### ARTP Plan Evaluation A

#### 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.

Project Evaluation 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.

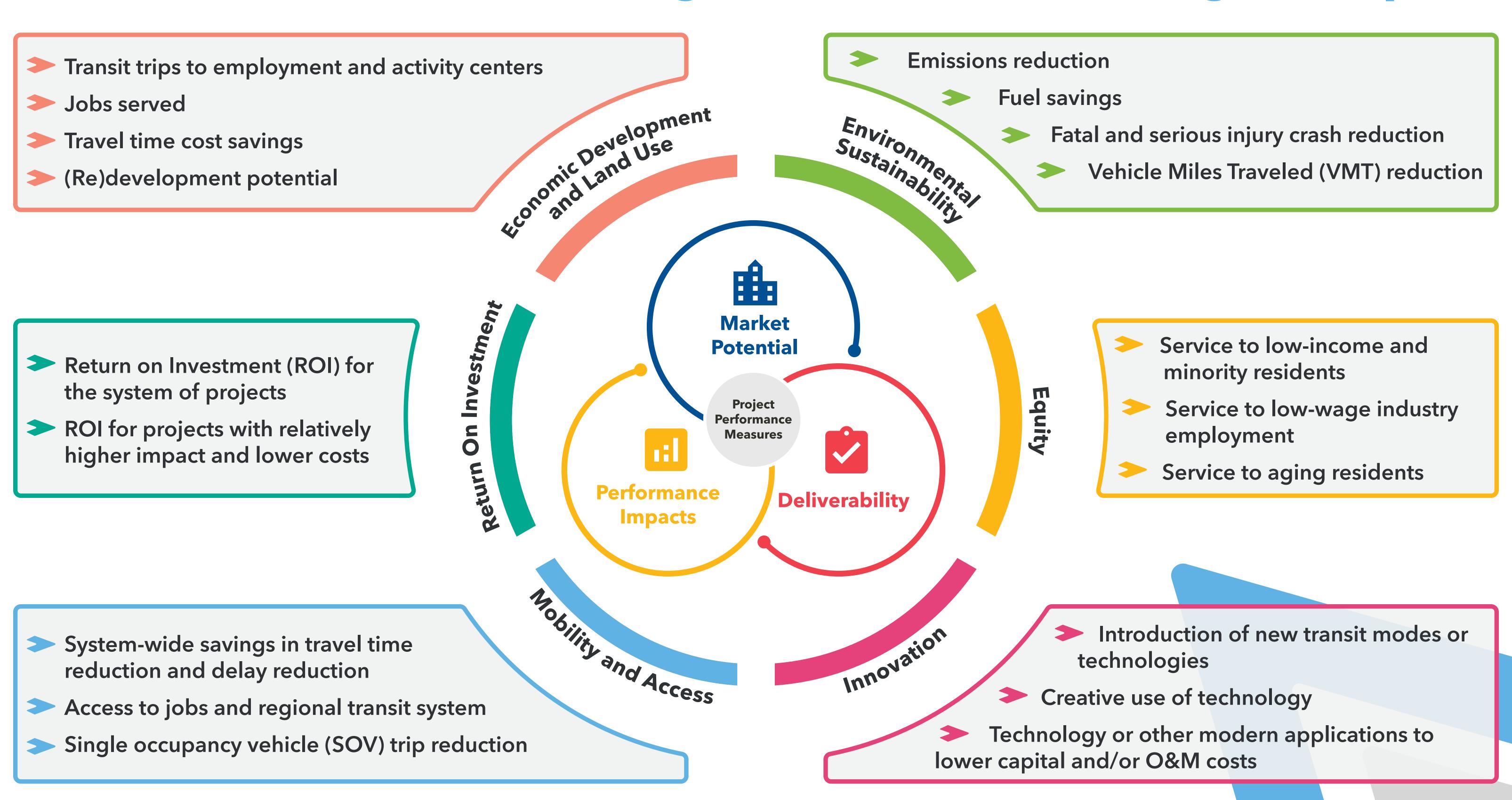
ARTP Projects

> Plan Evaluation

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.

# **7ARTP Plan Evaluation**

### ARTP Plan Level Results Align with Our Governing Principles



# MARTP 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



- 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: \$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

# **7ARTP Plan Evaluation**

### Plan Level Evaluation Results

- Economic Development and Land Use
- > 31% increase in transit trips to employment centers
- The state of the s
- ➤ 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



- 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