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.

A *project evaluation* helps us understand how each project performs under a series of project performance measures related to market potential, deliverability, and performance impacts. The results inform project funding and implementation priorities.

A *plan evaluation* looks at the system of transit projects – in this case all 245 projects – to understand how they work together and create collective benefits for the region. The evaluation measures used to understand benefits of all 245 projects are derived from a subset of the project evaluation measures and connect to the ATL’s six governing principles.
ARTP Plan Evaluation

ARTP Plan Level Results Align with Our Governing Principles

- Transit trips to employment and activity centers
- Jobs served
- Travel time cost savings
- (Re)development potential

- Emissions reduction
- Fuel savings
- Fatal and serious injury crash reduction
- Vehicle Miles Traveled (VMT) reduction

- Return on Investment (ROI) for the system of projects
- ROI for projects with relatively higher impact and lower costs

- System-wide savings in travel time reduction and delay reduction
- Access to jobs and regional transit system
- Single occupancy vehicle (SOV) trip reduction

- Service to low-income and minority residents
- Service to low-wage industry employment
- Service to aging residents

- Introduction of new transit modes or technologies
- Creative use of technology
- Technology or other modern applications to lower capital and/or O&M costs
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
**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