



## FLOOR ALERT

To: Members of the California State Assembly

Subject: **Opposition to AB 2620 (Eng, D-Los Angeles)**



The above associations and transportation authorities respectfully ask that you **oppose AB 2620** on the Assembly floor.



AB 2620 would divert up to 15 percent of net revenues from any high-occupancy toll (HOT) lane authorized after January 1, 2011 to the State to be used to fund the state highway operation and protection program (SHOPP).



By specifically requiring revenues to be automatically diverted from future toll facilities, AB 2620 would remove local flexibility for toll agencies to come to agreement with the California Department of Transportation (Caltrans) on how best to address the maintenance and rehabilitation needs of future toll facilities as well as funding other important, and possibly higher priority, related regional projects.



Although programs such as SHOPP will likely experience future funding shortages that will need to be addressed, AB 2620 is not the best way to address this much larger problem. Any potential revenues generated will fall far short of the global need and should not be seen as a means to address this issue. Furthermore, AB 2620 does not offer sufficient protection against the diversion of these funds for other purposes beyond what is stated in the bill.



Additionally, many existing toll facility agreements specify that toll agencies must direct revenues for the maintenance of the facility and return the facility to Caltrans in a condition that meets Caltrans standards and thus there is no need for the bill.

Despite efforts to recently amend the bill, there are still significant concerns that AB 2620 removes local flexibility to set the priorities for the use local toll revenues, jeopardizes the financial viability of future projects by not sufficiently defining net revenues and by not providing sufficient protection against future diversions by the state, and wrongly inserts a state body into local funding decisions.