

Step 1: FCI and API Data Assemble

Working with Park maintenance staff and GIS technicians, data on the current physical condition of transportation assets and their asset priority will be assembled into a geodatabase. These assets will be organized in three general categories: (1.) assets with complete and reliable FCI and API values, (2.) assets with incomplete and/or questionable FCI and API values, and (3.) assets that haven't yet been inventoried or prioritized.

Step 2: Establish Extent of Transportation Study Area

Using available data from the Park and adjacent jurisdictions, FHWA will evaluate current regional travel patterns and critical links and nodes in the network that provide access to various unit sites within GOGA. Based on this evaluation, a determination will be made about which segments of the regional road network and portions of existing transit routes in conjunction with Park managed infrastructure need to be included in the overall analysis. Additionally, to the extent possible, FHWA will determine how much of GOGA's current travel demand can be attributed to the nine-county Bay Area and how much is generated by visitors external to the region.

Step 3: Establish Current Operational Condition Values for Congestion and Safety

Once the study area has been established, FHWA will analyze all available operational data related to roadways, transit routes, parking lots, bus depots, transfer points, etc. to identify links and nodes within the regional transportation system that are either running over capacity or are in some way unsafely configured. Using a combination of usage and visitation data, FHWA will then develop a methodology for assigning comparable operational condition values for all critical access points and connecting links to all point of interest within the Park.

Step 4: Data Integration and Gap Analysis

FHWA will integrate all available FCI and API data with operational values for congestion and safety (once generated) in the same geodatabase. The next step will then be to identify any critical data gaps that prevent the project team from comprehensively understanding current conditions. These gaps will then be categorized based on the importance of the missing information and the feasibility of obtaining it. For missing data that would be cost probative to collect in the short-term, FHWA will provide the Park with recommendations for how the gaps could be closed over the long-term and short-term solutions for making due with substitute data sources.

Step 5: Data Collection

Based on the findings of Step 4, FHWA will identify the critical data gaps that can be filled in a short period of time and at no or low costs to the project teams. The primary focus of this step will be to inventory the most critical transportation assets owned by the Park that currently aren't in FMSS and haven't been assigned an API. Additionally,

FHWA will also identify the most critical assets not owned by the Park, but for which more information is needed in order to fully understand current conditions.

Step 6: Baseline Analysis and Evaluation of Future Conditions

Once all the data and information from the first five steps has been assembled, FHWA will be able to produce maps, graphs, charts, summary reports, etc. that comprehensively describe the current condition (Park owned and non-Park owned) of the transportation system serving GOGA. The next step will then be to quantify the Park's O&M costs for maintaining existing infrastructure over the next twenty years in conjunction with the improvements to the transportation system that will be paid for by partner agencies. Based on this evaluation, FHWA should be able to describe for the Park what future conditions are likely to look like if the Park took no action related to the GMP.

Step 7: GMP Alternatives Analysis

Once the Park and the GMP planning team have finalized a set of management concepts and associate transportation vision(s), FHWA will refine its baseline analysis and forecasting in relation to each management concept and provide the Park with the data and information necessary to evaluate potential impacts on their asset management priorities and trade offs that may need to be made in order to achieve the desired goals and objectives under a given management concept and/or transportation vision.

Step 8: Phase III – Draft a Long Range Transportation Plan (LRTP)

The first seven steps will provide all the data and information necessary to update the transportation component of the GMP. Once the Transportation Vision and associated goals and objectives have been adopted by the Park, FHWA will continue work with them to develop a LRTP that includes a core set of performance measures. The development of these measures will provide their maintenance staff with a process for better managing their transportation assets along the path of achieving the Vision laid out in the GMP. Additionally, the LRTP will give the Park an interim implementation plan that can be used to better align the Park's long term needs with adjacent jurisdictions and regional stakeholder groups.

Tentative Schedule

Steps	Target Delivery Date
Steps 1 thru 4	September 2007
Steps 5 and 6	December 2007
Step 7	June 2008
Step 8	September 2008