

**Project Authorizations under the Design-Build Demonstration Program**

**Resolution X-XX-XX**

- 1.1. WHEREAS the Design-Build Demonstration Program was established in Chapter 6.5 (commencing with Section 6800) of Part 1 of Division 2 of the Public Contract Code, as added by Chapter 2 of the Statutes of 2009 (Senate Bill 4, Second Extraordinary Session), and
- 1.2. WHEREAS subject to the limitations of Chapter 6.5, a local transportation entity, if authorized by the California Transportation Commission, may utilize the design-build method of procurement for up to five projects that may be for local street or road, bridge, tunnel, or public transit projects within the jurisdiction of the entity, and
- 1.3. WHEREAS subject to the limitations of Chapter 6.5, the Department of Transportation (Department), if authorized by the Commission, may utilize the design-build method of procurement for up to 10 state highway, bridge, or tunnel projects, and
- 1.4. WHEREAS projects authorized by the Commission shall vary in size, type, and geographical location, and
- 1.5. WHEREAS the commission determines whether a transportation entity may award a design-build contract based on lowest responsible bid or best value, and
- 1.6. WHEREAS the Commission has adopted policy guidance for project authorizations under the demonstration program on September 9, 2009, and
- 1.7. WHEREAS the Commission has stated its intent to authorize projects with reference to a project authorization request submitted by a local transportation entity or the Department, and such authorization will include the project scope, whether a contract can be awarded based on lowest responsible bid or best value, and an expiration date by when a design-build contract must be executed,
- 2.1. NOW THEREFORE BE IT RESOLVED that the Commission hereby authorizes the projects in the attached for design-build procurement by a local transportation entity and/or the Department, and
- 2.2. BE IT FURTHER RESOLVED that the project scope, the contract award method, and an planned schedule for contract award is included in the list, and
- 2.3. BE IT FURTHER RESOLVED that authorized projects must have an executed design-build contract within 18 months of the date of this resolution, and
- 2.4. BE IT FURTHER RESOLVED that pursuant to Chapter 6.5 and not later than June 30 of each year after the design-build contract is awarded, the awarding transportation entity shall submit a progress report to the Commission.

# DESIGN-BUILD AUTHORIZATION STATE REQUESTS

Project	Direct Connectors LA-605 to LA-10	Pavement Rehabilitation Mad-99	Ramp Meter Installations SM-101
<b>Criteria</b>			
Meets Statutory Requirements	Yes	Yes	Yes
Fully Funded	Yes	Yes	Yes
Awardable prior to Jan 1, 2014	Yes	Yes	Yes
Low Bid/Best Value	Best Value	Low Bid	Best Value
Size (\$million)	\$20 to \$200	\$20 to \$200	Under \$20
Geographical Location	South	North	North
State/Local	State	State	State
<b>Project Scope</b>			
	New SB 605 to EB 10 connector. Reconstruct SB 605 to WB 10 connector .	Reconstruct 6.4 lane miles of PCC with PCC. Replace failed PCC panels w/full depth AC on 8 lane miles.	Install and/or upgrade ramp metering equipment at 29 locations. 4 CHP enforcement areas.
<b>Project Cost</b>			
	\$78.8 M	\$37.4 M	\$12.4 M
<b>Project Schedule</b>			
Environmental Document	Done 3/27/09 Negative Dec	Done 7/30/08 Cat Ex	Done 3/20/09 Cat Ex???
R/W Certification base line	????	Sep-2010	????
R/W Certification design-build	Dec-2010	Jun-2010	Aug-2010
Contract Award base line	Apr-2012	Aug-2011	Jun-2011
Contract Award design-build	Mar-2011	Aug-2010	Dec-2010
Contract Acceptance base line	Feb-2016	Dec-2012	Sep-2012
Contract Acceptance design-build	Mar-2015	Dec-2011	Dec-2011
<b>Design-Build Benefits (claimed)</b>			
Schedule Acceleration	12 months	12 months	9 months
Innovation	Enhanced constructability	None	Enhanced constructability
<b>CTC Staff Recommendation</b>			
	Authorize  May achieve enhanced constructability & improved efficiency through design-build.	Authorize  Straightforward design/con strategy. Design advanced not much expectation of design/con innovation	Authorize  May achieve enhanced constructability & improved efficiency through design-build.
Construction time base line	3 y - 10 m	1 y - 4 m	1 y - 3 m
Construction time design-build	4 y - 0 m	1 y - 4 m	1 y - 0 m

# DESIGN-BUILD AUTHORIZATION LOCAL REQUESTS

Project	Express Lanes Conversion LA 10 & 110	Express Lanes Construction Riv 91
<b>Criteria</b>		
Fully Funded	Yes	Yes
Awardable prior to Jan 1, 2014	Yes	Yes
Low Bid/Best Value	Best Value	Best Value
Size (\$million)	\$20 to \$200	Over \$200
Geographical Location	South	South
State/Local	Local	Local
<b>Project Scope</b>	Convert existing HOV lanes to High Occupancy Toll (HOT) lanes on the LA-10 (14.2 c/m) & LA-110 (11 c/m) freeways.	Extend Riv-91 Express Lanes by 8 miles into Riverside County & additional improvements to Riv-15.
<b>Project Cost</b>	\$69.3 M	\$1,064 M
<b>Project Schedule</b>		
Environmental Document	EIR in progress April-2010	EIR in progress Q3 2011
R/W Certification base line	NA	Q1 2013
R/W Certification design-build	NA	Q1 2013
Contract Award base line	????	Q1 2015
Contract Award design-build	Nov-2010	Q4 2011
Contract Acceptance base line	????	Q4 2019
Contract Acceptance design-build	Aug-2012	Q4 2016
<b>Design-Build Benefits (claimed)</b>		
Schedule Acceleration	Not specified	36 months
Innovation	Enhanced constructability	Enhanced constructability
<b>CTC Staff Recommendation</b>	Defer	Defer
	Will achieve enhanced constructability & improved efficiency through design-build.	Will achieve enhanced constructability & improved efficiency through design-build.

# SKANSKA

TAB 47

**Skanska USA Civil West  
California District Inc.**

1995 Agua Mansa Road  
Riverside, CA 92509-2405  
Phone 951 684 5360  
Fax 951 684 1649  
Web [www.skanska.com](http://www.skanska.com)

February 22, 2010

VIA FACSIMILE

Mr. Robert Alvarado, Chairman  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Subject: Support of RCTC's Application under the Design-Build Demonstration  
Program for the SR-91 Corridor Improvement Project in Riverside County

Dear Chair Alvarado:

Skanska USA Civil West strongly supports the Riverside County Transportation Commission's (RCTC) application to the California Transportation Commission under the state-wide Design-Build Demonstration Program to improve State Route 91 in the City of Corona.

The SR-91 Corridor Improvement Project (SR-91 CIP) will reduce congestion and improve mobility along one of California's most congested freeway corridors. A key feature will provide alternative travel lanes for motorists who choose to pay a toll to bypass congestion. The project increases the capacity of the severely congested SR-91 corridor by adding general purpose lanes and interchange improvements and extends the existing Orange County Transportation Authority SR-91 Express Lanes easterly by eight miles to just beyond Interstate 15 (I-15) in Riverside County. Also included are improvements to I-15 in Riverside County between the Ontario Avenue interchange and SR-91 and direct connectors between the Express Lanes and the I-15.

The use of Design-Build contracting is expected to reduce the time to deliver these much needed improvements by over three years. The Design-Build construction contract alone could generate over 14,000 direct and indirect jobs in the Inland Empire, which has been hard hit by the economic downturn and high unemployment. The jobs will include higher paying jobs in the engineering and construction fields and will be needed until its opening in 2016. And because tolled Express Lanes are included in the project, there will be at least 50 and possibly as many as 100 permanent, full-time jobs created in carrying out the operation and maintenance of the Express Lanes.

I urge the CTC to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 CIP.

Regards,



Eric S. Taylor  
General Manager/Sr. Vice President

cc: Anne Mayer, Executive Director, Riverside County Transportation Commission

# STEVE P. RADOS, INC.

Engineering Contractors



Telephone: (714) 835-4612

Facsimile: (714) 835-2186

February 22, 2010

Faxed to 1-916-653-2134

Original – U. S. Mail

Mr. Robert Alvarado, Chairman  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Subject: Support of RCTC's Application under the Design-Build Demonstration  
Program for the SR-91 Corridor Improvement Project in Riverside County

Dear Chairman Alvarado:

Steve P. Rados, Inc. wholeheartedly supports the Riverside County Transportation Commission's (RCTC) application to the California Transportation Commission, under the statewide Design Build Demonstration Program, to improve State Route 91 (SR-91) in Riverside County.

Steve P. Rados, Inc. was a joint venture partner of Granite-Myers-Rados (GMR), which recently completed the twelve mile design-build widening, and improvement of the 22 Freeway in Orange County. Based upon our experience with that project, we can attest to the advantages of the Design-Build process. Design-Build will afford RCTC a tremendous benefit as to time and costs as it implements this much needed improvement to SR-91. We know that construction time and costs will be significantly reduced by utilizing the Design-Build approach to this project.

The SR-91 Corridor Improvement Project will reduce congestion and improve movement along the 91 Freeway between Orange and Riverside counties. This project will increase the capacity of this extremely congested freeway by improving interchanges, adding lanes, and providing motorists with a toll paying alternative to avoid congestion. This improvement will also extend the existing toll lanes, constructed by OCTA several years ago between the 55 Freeway in Orange County and the 15 Freeway in Riverside County, and further provide direct access between those toll lanes and the 15 Freeway, as well as improving portions of the 15 Freeway between SR-91 and Ontario Avenue.

In addition to the apparent improvement to the freeway transportation system of the SR-91 Corridor, the project will also bolster the economy of the Inland Empire, an area that has been hard hit by the recent economic downturn and high unemployment. This will be accomplished by providing a significant number of engineering and

Page 2 of 2 – Letter to Mr. Robert Alvarado, Chairman  
California Transportation Commission, dated February 22, 2010

construction jobs between now and the projected completion of the SR-91 Corridor Improvement Project in 2016.

We at Steve P. Rados, Inc. urge the California Transportation Commission to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 Corridor Improvement Project.

Very truly yours,  
Steve P. Rados, Inc.

A handwritten signature in black ink, appearing to read 'S. Rados', with a long horizontal flourish extending to the right.

Stephen S. Rados  
Co-President

cc: Ms. Anne Mayer, Executive Director  
Riverside County Transportation Commission



## GREATER RIVERSIDE CHAMBERS OF COMMERCE

*The Chamber...building a stronger local economy.*

Robert Alvarado  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

**RE: SUPPORT – RCTC's Application under the Design-Build Demonstration Program for the SR-91 Corridor Improvement Project in Riverside County**

Dear Chair Alvarado:

The Greater Riverside Chambers of Commerce strongly **supports** the Riverside County Transportation Commission's (RCTC) application to the California Transportation Commission under the statewide Design-Build Demonstration Program to improve State Route 91 in the City of Corona.

The SR-91 Corridor Improvement Project (SR-91 CIP) will reduce congestion and improve mobility along one of California's most congested freeway corridors. A key feature will provide alternative travel lanes for motorists who choose to pay a toll to bypass congestion. The project increases the capacity of the severely congested SR-91 corridor by adding general purpose lanes and interchange improvements and extends the existing Orange County Transportation Authority SR-91 Express Lanes easterly by eight miles to just beyond Interstate 15 (I-15) in Riverside County. Also included are improvements to I-15 in Riverside County between the Ontario Avenue interchange and SR-91 and direct connectors between the Express Lanes and the I-15.

The use of Design-Build contracting is expected to reduce the time to deliver these much-needed improvements by over three years. The Design-Build construction contract alone could generate over 14,000 direct and indirect jobs in the Inland Empire, which has been hard hit by the economic downturn and high unemployment. The jobs will include higher-paying jobs in the engineering and construction fields and will be needed until its opening in 2016. And because tolled Express Lanes are included in the Project, there will be at least 50 and possibly as many as 100 permanent, full-time jobs created in carrying out the operation and maintenance of the Express Lanes.

We urge the CTC to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 CIP.

Sincerely,

Cindy Roth  
President/CEO

CR/ar

cc: Anne Mayer, Executive Director, Riverside County Transportation Commission



BOARD OF DIRECTORS

Chairman

President

Vice President

Secretary

Treasurer

Member

Chief Executive Officer

Chief Financial Officer

Board Secretary

CHIEF EXECUTIVE OFFICE

Will Kempton  
Chief Executive Officer

February 22, 2010

The Honorable Bob Alvarado  
California Transportation Commission  
1120 N Street, Room 2221  
Sacramento, California 95814

Subject: Support for Item 47 - State Route 91 (SR-91) Corridor Improvements  
Project - Design-Build Demonstration Program Project

Dear Chairman Alvarado,

On behalf of the Orange County Transportation Authority (OCTA), I would like to express our support for the design-build demonstration program application submitted by the Riverside County Transportation Commission (RCTC) for the SR-91 Corridor Improvements Project.

Improvements to this corridor are of critical importance to both Riverside and Orange counties as it is the only major connection between the two counties and is expected to carry in excess of 400,000 vehicles per day by 2035. This project will increase capacity in the general purpose lanes, provide for an extension of the 91 Express Lanes into Riverside County, and improve the Interstate 15 (I-15) and SR-91 connectors.

OCTA and RCTC have demonstrated a historic level of partnership in seeking solutions for this highly congested corridor. This project profoundly affects the quality of life for commuters in both counties by not only providing additional capacity for daily commuters, but also by providing enhanced resources for transportation alternatives through the extension of the toll facility.

Approving this project for inclusion in this program would allow these critical improvements to be delivered to the traveling public up to three years sooner than would be possible under traditional delivery methods. OCTA believes this corridor is an ideal candidate for this pilot program and we would appreciate your favorable consideration of this project.

Sincerely,

Will Kempton  
Chief Executive Officer

WK:vv

The Honorable Bob Alvarado  
February 22, 2010  
Page 2

c: Members of the California Transportation Commission  
Orange County Transportation Authority Board of Directors  
Anne Mayer, Executive Director, Riverside County Transportation  
Commission  
Sloat Higgins Jensen & Associates

TAB 47

STATE CAPITOL  
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SACRAMENTO, CA 94249-0071  
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## WEBSITE

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Assembly  
California Legislature



JEFF MILLER  
ASSEMBLY MEMBER, SEVENTY-FIRST DISTRICT

COMMITTEES  
VICE CHAIR, ENVIRONMENTAL  
SAFETY AND TOXIC MATERIALS  
APPROPRIATIONS  
EDUCATION  
TRANSPORTATION

February 16, 2010

Bimla Rhinehart  
Executive Director  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Subject: Support of RCTC's Application under the Design-Build Demonstration  
Program for the SR-91 Corridor Improvement Project in Riverside County

Dear Ms. Rhinehart:

The Inland Empire Caucus strongly supports the use of Design-Build contracting and the Riverside County Transportation Commission's (RCTC's) application to the California Transportation Commission under the state-wide Design-Build Demonstration Program authorized by SBxx4 (Cogdill).

The SR-91 corridor is the primary link between the Inland Empire and Orange County, and has significant economic implications for all of Southern California. Severe congestion on the SR-91 corridor is a significant contributor to air pollution and greenhouse gases; expeditious completion of improvements to this freeway will benefit not only the environment, but the lives of hundreds of thousands of families in the Inland Empire. RCTC has spent the last four years developing an innovative approach to financing this billion-dollar project and has collaborated extensively with regional partners to develop a solution that will benefit all Californians who use the corridor to access employment, deliver goods, or travel to important tourist attractions.

The primary purpose of the SR-91 Corridor Improvement Project (SR-91 CIP) is to reduce congestion and improve mobility within the SR-91 corridor. The SR-91 CIP also provides alternative travel lanes for motorists who choose to pay a toll to bypass congestion. The project increases the capacity of the severely congested SR-91 corridor

by adding general purpose lanes and interchange improvements and extends the existing Orange County Transportation Authority SR-91 Express Lanes easterly by eight miles to just beyond Interstate 15 (I-15) in Riverside County. The project also includes improvements to I-15 in Riverside County between the Ontario Avenue interchange and SR-91 and provides Express Lanes direct connectors from SR-91 to the south at I-15. The use of Design-Build contracting is expected to reduce the time to deliver these much-needed improvements by over three years.

The SR-91 CIP will also provide jobs in the construction and engineering industry in the Inland Empire, one of the areas of the country hit hardest by the economic downturn. High-paying construction jobs will last through 2016. Because tolled Express Lanes are included in the Project, there will be at least 50 and possibly as many as 100 permanent, full-time jobs created in carrying out the operation and maintenance of the Express Lanes. The Design-Build construction contract alone could generate directly and indirectly over 14,000 jobs which are needed now more than ever.

We strongly urge the CTC to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 CIP.

Sincerely,



Jeff Miller  
Assemblyman, 71<sup>st</sup> District

Cc: Anne Mayer, Executive Director, Riverside County Transportation Commission

*Build the Best. **Be the Best.***



Flatiron West Inc.  
2100 Good year Road  
Benicia, Ca. 94510  
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[www.flatironcorp.com](http://www.flatironcorp.com)

February 18, 2010

Robert Alvarado  
Chairman  
California Transportation Commission  
1120 N Street, MS-52  
Sacramento, CA 95814

Subject: Support of RCTC's Application under the Design-Build Demonstration Program for the SR-91 Corridor Improvement Project in Riverside County

Dear Chair Alvarado:

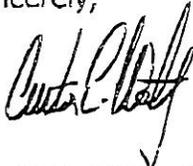
Flatiron Corporation strongly supports the Riverside County Transportation Commission's (RCTC) application to the California Transportation Commission under the state-wide Design-Build Demonstration Program to improve State Route 91 in the City of Corona.

The SR-91 Corridor Improvement Project (SR-91 CIP) will reduce congestion and improve mobility along one of California's most congested freeway corridors. A key feature will provide alternative travel lanes for motorists who choose to pay a toll to bypass congestion. The project increases the capacity of the severely congested SR-91 corridor by adding general purpose lanes and interchange improvements and extends the existing Orange County Transportation Authority SR-91 Express Lanes easterly by eight miles to just beyond Interstate 15 (I-15) in Riverside County. Also included are improvements to I-15 in Riverside County between the Ontario Avenue interchange and SR-91 and direct connectors between the Express Lanes and the I-15.

The use of Design-Build contracting is expected to reduce the time to deliver these much-needed improvements by over three years. The Design-Build construction contract alone could generate over 14,000 direct and indirect jobs in the Inland Empire, which has been hard hit by the economic downturn and high unemployment. The jobs will include higher-paying jobs in the engineering and construction fields and will be needed until its opening in 2016. And because tolled Express Lanes are included in the Project, there will be at least 50 and possibly as many as 100 permanent, full-time jobs created in carrying out the operation and maintenance of the Express Lanes.

I urge the CTC to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 CIP.

Sincerely,

A handwritten signature in black ink, appearing to read "Curtis E. Weltz". The signature is written in a cursive style with a large initial "C".

Curtis E. Weltz, President Flatiron West

CC: Anne Mayer, Executive Director, Riverside County Transportation Commission  
February 19, 2010