



The Right Time, The Right Leadership, The Right Organization

TAB 19

April 6 2010

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:

The Inland Empire Economic Partnership is writing to respectfully urge the California Transportation Commission to approve the Riverside County Transportation Commission's (RCTC) application for Design-Build contracting authority to improve State Route 91 in the City of Corona under the state-wide Design-Build Demonstration Program.

The SR-91 Corridor Improvement Project (SR-91 CIP) will reduce congestion and improve mobility and commerce along one of California's most congested freeway corridors. This project will increase the capacity of the severely congested SR-91 corridor by adding general purpose lanes and interchange improvements to extend the existing Orange County Transportation Authority SR-91 Express Lanes easterly by eight miles to just beyond Interstate 15 (I-15) in Riverside County. A key feature of this project is the addition of Express Lanes, alternative travel lanes for motorists who choose to pay a toll to bypass congestion. The project will include 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 for the SR-91 CIP will reduce the time to deliver these much-needed capacity improvements by over three years. In areas hard hit by the economic downturn and where unemployment stands at nearly 15%, the Design-Build construction contract alone could generate over 14,000 direct and indirect jobs in the Inland Empire. These jobs will include higher-paying jobs in the engineering and construction fields, which will be needed through the project's completion, which is projected to be 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.

Accordingly, Inland Empire Economic Partnership urges the California Transportation Commission to approve RCTC's pending application requesting Design-Build contracting authority for the SR-91 CIP.

Sincerely,

A handwritten signature in black ink that reads 'Paul C. Granillo'.

Paul C. Granillo  
President & CEO

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

TAB19



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Pacific Southwest  
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Special Assistant to the  
General President

April 6, 2010

Jim Earp  
Chairman  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Dear Jim:

On behalf of the California State Council of Laborers, I write in strong **SUPPORT** of the RCTC SR-91 Corridor Improvements Project. This is a continuation of the SR-91 freeway. We are hopeful that we are able to acquire the additional Federal funding needed to complete this project which will bring much needed jobs to the construction industry in California.

I thank you for all your continued efforts and your vision of jobs creation; again I asked that you consider the extension of the SR-91 freeway in this vision.

Sincerely,

Jose Mejia  
Director

cc: California Transportation Commission Members  
Mike Quevedo, Sr. - LIUNA, Vice President & SCDCL, Business Manager  
Armando Esparza - Laborers Local 652  
John Smith - Laborers Local 1184

Tab 19



April 5, 2010

Mr. James Earp, Chair  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Re: Affirmation of Support for Moving Forward with Metro's *ExpressLanes* Project

Dear Chairman Earp,

As Executive Director of Los Angeles Neighborhood Initiative and a member of the *ExpressLanes* Corridor Advisory Group, I am writing in support of Metro's Design-Build application for the *ExpressLanes* project. The *ExpressLanes* project is a significant and valuable opportunity to implement a program that addresses traffic congestion in LA County by providing choices for drivers and transit users. This \$210 million federally funded demonstration project is a unique grant provided to only six urban partnerships in the nation. Metro and Caltrans have been out in the communities with extensive outreach for nearly two years to share the new and better options that come with this program including more reliable, safe, and frequent transit services along two of our most congested corridors – the I-110 and I-10, the ability for solo drivers to use the *ExpressLanes* for a fee, and improved traffic in all lanes resulting from the shift of hundreds of trips from autos to transit. In addition, construction efforts related to the project will create 2,400 construction-related jobs.

Again, I urge you to support Metro's Design-Build application for the *ExpressLanes* project.

Sincerely,

Veronica Hahni  
Executive Director

Cc: Art Leahy, Metro  
Lynda Bybee, Metro  
Doug Failing, Metro  
Stephanie Wiggins, Metro

Karen Mack  
President  
LA Commons

Doane Liu  
Vice-President  
Triple C Associates

Marian Bell  
Treasurer  
Bell Development

Allan D. Kolin  
Secretary  
Allan D. Kolin & Associates

Robert "Bud" Drom  
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Deputy Mayor, City of Los Angeles

Joyce Perkins  
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Deepak Bahl  
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Center for Economic Development

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University of California Los Angeles  
School of Public Affairs

Lupita Sanchez  
AT&T

Veronica Hahni  
Executive Director



April 5, 2010

Mr. James Earp, Chair  
California Transportation Commission  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

Re: Affirmation of Support for Moving Forward with Metro's *ExpressLanes* Project

Dear Chairman Earp,

As Executive Director of Fixing Angelenos Stuck in Traffic (FAST) and a member of the *ExpressLanes* Corridor Advisory Group, I am writing in support of Metro's Design-Build application for the *ExpressLanes* project.

Since 2008, FAST has been building an active coalition dedicated to supporting strategies to permanently address Los Angeles' mobility. FAST's non-profit public-private coalition of business, labor, education, transit, planning and community organizations and individuals now represent over 2 million business owners, workers, faculty, students and residents in Los Angeles County. In 2007, FAST's Chairman of the Board, Jim Thomas, in partnership with Metro and the Music Center, commissioned a report from the RAND Corporation to seek the most effective national "best practices" for short-term traffic relief in Los Angeles County. RAND's report recommended creation of High-Occupancy Toll (HOT) Lanes such as the *ExpressLanes* program as one of the top strategies to reduce Los Angeles' congestion and permanently change ridership behavior through use of congestion pricing.

The *ExpressLanes* \$210 million federally funded demonstration project is a unique grant provided to only six urban partnerships in the nation. Metro and Caltrans have made numerous fully interactive community presentations for nearly two years in order to share the new and better options that come with the *ExpressLanes* program including more reliable, safe, and frequent transit services along two of our most congested corridors – the I-110 and I-10, the ability for solo drivers to use the *ExpressLanes* for a fee, and improved mobility in all lanes resulting from the shift of hundreds of trips from autos to transit. In addition, construction efforts related to the project will create 2,400 construction-related jobs.

Again, I urge you to support Metro's Design-Build application for the *ExpressLanes* project.

Sincerely,

Cc: Art Leahy, Metro  
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