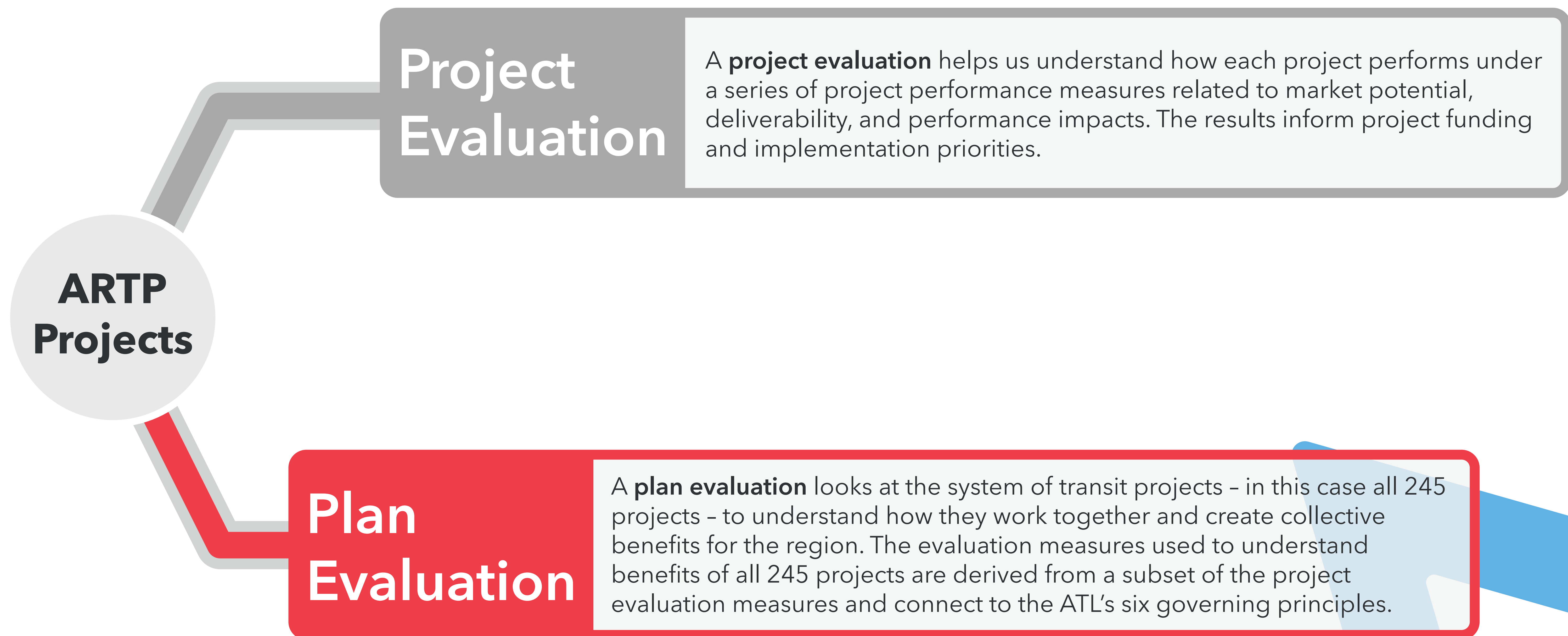


ARTP Plan Evaluation

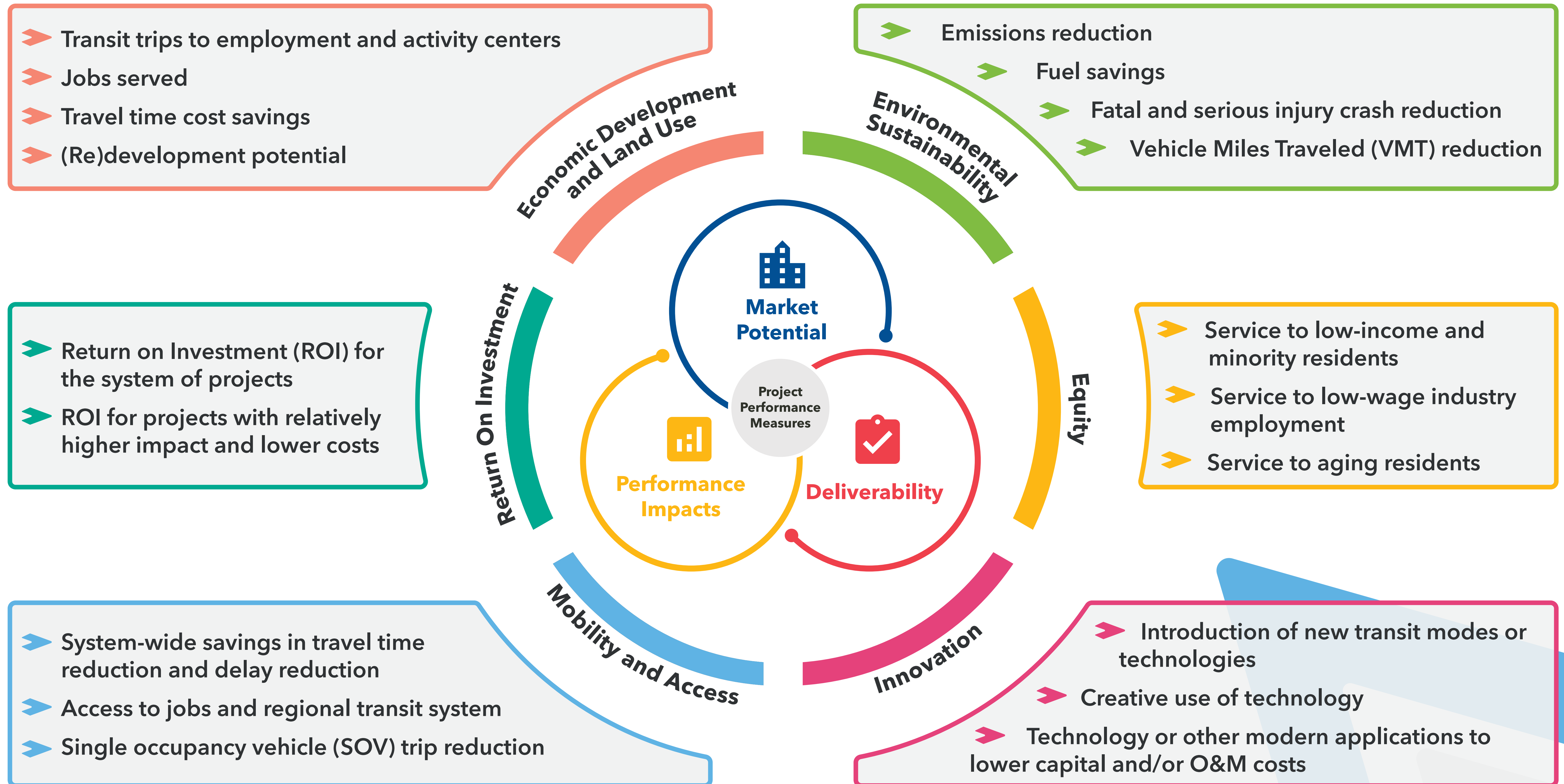
The ARTP Evaluation Processes

The ARTP has two distinct evaluation processes - one at the project level and one at the plan level. This station describes the plan level performance framework and features plan evaluation results.



ARTP Plan Evaluation

ARTP Plan Level Results Align with Our Governing Principles

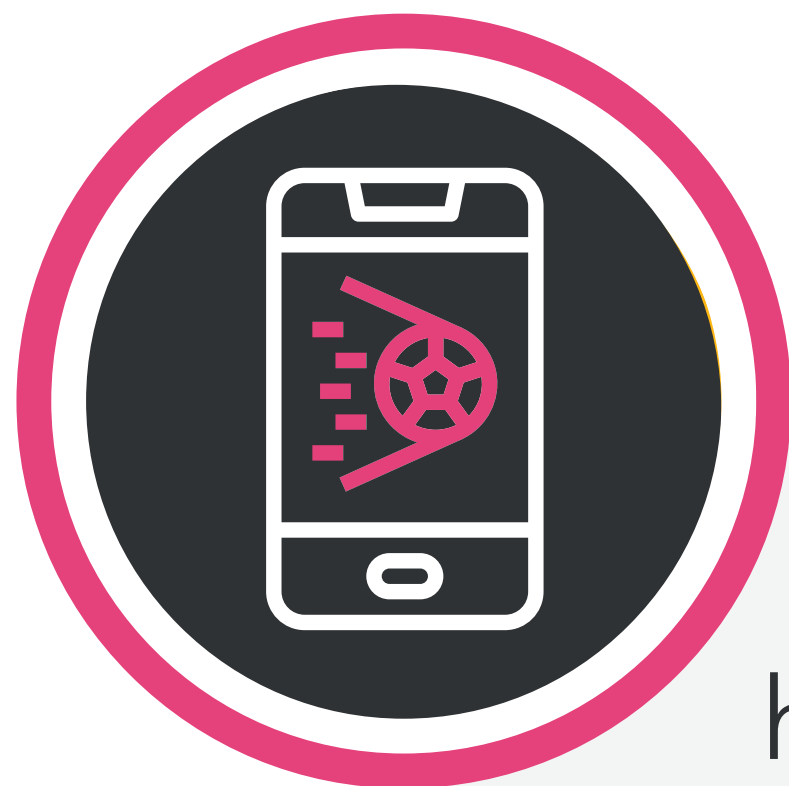


ARTP Plan Evaluation

Plan Level Evaluation Results

The following boards showcase a snapshot of the benefits that the full set of ARTP projects can provide if implemented.

Innovation



➤ 31% of projects have a **transit signal priority element**, allowing buses to move more quickly and reliably through traffic

➤ 61% of projects have technological elements such as **hazard detection systems** or **on-board cameras** to enhance passenger safety

Mobility and Access



➤ 39% increase in transit trips for **all ATL region residents**

➤ 34% increase in transit trips by residents of the region's **zero-car households**

➤ 24% of all projects have supportive infrastructure component such as **sidewalks**, creating **access to transit** for area residents

Return on Investment



➤ **System level cost:** \$29 billion

➤ **Return on investment:** \$142.3 billion

➤ **Quadrant 1 cost (Higher Impact, Lower Cost):** \$2.5 billion

➤ **Quadrant 1 return on investment (Higher Impact, Lower Cost):** \$12.5 billion

ARTP Plan Evaluation

Plan Level Evaluation Results

Economic Development and Land Use



➤ **31% increase** in transit trips to employment centers

➤ **51% of jobs** will be within a **half mile of proposed high capacity transit** stops or stations, compared to 22% today

➤ **89%** of transit hub projects are within existing Liveable Centers Initiative (LCI) areas which promote **vibrant, walkable places** and **increased mobility options**

Environmental Sustainability



➤ Annual **carbon reduction** equivalent to planting **33,837 trees**

➤ **99,804 gallons** of fuel will be saved annually due to reduced vehicle idling caused by congestion

➤ **11%** of all State of Good Repair projects propose **upgrading to alternative fuels** such as battery electric buses or solar-powered transit stops and stations

Equity



➤ **33%** of **low income households** will be within **½ mile of proposed high capacity transit** stops or stations, compared to 7% today

➤ **27%** of **minority households** will be with **½ mile of proposed high capacity transit** stops or stations, up from 4% today

➤ **48%** of **low-wage jobs** will be with **½ mile of proposed high capacity transit** stops or stations, compared to 18% currently