



Alameda County Technical Advisory Committee Meeting Agenda Thursday, February 6, 2020, 1:30 p.m.

Chair: Tess Lengyel

Staff Liaison: [Gary Huisingh](#)

Clerk: [Vanessa Lee](#)

1. Call to Order

2. Introductions/Roll Call

3. Public Comment

4. Consent Calendar

Page/Action

4.1. [Approve the January 9, 2020, ACTAC Meeting Minutes](#)

1 A

5. Planning / Programs / Monitoring

5.1. [Approve Transportation Fund for Clean Air \(TFCA\) FY 2020-21 Expenditure Plan Application and Call for Projects](#)

5 A

5.2. [Implementation of Senate Bill 743 \(SB 743\) in Alameda County](#)

25 I

5.3. 2021 Transportation Improvement Program Update

I

5.4. [Alameda County Federal Inactive Projects Update](#)

31 I

6. Member Reports

7. Staff Reports

8. Adjournment

Next Meeting: Thursday, March 5, 2020

Notes:

- All items on the agenda are subject to action and/or change by the Commission.
- To comment on an item not on the agenda (3-minute limit), submit a speaker card to the clerk.
- Call 510.208.7450 (Voice) or 1.800.855.7100 (TTY) five days in advance to request a sign-language interpreter.
- If information is needed in another language, contact 510.208.7400. Hard copies available only by request.
- Call 510.208.7400 48 hours in advance to request accommodation or assistance at this meeting.
- Meeting agendas and staff reports are available on the [website calendar](#).
- Alameda CTC is located near 12th St. Oakland City Center BART station and AC Transit bus lines. [Directions and parking information](#) are available online.



Alameda CTC Schedule of Upcoming Meetings for February and March 2020

Commission Chair

Mayor Pauline Russo Cutter,
City of San Leandro

Commission Vice Chair

Councilmember John Bauters,
City of Emeryville

AC Transit

Board Vice President Elsa Ortiz

Alameda County

Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
Supervisor Keith Carson, District 5

BART

Vice President Rebecca Saltzman

City of Alameda

Mayor Marilyn Ezy Ashcraft

City of Albany

Mayor Nick Pilch

City of Berkeley

Mayor Jesse Arreguin

City of Dublin

Mayor David Haubert

City of Fremont

Mayor Lily Mei

City of Hayward

Mayor Barbara Halliday

City of Livermore

Mayor John Marchand

City of Newark

Councilmember Luis Freitas

City of Oakland

Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont

Mayor Robert McBain

City of Pleasanton

Mayor Jerry Thorne

City of Union City

Mayor Carol Dutra-Vemaci

Executive Director

Tess Lengyel

Commission and Committee Meetings

Time	Description	Date
9:00 a.m.	Finance and Administration Committee (FAC)	February 10, 2020 March 9, 2020
9:30 a.m.	I-680 Sunol Smart Carpool Lane Joint Powers Authority (I-680 JPA)	
10:00 a.m.	I-580 Express Lane Policy Committee (I-580 PC)	
10:30 a.m.	Planning, Policy and Legislation Committee (PPLC)	
12:15 p.m.	Programs and Projects Committee (PPC)	
2:00 p.m.	Alameda CTC Commission Meeting	February 27, 2020 March 26, 2020

Advisory Committee Meetings

5:30 p.m.	Bicycle and Pedestrian Advisory Committee (BPAC)	February 13, 2020
1:30 p.m.	Joint Paratransit Advisory and Planning Committee (PAPCO) and Paratransit Technical Advisory Committee (ParaTAC)	February 24, 2020
1:30 p.m.	Alameda County Technical Advisory Committee (ACTAC)	March 5, 2020
5:30 p.m.	Independent Watchdog Committee (IWC)	March 9, 2020
9:30 a.m.	Paratransit Technical Advisory Committee (ParaTAC)	March 10, 2020
1:30 p.m.	Paratransit Advisory and Planning Committee (PAPCO)	March 23, 2020

All meetings are held at Alameda CTC offices located at 1111 Broadway, Suite 800, Oakland, CA 94607. Meeting materials, directions and parking information are all available on the [Alameda CTC website](http://www.AlamedaCTC.org). Meetings subject to change.



Alameda County Technical Advisory Committee Fiscal Year 2019-2020

Member Agencies

AC Transit
BART
City of Alameda
City of Albany
City of Berkeley
City of Dublin
City of Emeryville
City of Fremont
City of Hayward
City of Livermore
City of Newark
City of Oakland
City of Piedmont
City of Pleasanton
City of San Leandro
City of Union City
County of Alameda

Other Agencies

Chair, Alameda CTC
ABAG
ACE
BAAQMD
Caltrans
CHP
LAVTA
MTC
Port of Oakland
Union City Transit
WETA

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1. Call to Order

Gary Huisingsh called the meeting to order.

2. Roll Call/Introductions

Introductions were conducted. All members were present with the exception of Amber Evans, Kevin Connolly, Osh Felfala, Anthony Fournier, Johnny Jaramillo, Christy Leffal, Steven Lizzarago, and Zhongping "John" Xu.

3. Public Comment

A public comment was heard from Charlie Cameron regarding Union City multimodal BART project.

4. Consent Calendar

4.1. Approval of November 7, 2019 ACTAC Meeting Minutes

Obaid Khan made a motion to approve the consent calendar. Farid Javandel seconded the motion. The motion passed with the following votes:

- Yes: Ayupan, Chiu, Fried, Huisingsh, Imai, Izon, Javandel, Khan, Lee, Liu, Ng, Novenario, Ortiz, Payne, Peterson, Sheik, Solla, Stella, Veloso, Victor
- No: None
- Abstain: None
- Absent: Evans, Connolly, Felfala, Fournier, Jaramillo, Leffal, Lizzarago, Xu

5. Programs/Projects/Monitoring

5.1. Approve Revision to the 2020 State Transportation Improvement Program

Vivek Bhat recommended that the Commission approve a revision to the Alameda CTC Commission-approved 2020 State Transportation Improvement Program (STIP) and accompanying Resolution. Mr. Bhat stated Alameda CTC's 2020 STIP project list was approved in October 2019 for inclusion in the 2020 Regional Transportation Improvement Program. He explained to the committee that the request to revise the 2020 STIP is based on a request from AC Transit to reprogram the BRT project STIP funds to a project that will replace up to 19 aging transbay buses nearing the end of their planned service life.

Farid Javandel made a motion to approve this item. Justin Fried seconded the motion. The motion passed with the following votes:

Yes: Ayupan, Chiu, Fried, Huisingh, Imai, Izon, Javandel, Khan, Lee, Liu, Ng, Novenario, Ortiz, Payne, Peterson, Sheik, Solla, Stella, Veloso, Victor
No: None
Abstain: None
Absent: Evans, Connolly, Felfala, Fournier, Jaramillo, Leffal, Lizzarago, Xu

5.2. Congestion Management Program 2019 Multimodal Performance Report Update

Carolyn Clevenger informed the committee that agenda items 5.2 and 5.3 will be presented together. Item 5.2 will provide updates on countywide trends and 5.3 on the 2020 the Countywide Transportation Plan (CTP) Needs Assessment Part. Chris Marks presented this item. Annually, Alameda CTC prepares a summary of the state of the transportation system within Alameda County, tracking a series of key performance metrics for the countywide multimodal transportation system. Mr. Marks noted that performance measures reported include overall commuting patterns, travel demand factors, roadway, transit, biking and walking performance, and goods movement. The measures are designed to be aligned with the goals of the CTP and the Congestion Management Program (CMP) statute. The Performance Report, together with the Alameda CTC's other transportation system monitoring efforts, are critical for assessing the success of past transportation investments and illuminating transportation system needs.

Obaid Khan asked if telecommute data is accurately captured in commute mode share. Mr. Marks said yes, the data is included; however, the data is for people that telecommute for the majority of the week.

Obaid Khan asked if the Transportation Network Companies (TNCs) data were included in commute mode share as "other." Mr. Marks stated that TNC use data is not captured in a specific way and it's based on how people fill out the survey.

Obaid Khan asked if micro-mobility data captured. Mr. Marks said the data is not specifically called out in his report.

This item is for information only.

5.3. 2020 Countywide Transportation Plan: Needs Assessment Part 1

Kristen Villanueva stated that this item is to provide the Commission with an update on the first part of a needs assessment conducted of the Alameda County transportation system for the 2020 Countywide Transportation Plan (CTP). Ms. Villanueva stated that Part 1 of the Need Assessment is focused on Active Transportation and Freeways. She noted that the strategies have been compiled based on a review of recent county plans and in alignment with the four goals adopted by the Commission. Staff plans to share the needs assessment and accompanying strategies for Transit, Goods Movement, and Arterials at the March

meeting of the Planning, Policy and Legislation Committee and release the final Needs Assessment document in May 2020.

ACTAC members provided the following comments/questions on this item:

- Prioritize needs of school children, especially because school children tend to travel during peak commute hours when there are the most conflicts.
- Are cross county/super commutes linked to any congestion pricing strategies that Alameda CTC might be considering? Ms. Villanueva stated that Alameda CTC intends to learn from work that MTC is doing around pricing and their consideration of a per mile type fee would address this type of commute.
- Strategies seems very comprehensive. For clarity, please map how the strategies relate to the four adopted goals.
- For active transportation safety strategies make sure to consider Vision Zero planning and focus areas as an addition to the focus on the high injury network.
- For active transportation strategy related to emerging technologies, consider expanding definition to include technology, such as intersection technologies and crash avoidance systems in vehicles.
- Include monitoring of key performance measures as a strategy for active transportation

This item is for information only.

5.4. Alameda County Federal Inactive Projects Update

Jacki Taylor provided an update on the Federal Inactive List and she highlighted potential deobligation dates for inactive projects. She encouraged ACTAC members to stay current with their federal invoicing.

This item is for information only.

6. Members Report

There were no members reports.

7. Staff Report

Kristen Villanueva provided an update on the progress of other CTP items. Ms. Villanueva noted that staff collected information on projects during the fall and received comments on the screening criteria. She noted project screening is one input for determining the 10-year priorities for the CTP and will be shared at Planning Area meetings later this spring.

Jacki Taylor gave an update on the 2021 Transportation Improvement Program (TIP). She noted that MTC will kick-off development of the 2021 TIP during January 2020. Ms. Taylor will send an email to ACTAC members about preliminary steps.

8. Adjournment

The meeting adjourned at 2:40 p.m. The next meeting is scheduled for February 6, 2020 at the Alameda CTC offices.



Memorandum

5.1

1111 Broadway, Suite 800, Oakland, CA 94607

PH: (510) 208-7400

www.AlamedaCTC.org

DATE: January 30, 2020

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Approve Transportation Fund for Clean Air (TFCA) FY 2020-21 Expenditure Plan Application and Call for Projects

Recommendation

1. Approve Resolution 20-003 regarding the TFCA County Program Manager (CPM) FY 2020-21 Expenditure Plan Application, due to the Air District by March 3, 2020; and
2. Approve the release of a FY 2020-21 TFCA call for projects for the approximately \$2.9 million of available funding.

Summary

As the designated TFCA County Program Manager (CPM) for Alameda County, the Alameda CTC is required to annually program the TFCA revenue received from the Bay Area Air Quality Management District (Air District). It is recommended the Commission approve Resolution 20-003 (Attachment A), regarding the fiscal year (FY) 2020-21 TFCA CPM Expenditure Plan Application (Attachment B) and its submittal to the Air District. The FY 2020-21 TFCA Expenditure Plan Application identifies approximately \$2.9 million of funding available for programming and is due to the Air District by March 3, 2020, prior to a detailed program of projects. A TFCA call for projects is scheduled for release in March 2020.

Background

TFCA funding is generated by a four-dollar vehicle registration fee administered by the Air District. Projects eligible for TFCA funding are to result in the reduction of motor vehicle emissions and achieve surplus emission reductions beyond what is currently required through regulations, ordinances, contracts, or other legally binding obligations. Projects eligible for TFCA include shuttles, bike lanes and bike parking, signal timing and transit signal priority, travel demand management (TDM) programs and alternative fuel vehicles and fueling/charging infrastructure. The Alameda CTC is responsible for programming 40

percent of the revenue generated within Alameda County for this program. A total of 6.25% percent of new revenue is set aside for Alameda CTC's administration of the program. Per the distribution formula for Alameda County's share of TFCA funding, 70 percent of the available funds are to be allocated to the cities and County based on population, with a minimum of \$10,000 to each jurisdiction. The remaining 30 percent of funds are to be allocated to transit-related projects on a discretionary basis. A jurisdiction's projected future share may be borrowed against in order for a project to receive more funds in the current year, which helps facilitate the required annual programming of all available funds.

For reference, a draft FY 2020-21 TFCA fund estimate (Attachment C) identifies how the funding identified in the FY 2020-21 Expenditure Plan Application is distributed per the county-level funding formula. Projects proposed for TFCA funding are to be consistent with the Air District's TFCA CPM Fund Policies (Attachment D) and cost-effectiveness requirements. There are no substantive changes to the CPM Fund Policies from last year.

FY 2020-21 Revenue

The FY 2020-21 TFCA Expenditure Plan Application establishes the amount of TFCA funds available for programming to projects and program administration and is based on the Air District's Department of Motor Vehicles (DMV) revenue estimates for the same period. Additionally, previously programmed TFCA funds remaining from closed (i.e., cancelled or completed) projects are returned to the Alameda CTC's fund estimate for reprogramming. These adjustments are detailed on the second page of the Expenditure Plan Application. Returned funds that were initially programmed from the 70 percent cities/county portion of the fund estimate are credited back to the project sponsor's share.

As summarized below, the estimated total amount available for projects is the sum of the new allocation (projected revenue), funds to reprogram, and earned interest, less 6.25 percent of the new allocation, which is reserved for the Alameda CTC's administration of the TFCA program.

Estimated new allocation for FY 2020-21:	\$2,078,522
Earned interest for calendar year 2019:	\$118,754
<u>Funds from closed projects to reprogram, as of 10/31/19:</u>	<u>\$834,057</u>
Total funding available for FY 2020-21:	\$3,031,333
<u>Less 6.25% of new allocation for TFCA administration:</u>	<u>- \$129,908</u>
Total FY 2020-21 TFCA funding for projects:	\$2,901,425

FY 2020-21 Program Development

The Air District's TFCA CPM Policies require the distributed revenue to be fully programmed on an annual basis. Any unprogrammed balance remaining after the Air District's programming deadline may be redirected by the Air District to other projects in the region. The programming of TFCA funding is incorporated into the Alameda CTC's biennial Comprehensive Investment Plan (CIP) process, but due to the annual programming deadline for these funds, releasing stand-alone TFCA calls for projects is periodically required. A TFCA call for projects is scheduled for release in early-mid March 2020 with applications due a minimum of 3 weeks from the release date. Staff will evaluate the proposed projects for TFCA eligibility and cost-effectiveness and include a FY 2020-21 TFCA program recommendation in the 2020 CIP Update, scheduled for consideration by the Commission in May 2020. If an unprogrammed TFCA balance remains when the 2020 CIP Update is adopted, a separate programming recommendation for the balance will be presented in the fall 2020 timeframe.

The Air District requires an approved program of TFCA projects to be submitted no later than six months from the date the Air District Board approves the TFCA CPM expenditure plan applications. This year, a complete FY 2020-21 TFCA program of projects is estimated to be due to the Air District by November 2019.

Next Steps

The Alameda CTC FY 2020-21 TFCA Expenditure Plan Application is to be signed by the Executive Director and is due to the Air District by March 3, 2020. A TFCA call for projects will be released in early-mid March 2020.

Updated TFCA program guidelines, including the attached Air District FY 2020-21 TFCA Policies, will be incorporated into the Alameda CTC's 2020 CIP Update, along with the FY 2020-21 fund estimate and funding recommendations. A complete TFCA FY 2020-21 program of projects is due to the Air District by November 2020.

Fiscal Impact: This recommended action has no significant fiscal impact. TFCA funding is made available by the Air District and will be included in the Alameda CTC's FY 2020-21 budget.

Attachments:

- A. Alameda CTC Resolution 20-003
- B. Alameda CTC FY 2020-21 TFCA Expenditure Plan Application
- C. Alameda CTC Draft FY 2020-21 TFCA Fund Estimate
- D. Air District's FY 2020-21 TFCA County Program Manager Fund Policies

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ALAMEDA COUNTY TRANSPORTATION COMMISSION RESOLUTION 20-003

Approval of the Alameda County FY 2020-21 Transportation Fund for Clean Air County Program Manager Fund Expenditure Plan Application

Commission Chair
Mayor Pauline Russo Cutter,
City of San Leandro

Commission Vice Chair
Councilmember John Bauters,
City of Emeryville

AC Transit
Board Vice President Elsa Ortiz

Alameda County
Supervisor Scott Haggerty, District 1
Supervisor Richard Valle, District 2
Supervisor Wilma Chan, District 3
Supervisor Nate Miley, District 4
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BART
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Mayor Lily Mei

City of Hayward
Mayor Barbara Halliday

City of Livermore
Mayor John Marchand

City of Newark
Councilmember Luis Freitas

City of Oakland
Councilmember At-Large
Rebecca Kaplan
Councilmember Sheng Thao

City of Piedmont
Mayor Robert McBain

City of Pleasanton
Mayor Jerry Thorne

City of Union City
Mayor Carol Dutra-Vernaci

Executive Director
Tess Lengyel

WHEREAS, as of July 2010, the Alameda County Transportation Commission ("Alameda CTC") was designated as the overall Program Manager for the Transportation Fund for Clean Air ("TFCA") County Program Manager Fund for Alameda County;

WHEREAS, the TFCA Program requires the Program Manager to submit an Expenditure Plan Application for FY 2020-21 TFCA funding to the Bay Area Air Quality Management District ("Air District") by March 3, 2019.

NOW, THEREFORE BE IT RESOLVED, that the Alameda CTC Commission will program an estimated \$2,901,425 to projects, consistent with the attached FY 2020-21 TFCA County Program Manager Fund Expenditure Plan Application;

BE IT FURTHER RESOLVED, the Alameda CTC Commission will approve a program of projects within six months of the Air District's approval of the FY2020-21 Expenditure Plan Application; and

BE IT FURTHER RESOLVED, the Alameda CTC Commission authorizes the Executive Director to execute any necessary fund transfer agreements related to this funding with the Air District and project sponsors.

DULY PASSED AND ADOPTED by the Alameda CTC at the regular Commission meeting held on Thursday, February 27, 2020 in Oakland, California, by the following vote:

AYES: **NOES:** **ABSTAIN:** **ABSENT:**

SIGNED:

ATTEST:

Pauline Russo Cutter
Chair, Alameda CTC

Vanessa Lee
Clerk of the Commission

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SUMMARY INFORMATION

County Program Manager Agency Name: Alameda County Transportation Commission

Address: 1111 Broadway, Suite 800, Oakland, CA 94607

PART A: NEW TFCA FUNDS

- 1. Estimated FYE 2021 DMV revenues (based on projected CY2019 revenues): Line 1: \$2,045,400
2. Difference between prior-year estimate and actual revenue: Line 2: \$33,122
a. Actual FYE 2019 DMV revenues (based on CY2018): \$2,004,222
b. Estimated FYE 2019 DMV revenues: \$1,971,100
('a' minus 'b' equals Line 2.)
3. Estimated New Allocation for projects and administration (Sum of Lines 1 and 2): Line 3: \$2,078,522

PART B: INTEREST FOR PROGRAMMING AND TFCA FUNDS AVAILABLE FOR REPROGRAMMING

- 4. Total available for programming/reprogramming to other projects. Line 4: \$952,810.94
a. Amount available from previously funded projects: \$834,057.20
(Note: Reprogrammed funds originating from pre-2006 projects are not subject to the six-month allocation deadline.)
b. Interest income earned on TFCA funds in CY 2019: \$118,753.74
('a' plus 'b' equals Line 4.)

PART C: TOTAL AVAILABLE TFCA FUNDS

- 5. Total Available TFCA Funds (Sum of Lines 3 and 4) Line 5: \$3,031,332.94
a. Estimated TFCA funds budgeted for administration: \$129,907.63
(Note: This amount may not exceed 6.25% of Line 3.)
b. Estimated Total TFCA funds available for projects \$2,901,425.31
(Line 5 minus Line 5.a.)

I certify that, to the best of my knowledge, the information contained in this application is complete and accurate.

Executive Director Signature: _____

Date: _____

1 The "Estimated TFCA funds budgeted for administration" amount is listed for informational purposes only. Per California Health and Safety Code Section 44233, County Program Managers must limit their administrative costs to no more than 6.25% of the actual total revenue received from the Air District.

SUMMARY INFORMATION - ADDENDUM

Complete if there are TFCA Funds available for reprogramming.

Project #	Project Sponsor/Grantee	Project Name	\$ TFCA Funds Allocated	\$ TFCA Funds Expended	\$ TFCA Funds Available	Code *
14ALA05	Hayward	Tennyson, Hesperian and Winton Signal Upgrade and Coordination	\$240,000	\$216,281.55	\$23,418.45	UB
14ALA12	Alameda CTC	Countywide Guaranteed Ride Home Program, FYs 13-14 & 14-15	\$270,000	\$252,092.12	\$17,907.80	UB
16ALA02	Alameda CTC	Countywide Carpool and Bike Promotion	\$210,000	\$205,568.85	\$4,431.15	UB
16ALA13	Alameda CTC	Countywide Transportation Demand Management Program, FYs 15-16 & 16-17	\$270,000	\$148,084	\$121,946	UB
17ALA07	Pleasanton	Bernal Ave Park and Ride	\$189,000	\$0	\$189,000	CP
18ALA07	Pleasanton	Pleasanton Trip Reduction Program, FYs 17-18 & 18-19	\$65,000	\$64,999.98	\$.02	UB
18ALA10	Alameda CTC	Countywide Transportation Demand Management Program, FYs 17-18 & 18-19	\$420,000	\$217,646.30	\$202,353.70	UB
19ALA04	Alameda County	East 14 th Bike Lanes	\$123,000	\$0	\$123,000	CP
19ALA06	Oakland	Broadway Shuttle, FY 2019-20	\$350,000	\$338,000	\$12,000	UB
19ALA07	Cal State East Bay	2 nd Hayward BART – Campus Shuttle, FYs 18-19 & 19-20	\$215,000	\$75,000	\$140,000	UB

TOTAL TFCA FUNDS AVAILABLE FOR REPROGRAMMING\$ 834,057.12*(Enter this amount in Part B, Line 4.a. of Summary Information form)*** Enter UB (for projects that were completed under budget) and CP (for cancelled project).*

Alameda CTC TFCA County Program Manager Fund: FY 2020-21 Draft Fund Estimate

5.1C

	A	B	C	D	E (B-C+D)	F (A+E)			
Agency	Population (Estimate ¹)	% Population	Total % of Funding	TFCA Funds Available (new this FY)	Balance from Previous FY	Programmed Last Cycle	Funds Available from Closed Projects	Rollover (Debits/ Credits)	TFCA Balance (New + Rollover)
Alameda	79,316	4.75%	4.75%	\$ 68,756	\$ (8,203)	\$ 191,051	\$ 6,940	\$ (192,314)	\$ (123,557)
Alameda County	149,536	8.96%	8.96%	\$ 129,627	\$ 431,648	\$ 275,305	\$ 136,085	\$ 292,428	\$ 422,056
Albany	19,393	1.16%	1.16%	\$ 16,811	\$ (23,294)	\$ 3,878	\$ 1,697	\$ (25,475)	\$ (8,664)
Berkeley	123,328	7.39%	7.39%	\$ 106,909	\$ 163,838	\$ 24,805	\$ 10,792	\$ 149,825	\$ 256,733
Dublin	64,577	3.87%	3.87%	\$ 55,979	\$ 221,019	\$ 1,015,290	\$ 5,651	\$ (788,621)	\$ (732,642)
Emeryville	11,885	0.71%	0.71%	\$ 10,303	\$ (190,606)	\$ 2,441	\$ 1,040	\$ (192,008)	\$ (181,705)
Fremont	232,532	13.93%	13.93%	\$ 201,574	\$ 101,042	\$ 47,919	\$ 20,347	\$ 73,470	\$ 275,043
Hayward	159,433	9.55%	9.55%	\$ 138,207	\$ 137,361	\$ 32,978	\$ 37,369	\$ 141,752	\$ 279,959
Livermore	91,039	5.45%	5.45%	\$ 78,918	\$ 592,632	\$ 18,605	\$ 7,966	\$ 581,993	\$ 660,912
Newark	48,712	2.92%	2.92%	\$ 42,227	\$ 474,773	\$ 9,661	\$ 4,262	\$ 469,374	\$ 511,601
Oakland	432,897	25.93%	25.93%	\$ 375,263	\$ 21,598	\$ 352,279	\$ 49,880	\$ (280,802)	\$ 94,461
Piedmont	11,420	0.68%	0.69%	\$ 10,000	\$ 111,456	\$ 2,402	\$ 1,009	\$ 110,063	\$ 120,063
Pleasanton	80,492	4.82%	4.82%	\$ 69,776	\$ (41,504)	\$ 96,120	\$ 196,043	\$ 58,420	\$ 128,195
San Leandro	89,825	5.38%	5.38%	\$ 77,866	\$ 344,514	\$ 17,829	\$ 7,860	\$ 334,546	\$ 412,412
Union City	74,916	4.49%	4.49%	\$ 64,942	\$ 382,218	\$ 235,856	\$ 6,555	\$ 152,917	\$ 217,859
TOTAL 70% Cities/County:	1,669,301	100%	100%	\$ 1,447,158	\$ 2,718,490	\$ 2,326,419	\$ 493,497	\$ 885,568.05	\$2,332,725.73

FY 2019-20 TFCA New Revenue	\$ 2,078,522	(FYE21 Expenditure Plan Application, Line 1)
<u>Less 6.25% for Program Administration</u>	<u>\$ (129,908)</u>	
Subtotal New Programming Capacity	\$ 1,948,614	
<u>Calendar Year 2019 Interest Earned</u>	<u>\$ 118,754</u>	
Total New Programming Capacity	\$ 2,067,368	

	Totals	Cities/County (Shares) 70%	Transit (Discretionary) 30%
Total New Programming Capacity	\$ 2,067,368	\$ 1,447,158	\$ 620,210
Funds Available from Closed Projects Adjustment	\$ 834,057	\$ 493,497	\$ 340,560
FY 2019-20 Rollover (debit/credit) Adjustment	\$ -	\$ 392,071	\$ (392,071)
Total Adjustments ²	\$ 834,057	\$ 885,568	\$ (51,511)
Adjusted Total Available to Program	\$ 2,901,425	\$ 2,332,726	\$ 568,699

Notes:

1. Dept. of Finance (www.dof.ca.gov) population estimates as of 1/01/2019.
2. Includes TFCA programming actions and returned funds from closed projects as of 10/31/19.

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Appendix D: Board-Adopted Policies for FYE 2021

Adopted November 20, 2019

The following Policies apply to the Bay Area Air Quality Management District's (Air District) Transportation Fund for Clean Air (TFCA) County Program Manager Fund for fiscal year ending (FYE) 2021.

BASIC ELIGIBILITY

- Reduction of Emissions:** Only projects that result in the reduction of motor vehicle emissions within the Air District's jurisdiction are eligible.

Projects must conform to the provisions of the California Health and Safety Code (HSC) sections 44220 et seq. and these Air District Board of Directors adopted TFCA County Program Manager Fund Policies.

Projects must achieve surplus emission reductions, i.e., reductions that are beyond what is required through regulations, ordinances, contracts, and other legally binding obligations at the time of the execution of a grant agreement between the County Program Manager and the grantee. Projects must also achieve surplus emission reductions at the time of an amendment to a grant agreement if the amendment modifies the project scope or extends the project completion deadline.

- TFCA Cost-Effectiveness:** Projects must not exceed the maximum cost-effectiveness (C-E) limit specified in Table 1. Cost-effectiveness (\$/weighted ton) is the ratio of TFCA funds awarded to the sum of surplus emissions reduced, during a project's operational period, of reactive organic gases (ROG), nitrogen oxides (NOx), and weighted PM10 (particulate matter 10 microns in diameter and smaller). All TFCA-generated funds (e.g., reprogrammed TFCA funds) that are awarded or applied to a project must be included in the evaluation. For projects that involve more than one independent component (e.g., more than one vehicle purchased, more than one shuttle route), each component must achieve this cost-effectiveness requirement.

County Program Manager administrative costs are excluded from the calculation of a project's TFCA cost-effectiveness.

Table 1: Maximum Cost-Effectiveness for TFCA County Program Manager Fund Projects

Policy No.	Project Category	Maximum C-E (\$/weighted ton)
22	Alternative Fuel Light-Duty Vehicles	500,000
23	Reserved	Reserved
24	Alternative Fuel Heavy-Duty Vehicles and Buses	500,000
25	On-Road Goods Movement Truck Replacements	90,000
26	Alternative Fuel Infrastructure	250,000 500,000*
27	Ridesharing Projects - Existing	150,000
28.a.-h.	Shuttle/Feeder Bus Service – Existing	200,000; 250,000 for services in CARE Areas or PDAs
29.a.	Shuttle/Feeder Bus Service - Pilot	Year 1 - 250,000 Year 2 - see Policy #28.a.-h.
	Shuttle/Feeder Bus Service – Pilot in CARE Areas or PDAs	Years 1 & 2 - 500,000 Year 3 - see Policy #28.a.-h.
29.b.	Pilot Trip Reduction	500,000

30	Bicycle Projects Bikeways Bicycle Parking	500,000 250,000
31	Bike Share	500,000
32	Arterial Management	175,000
33	Smart Growth/Traffic Calming	175,000

*This higher C-E limit is for projects that install electric vehicle charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities.

3. **Eligible Projects and Case-by-Case Approval:** Eligible projects are those that conform to the provisions of the HSC section 44241, Air District Board-adopted policies, and Air District guidance. On a case-by-case basis, County Program Managers must receive approval by the Air District for projects that are authorized by the HSC section 44241 and achieve Board-adopted TFCA cost-effectiveness but do not fully meet other Board-adopted Policies.
4. **Consistent with Existing Plans and Programs:** All projects must comply with the Transportation Control and Mobile Source Control Measures included in the Air District's most recently approved strategies for achieving and maintaining State and national ozone standards, those plans and programs established pursuant to HSC sections 40233, 40717, and 40919; and, when specified, other adopted federal, State, regional, and local plans and programs.
5. **Eligible Recipients:** Grant recipients must be responsible for the implementation of the project, have the authority and capability to complete the project, and be an applicant in good standing with the Air District (Policies #8-10).
 - a. **Public agencies** are eligible to apply for all project categories.
 - b. **Non-public entities** are only eligible to apply for new alternative-fuel (light, medium, and heavy-duty) vehicle and infrastructure projects, and advanced technology demonstrations that are permitted pursuant to HSC section 44241(b)(7).
6. **Readiness:** Projects must commence by the end of calendar year 2021. For purposes of this policy, “commence” means a tangible preparatory action taken in connection with the project’s operation or implementation, for which the grantee can provide documentation of the commencement date and action performed. “Commence” includes, but is not limited to, the issuance of a purchase order to secure project vehicles and equipment, commencement of shuttle/feeder bus and ridesharing service, or the delivery of the award letter for a construction contract.
7. **Maximum Two Years Operating Costs for Service-Based Projects:** Unless otherwise specified in policies #22 through #33, TFCA County Program Manager Funds may be used to support up to two years of operating costs for service-based projects (e.g., ridesharing, shuttle and feeder bus service). Grant applicants that seek TFCA funds for additional years must reapply for funding in the subsequent funding cycles.

APPLICANT IN GOOD STANDING

8. **Independent Air District Audit Findings and Determinations:** Grantees who have failed either the financial statement audit or the compliance audit for a prior TFCA-funded project awarded by either County Program Managers or the Air District are excluded from receiving an award of any TFCA funds for three (3) years from the date of the Air District’s final audit determination in accordance with HSC section 44242 or for a duration determined by the Air District Air Pollution Control Officer (APCO). Existing TFCA funds already awarded to the project sponsor will not be released until all audit recommendations and remedies have been satisfactorily implemented. A failed financial statement audit means a final audit report that includes an uncorrected audit finding that confirms an ineligible expenditure of TFCA funds.

A failed compliance audit means that the program or project was not implemented in accordance with the applicable Funding Agreement or grant agreement.

A failed financial statement or compliance audit of the County Program Manager or its grantee may subject the County Program Manager to a reduction of future revenue in an amount equal to the amount which was inappropriately expended pursuant to the provisions of HSC section 44242(c)(3).

9. **Authorization for County Program Manager to Proceed:** Only a fully executed Funding Agreement (i.e., signed by both the Air District and the County Program Manager) constitutes the Air District's award of County Program Manager Funds. County Program Managers may incur costs (i.e., contractually obligate itself to allocate County Program Manager Funds) only after the Funding Agreement with the Air District has been executed.
10. **Maintain Appropriate Insurance:** Both the County Program Manager and each grantee must obtain and maintain general liability insurance, workers compensation insurance, and additional insurance as appropriate for specific projects, with required coverage amounts provided in Air District guidance and final amounts specified in the respective grant agreements.

INELIGIBLE PROJECTS

11. **Duplication:** Projects that have previously received TFCA Regional or County Program Manager funds and do not propose to achieve additional emission reductions are not eligible.
12. **Planning Activities:** The costs of preparing or conducting feasibility studies are not eligible. Planning activities are not eligible unless they are directly related to the implementation of a specific project or program.
13. **Reserved.**
14. **Cost of Developing Proposals:** The costs to prepare grant applications are not eligible.

USE OF TFCA FUNDS

15. **Combined Funds:** TFCA County Program Manager Funds may not be combined with TFCA Regional Funds to fund a County Program Manager Fund project. Projects that are funded by the TFCA County Program Manager Fund are not eligible for additional funding from other funding sources that claim emissions reduction credits. However, County Program Manager-funded projects may be combined with funds that do not require emissions reductions for funding eligibility.
16. **Administrative Costs:** The County Program Manager may not expend more than 6.25 percent of its County Program Manager Funds for its administrative costs. The County Program Manager's costs to prepare and execute its Funding Agreement with the Air District are eligible administrative costs. Interest earned on County Program Manager Funds shall not be included in the calculation of the administrative costs. To be eligible for reimbursement, administrative costs must be clearly identified in the expenditure plan application and in the Funding Agreement, and must be reported to the Air District.
17. **Expend Funds within Two Years:** County Program Manager Funds must be expended within two (2) years of receipt of the first transfer of funds from the Air District to the County Program Manager in the applicable fiscal year, unless a County Program Manager has made the determination based on an application for funding that the eligible project will take longer than two years to implement. Additionally, a County Program Manager may, if it finds that significant progress has been made on a project, approve no more than two one-year schedule extensions for a project. Any subsequent schedule extensions for projects can only be given on a case-by-case basis, if the Air District finds that significant progress has been made on a project, and the Funding Agreement is amended to reflect the revised schedule.

18. **Unallocated Funds:** Pursuant to HSC 44241(f), any County Program Manager Funds that are not allocated to a project within six months of the Air District Board of Directors approval of the County Program Manager’s Expenditure Plan may be allocated to eligible projects by the Air District. The Air District shall make reasonable effort to award these funds to eligible projects in the Air District within the same county from which the funds originated.

19. Reserved.

20. Reserved.

21. Reserved.

ELIGIBLE PROJECT CATEGORIES

Clean Air Vehicle Projects

22. Alternative Fuel Light-Duty Vehicles:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. Vehicles must be new (model year 2020 or newer), and have a gross vehicle weight rating (GVWR) of 8,500 lbs. or lower.
- b. Vehicles must be:
 - i. hybrid-electric, electric, or fuel cell vehicles that are approved by the California Air Resources Board (CARB) for on-road use
 - ii. neighborhood electric vehicles (NEV) as defined in the California Vehicle Code.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.
- d. The amount of TFCA funds awarded may not exceed 90% of the project’s cost after all other grants and applicable manufacturer and local/state/federal rebates and discounts are applied.

Vehicles that are solely powered by gasoline, diesel, or natural gas, and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

23. **Reserved.**

24. Alternative Fuel Heavy-Duty Vehicles and Buses:

These projects are intended to accelerate the deployment of qualifying alternative fuel vehicles that operate within the Air District’s jurisdiction by encouraging the replacement of older, compliant trucks and buses with the cleanest available technology. If replacing heavy-duty vehicles and buses with light-duty vehicles, light-duty vehicles must meet Policy #22. All of the following conditions must be met for a project to be eligible for TFCA Funds:

- a. Each vehicle must be new and have a GVWR greater than 8,500 lbs.
- b. Eligible vehicles must be approved by the CARB.
- c. Vehicles must be maintained and operated within the Air District’s jurisdiction.

- d. The total amount of TFCA funds awarded combined with all other grants and applicable manufacturer and local/state/federal rebates and discounts may not exceed 90% of the project's eligible cost

Vehicles that are solely powered by gasoline, diesel, or natural gas and retrofit projects are not eligible.

Grantees may request authorization of up to 100% of the TFCA Funds awarded for each vehicle to be used to pay for costs directly related to the purchase and installation of alternative fueling infrastructure and/or equipment used to power the new vehicle.

Projects that seek to replace a vehicle in the same weight-class as the proposed new vehicle, may qualify for additional TFCA funding. Costs related to the scrapping and/or dismantling of the existing vehicle are not eligible for reimbursement with TFCA funds.

25. **On-Road Goods Movement Truck Replacements:** The project will replace Class 6, Class 7, and Class 8 diesel-powered trucks that have a gross vehicle weight rating (GVWR) of 19,501 lbs. or greater (per vehicle weight classification definition used by Federal Highway Administration (FHWA) with new or used trucks that have an engine certified to the 2010 CARB emissions standards or cleaner. Eligible vehicles are those that are used for goods movement as defined by CARB. The existing truck(s) to be replaced must be registered with the California Department of Motor Vehicles (DMV) to an address within the Air District's jurisdiction, and must be scrapped after replacement.

26. **Alternative Fuel Infrastructure:**

Eligible refueling infrastructure projects include new dispensing and charging facilities, or additional equipment or upgrades and improvements that expand access to existing alternative fuel fueling/charging sites (i.e., electric vehicle, hydrogen). This includes upgrading or modifying private fueling/charging sites or stations to allow public and/or shared fleet access. TFCA funds may be used to cover the cost of equipment and installation. TFCA funds may also be used to upgrade infrastructure projects previously funded with TFCA funds as long as the equipment was maintained and has exceeded the duration of its useful life after being placed into service.

Equipment and infrastructure must be designed, installed, and maintained as required by the existing recognized codes and standards and as approved by the local/state authority.

TFCA funds may not be used to pay for fuel, electricity, operation, and maintenance costs. Projects that include installation of charging stations at multi-dwelling units, transit stations, and park-and-ride lot facilities qualify for funding at a higher cost-effectiveness limit (see Policy #2).

Trip Reduction Projects

27. **Existing Ridesharing Services:** The project will provide carpool, vanpool, or other rideshare services. Projects that provide a direct or indirect financial transit or rideshare subsidy are also eligible under this category. Projects that provide a direct or indirect financial transit or rideshare subsidy *exclusively* to employees of the grantee are not eligible.

28. **Existing Shuttle/Feeder Bus Service:**

The project will reduce single-occupancy vehicle trips by providing short-distance connections. All of the following conditions must be met for a project to be eligible for TFCA funds:

- a. The service must provide direct connections between a mass transit hub (e.g., a rail or Bus Rapid Transit (BRT) station, ferry or bus terminal, or airport) and a distinct commercial or employment location.

- b. The service's schedule, which is not limited to commute hours, must be coordinated to have a timely connection with corresponding mass transit service.
- c. The service must be available for use by all members of the public.
- d. TFCF funds may be used to fund only shuttle services to locations that are under-served and lack other comparable service. For the purposes of this policy, "comparable service" means that there exists, either currently or within the last three years, a direct, timed, and publicly accessible service that brings passengers to within one-third (1/3) mile of the proposed commercial or employment location from a mass transit hub. A proposed service will not be deemed "comparable" to an existing service if the passengers' proposed travel time will be at least 15 minutes shorter and at least 33% shorter than the existing service's travel time to the proposed destination.
- e. Reserved.
- f. Grantees must be either: (1) a public transit agency or transit district that directly operates the shuttle/feeder bus service; or (2) a city, county, or any other public agency.
- g. Applicants must submit a letter of concurrence from all transit districts or transit agencies that provide service in the area of the proposed route, certifying that the service does not conflict with existing service.
- h. Each route must meet the cost-effectiveness requirement in Policy #2. Projects that would operate in Highly Impacted Communities or Episodic Areas as defined in the Air District Community Air Risk Evaluation (CARE) Program, or in Priority Development Areas (PDAs), may qualify for funding at a higher cost-effectiveness limit (see Policy #2).

29. Pilot Projects:

a. Pilot Shuttle/Feeder Bus Service Projects:

These projects are new shuttle/feeder bus service routes that are at least 70% unique and where no other service was provided within the past three years. In addition to meeting the conditions listed in Policy #28.a.-h. for shuttle/feeder bus service, project applicants must also comply with the following application criteria and agree to comply with the project implementation requirements:

- i. Demonstrate the project will reduce single-occupancy vehicle trips and result in a reduction in emissions of criteria pollutants.
- ii. Provide data and/or other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users.
- iii. Provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCF funds to maintain its operation after the pilot period;
- iv. Provide a letter from the local transit agency denying service to the project's proposed service area, which includes the basis for denial of service to the proposed areas. The applicant must demonstrate that the project applicant has attempted to coordinate service with the local service provider and has provided the results of the demand assessment survey to the local transit agency. The applicant must provide the transit service provider's evaluation of the need for the shuttle service to the proposed area. Pilot projects located in Highly Impacted Communities as defined in the Air District CARE Program and/or a Planned or Potential PDA may receive a maximum of three years of TFCF Funds under the Pilot designation. For these projects, the project applicants understand and must agree that such projects will be

evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:

1. During the first year and by the end of the second year of operation, projects must not exceed a cost-effectiveness of \$500,000/ton, and
 2. By the end of the third year of operation, projects must meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).
- v. Projects located outside of CARE areas and PDAs may receive a maximum of two years of TFCA Funds under this designation. For these projects, the project applicants understand and must agree that such projects will be evaluated every year, and continued funding will be contingent upon the projects meeting the following requirements:
1. By the end of the first year of operation, projects shall meet a cost-effectiveness of \$250,000/ton, and
 2. By the end of the second year of operation, projects shall meet all of the requirements, including cost-effectiveness limit, of Policy #28.a.-h. (existing shuttles).

b. Pilot Trip Reduction:

The project will reduce single-occupancy commute-hour vehicle trips by encouraging mode-shift to other forms of shared transportation. Pilot projects are defined as projects that serve an area where no similar service was available within the past three years, or will result in significantly expanded service to an existing area. Funding is designed to provide the necessary initial capital to a public agency for the start-up of a pilot project so that by the end of the third year of the trip reduction project's operation, the project will be financially self-sustaining or require minimal public funds, such as grants, to maintain its operation. All the following conditions must be met for a project to be eligible for TFCA funds:

- i. Applicants must demonstrate the project will reduce single-occupancy commute-hour vehicle trips and result in a reduction in emissions of criteria pollutants;
- ii. The proposed service must be available for use by all members of the public;
- iii. Applicants must provide a written plan showing how the service will be financed in the future and require minimal, if any, TFCA funds to maintain its operation by the end of the third year;
- iv. If the local transit provider is not a partner, the applicant must demonstrate that they have attempted to have the service provided by the local transit agency. The transit provider must have been given the first right of refusal and determined that the proposed project does not conflict with existing service;
- v. Applicants must provide data and any other evidence demonstrating the public's need for the service, including a demand assessment survey and letters of support from potential users;
- vi. Pilot trip reduction projects that propose to provide ridesharing service projects must comply with all applicable requirements in policy #27.

30. Bicycle Projects:

New bicycle facility projects or upgrades to an existing bicycle facility that are included in an adopted countywide bicycle plan, Congestion Management Program (CMP), countywide transportation plan (CTP), city plan, or the Metropolitan Transportation Commission's (MTC) Regional Bicycle Plan are eligible

to receive TFCA funds. Projects that are included in an adopted city general plan or area-specific plan must specify that the purpose of the bicycle facility is to reduce motor vehicle emissions or traffic congestion.

a. Bicycle Parking:

The project will expand the public's access to bicycle parking. The electronic bicycle lockers and bicycle racks must be publicly accessible and available for use by all members of the public.

Eligible projects are limited to the following types of bike parking facilities that result in motor vehicle emission reductions:

- i. Bicycle racks, including bicycle racks on transit buses, trains, shuttle vehicles, and ferry vessels;
- ii. Electronic bicycle lockers;
- iii. Capital costs for attended bicycle storage facilities; and
- iv. Purchase of two-wheeled or three-wheeled vehicles (self-propelled or electric), plus mounted equipment required for the intended service and helmets.

b. Bikeways:

- i. Class I Bikeway (bike path), new or upgrade improvement from Class II or Class III bikeway;
- ii. New Class II Bikeway (bike lane);
- iii. New Class III Bikeway (bike route);
- iv. Class IV Bikeway (separated bikeway), new or upgrade improvement from Class II or Class III bikeway;

All bicycle facility projects must, where applicable, be consistent with design standards published in the California Highway Design Manual, or conform to the provisions of the Protected Bikeway Act of 2014.

31. Bike Share:

Projects that make bicycles available to individuals for shared use for completing first- and last-mile trips in conjunction with regional transit and stand-alone short distance trips are eligible for TFCA funds, subject to all of the following conditions:

- a. Projects must either increase the fleet size of existing service areas or expand existing service areas to include new Bay Area communities.
- b. Projects must have a completed and approved environmental plan and a suitability study demonstrating the viability of bicycle sharing.
- c. Projects must have shared membership and/or be interoperable with the Bay Area Bike Share (BABS) project when they are placed into service, in order to streamline transit for end users by reducing the number of separate operators that would comprise bike trips. Projects that meet one or more of the following conditions are exempt from this requirement:
 - i. Projects that do not require membership or any fees for use, or

- ii. Projects that were provided funding under MTC’s Bike Share Capital Program to start a new or expand an existing bike share program; or.
- iii. Projects that attempted to coordinate with, but were refused by, the current BABS operator to have shared membership or be interoperable with BABS. Applicants must provide documentation showing proof of refusal.

Projects may be awarded FYE 2021 TFCA funds to pay for up to five years of operations.

32. Arterial Management:

Arterial management grant applications must identify a specific arterial segment and define what improvement(s) will be made to affect traffic flow on the identified arterial segment. Projects that provide routine maintenance (e.g., responding to citizen complaints about malfunctioning signal equipment) are not eligible to receive TFCA funds. Incident management projects on arterials are eligible to receive TFCA funds. Transit improvement projects include, but are not limited to, bus rapid transit and transit priority projects. Signal timing projects are eligible to receive TFCA funds. Each arterial segment must meet the cost-effectiveness requirement in Policy #2.

33. Smart Growth/Traffic Calming:

Physical improvements that support development projects and/or calm traffic, resulting in motor vehicle emission reductions, are eligible for TFCA funds, subject to the following conditions:

- a. The development project and the physical improvements must be identified in an approved area-specific plan, redevelopment plan, general plan, bicycle plan, pedestrian plan, traffic-calming plan, or other similar plan.
- b. The project must implement one or more transportation control measures (TCMs) in the most recently adopted Air District plan for State and national ambient air quality standards. Pedestrian projects are eligible to receive TFCA funds.
- c. The project must have a completed and approved environmental plan. If a project is exempt from preparing an environmental plan as determined by the public agency or lead agency, then that project has met this requirement.

Traffic calming projects are limited to physical improvements that achieve motor vehicle emission reductions by designing and improving safety conditions for pedestrians, bicyclists or transit riders in residential retail, and employment areas.

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Memorandum

5.2

1111 Broadway, Suite 800, Oakland, CA 94607 • 510.208.7400 • www.AlamedaCTC.org

DATE: January 30, 2020

TO: Alameda County Technical Advisory Committee

FROM: Saravana Suthanthira, Principal Transportation Planner
Aleida Andrino-Chavez, Associate Transportation Planner

SUBJECT: Implementation of Senate Bill 743 (SB 743) in Alameda County

Recommendation

This item is to provide the Alameda County Technical Advisory Committee with an update on the implementation of the SB 743 requirements in Alameda County. This item is for information only.

Summary

After its passage in 2013, Senate Bill 743 (SB 743) changed the significance metric for assessing transportation impacts of projects under the California Environmental Quality Act (CEQA) from a delay-based Level of Service (LOS) to a metric more aligned with statewide environmental goals. The Governor's Office of Planning and Research (OPR) identified area-based Vehicle Miles Traveled (VMT) as the new metric. CEQA legislation was amended in December 2018 to adopt VMT as the significance metric for assessing transportation impacts under CEQA. This requirement becomes mandatory July 1, 2020. OPR released a technical advisory that provides high-level guidance and establishes VMT thresholds for different types of land use and transportation projects.

Alameda CTC has been actively engaged on SB 743 for several years. Initially, Alameda CTC worked with OPR, Caltrans, County Transportation Agencies (CTAs), the Metropolitan Transportation Commission and the Association of Bay Area Governments (MTC/ABAG) as OPR worked to identify alternative significance metric. Currently, Alameda CTC is working with the same partners and local jurisdictions to transition from LOS to the VMT metric for CEQA purposes.

Alameda County jurisdictions requested Alameda CTC to lead and develop consistent guidance to implement the VMT metric across the county that could be used by member jurisdictions when evaluating the impacts of new land use and transportation projects on the existing transportation system under CEQA.

To support the member jurisdictions in this process for land use projects, Alameda CTC is currently engaged in an effort to develop a Countywide VMT reduction calculator. This tool would be used when proposed land use projects in Alameda County do not meet the established VMT threshold and need to implement strategies to reduce VMT to meet the threshold. Concurrently, Alameda CTC staff is also working to develop VMT maps (at the Traffic Analysis Zone [TAZ] level) for various VMT thresholds for per capita and per employee VMT at the County and Planning Area levels from the countywide transportation model.

Caltrans is developing guidance to conduct impact assessment for transportation projects on the State Highway System, as well as for their internal review of local development projects (sponsored by either Caltrans or other agencies) using the VMT metric. Alameda CTC and other CTAs in the Bay Area are proposing to follow Caltrans' guidance for the evaluation of all transportation projects.

Alameda CTC SB 743 Efforts

Alameda CTC staff has been exploring options to support implementation of SB 743 requirements in Alameda County and tracking developments related to the implementation of the SB 743 requirements in the Bay Area and the state by holding regular meetings with the Bay Area CTAs, MTC and the Bay Area SB 743 Working Group.

Alameda CTC established an Alameda County SB 743 Working Group with planning and public works staff that is currently engaged in SB 743 work from each Planning Area. The Working Group includes staff from: the cities of Alameda, Emeryville, Hayward, Fremont, Newark, Dublin and Pleasanton, and AC Transit. The group has met twice and discussed efforts to support SB 743 implementation in Alameda County, as summarized below.

- The City of Oakland was the first city in Alameda County to adopt VMT as the significance metric for CEQA. The city mostly followed the guidance in the OPR technical advisory.
- Through the SB 743 Priority Development Area Staffing Assistance Program, MTC offers technical assistance to local jurisdictions for the purposes of implementing SB 743 requirements and transitioning to VMT metric for transportation impact assessment, which supports infill-development. In Alameda County, the cities of Fremont and Hayward have obtained this grant and are in the process of developing VMT-based transportation impact assessment processes and guidelines.
- Other regional and state efforts:
 - MTC/ABAG developed high-level general guidance for local jurisdictions and CEQA lead agencies to assist them with the implementation of the SB 743 requirements for land use projects under CEQA. The guidance provides the main steps to undergo this process, including relevant resources, which were recently circulated to ACTAC.
 - The city of San Jose has developed an Excel based VMT tool that estimates the VMT generated by a proposed land use project and screens for meeting the VMT thresholds regarding impacts on the transportation network. The tool estimates the VMT reduction when Transportation Demand Management (TDM) strategies are applied for the project as mitigation.

- The Santa Clara Valley Transportation Authority (VTA) is in the process of developing a web-based countywide tool based on the San Jose VMT tool
- SANDAG developed a tool through funding support from a Caltrans Planning Grant. The SANDAG tool is an Excel-based downloadable instrument that estimates the anticipated decrease in VMT resulting from the application of various TDM strategies on proposed land use projects.

After a thorough review of various efforts across the state and the Bay Area region, Alameda CTC, in consultation with the Bay Area CTAs and MTC, is now engaged in developing a VMT reduction tool, by customizing SANDAG's VMT Reduction Calculator. This tool would be used when proposed land use projects in Alameda County do not meet the established VMT threshold and need to implement strategies to reduce the VMT to meet the threshold. A presentation on the tool was made to Alameda County SB 743 Working Group in November 2019. The SANDAG tool includes formulas, assumptions and constants that are representative of the San Diego region. These elements will be customized for use in Alameda County.

Concurrently, Alameda CTC staff is working to develop VMT maps (at the Traffic Analysis Zone [TAZ] level) for various VMT thresholds for per capita and per employee VMT at the County and Planning Area levels from the countywide transportation model. This information would help local jurisdictions with project screening (first step) in the determination of VMT impacts of a project on the existing transportation system. When a project is determined to generate VMT impacts above the established VMT threshold, the VMT reduction calculator would be used to estimate the reduction from the application of proposed TDM strategies.

Caltrans is developing three documents to guide agencies in the assessment of VMT impacts generated by transportation projects (sponsored by local agencies or Caltrans) and their review of impact assessment for local land use projects under CEQA. Alameda CTC and other Bay Area agencies intend to follow Caltrans' guidance for the evaluation of the impacts of transportation projects. The three documents are:

- Transportation Impact Study Guide (TISG) for Land Use Project review
- Transportation Analysis Framework (TAF)
- Transportation Analysis under CEQA (TAC)

Caltrans staff discussed the status of these guidance documents at a webinar held in November, 2019. Draft documents are expected to be released for public review in the near future. Alameda CTC will inform the member agencies of any development from Caltrans.

Developing the Alameda County VMT Reduction Calculator

The SANDAG VMT tool will be customized with the help of a consultant (project team) in coordination with the Alameda County SB 743 Working Group and local jurisdictions, as needed.

SANDAG Tool Review and Data Collection

The project team will review the components of the SANDAG tool in order to identify the data and changes needed for the customization of each component for Alameda County conditions. The project team will collect data that is readily available, such as demographic profiles, land use and transportation patterns, which will help in the determination of inputs for the strategies to be included in the Alameda CTC Tool.

Customization of the SANDAG Tool

This task includes the actual customization of the SANDAG Tool for use in Alameda County, updating the data sets and factors in the tool as well as the alpha-testing with members of the Alameda CTC SB 743 WG and beta-testing with members of ACTAC. The project team will review and analyze the results of these tests and make necessary changes to the Alameda County customized tool. The project team will also perform tool validation on two or three projects that are already built in the county for which VMT data is available. Project selection for testing will be discussed with the Alameda CTC SB 743 Working Group.

Design Document and User Guidebook

The project team will develop a Design Document and User Guide that will explain in detail the assumptions and formulas used in the tool and for each strategy in order to provide a full understanding of the applications and limitations of the tool.

Tool Maintenance Approach

The project team will develop a technical memorandum on the approach to tool maintenance and a tool update schedule.

Next Steps

Alameda CTC will work to develop the VMT maps for VMT per capita and per employee at the planning area and county levels. This information will be made available to the member jurisdictions by mid-Spring or earlier, separate from the VMT reduction calculator development.

Work on the Alameda CTC Tool Development is expected to begin in February 2020, and take approximately six (6) months. Key activities and deliverables include data collection, existing conditions memorandum, customization and validation of the SANDAG Tool. Development of the User Guide and Maintenance document is expected to be completed at the end of July 2020.

Staff will work closely with the Alameda County SB 743 Working Group throughout the development of this project.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. SB 743 Project Schedule

SB 743 Project Schedule - VMT Maps update and VMT Reduction Calculator Development in Alameda County

TASKS	FEBRUARY				MARCH				APRIL				MAY				JUNE				JULY				AUGUST				SEPTEMBER			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Update to VMT maps from the Countywide Model																																
Task Order Authorization for VMT Reduction work																																
Task 1: Project Management (throughout project period)																																
Alameda CTC WG																																
ACTAC																																
Task 2: SANDAG Tool Review																																
2.1 Tool Review																																
2.2 Review of Alameda County Existing Conditions																																
2.3 Determination of Strategies for inclusion in AC Tool																																
Task 3: Data Collection																																
3.1 Data collection and compilation																																
Task 4: Customization of SANDAG Tool																																
4.1 Development of Alameda CTC Tool																																
4.2 Tool Testing																																
4.3 Tool Validation																																
Task 5: Design Document an User Guidebook																																
5.1 Development of Design Document																																
5.2 Development of User Guidebook																																
Task 6: Tool Maintenance																																
6.1 Tool Maintenance approach																																
Commission Approval																																

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DATE: January 30, 2020

TO: Alameda County Technical Advisory Committee

FROM: Vivek Bhat, Director of Programming and Project Controls
Jacki Taylor, Senior Program Analyst

SUBJECT: Alameda County Federal Inactive Projects

Recommendation

ACTAC members are requested to review the current Caltrans inactive projects list (Attachment A), which identifies federal funding at risk for deobligation and the actions required by the project sponsor to preserve the funding. This item is for information only.

Summary

Federal regulations require local agencies receiving federal funds to regularly invoice against each federal obligation. Caltrans maintains a list of inactive obligations and projects are added to the list when there has been no invoice activity for the past six months. If Caltrans does not receive an invoice during the subsequent six-month period the project's federal funds will be at risk for deobligation by the Federal Highway Administration (FHWA). ACTAC members are requested to review the latest inactive projects list (Attachment A), which identifies the federal funds at risk and the actions required to avoid deobligation. Local agencies are expected to regularly submit invoices and close out projects in a timely manner. Project sponsors with inactive projects identified in the attached report are to work with directly with their Caltrans District Local Assistance Engineer (DLAE) to clear the inactive invoicing status and provide periodic status updates to Alameda CTC programming staff until the project is removed from the Caltrans report.

Background

In response to FHWA's requirements for processing inactive obligations, Caltrans Local Assistance proactively manages federal obligations, as follows:

- If Caltrans has not received an invoice for obligated funds in over six months, the project will be deemed inactive and added to the list of Federal Inactive

Obligations. The list is posted on the Caltrans website and updated weekly: <https://dot.ca.gov/programs/local-assistance/projects/inactive-projects>.

- Caltrans will notify local agencies the first time a project becomes inactive.
- If Caltrans does not receive an invoice within the following six months (12 months without invoicing), Caltrans will deobligate the unexpended balances. The deobligation process is further detailed in [FHWA's Obligation Funds Management Guide](#), which states that project costs incurred after deobligation are not considered allowable costs for federal participation and are therefore ineligible for future federal reimbursement.

It is the responsibility of local agencies to work in collaboration with their DLAE to ensure projects are removed from the inactive list and avoid deobligation.

Regional Requirements

The Metropolitan Transportation Commission (MTC) Regional Project Delivery Policy, MTC Resolution 3606, states that “Agencies with projects that have not been invoiced against at least once in the previous six months or have not received a reimbursement within the previous nine months have missed the invoicing /reimbursement deadlines and are subject to restrictions placed on future regional discretionary funds and the programming of additional federal funds in the federal TIP until the project receives a reimbursement.” Additionally, MTC may delay the obligation of currently programmed regional discretionary funding to a future year. Thus, agencies with inactive projects must resolve their inactive status promptly to avoid restrictions on future federal funds. MTC actively monitors inactive obligations and periodically contacts project sponsors for status updates.

Next Steps

ACTAC members are requested to ensure timely invoicing against each federal obligation and work directly with their Caltrans DLAE to clear inactive projects. Sponsors with inactive projects are requested to provide periodic status updates to Alameda CTC until the project is removed from the Caltrans report. Email status updates to Jacki Taylor, JTaylor@alamedactc.org.

Fiscal Impact: There is no fiscal impact. This is an information item only.

Attachment:

- A. Alameda County Federal Inactive Projects List, dated 1/24/20.

Alameda County Inactive Obligations
 Updated by Caltrans 1/24/2020
 Project Balances > \$50,000

5.4A

Updated on 01/24/2020

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost	Obligations Amount	Expenditure Amount	Unexpended Balance
5014038	Inactive	Invoice returned to agency. Contact DLAE.	Alameda	PARK STREET, PARK STREET DRAW BRIDGE TO ENCINAL AVE. INSTALL LEFT TURN LANES PHASE. UPGRADE SIGNALS	02/12/2020	02/12/2019	01/18/2012	02/12/2019	02/12/2019	\$964,300	\$733,400	\$243,096	\$490,304
6480010	Inactive	Invoice overdue. Contact DLAE.	Alameda County Transportation Commission	THE EAST BAY GREENWAY-OAKLAND-HAYWARD, CLASS I BIKE FACILITY	01/25/2020	01/25/2019	03/26/2015	01/25/2019	01/25/2019	\$3,000,000	\$2,656,000	\$2,575,508	\$80,492
5057051	Inactive	Invoice overdue. Contact DLAE.	Berkeley	DANA STREET FROM DWIGHT WAY TO BANCROFT WAY; BANCROFT WAY FROM MILVIA STREET TO PIEMONCE AVENUE; FULTON STREET FROM CHANNING WAY TO BANCROFT WAY, AND	11/28/2019	11/28/2018	11/28/2018		11/28/2018	\$1,129,561	\$1,000,000	\$0	\$1,000,000
5057046	Inactive	Invoice under review by Caltrans. Monitor for progress.	Berkeley	CITY WIDE IMPLEMENT PARKING PRICING PILOT PROGRAM IN NEIGHBORHOODS ADJACENT TO GO-BERKELEY METER AREA.	03/06/2020	03/07/2019	01/25/2017	03/07/2019	03/07/2019	\$1,187,500	\$950,000	\$78,296	\$871,704
5322019	Inactive	Final Invoice under review by Caltrans. Monitor for progress.	Fremont	NILES BLVD.OVERHEAD(BART/UPRR),BR#33C0128 BRIDGE REPLACEMENT (TC)	12/28/2019	12/28/2018	03/01/2001	12/28/2018	12/02/2019	\$14,791,794	\$13,490,483	\$11,606,537	\$1,883,946
5012139	Inactive	Invoice under review by Caltrans. Monitor for progress.	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: 10TH/OAK, 10TH/JACKSON, 10TH/HARRISON, 11TH/JACKSON, 11TH/HARRISON, 12TH/FRANKLIN, 12TH PED. SIGNAL, 13TH/FRANKLIN.	03/13/2020	03/14/2019	10/14/2016	03/14/2019	03/14/2019	\$466,888	\$420,199	\$65,700	\$354,499
5012125	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide status to DLAE.	Oakland	CITYWIDE STREETS - SEE STATE COMMENT SCREEN FOR ELIGIBLE LOCATIONS, ROAD REHAB & DIETING, BIKE LANES, AND ADA UPGRADES	08/25/2018	08/25/2017	06/08/2014	08/25/2017	08/25/2017	\$5,568,845	\$4,422,000	\$4,077,358	\$344,642
5012127	Inactive	Invoice overdue. Contact DLAE.	Oakland	ON PERALTA ST FROM 7TH ST TO 10TH ST AND FROM 32ND ST TO HAVEN STREET. STRIPPING FROM 7TH ST TO WEST GRAND AVE. AND FROM HOLLIS ST. TO 36TH ST. STREET	02/26/2020	02/26/2019	02/16/2016	02/26/2019	02/26/2019	\$3,943,753	\$3,098,415	\$3,036,697	\$61,718
5041045	Inactive	Invoice overdue. Contact DLAE.	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF DAVIS ST AND CARPENTIER ST. INSTALL PEDESTRIAN ACTIVATED HAWK SIGNAL.	11/27/2019	11/27/2018	04/21/2017	11/27/2018	10/17/2019	\$292,655	\$254,405	\$37,655	\$216,750
6480007	Future	Invoice ASAP to avoid inactivity.	Alameda County Transportation Commission	ALAMEDA COUNTY - COUNTYWIDE, COMMUNITY - BASED TRANSPORTATION PLAN UPDATES	04/17/2020	04/18/2019	10/29/2013	04/18/2019	04/18/2019	\$593,750	\$475,000	\$370,599	\$104,401
5057045	Future	Invoice ASAP to avoid inactivity.	Berkeley	SHATTUCK AVENUE, SHATTUCK SQUARE, AND BERKELEY SQUARE FROM ALLSTON WAY TO UNIVERSITY AVENUE. INTERSECTION RECONFIGURE TRAVEL LANES AND PARKING.	06/12/2020	06/13/2019	02/20/2018	06/13/2019	06/13/2019	\$7,298,924	\$2,777,000	\$315,772	\$2,461,228
6204118	Future	Invoice ASAP to avoid inactivity.	Caltrans District 4	INTERSECTION OF I-880/SR92, PLANTING AND IRRIGATION (TC)	06/05/2020	06/06/2019	07/11/2014	06/06/2019	06/06/2019	\$1,259,859	\$1,259,859	\$932,041	\$327,818
5050041	Future	Final invoice paid. Sent to Final Voucher	Hayward	INDUSTRIAL BLVD. - CLAWITER RD. TO 659 FT. SOUTH OF DEPOT RD. PAVEMENT REHABILITATION	04/10/2020	04/11/2019	01/23/2014	04/11/2019	04/11/2019	\$1,538,563	\$1,335,000	\$1,266,235	\$68,765
5012123	Future	Invoice ASAP to avoid inactivity.	Oakland	LAKESIDE DR. FROM MADISON ST. TO HARRISON, HARRISON ST FROM 19TH AVE TO GRAND AVE. THE INTERSECTION OF 19TH ST AND ALICE ST.	05/13/2020	05/14/2019	02/09/2016	05/14/2019	05/14/2019	\$12,643,334	\$9,200,000	\$8,116,700	\$1,083,300
5012028	Future	Invoice ASAP to avoid inactivity.	Oakland	23RD AVE BR 33C0148, CAMPUS DR BR 33C0238 & COLISEUM WAY BR 33C0253 SEISMIC RETROFIT	05/23/2020	05/24/2019	09/01/1996	05/24/2019	05/24/2019	\$3,312,953	\$2,897,545	\$2,245,843	\$651,702
5012103	Future	Invoice ASAP to avoid inactivity.	Oakland	ADELINE STREET BRIDGE OVER UPRR AMTRAK, BRIDGE# 33C0028 SEISMIC RETROFIT	06/12/2020	06/13/2019	05/04/2011	06/13/2019	06/13/2019	\$712,000	\$630,334	\$386,742	\$243,592
5041048	Future	Invoice ASAP to avoid inactivity.	San Leandro	IN SAN LEANDRO: WASHINGTON AVENUE FROM WEST JUANA AVENUE TO CASTRO STREET RECONSTRUCT ROADWAY	05/28/2020	05/29/2019	05/29/2019		05/29/2019	\$83,000	\$73,000	\$0	\$73,000
5041046	Future	Invoice ASAP to avoid inactivity.	San Leandro	IN SAN LEANDRO AT THE INTERSECTION OF EAST 14 TH STREET (SR 185) AND JOAQUIN AVE. UPGRADE TRAFFIC SIGNALS, INSTALL PED.	06/12/2020	06/13/2019	10/13/2017	06/13/2019	06/13/2019	\$66,500	\$59,850	\$4,670	\$55,180

Alameda County Inactive Obligations

Updated by Caltrans 1/24/2020

Project Balances < \$50,000

Updated on 01/24/2020 Projects < \$50k

Project Number	Status	Agency Action Required	Agency	Project Description	Potential Deobligation Date	Latest Date	Earliest Authorization Date	Latest Payment Date	Last Action Date	Total Cost Amount	Obligations Amount	Expenditure Amount	Unexpended Balance
5014040	Inactive	Project is inactive. Funds at risk. Invoice immediately. Provide	Alameda	INTERSECTIONS OF PARK ST/LINCOLN AVE AND PARK ST/BUENA VISTA AVE. PEDESTRIAN SAFETY TRANSPORTATION IMPROVEMENTS	03/07/2018	03/07/2017	03/22/2013	03/07/2017	03/07/2017	\$319,633	\$282,885	\$253,486	\$29,399
6204105	Inactive	Invoice overdue. Contact DLAE.	Caltrans District 4	I-580 LIVERMORE; GREENVILLE RD TO ISABEL AVE. CONSTRUCT W/B HOV LANE	02/20/2020	02/20/2019	07/10/2012	02/20/2019	02/20/2019	\$73,055,000	\$6,187,759	\$6,187,484	\$275
5012126	Inactive	Invoice overdue. Contact DLAE.	Oakland	SEVEN BLOCK AREA OF GRAND AVE. FROM PARK VIEW TO EUCLID UPGRADE CROSSWALKS: SIGNING, STRIPING, PED SIGNALS	01/25/2020	01/25/2019	08/27/2014	01/25/2019	01/25/2019	\$1,046,847	\$636,756	\$596,754	\$40,002
5012122	Inactive	Final invoice under review by Caltrans. Monitor for progress.	Oakland	IN OAKLAND: ADJACENT TO LAKE MERITT PROJECT AREA BORDERED BY HARRISON ST, GRAND AVE., LAKESHORE AVE., AND LAKESIDE DRIVE. RECONFIGURE ROADWAYS AND CONSTRUCT PATH AT THE PLAY AREA, INSTALL WALLS STRUCTURES, LIGHTING, PARKING AND LANDSCAPING. NO ADDED CAPACITY	07/03/2019	07/03/2018	05/23/2016	07/03/2018	07/03/2018	\$1,547,945	\$827,758	\$787,758	\$40,000
5012129	Inactive	Invoice overdue. Contact DLAE.	Oakland	9TH ST/MADISON, 8TH ST/JACSON, 8TH/MADISON, 8TH ST/OAK ST, 7TH ST/MADISON UPGRADE TRAFFIC SIGNALS	01/15/2020	01/15/2019	09/02/2014	01/15/2019	01/15/2019	\$936,439	\$606,000	\$566,753	\$39,247
5012118	Inactive	Invoice overdue. Contact DLAE.	Oakland	ON 98TH AVE. BETWEEN MACARTHUR BLVD. & EDES AVE., TRAFFIC SIGNALS, PED. CROSSING	11/30/2019	11/30/2018	10/22/2013	11/30/2018	11/30/2018	\$827,745	\$656,900	\$621,091	\$35,809
5012136	Future	Invoice ASAP to avoid inactivity.	Oakland	IN OAKLAND: AT THE INTERSECTIONS OF: (1) 35TH AVE. @ WISCONSIN ST., (2) PLEASANT ST @ BOSTON AVE., (3) SCHOOL ST. @ BOSTON AVE., (4) SCHOOL ST @ COOLIDGE AVE., (5) COOLIDGE AVE @ HAROLD ST., (6) 38TH AVE. @ MERA ST., (7) 73RD. AVE. @ KRAUSE AVE., (8) 81ST AVE. @ WEST OF	05/06/2020	05/07/2019	07/27/2016	05/07/2019	05/07/2019	\$1,466,091	\$1,236,000	\$1,187,860	\$48,140
5012110	Future	Invoice ASAP to avoid inactivity.	Oakland	CITYWIDE AC OVERLAY AC PAVEMENT	05/23/2020	05/24/2019	02/22/2010	05/24/2019	05/24/2019	\$5,160,262	\$4,051,851	\$4,051,844	\$7

Color Key

- Project is inactive for more than 12 months and is carried over from last quarter inactive project list.
- Invoice / Final invoice is under review
- Project is in final voucher process. District can contact Final voucher unit to verify and get an update.
- Invoice is returned and agency needs to contact DLAE to resubmit the invoice.
- Invoice Overdue. Agency needs to provide justification to DLAE.