

Attachment 1
Transportation Elements of the Adopted FY05/06 State Budget
Several bullets are excerpts from the State Budget

- \$1.3 Billion from Proposition 42 revenues to TCRP, STIP, the PTA, and local street/road maintenance
- \$1 billion from anticipated Tribal Gaming Bond Revenues
- \$5 million for Regional Blueprint Planning
- \$52 million in “efficiency” savings from Caltrans
- Moderate parity increases for Caltrans engineers
- \$3.5 million and 38 Caltrans positions to establish a new culvert inspection program that will provide a statewide inventory of all drainage facilities including location, geographic information system data, design information, and structural deficiencies
- \$26 million and 82 Caltrans positions for the storm water program. Responds to a court mandate to employ structural storm water treatment Best Management Practices, as well as to comply with Total Maximum Daily Loads regulations set by local and regional water quality control boards
- \$6.5 million for the Hydrogen Highway Initiative. These funds will support leases for 12 hydrogen fuel cell cars for use in state fleets, the purchase of 2 hydrogen shuttle buses, and co-funding for 3 publicly accessible, renewable hydrogen stations.
- \$88.5 million for the Carl Moyer Program, which provides incentive grants (through Monterey Bay Unified Air Pollution Control District (MBUAPCD) in our region) to reduce emissions from heavy-duty, diesel-powered vehicles and equipment.
- \$25 million to replace and retrofit diesel school buses. Of this amount, \$12.5 million will be used to replace pre-1977 school buses. The remaining funds will be used to retrofit other diesel school buses that generate significant emissions.
- The Governor vetoed the State’s Environmental Enhancement and Mitigation (EEM) competitive grant program from the final budget. Typically funded at a minimum of \$10 million per year. It provides grants to local entities for highway landscaping, urban forestry, purchase of resource lands, and facilities for bicycling and walking.
- Only \$100 million from the spillover of Public Transit Account (PTA) funds from the sales tax on gasoline in both FY05/06 and FY06/07. The remainder (approximately \$200 million per year) will be diverted to the State General Fund, rather than transportation. Some of this lost revenue may be used to finance the Bay Bridge Retrofit project.