**TFCA PROJECT INFORMATION FORM G**

**Arterial Management: Signal Timing, Transit Signal Priority and Incident Management**

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| **Project Sponsor:**      **Project Title**:  |

**Eligibility**

Arterial Management/Transit Signal Priority/Incident Management projects are identified as an eligible project category under Policy No. 32 of the Air District’s TFCA CPM Policies.

* Signal timing projects include implementation of new and upgraded signal timing plans/synchronization and installation of the signal equipment necessary to implement the proposed timing/synchronization. Projects most cost-effective for TFCA generally have an average daily traffic volume (ADT) of 20,000 or more, or an average peak hour traffic volume of 2,000 or more (both directions combined), but this is no longer a TFCA eligibility requirement.
* Transit improvement projects include, but are not limited to, transit vehicle signal priority and bus stop relocation projects.
* Incident management projects on arterials are eligible. *Contact Alameda CTC staff to discuss prior to submitting an application.*
* Projects that provide routine maintenance are not eligible.

**Project Information**

*For all projects proposed for TFCA funding the Alameda CTC is required to evaluate emissions reductions and TFCA cost-effectiveness, based on the following information. Use the most accurate or best estimate data available and state all assumptions/ calculations*.

**Section 1 - Signal timing projects:**

The detailed project description of the base application must specifically identify each arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Include in the project description a detail of equipment upgrades, including the specific hardware and software to be installed.

* Arterial data is to be submitted using the separate Excel **Form G1** provided with the application material. (Only complete this Word form if the project also includes a transit signal priority component or other transit improvement).
	+ The maximum allowable estimated post-project speed increase is 25%. In the notes column of the Excel form, provide the year for current speeds and assumptions/ methodology used for proposed travel speeds.
* Include in the project schedule section of the base application the plan to collect pre- and post-project speed and volume data required for the TFCA final report. If project is evaluated to be cost-effectiveness for TFCA for a 2-year period, post-project speed and volume counts are to be conducted at the time of project completion. If a signal timing project is not cost-effective at 2 years, a 4-year project life may be used to achieve cost-effectiveness for TFCA, but this comes with additional 2-year post-project data collection and retiming, as needed, within 23-25 months after initial project completion. Alameda CTC staff will notify a project sponsor prior to award if a project would require a 4-year cost-effectiveness period.

**Section 2 - Transit Improvements/Transit Signal Priority/Signal Pre-emption projects**:

In the following tables, provide the requested info for each bus route benefitting from this project.

**Table 1- Transit Vehicle Data:**

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| --- | --- | --- | --- | --- | --- | --- | --- |
| Rte # | Avg. age of buses on route | Distance of bus route (1-way) | Days/yr. Route operates | Current # of runs/day (1-way) | # of runs/day added w/project | Current avg. speed of run | Estimated avg. speed w/project |
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**Table 2 – Transit Rider Data:**

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| --- | --- | --- | --- | --- | --- | --- |
| Rte #(same as above) | Current avg. riders/run *(See Note 1)* | # of new riders/run expected w/project | Est. # of new riders/run who previously drove alone*(See Note 2)* | Avg length of the car trips eliminated due to project*(See Note 3)* | Est. # of new SOV trips to transit due to project *(See Note 4)* | Avg length of new car trips generated to access transit *(See Note 5)* |
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**Table 2 Notes:**

1. Ridership data (average riders per run) is to be calculated based on actual ridership for the route from the last 12 months or most recently available 12-month period.
2. The “Est. # of new riders/run who previously drove alone” cannot exceed 67% of the estimated number of new riders/run (67% = the average Single Occupancy Vehicle/SOV commute share).
3. The “average length of the car trips eliminated due to this project” is the length of the former SOV car trip (e.g., home to destination distance) before the new transit rider switched to transit. If survey data is not available for the project route(s) use the Air District’s default value of 16 miles (average commute trip distance).
4. The Air District’s default value for the “number of new car trips to access transit” is 1/2 of the estimated number of new riders due to this project who previously drove alone.
5. The “average length of new SOV car trips generated to access transit” includes car trips to access the transit mode immediately prior to project route. Example: A passenger used to drive to work, but now drives to BART then transfers to the project bus route. The car trip to BART is a new trip to access transit. If survey data is not available for this service use the Air District’s default value of 3 miles.

**Additional Information:** Provide the source for the following estimates, including calculations and justification for any assumptions:

* Estimated number of new riders/run due to project (ridership increase):

* Estimated number of new riders/run due to project who previously drove alone (estimated number of eliminated SOV trips due to project):

* Other clarifications: