<td>$300,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Roofing and Skylights - Roofing Rehabilitation Program</td>
<td>MARTA</td>
<td>$562,500,000</td>
<td>Q2: HI/HC</td>
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<td>Station Rehabilitation - Program Schedule</td>
<td>MARTA</td>
<td>$685,000,000</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Mid-Range BRT Route 700: Doraville to Sugarloaf Mills</td>
<td>GCT</td>
<td>$438,299,733</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Long-Range Express Commuter Bus Service Enhancement Package</td>
<td>GCT</td>
<td>$215,870,900</td>
<td>Q2: HI/HC</td>
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<tr>
<td>Rapid Bus Expansion: Route 200 Peachtree Industrial Blvd</td>
<td>GCT</td>
<td>$267,935,400</td>
<td>Q2: HI/HC</td>
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<tr>
<td>BRT Route 701: Lawrenceville to Peachtree Corners</td>
<td>GCT</td>
<td>$543,527,500</td>
<td>Q2: HI/HC</td>
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<tr>
<td>BRT Route 702: Snellville to Indian Creek Rail Station</td>
<td>GCT</td>
<td>$332,908,050</td>
<td>Q2: HI/HC</td>
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<td>Gold Line HRT Extension to Jimmy Carter Multimodal Hub</td>
<td>GCT</td>
<td>$1,413,299,300</td>
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<td>I-20 East Heavy Rail to Stonecrest</td>
<td>RTP</td>
<td>$1,471,802,476</td>
<td>Q2: HI/HC</td>
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</tbody>
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Quadrant 2
Lower Impact/Lower Cost

- Lower cost investment with less impact
- Optimizes funding
  - 25 projects
  - Projects average 43 points
  - $0.5 billion (total cost)
## Quadrant 2 Projects: *Lower Impact/Lower Cost*

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Project Sponsor</th>
<th>Total Cost</th>
<th>Quadrant</th>
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<tbody>
<tr>
<td>Aerotropolis Intermodal Transportation Center</td>
<td>Aerotropolis CID</td>
<td>$ 50,000,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>ATL RIDES (Atlanta-Region Rider Information and Data Evaluation System) App</td>
<td>ATL</td>
<td>$ 738,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>ADA Compliant Sidewalks</td>
<td>CobbLinc</td>
<td>$ 6,250,000</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>South Cobb Transfer Center</td>
<td>CobbLinc</td>
<td>$ 8,500,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Fixed Route Operating Assistance</td>
<td>Douglas County</td>
<td>$ 4,000,000</td>
<td>Q2: LI/LC</td>
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<td>Connector Reliever Park &amp; Ride Deck</td>
<td>MARTA</td>
<td>$ 7,500,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Hickory Grove Park and Ride</td>
<td>SRTA</td>
<td>$ 13,011,560</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Mt. Carmel Park and Ride</td>
<td>SRTA</td>
<td>$ 14,928,400</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Short-Range Paratransit Service</td>
<td>GCT</td>
<td>$ 41,573,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Gwinnett Place Transit Center Improvements</td>
<td>GCT</td>
<td>$ 20,500,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Georgia Gwinnett College Transit Center</td>
<td>GCT</td>
<td>$ 10,250,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Peachtree Corners Park-and-Ride</td>
<td>GCT</td>
<td>$ 20,500,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Braselton Park-and-Ride and Express Commuter Service</td>
<td>GCT</td>
<td>$ 18,323,450</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Loganville Park-and-Ride and Express Commuter Service</td>
<td>GCT</td>
<td>$ 18,290,350</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>Infinite Energy Transit Center</td>
<td>GCT</td>
<td>$ 10,250,000</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>Lawrenceville Transit Center</td>
<td>GCT</td>
<td>$ 30,750,000</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>Lawrenceville Maintenance Facility</td>
<td>GCT</td>
<td>$ 39,266,725</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>Rapid Bus Expansion: Route 205 Jimmy Carter Blvd/Holcomb Bridge Road</td>
<td>GCT</td>
<td>$ 48,120,600</td>
<td>Q2: LI/LC</td>
</tr>
<tr>
<td>Short-Range Local Bus Expansion: Route 15</td>
<td>GCT</td>
<td>$ 15,722,000</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Short-Range Local Bus Expansion: Route 25</td>
<td>GCT</td>
<td>$ 7,780,300</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Short-Range Local Bus Expansion: Route 50</td>
<td>GCT</td>
<td>$ 35,500,900</td>
<td>Q2: LI/LC</td>
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<td>Short-Range Local Bus Expansion: Route 60</td>
<td>GCT</td>
<td>$ 15,606,100</td>
<td>Q2: LI/LC</td>
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<td>Short-Range Local Bus Expansion: Route 70</td>
<td>GCT</td>
<td>$ 13,674,800</td>
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<td>Short-Range Flex Bus Expansion: Route 500</td>
<td>GCT</td>
<td>$ 14,955,900</td>
<td>Q2: LI/LC</td>
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<tr>
<td>Short-Range Flex Bus Expansion: Route 503</td>
<td>GCT</td>
<td>$ 24,266,800</td>
<td>Q2: LI/LC</td>
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</tbody>
</table>
Quadrant 3

No projects fell into Quadrant 3 – our higher cost projects are maximizing performance

This quadrant should capture projects where additional development or refinement is needed:

» Project scoping components that better align with market, performance and/or deliverability considerations

» Project cost considerations

Projects that fall into Quadrant 3 need additional work to move them into one of the other quadrants; should trigger a conversation between sponsor and the ATL around if / how best to advance
Transit Project Review

Initial Findings

- Healthy distribution of projects by type; however, geographic distribution leaned towards areas with recently completed transit plans
  - Over time a regional planning approach will help balance this initial “ground-up” process

- Project data inconsistent across submissions
  - Scope details
  - Project cost and funding assumptions
  - Supporting materials

- Projects yielded a reasonable distribution of points across ARTP performance framework criteria and cost-effectiveness

- Process is “stable” in that it can flex projects in or out without drastically restructuring results
### Transit Project Review

**Project Level Alignment to Governing Principles**

<table>
<thead>
<tr>
<th>Criteria Filter</th>
<th>Criteria 1</th>
<th>Criteria 2</th>
<th>Criteria 3</th>
<th>Total Point Value</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Economic Development and Land Use</strong></td>
<td>Regional Integration / Connectivity</td>
<td>Land Use Mix (+/- Community Impacts)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Environmental Sustainability</strong></td>
<td>Elements to Improve Safety / Security / Environment</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Equity</strong></td>
<td>Communities of Interest Population</td>
<td>Low Wage Employment Density</td>
<td>(Re)Development Potential</td>
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</tr>
<tr>
<td><strong>Innovation</strong></td>
<td>Transit Reliability</td>
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<td></td>
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<tr>
<td><strong>Mobility and Access</strong></td>
<td>Transit Trips</td>
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</tr>
<tr>
<td><strong>Return on Investment</strong></td>
<td>Cost-Effectiveness</td>
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</tbody>
</table>

Summarize across projects for each Governing Principle:

-- Investments that are most directly advancing each principle
-- Summary impact assessment for each principle (plan analysis)
Next Steps
Plan-Level Evaluation

- Jobs served
- Travel time cost savings
- (Re)development potential

- Benefits: reduction in travel time, vehicle operating costs, crashes, emissions, state of good repair costs
- Costs: capital and operations

- VMT reduction
- Emissions reduction
- State of Good Repair
- Fuel savings

- Percentage population served – communities of interest
- Affordable mobility benefits
- Low-wage industry benefits

- Travel time savings
- System-wide delay reduction
- Access to jobs

- Introduction of new transit mode or technology
- Creative use of existing/new technology
- Technology or other modern applications to lower project capital and/or O&M costs
Next Steps
Plan-Level Evaluation

Planned Transit System

GIS Spatial Analysis
- Percentage population served – communities of interest
- Affordable mobility benefits
- Low-wage industry benefits

Regional Travel Model
- Reduction in VMT, Delay
  - Travel time savings
  - System-wide delay reduction
  - Access to jobs

Economic Model
- Jobs served
  - Redevelopment potential
  - Travel time cost savings
- Emissions reduction
- State of Good Repair
- Fuel savings
- ROI

- Introduction of new transit mode or technology
- Creative use of technology
- Technology or other modern applications to cost
Next Steps

Outreach and Engagement

- Draft ARTP narrative
- District outreach/Engagement
Questions