

**BAY AREA AIR QUALITY
MANAGEMENT DISTRICT**

**TRANSPORTATION FUND FOR CLEAN AIR
PROGRAM MANAGER FUND**

AUDIT SUMMARY REPORT

PROJECT PERIOD ENDED JUNE 30, 2017



**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
TRANSPORTATION FUND FOR CLEAN AIR PROGRAM MANAGER FUND**

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1 – INTRODUCTION

The Bay Area Air Quality Management District (Air District), created by the California legislature in 1955, is the state's first regional agency dealing with air pollution. The Air District regulates stationary sources of air pollution within the nine San Francisco Bay Area counties in California. The Air District's jurisdiction includes Alameda County, Contra Costa County, Marin County, Napa County, City/County of San Francisco, San Mateo County, Santa Clara County, southern Sonoma County, and south-western Solano County. The primary mission of the Air District is to achieve ambient air quality standards designed to protect the public's health and the environment. The Air District is governed by a twenty-two-member Board of Directors who has the authority to develop and enforce regulations for the control of air pollution within its jurisdiction

2 – PROGRAM DESCRIPTION

Health and Safety Code Section 44223 and 44225 authorize a surcharge on the motor vehicle registration fee (surcharge) to be used by the Bay Area Air Quality Management District (Air District) and local governments specifically for programs to reduce air pollution from motor vehicles. The Department of Motor Vehicles collects the surcharge and allocates the amounts to the Air District. The Air District administers these funds through the Transportation Fund for Clean Air (TFCA) Program. Under the TFCA Program, money is allocated to two funds: (1) 60% is placed in the Regional Fund and allocated to agencies on a competitive basis by the Air District and (2) 40% is placed in the Program Manager Fund and allocated to designated agencies. Allowable projects under Health and Safety Code Section 44241 include the following:

- The implementation of ridesharing programs.
- The purchase or lease of clean fuel buses for school districts and transit operators.
- The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
- Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
- Implementation of rail-bus integration and regional transit information systems.
- Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit.
- Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
- Implementation of a smoking vehicles program.
- Implementation of an automobile buy-back scrappage program operated by a governmental agency.
- Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
- The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

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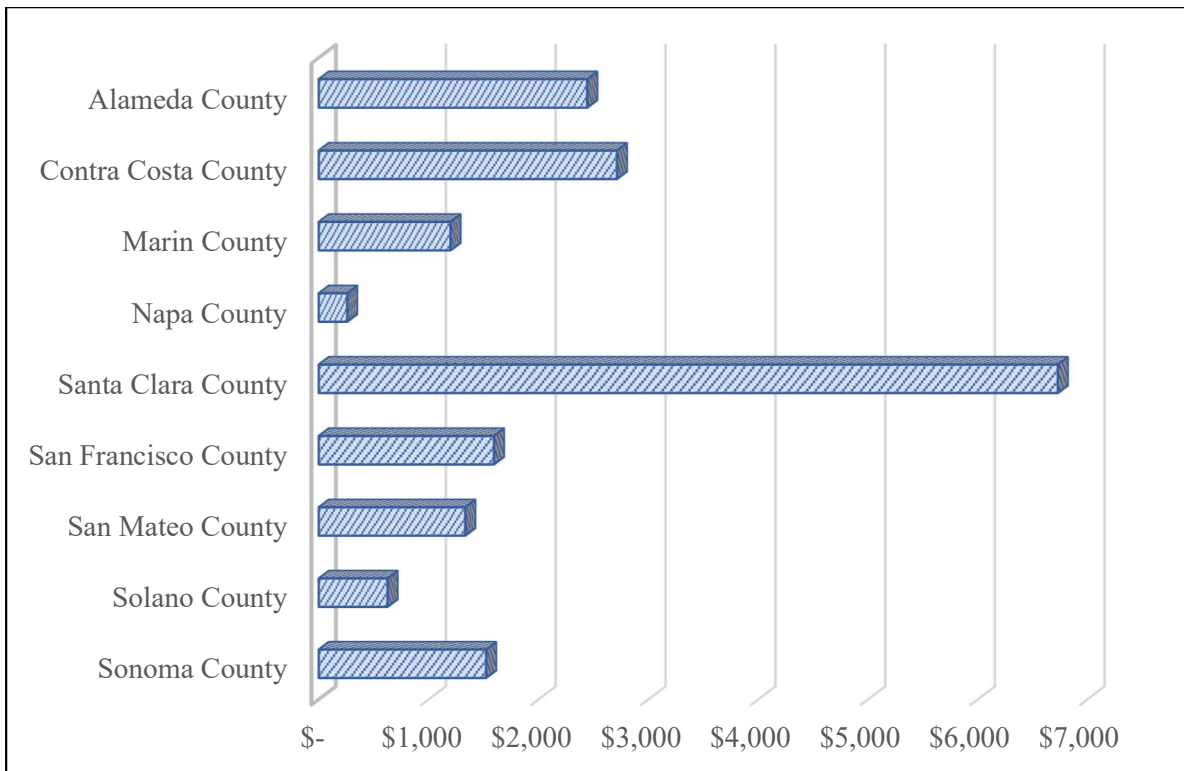
2 – PROGRAM DEISRIPTION (continued)

State law requires that any agency receiving TFCA funding be subject to an audit, at least once every two years. Health and Safety Code Section 44242 provides the legal compliance guidelines for the Air District to follow in the event revenues are not spent appropriately or when projects do not result in emission reductions. Health and Safety Code Sections 44241 and 44242 are provided in Appendix A.

The Air District retained the firm of Simpson and Simpson LLP to conduct financial and compliance audits of completed projects funded through the Program Manager Fund for the project period ended June 30, 2017.

The graph below reports the amount of TFCA Funds allocated to each of the individual Program Managers for projects that closed during the period from July 1, 2015 through June 30, 2017. These audits were performed during the period of May 2018 through November 2018. A list of audited projects is provided in Appendix B.

**Total Funds Expended by Program Manager for Projects Completed
During the Period of July 1, 2015 through June 30, 2017 (in thousands)**



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3 – AUDIT PROCESS

The audits were designed to address numerous financial and compliance objectives; however, the principal objectives of the audits were to (1) provide assurance that amounts reported in the Schedules of Expenditures are fairly stated, and (2) determine whether projects financed through the Air District's Program Manager Fund met funding agreement requirements. The audit procedures were specifically designed for TFCA financial and compliance requirements, which is described below. Unmodified opinions were issued on all 9 Program Managers' reports.

Audit of the Schedules of Expenditures

The financial audits were conducted in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States for the project period ended June 30, 2017. The expenditures under audit were TFCA expenditures, incurred by the Program Managers in the Air District's jurisdiction, related to projects that had been reported closed between July 1, 2015 and June 30, 2017.

Compliance Auditing Procedures

The audits were performed in accordance with the requirements outlined in the Health and Safety Code, individual funding agreements and Government Auditing Standards. The principal focus of the compliance auditing procedures was to ensure TFCA expenditures were paid in accordance with the program's objectives (Health and Safety Code Section (HSC) 44241). Compliance audits were planned and performed to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to in the HSC could have a direct and material effect on projects reported in the Schedules occurred.

The audit includes examining, on a test basis, evidence about the project sponsor's compliance with those requirements and performing such other procedures as considered necessary in the circumstances, as of the project period ended June 30, 2017.

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4 – PROGRAM MANAGER FINDINGS

Transportation Authority of Marin - Finding No. 2017-1 – Final Report Form Reporting

TFCA Project Affected

- Project Number: 10MAR07
- Project Sponsor: Transportation Authority of Marin
- Project Description: Central Marin Ferry Connection

Criteria

A Final Report Form (Form) is required to be submitted by the Transportation Authority of Marin (TAM) to the Bay Area Air Quality Management District (Air District) upon completion of the program project. The Form itemizes (a) the expenditure of the TFCA Funds, and (b) the results of the monitoring of the performance of each program project on Air District approved report forms.

Condition, Cause and Effect

We reviewed the Form covering TFCA project 10MAR07, which was submitted timely to the Air District on May 31, 2017. TAM reported on the Form the total *TFCA Funds Expended by the Authority for the TFCA Project* in the amount of \$142,000, which also represents the total TFCA funds awarded to the project.

We tested the accuracy of the total expended funds by reconciling the reported amount to the TAM's general ledger of costs charged to the project, which is reported on the Schedule of Expenditures of Projects (Schedule) as Final Project Expenditures through 6/30/2017.

We noted that \$103,128 of TFCA funds were expended on the project and not the reported \$142,000.

Questioned Costs

As a result, a total of \$38,872 was overreported for TFCA Project 10MAR07.

Recommendation

We recommend that TAM strengthen its controls to ensure accurate reporting of actual TFCA funds expended on projects, as reported on the Form to the Air District.

TAM's Response

The \$38,872 overreported cost is only an issue with the project closing report submitted in May 2017. The overreported amount was properly credited and accounted in the agency's TFCA fund as of June 30, 2013. The discrepancy was caused due to limited access to historic data hosted in Marin County's discontinued SAP Financial system in 2017. Now with the implementation of TAM's MIP Financial system, project funding report will provide timely and accurate information to prevent the same issue from happening again.

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4 – PROGRAM MANAGER FINDINGS (continued)

City/County Association of Governments of San Mateo County - Finding No. 2017-1 – Final Report Form Reporting

TFCA Projects Affected

- Project Number, Sponsor, Description:
 - 16SM01 - Peninsula Traffic Congestion Relief Alliance, Countrywide Voluntary Trip Reduction Program.
 - 16SM02 - San Mateo County Transit District, SamTrans Shuttle Program.

Criteria

A Final Report Form (Form) is required to be submitted by the City/County Association of Governments of San Mateo County (C/CAG) to the Bay Area Air Quality Management District (Air District) upon completion of the program project. The Form is to be submitted each May 31 and October 31, whichever date falls subsequent to the Project Completion Date.

Condition, Cause and Effect

We reviewed the Forms submitted for TFCA projects 16SM01 and 16SM02. The Project Completion Date for both projects was June 30, 2016. Accordingly, the Form should have been submitted to the Air District by the October 31, 2016 deadline.

We noted that the Forms were submitted untimely on November 18, 2016.

Questioned Costs

Not applicable. This finding is considered a programmatic non-compliance issue.

Recommendation

We recommend that C/CAG strengthen its controls to ensure timely submission of the Form to the Air District.

C/CAG's Response

C/CAG completes the Funding Status Report, while, accompanying Interim reports, Final reports and Cost-effectiveness worksheets comes from individual project sponsors.

C/CAG made the effort to submit the Funding Status Report Form to the Air District by the deadline on October 31, 2016 and informed the Air District that submission of the remaining accompanying reports would be delayed. Forms were subsequently submitted on November 18, 2016, as noted.

C/CAG will develop procedures to ensure timely submission of the Final Report Form to the Air District in the future. Procedures to be implemented includes providing more advanced notice to project sponsors with regards to reporting deadlines and allocating sufficient time to collate and confirm project information for reporting purposes.

APPENDIX A

HEALTH AND SAFETY CODE SECTIONS 44241 AND 44242

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
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Appendix A - Health and Safety Code Sections 44241 and 44242
For the Project Period Ended June 30, 2017**

44241

- (a) Fee revenues generated under this chapter in the bay district shall be subvned to the bay district by the Department of Motor Vehicles after deducting its administrative costs pursuant to Section 44229.
- (b) Fee revenues generated under this chapter shall be allocated by the bay district to implement the following mobile source and transportation control projects and programs that are included in the plan adopted pursuant to Sections 40233, 40717, and 40919:
 - (1) The implementation of ridesharing programs.
 - (2) The purchase or lease of clean fuel buses for school districts and transit operators.
 - (3) The provision of local feeder bus or shuttle service to rail and ferry stations and to airports.
 - (4) Implementation and maintenance of local arterial traffic management, including, but not limited to, signal timing, transit signal preemption, bus stop relocation and "smart streets."
 - (5) Implementation of rail-bus integration and regional transit information systems.
 - (6) Implementation of demonstration projects in telecommuting and in congestion pricing of highways, bridges, and public transit. No funds expended pursuant to this paragraph for telecommuting projects shall be used for the purchase of personal computing equipment for an individual's home use.
 - (7) Implementation of vehicle-based projects to reduce mobile source emissions, including, but not limited to, engine repowers, engine retrofits, fleet modernization, alternative fuels, and advanced technology demonstrations.
 - (8) Implementation of a smoking vehicles program.
 - (9) Implementation of an automobile buy-back scrappage program operated by a governmental agency.
 - (10) Implementation of bicycle facility improvement projects that are included in an adopted countywide bicycle plan or congestion management program.
 - (11) The design and construction by local public agencies of physical improvements that support development projects that achieve motor vehicle emission reductions. The projects and the physical improvements shall be identified in an approved area-specific plan, redevelopment plan, general plan, or other similar plan.

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44241 (continued)

- (c) (1) Fee revenue generated under this chapter shall be allocated by the bay district for projects and programs specified in subdivision (b) to cities, counties, the Metropolitan Transportation Commission, transit districts, or any other public agency responsible for implementing one or more of the specified projects or programs. Fee revenue generated under this chapter may also be allocated by the bay district for projects and programs specified in paragraph (7) of subdivision (b) to entities that include, but are not limited to, public agencies, consistent with applicable policies adopted by the governing board of the bay district. Those policies shall include, but are not limited to, requirements for cost-sharing for projects subject to the policies. Fee revenues shall not be used for any planning activities that are not directly related to the implementation of a specific project or program.
- (2) The bay district shall adopt cost-effectiveness criteria for fee revenue generated under this chapter that projects and programs are required to meet. The cost-effectiveness criteria shall maximize emissions reductions and public health benefits.
- (d) Not less than 40 percent of fee revenues shall be allocated to the entity or entities designated pursuant to subdivision (e) for projects and programs in each county within the bay district based upon the county's proportionate share of fee-paid vehicle registration.
- (e) In each county, one or more entities may be designated as the overall program manager for the county by resolutions adopted by the county board of supervisors and the city councils of a majority of the cities representing a majority of the population in the incorporated area of the county. The resolution shall specify the terms and conditions for the expenditure of funds. The entities so designated shall be allocated the funds pursuant to subdivision (d) in accordance with the terms and conditions of the resolution.
- (f) Any county, or entity designated pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds, if those criteria have been modified in any way from the previous year. Any county, or entity designated pursuant to subdivision (e), that receives funds pursuant to this section, at least once a year, shall also hold one or more public meetings to review the expenditure of revenues received pursuant to this section by any designated entity. If any county or entity designated pursuant to subdivision (e) that receives funds pursuant to this section has not allocated all of those funds within six months of the date of the formal approval of its expenditure plan by the bay district, the bay district shall allocate the unallocated funds in accordance with subdivision(c).

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Appendix A - Health and Safety Code Sections 44241 and 44242
For the Project Period Ended June 30, 2017**

44242

- (a) Any agency which receives funds pursuant to Section 44241 shall, at least once every two years, undertake an audit of each program or project funded. The audit shall be conducted by an independent auditor selected by the bay district in accordance with Division 2 (commencing with Section 1100) of the Public Contract Code. The district shall deduct any audit costs which will be incurred pursuant to this section prior to distributing fee revenues to cities, counties, or other agencies pursuant to Section 44241.
- (b) Upon completion of an audit conducted pursuant to subdivision (a), the bay district shall do both of the following:
 - (1) Make the audit available to the public and to the affected agency upon request.
 - (2) Review the audit to determine if the fee revenues received by the agency were spent for the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717.
- (c) If, after reviewing the audit, the bay district determines that the revenues from the fees may have been expended in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to that plan, the district shall do all of the following:
 - (1) Notify the agency of its determination.
 - (2) Within 45 days of the notification pursuant to paragraph (1), hold a public hearing at which the agency may present information relating to expenditure of the revenues from the fees.
 - (3) After the public hearing, if the district determines that the agency has expended the revenues from the fees in a manner which is contrary to this chapter or which will not result in the reduction of air pollution from motor vehicles pursuant to the plan prepared pursuant to Sections 40233 and 40717, the district shall withhold these revenues from the agency in an amount equal to the amount which was inappropriately expended. Any revenues withheld pursuant to this paragraph shall be redistributed to the other cities within the county, or to the county, to the extent the district determines that they have complied with the requirements of this chapter.
- (d) Any agency which receives funds pursuant to Section 44241 shall encumber and expend the funds within two years of receiving the funds, unless an application for funds pursuant to this chapter states that the project will take a longer period of time to implement and is approved by the district or the agency designated pursuant to subdivision (e) of Section 44241. In any other case, the district or agency may extend the time beyond two years, if the recipient of the funds applies for that extension and the district or agency, as the case may be, finds that significant progress has been made on the project for which the funds were granted.

APPENDIX B
LISTING OF AUDITED PROJECTS

**BAY AREA AIR QUALITY MANAGEMENT DISTRICT
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**Appendix B – Listing of Audited Projects
For the Project Period Ended June 30, 2017**

Alameda County Transportation Commission:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Alameda County Transportation Commission		
Program Administration	15ALA00	\$ 104,848
Program Administration	16ALA00	96,642
Alameda County		
Mattox Road Bike Lanes	11ALA02	40,000
Alameda County Public Works		
Lake Chabot Road Class II Bicycle Lane	15ALA01	49,000
East Castro Valley Boulevard Class II Bike Lanes	16ALA01	62,000
AC Transit		
Route 51 Transit Signal Priority	14ALA11	123,821
BART		
BART West Oakland Bike Locker Plaza	16ALA11	55,000
California State University, East Bay		
CSUEB Campus Shuttle II	15ALA10	145,000
City of Berkeley		
Berkeley Citywide Bicycle Parking Project	14ALA02	110,092
City of Dublin		
Village Parkway Class 2 Bike Lanes	15ALA03	90,000
City of Fremont		
City of Fremont Arterial Management - Stevenson Blvd.	14ALA04	55,207
City of Oakland		
Traffic Signal Synchronization along Martin Luther King Jr. Way	11ALA09	122,698
Adeline St Bikeway Gap Closure Project	14ALA06	51,000
CityRacks Bicycle Parking Program, Phase 10	14ALA07	88,000
Oakland Broadway "B" Shuttle Peak Hour Operations	15ALA06	41,500
CityRacks, Phase 11	15ALA07	88,000
Broadway "B" Shuttle - Non-Peak (10am-3pm) Operations	16ALA06	210,000
City of Pleasanton		
Pleasanton Trip Reduction Program	14ALA09	118,000
City of San Leandro		
San Leandro LINKS	14ALA10	60,000
San Leandro LINKS shuttle	16ALA09	37,500
Livermore Amador Valley Transit Authority (LAVTA)		
Route 53 Operations	14ALA14	120,000
Route 54 Operations	14ALA15	47,000
LAVTA Route 8 Shuttle	15ALA11	55,000
LAVTA Route 12 Shuttle	15ALA12	101,500
LAVTA Route 15 Shuttle	15ALA13	96,000
LAVTA Route 30 BRT Operations	16ALA14	275,000
Total		\$ 2,442,808

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Contra Costa Transportation Authority:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Contra Costa Transportation Authority		
Program Administration	16CC00	\$ 72,659
Program Administration	17CC00	73,053
TRANSPAC/ City of Pleasant Hill		
Central/East SOV Trip/Emissions Reduction Program	15CC02	767,576
Central/East SOV Trip/Emissions Reduction Program	16CC02	795,205
County of San Ramon		
511CC Southwest Student Program	12CC07	151,626
511CC Southwest Employer Program	14CC05	73,283
511CC Southwest Student Program	14CC07	137,280
511CC Southwest Employer Program	15CC03	83,052
West Contra Costa Transportation Advisory Committee		
West County Employer Outreach	11CC02	94,024
West Contra Costs Commute Incentive Program	12CC01	60,000
West County Employer Outreach	12CC02	100,000
West County Emissions/ Trip Reduction Program	15CC01	305,149
Total		<u>\$ 2,712,907</u>

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Transportation Authority of Marin:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Transportation Authority of Marin		
Central Marin Ferry Connection	10MAR07	\$ 103,128
Central Marin Ferry Connection	11MAR05	10,972
Central Marin Ferry Connection	14MAR06	165,680
Emergency Ride Home Program	15MAR01	30,000
Vanpool Program	15MAR02	23,000
Program Administration	17MAR00	17,929
City of Novato		
Nave Drive Multi-Use Path	14MAR04	175,833
Nave Drive Multi-Use Path	15MAR03	303,446
County of Marin		
Miller Creek Road Class 2 Bicycle Lanes	11MAR04	51,000
Civic Center Drive Improvements	15MAR04	214,000
Golden Gate Bridge Highway & Transportation District		
Bike Racks on Buses	14MAR01	104,475
Total		<u>\$ 1,199,463</u>

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Napa County Transportation and Planning Agency:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Napa County Transportation and Planning Agency		
Program Administration	16NAP00	\$ 4,871
Program Administration	17NAP00	8,532
City of Napa		
Lincoln Signal Interconnect Project	10NAP05	177,693
Electric Vehicle Charging Station	14NAP04	12,144
Solano Napa Commuter Information		
SNCI Napa County Commute Challenge Marketing & Commuter Incentives	14NAP01	38,348
SNCI Napa County Marketing and Commuter Incentives	16NAP04	16,113
Total		<u>\$ 257,701</u>

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Santa Clara Valley Transportation Authority:

Project Description	TFCA Project Number	Final Project Expenditures through 6/30/2017
Santa Clara Valley Transportation Authority (SCVTA)		
Program Administration	16SC00	\$ 122,159
Program Administration	17SC00	122,912
City of Cupertino		
De Anza Blvd Traffic Signal Synchronization	16SC07	55,000
City of Milpitas		
City of Milpitas Electric Vehicle Level 2 Charging Stations	15SC02	20,200
City of Morgan Hill		
Install EV Chargers in Morgan Hill	15SC03	24,000
City of Mountain View		
Shoreline Boulevard Adaptive Signal Project	14SC04	800,000
City of Santa Clara		
Santa Clara Signal Timing & Interconnect Project	11SC01	1,168,128
Lafayette Street Signal Timing & Interconnect Project	12SC03	1,344,237
Mission College Signal Timing & Interconnect Project	14SC02	220,500
Stevens Creek Signal Timing & Interconnect Project	14SC03	360,000
Scott Boulevard Bike Lane Project	14SC06	102,650
County of Santa Clara, Roads and Airports Department		
County Expressway Signal Timing Coordination	15SC08	275,000
Almaden Expressway Weekday/ Weekend Traffic Responsive Signal	16SC09	245,000
City of Sunnyvale		
Wildwood Avenue Bicycle Lanes	12SC05	44,537
Mathilda Avenue Bicycle Lanes	12SC06	24,000
City of San Jose		
Public Bike Rack Purchase & Installation	14SC01	41,255
Santa Clara Valley Authority		
DASH Shuttle	15SC09	360,000
Electric Vehicle Charging Stations for Eastridge Transit Center	15SC10	50,000
Santa CLARA Caltrain Station Bike/ Ped Tunnel	15SC13	116,816
DASH Shuttle	16SC02	408,000
DASH Shuttle	17SC01	826,000
Total		\$ 6,730,394

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San Francisco County Transportation Authority:

Project Description	TFCA Project Number	Final Project Expenditures through 6/30/2017
San Francisco County Transportation Authority		
SF Integrated TDM Partnership Project - Network of TMAs	11SF07	\$ 141,084
Program Administration	16SF00	36,861
Program Administration	17SF00	37,556
Golden Gate Bridge, Highway & Transportation District		
Bike Racks on Buses	15SF01	100,000
Golden Gate National Recreation Area, National Park		
Presidio Coastal Trail- Phase II	12SF04	120,000
San Francisco Department of the Environment		
Emergency Ride Home Program	15SF03	24,676
Emergency Ride Home Program	16SF01	41,838
San Francisco Municipal Transportation Agency		
Alternative Fuel Taxicab Vehicle Incentive Program	12SF05	69,251
Short Term Bicycle Parking	14SF05	180,885
Alternative Fuel Taxicab Vehicle Incentive Program	15SF05	198,444
Corridor Speed Reduction	15SF06	120,892
San Francisco Comprehensive TDM Program	15SF07	470,249
San Francisco Unified School District		
Bike Racks for SF Schools	15SF08	52,500
Total		<u>\$ 1,594,236</u>

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City/County Association of Governments of San Mateo County:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
City/County Association of Governments		
Program Administration	16SM00	\$ 39,564
Program Administration	17SM00	32,610
Peninsula Traffic Congestion Relief Alliance		
Countywide Voluntary Trip Reduction Program	16SM01	472,300
Countywide Voluntary Trip Reduction Program	17SM01	525,000
SamTrans		
SamTrans Shuttle Program	17SM02	109,000
San Mateo County Transit District		
SamTrans Shuttle Program	16SM02	154,500
Total		<u>\$ 1,332,974</u>

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Solano Transportation Authority:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Solano Transportation Authority		
Program Administration	15SOL00	\$ 15,564
Program Administration	16SOL00	16,149
Program Administration	17SOL00	15,935
Solano Commute Alternatives Incentive Activities and Outreach Program	14SOL01	220,000
Safe Routes to School High School Trip Reduction Pilot	14SOL03	24,981
Solano Commute Alternatives Outreach and Incentives Program	15SOL01	294,709
Solano College		
Solano College Student Transit Voucher	14SOL02	36,922
Suisun City		
Suisun City Capital Corridor Park and Ride Charging Station	14SOL04	2,000
Total		<u>\$ 626,260</u>

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Sonoma County Transportation Authority:

<u>Project Description</u>	<u>TFCA Project Number</u>	<u>Final Project Expenditures through 6/30/2017</u>
Sonoma County Transportation Authority		
Program Administration	16SON00	\$ 22,779
Program Administration	17SON00	29,651
City of Petaluma		
Petaluma Transit Marketing	15SON03	58,474
Youth Bus Subsidy Program	15SON04	25,000
Youth Bus Subsidy Program	16SON03	16,000
Petaluma Transit Marketing	16SON04	64,006
Electric Vehicle Charger Installation	16SON06	13,841
City of Santa Rosa, Transit Department		
Santa Rosa Trip Reduction Incentive Program	15SON01	241,452
Santa Rosa Trip Reduction Incentive Program	16SON01	230,892
Sonoma County Transit		
Passenger Information System	11SON01	227,955
Countywide Bus Stop Enhancements and Transit Hubs	13SON06	82,299
Transit Marketing Program	14SON03	60,000
Transit Shelters at Sonoma County Administration Center	14SON04	77,983
Sebastopol Shuttle Bus Stop Improvements	14SON05	74,773
Transit Marketing Program	15SON02	146,278
Town of Windsor		
Pedestrian Signal Enhancement Project – Phase II	14SON06	151,687
Total		<u>\$ 1,523,070</u>