

BOARD MEETING DATE: September 1, 2017

AGENDA NO. 10

PROPOSAL: Close and Transfer Residual Balances from Five Special Revenue Funds and One Enterprise Fund

SYNOPSIS: SCAQMD maintains multiple funds as a means of accounting for revenues that have restricted or designated purposes. As discussed during the FY 2017-18 General Fund Budget Hearing process, staff is performing a review of all funds to determine the appropriate disposition of monies. This action is to recommend the close and transfer of five special revenue funds and one enterprise fund as part of the first step of the review process.

COMMITTEE: Administrative, July 14, 2017; Recommended for approval

RECOMMENDED ACTION:

Authorize the close and transfer of residual balances including any additional interest from the following funds, and as described in the Proposal section of this Board Letter.

- Air Quality Studies Fund
- Asthma and Brain Cancer Research Fund
- Clean Fuels Conference Fund
- Hydrogen Fueling Station Fund
- Prop 1B Funding – Lower Emission School Bus
- Compressed Natural Gas (CNG) Fueling Station Fund

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Background

SCAQMD maintains multiple funds as a means of accounting for revenues that have restricted or designated purposes. These funds include the General Fund, Special Revenue Funds, Trust and Agency Funds, Debt Service Funds, an Enterprise Fund, and a Capital Improvement Fund. There are a total of fifty-five funds maintained by SCAQMD. The General Fund is the primary operating fund of SCAQMD and is used

to record transactions relating to general business operations. Special Revenue Funds are used to account for and report the proceeds of specific revenue sources that are restricted to expenditures for specific purpose other than debt service and infrastructure/capital type projects. There are forty-eight Special Revenue Funds. In addition, SCAQMD maintains one Enterprise Fund, one Debt Service Fund, one Capital Improvement Fund, and three Trust and Agency Funds.

The following table is a summary of SCAQMD’s fund types and balances as of June 30, 2017:

Fund Type	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Balance
General Fund	\$ 53,697,862.76	\$ (10,423,165.78)	\$ 43,274,696.98
Special Revenue Funds	\$ 616,229,564.17	\$ (294,373,616.29)	\$ 321,855,947.88
Debt Service Fund	\$ 3,082,913.95	\$ -	\$ 3,082,913.95
Infrastructure Improvement Fund	\$ 2,402,709.48	\$ (87,613.00)	\$ 2,315,096.48
Enterprise Fund	\$ 1,244,350.01	\$ -	\$ 1,244,350.01
Trust and Agency Funds	\$ 134,670.71	\$ -	\$ 134,670.71
Total	\$ 676,792,071.08	\$ (304,884,395.07)	\$ 371,907,676.01

Additionally, a list of all funds along with the cash balance, encumbrances/Board approved obligations, remaining balance, and note/descriptions is attached to the Board Letter.

During the Fiscal Year 2017-18 General Fund Budget Hearings, staff committed to performing a review of all of the various funds to determine which funds should be closed and/or which funds are available for projects. As staff continues to work through these funds, several have been identified where the monies can be transferred to other similar funds due to inactivity or obsolescence.

The following funds have been identified as those that should be closed and their balances transferred to other funds:

Air Quality Studies Fund

This fund was set up to account for contributions made by outside organizations to fund various air quality studies. Other than residual interest, the fund has had no revenue since 1992 and has a balance of \$16,388.38. These projects are now generally funded through the Health Effects Research Fund. There are no restrictions on the monies remaining in this special fund that would prohibit this transfer to the Health Effects Research Fund.

Asthma and Brain Cancer Research Fund

This fund was set up to assist in funding research projects relating to asthma and outdoor air quality and the potential link between air pollution and brain cancer. Other than residual interest, the fund has had no activity since 2012 and has a balance of \$100,070.40. These projects are now generally funded through the Health Effects Research Fund. There are no restrictions on the monies remaining in this special fund that would prohibit this transfer to the Health Effects Research Fund.

Clean Fuels Conference Fund

This fund was set up to account for monies received to fund all Clean Fuels related conferences. These conferences were held to facilitate the development of hydrogen-powered technologies, including motor vehicles, refueling infrastructure, and stationary applications. Other than residual interest, the fund has had no activity since 2013 and has a balance of \$103,776.91. Future conferences can be funded directly through the Clean Fuels Fund. There are no restrictions on the monies remaining in this special fund that would prohibit this transfer to the Clean Fuels Fund.

Hydrogen Fueling Station Fund

This fund was set up to recognize co-funding from the Department of Energy-National Renewable Energy Laboratory, CARB and CEC, for the maintenance and operation of the City of Burbank hydrogen fueling station and for maintenance and data management services for the hydrogen fueling station at SCAQMD headquarters. The fund has a residual interest balance of \$8,126.49 and the project has been completed. There are no restrictions on the monies remaining in this special fund that would prohibit this transfer to the Clean Fuels Fund.

Prop 1B Funding – Lower Emission School Bus

This fund was set up to recognize Proposition 1B monies for the replacement and retrofitting of public school buses. The fund has a residual interest balance of \$207.00 and no additional Prop 1B Lower Emission School Bus funding is forthcoming. There are no restrictions on the monies remaining in this special fund that would prohibit this transfer to the General Fund.

Compressed Natural Gas (CNG) Fueling Station Fund

This fund was set up to administer and account for all activities, transactions, and funding relating to the public and SCAQMD's use of CNG fueling facilities at SCAQMD's headquarters. In Fiscal Year 2015-16, the CNG Station was sold to a third-party operator who owns the equipment and leases the CNG station space at the SCAQMD Headquarters Building. The fund has a residual balance of \$1,244,350.01 that was originally intended to be used to fund any necessary CNG station infrastructure upgrades. The responsibility for the replacement and upgrade of the CNG station infrastructure now resides with the third party operator, not SCAQMD. SCAQMD Headquarters Building infrastructure projects are generally funded from the

Infrastructure Improvement Fund. There are no restrictions on the monies remaining in this Enterprise Fund that would prohibit this transfer to the Infrastructure Improvement Fund.

Proposal

Staff is requesting Board approval to close the following funds and transfer the remaining residual balance to the proposed funds as described in the table below:

Proposed Fund To Be Closed	Remaining Residual Balance To Be Transferred	Proposed Fund To Receive Residual Balance*
Air Quality Studies Fund	\$ 16,388.38	Health Effects Research Fund
Asthma and Brain Cancer Research Fund	\$ 100,070.40	Health Effects Research Fund
Clean Fuels Conference Fund	\$ 103,776.91	Clean Fuels Fund
Hydrogen Fueling Station Fund	\$ 8,126.49	Clean Fuels Fund
Prop 1B Funding – Lower Emission School Bus	\$ 207.00	General Fund
Compressed Natural Gas (CNG) Fueling Station Fund	\$ 1,244,350.01	Infrastructure Improvement Fund
Total	\$ 1,472,919.19	

* Including any further residual interest credited to the closed fund.

In addition, staff is requesting that any further residual interest credited to the closed funds be recognized in the proposed receiving funds.

Resource Impacts

All funds transferred will require future Board approval before being spent from the proposed receiving funds, therefore there is no net resource impact to SCAQMD.

Attachment

List - SCAQMD Fund Balances as of June 30, 2017

SCAQMD Fund Balances (As of June 30, 2017)

Fund #	Fund Title	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Spendable Balance	Description/Notes
1	GENERAL FUND	\$53,697,862.76	(\$10,423,165.78)	\$43,274,696.98	Primary Operating Fund of SCAQMD and is used to record transactions relating to its general business operations.
2	INFRASTRUCTURE IMPROVEMENT FUND	\$2,402,709.48	(\$87,613.00)	\$2,315,096.48	Established in fiscal year 2013 to separately account for large-scale and/or multi-year infrastructure improvement projects.
4	457 PLAN ADMINISTRATION REVENUE SHARING FUND	\$15,025.53	-	\$15,025.53	Used to account for funds that, the 457 plan administrator, transfers to SCAQMD as part of a revenue-sharing agreement. After applicable expenses are paid, residual funds are returned to the 457 plan administrator to be distributed among participants based on an approved formula.
5	RETIREMENT BENEFIT TRUST FUND	\$13,236.07	-	\$13,236.07	Used to account for funds contributed by SCAQMD and interest earned on its principal for the payment of medical, dental and burial costs upon retirement of SCAQMD employees who are members of the Los Angeles County Employees Retirement Association (LACERA). It operates as a cost-sharing multi-employer defined benefit Other Post Employment Benefit plan.
7	DEBT SERVICE FUND	\$3,082,913.95	-	\$3,082,913.95	Established in 2009 to replace the terminated Guaranteed Investment Contract with the Municipal Bond Insurance Association (MBIA, Inc.) due to changes in financial markets. This is used for the defeasance of a portion of SCAQMD's debt service on Pension Obligation Bonds.
10	AIR QUALITY STUDIES	\$16,388.38	-	\$16,388.38	Used to account for contributions made by outside organizations to fund various air quality studies. An independent Planning Review Panel recommends the types of studies to be undertaken and the Executive Officer approves all studies prior to funding. The purpose of the studies is to quantify the cost effectiveness of air pollution control measures.
11	ACCOUNTING AGENCY FUND	\$106,409.11	-	\$106,409.11	Used to account for unidentified payments that require additional research before final disposition.
15	AIR TOXICS	\$5,683,204.27	-	\$5,683,204.27	Used to account for fees received from industrial toxic air emitters. These funds are spent on planning and performing health risk evaluations for the purpose of developing a toxic emissions inventory for the South Coast Air Basin.
17	ADVANCED TECHNOLOGY , OUTREACH, EDUCATION	\$949,050.03	(\$165,194.84)	\$783,855.19	Contributed amounts must be used to pay costs associated with SCAQMD-sponsored research and development in cleaner burning fuels and other advanced technologies and public outreach and education related to advanced technology and air pollution and its impacts.
20	AIR QUALITY ASSISTANCE	\$1,583,279.41	-	\$1,583,279.41	Used to account for funds set aside for the purpose of underwriting, guaranteeing, or otherwise participating in the provision of financial assistance to small businesses as required by Section 40448.7 of the California Health and Safety Code. (This legislation was repealed by its own terms January 1, 1999). In June 2000, the Governing Board authorized staff to revise the program to increase participation of small businesses. Certain revisions, including participation in the California Capital Access Program (CalCAP) to assist small businesses, were implemented in June 2001.
22	AIR QUALITY IMPROVEMENT	\$1,775,275.88	(\$93,790.00)	\$1,681,485.88	Used to account for 40% of the revenue received by the SCAQMD from motor vehicle registration fees under the provisions of Sections 44243 and 44244 of the California Health and Safety Code. This money is distributed on a quarterly basis to cities and counties within the South Coast Air Basin to implement programs to reduce air pollution from motor vehicles.

Fund #	Fund Title	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Spendable Balance	Description/Notes
23	MOBILE SOURCES AIR POLLUTION REDUCTION	\$86,948,610.74	(\$52,470,097.65)	\$34,478,513.09	Used to account for 30% of the revenue received by SCAQMD from the motor vehicle registration fees under the provisions of Sections 44243 and 44244 of the California Health and Safety Code. This money is used to provide grants to fund projects for the purpose of reducing air pollution from motor vehicles within the South Coast Air Basin. Total projects to date amount to over \$406 million and over 13,000 tons of emissions reduced. This special fund was established in fiscal year 1992.
26	CLEAN FUELS CONFERENCE	\$103,776.91	-	\$103,776.91	Used to account for monies received to fund all Clean Fuels related conferences. These conferences are held to facilitate the development of hydrogen-powered technologies, including motor vehicles, refueling infrastructure, and stationary applications.
27	AIR QUALITY INVESTMENT	\$35,546,176.19	(\$903,597.50)	\$34,642,578.69	Used to account for multiple for special revenues from various sources, including Rule 1110.2, Rule 1111, Rule 1121, Rule 1147, Rule 2202, AB 118, and EO Mitigation.
31	CLEAN FUELS	\$48,774,318.72	(\$17,975,915.73)	\$30,798,402.99	Established as a special revenue fund in fiscal year 2000 to account for contract activities and revenues of the Clean Fuels Program. These are activities associated with implementing Clean Fuels stationary source and mobile source research, development, demonstration and deployment projects approved by the Governing Board. Since 1988, the Clean Fuels Program has provided funds for 1,259 projects totaling \$202.2 million.
32	CARL MOYER PROGRAM	\$38,768,932.71	(\$25,707,651.25)	\$13,061,281.46	Established in fiscal year 1999 to account for activities related to the administration of state funds set aside for the replacement of diesel-powered vehicles with cleaner-technology vehicles. It has funded over 10,000 vehicles and about 30 infrastructure/charging stations, totaling over \$400 million. It provides incentive funds for the replacement of diesel-fueled on- and off-road vehicles such as refuse haulers, heavy duty trucks, transit and school buses, construction equipment, and marine vessels.
33	LOWER - EMISSION SCHOOL BUS	\$8,892,455.59	(\$1,691,116.41)	\$7,201,339.18	Established in fiscal year 2001 to administer state funds set aside in the South Coast Air Basin for the replacement and retrofit of high-emitting diesel-fueled school buses. Between fiscal years 2000 and 2008, \$85 million of Lower Emissions School Bus funds were spent on the replacement of school buses, and the retrofit of newer diesel buses with PM traps. In total, nearly 500 old buses were replaced by brand new, primarily CNG school buses, and nearly 2,700 newer diesel school buses were retrofitted with PM traps. In addition, Lower Emissions School Bus Program provided funds to help school districts to install retrofit trap devices on 11 stationary back-up generators on or near school property.
34	ZERO EMISSION VEHICLE INCENTIVE	\$666,565.74	-	\$666,565.74	Established in fiscal year 2001 to administer the State funds set aside for the implementation of the Zero Emission Vehicle (ZEV) Incentive Program.
35	AES SETTLEMENT	\$1,028,737.55	(\$1,200.00)	\$1,027,537.55	Established in fiscal year 2001 for the purpose of accounting for the one-time penalty settlement with AES Corporation for air pollution violations.
36	RULE 1309.1 PRIORITY RESERVE	\$7,746,296.80	(\$2,873,802.52)	\$4,872,494.28	Established in fiscal year 2001 to account for mitigation fees paid for Particulate Matter ≤ 10 microns (PM ₁₀) credits. Due to the state energy crisis in 2001, Rule 1309.1 was amended to allow new electric generating facilities temporary access to SCAQMD's Priority Reserve Account to offset their PM ₁₀ emission increases provided that they meet specific criteria and pay appropriate mitigation fees.
37	CARB ERC BANK	\$593,806.50	-	\$593,806.50	Established in fiscal year 2001 to account for the proceeds from the issuance of the Emission Reduction Credits (ERCs) to natural gas turbine power plant peaker units. CARB established the ERC Bank for peaker power plants that need emission offsets to add new or expanded capacity. Proceeds from the issuance of these ERCs will fund emission reduction programs where the new or expanded facility is located.

Fund #	Fund Title	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Spendable Balance	Description/Notes
38	LADWP SETTLEMENT	\$395,709.80	-	\$395,709.80	Established in fiscal year 2001 for the purpose of accounting for the monies received from the Los Angeles Department of Water and Power as part of the settlement agreement.
39	STATE EMISSIONS MITIGATION	\$4,448,017.88	-	\$4,448,017.88	Established during fiscal year 2002 to account for the funds received from California Air Resources Board (CARB) to fund CARB selected projects on emission reductions within the South Coast Air Basin. This is in response to the Governor's statewide program to mitigate excess emissions from peaker power generation units to alleviate the power crisis in California.
40	NATURAL GAS VEHICLE PARTNERSHIP	\$473,179.09	(\$215,940.00)	\$257,239.09	Established during fiscal year 2002 for creation of the Natural Gas Vehicle Partnership to facilitate the advancement of natural gas vehicle technology and deployment. The contributions received from participating members are accounted for in this fund as well as the expenditures for activities and projects selected by the Partnership.
41	STATE BUG PROGRAM	\$353,201.61	-	\$353,201.61	Established in fiscal year 2003 to account for the funds received from CARB's Diesel-Fueled Electrical Backup Generator Emissions Mitigation Program. This program funds emission related projects as part of an ongoing effort to expeditiously reduce public exposure to air toxics and other pollutants.
42	ASTHMA & BRAIN CANCER RESEARCH	\$100,070.40	-	\$100,070.40	Established in fiscal year 2003 to assist in funding research projects relating to asthma and outdoor air quality and the potential link between air pollution and brain cancer.
43	DRY CLEANERS FINANCIAL INCENTIVE GRANT	\$575,555.63	-	\$575,555.63	Established in fiscal year 2003 to provide financial incentives to dry cleaners to purchase non-toxic alternative dry cleaning equipment.
44	RULE 1173 MITIGATION FEE	\$3,016,401.04	-	\$3,016,401.04	Established in fiscal year 2004 to account for Rule 1173 mitigation fee payments to be used in funding air quality projects which directly benefit the community surrounding the facility. Amendments in December 2002 to Rule 1173 for Refineries and Chemical Plants established a mitigation fee payment provision relating to the release of Volatile Organic Compound (VOC) from an atmospheric Pressure Relief Device (PRD).
45	CBE / OCE SETTLEMENT	\$223,320.40	-	\$223,320.40	Established in FY 2004 as part of the settlement agreement to fund P _{M10} (Particulate Matter ≤ 10 microns) and/or N _{ox} (Oxides of Nitrogen) reduction projects in disproportionately impacted areas.
46	BP ARCO SETTLEMENT	\$12,644,739.88	(\$38,444.92)	\$12,606,294.96	Established in fiscal year 2005 to account for the \$25 million civil penalties received in 2005 as part of the settlement with BP ARCO for air pollution violations.
48	HEALTH EFFECTS RESEARCH	\$784,344.53	-	\$784,344.53	The Health Effects Research Fund was established in fiscal year 2008 to receive 20% of all penalty/settlement monies in excess of \$4 million recognized annually in SCAQMD's General Fund beginning in fiscal year 2009, subject to annual Board approval.
49	CEQA GREEN HOUSE MITIGATION	\$187,007.47	(\$65,029.07)	\$121,978.40	This fund was established in fiscal year 2009 under Rule 2702 for Green House Gas (GHG) emission reductions. It received \$1.5 million from Chevron Products Company to offset Green House Gas emission as part of its Product Reliability and Optimization (PRO+) Project Mitigation Monitoring Plan.
52	TRAPAC SCHOOL AIR FILTRATION	\$1,335,372.77	(\$669,758.12)	\$665,614.65	This fund was established in fiscal year 2011 and received \$6,000,000 from City of Los Angeles towards installation and maintenance of air filtration systems for schools in the Wilmington area that were impacted by the expansion of the TraPac Container Terminal Project.
53	EMISSION REDUCTION AND OUTREACH	\$593.72	(\$7,500.00)	(\$6,906.28)	This fund was established in fiscal year 2010 due to a \$1,000,000 Supplemental Environmental Project Settlement. These funds are used to enhance compliance of emission reduction policies by providing source education and consumer education.

Fund #	Fund Title	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Spendable Balance	Description/Notes
54	RULE 1118 MITIGATION	\$22,622,291.95	(\$17,818.00)	\$22,604,473.95	Established in fiscal year 2010 to account for mitigation fees from petroleum refineries that exceed sulfur dioxide emission thresholds from flares and future Rule 1118 mitigation fees and to track the projects funded through these fees.
55	HYDROGEN FUELING STATION	\$8,126.49	-	\$8,126.49	Established in fiscal year 2011 to recognize co-funding from the Department of Energy-National Renewable Energy Laboratory, CARB and CEC, for the maintenance and operation of the City of Burbank hydrogen fueling station and for maintenance and data management services for the hydrogen fueling station at SCAQMD headquarters.
56	HEROS II	\$3,741,993.68	(\$845,531.13)	\$2,896,462.55	Established in fiscal year 2011, this fund is used to track funds received and expenditures for SCAQMD's vehicle scrap and replacement program. This voluntary program reduces emissions from high-emitting light and medium-duty vehicles in SCAQMD.
57	EL MONTE PARK PROJECT	\$922,962.64	(\$911,664.14)	\$11,298.50	Established in fiscal year 2011 for the purpose of accounting for the monies received from Gregg Industries bankruptcy estate as part of a settlement agreement to finance the construction of park improvements in the City of El Monte.
58	AB 1318 MITIGATION FEES	\$27,921,617.27	(\$25,627,087.94)	\$2,294,529.33	Created in fiscal year 2011 to account for revenue of \$53.3 million from a mitigation fee payment for the transfer of emission credits under AB 1318.
59	VIP	\$861,421.68	-	\$861,421.68	Established in fiscal year 2012 due to transfer of funds from the Carl Moyer Multidistrict funds originally recorded in Carl Moyer Program Fund, to separately administer the On-Road Heavy-Duty Vehicle Voucher Incentive Program.
61	ADVANCED TECHNOLOGY GOODS MOVEMENT	\$11,222,857.47	(\$8,813,977.00)	\$2,408,880.47	Established in fiscal year 2012 to administer funds received through an agreement with Port of Los Angeles and Port of Long Beach to fund projects consistent with the development and demonstration of zero emissions goods movement technologies, including the demonstration of Linear Synchronous Motor (LSM) technology to move cargo containers and the development of two discrete hybrid electric drive systems for heavy-duty vehicles.
62	RULE 1470 RISK REDUCTION FUND	\$2,445,316.05	-	\$2,445,316.05	Established in fiscal year 2012 to help fund control equipment costs for public agencies, such as cities, counties, and schools, required to install control equipment on new emergency standby engines in order to comply with Rule 1470.
63	HYDROGEN FUELING INFRASTRUCTURE	\$13,053,637.50	(\$6,228,390.79)	\$6,825,246.71	Established in fiscal year 2014 to receive state and federal grant revenue earmarked for hydrogen infrastructure upgrades to support the expected role out of fuel cell cars in the next few years. In fiscal year 2014, the SCAQMD received an award for \$6.9 million from the California Energy Commission (CEC) to upgrade and refurbish existing hydrogen stations in the South Coast Air Basin. Three stations in Burbank, LAX, and Torrance have been funded for upgrade through this grant, with these upgrades to be completed by the end of 2017.
64	RULE 1420.1 SPECIAL REVENUE FUND	\$89,726.90	-	\$89,726.90	Established in fiscal year 2014 to account for monies received from Exide Technologies and Quemetco to finance the Multi-Metals continuous emission monitoring system (CEMS) and continuous Multi-Metals Ambient Air Monitoring Demonstration Programs.
65	BP/SCAQMD PUBLIC BENEFITS OVERSIGHT	\$185,251.37	(\$43,000.00)	\$142,251.37	Established to receive remaining unspent \$177,802 from the 2005 BP Settlement Agreement public benefits payments. Funds will continue to be expended through the approval of the BP/SCAQMD Public Benefits Oversight Committee.
66	RULE 1304.1 SPECIAL REVENUE FUND	\$7,432,843.77	-	\$7,432,843.77	Established in fiscal year 2016 to track the deposit of fees paid and the withdrawal of funds for approved projects, pursuant to Rule 1304.1 – Electrical Generating Facility Fee for Use of Offset Exemption.
67	GHG REDUCTION PROJECTS	\$6,146,021.73	(\$4,501,148.00)	\$1,644,873.73	Established in fiscal year 2016 to account for the projects funded by CARB's Low Carbon Transportation Green House Gas Reduction Fund Investments.

Fund #	Fund Title	Cash Balance	Encumbrance/Board Approved Obligations	Remaining Spendable Balance	Description/Notes
68	EXXON MOBILE SETTLEMENT PROJECTS	\$2,787,930.81	-	\$2,787,930.81	Established in fiscal year 2016 for the purpose of accounting for the monies received pursuant to a settlement agreement with ExxonMobil for Supplemental Environmental Project (SEP).
69	LADWP VARIANCE SPECIAL REVENUE FUND	\$1,504,014.16	-	\$1,504,014.16	This fund was established in November 2016 to receive environmental fees from LADWP as part of an SCAQMD Hearing Board variance
71	CNG FUELING STATION ENTERPRISE FD.	\$1,244,350.01	-	\$1,244,350.01	<u>Compressed Natural Gas (CNG) Fueling Station Fund</u> - Established during fiscal year 2002 to administer all activities, transactions, and funding relating to the public and SCAQMD's use of CNG fueling facilities at SCAQMD's headquarters. The fueling station helps accommodate the growing number of alternative-fuel vehicle fleets. In fiscal year 2015-16, the CNG Station was sold.
75	AIR FILTRATION FUND	\$625,133.34	-	\$625,133.34	This fund was created in March 2017 to recognize money from BNSF for SEP projects related to air filtration.
76	SOCAL GAS SETTLEMENT FUND	\$1,175,000.00	(\$175,000.00)	\$1,000,000.00	This fund was created in March 2017 to receive settlement money from So Cal Gas to be used for funding a projects to convert biosolids to natural gas.
80	CMP AB923	\$145,641,169.06	(\$102,520,867.46)	\$43,120,301.60	Established in fiscal year 1999 to account for activities related to the administration of state funds set aside for the replacement of diesel-powered vehicles with cleaner-technology vehicles. It has funded over 10,000 vehicles and about 30 infrastructure/charging stations, totaling over \$400 million. It provides incentive funds for the replacement of diesel-fueled on- and off-road vehicles such as refuse haulers, heavy duty trucks, transit and school buses, construction equipment, and marine vessels.
81	PROP 1B FUNDING-GOODS MOVEMENT	\$104,227,651.66	(\$41,810,093.82)	\$62,417,557.84	Established in fiscal year 2008 to provide additional funding for the Carl Moyer Program from an adjustment to the tire fee, and authorizes local air districts to increase motor vehicle registration fees by up to \$2 for programs to reduce air pollution. AB 923 has expanded the Carl Moyer incentive program to include agricultural sources of air pollution as well as buses, cars and on and off-road equipment. The program targets nitrogen oxide hydrocarbon, and particulate matter pollution reductions. About \$4 million per year in AB 923 funds are used to fund projects as match requirement to the Carl Moyer Program.
82	PROP 1B FUNDING-LOWER EMISSIONS SCHOOL BUS	\$207.00	-	\$207.00	This fund was established in fiscal year 2008 to account for voter approved transportation bond dollars. A portion of these were allocated to CARB and passed through to SCAQMD to implement programs that reduce emissions from movement of freight or "goods" along California's trade corridors. About 1,500 new diesel and LNG drayage trucks were funded at the Ports of Los Angeles and Long Beach for about \$75 million in Proposition 1B-Goods Movement Program funds and \$27 million in other funds that were only used for the LNG trucks. In addition, about 3,000 non-drayage trucks have been funded for about \$140 million in Proposition 1B-Goods Movement Program funds. In fiscal year 2014-15, over \$70 million was awarded for replacement of more than 1,600 goods movement trucks.
TOTAL SCAQMD FUNDS		\$676,792,071.08	(\$304,884,395.07)	\$371,907,676.01	