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Skanska Infrastructure Development Americas
444 South Flower Street, Suite 2200
Los Angeles, CA 90071

October 25, 2011

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

Dear Chairman Frommer and Commissioners,

Skanska supports the application by the Metropolitan Transportation Commission (MTC) for authority to implement the Bay Area Express Lanes Network under Streets & Highway Code Section 143(c)(4)(A) and respectfully encourages you to find the project eligible under Streets & Highway Code Section 149.7.

The Bay Area remains one of the most congested regions in the country costing the peak period commuter 50 hours and \$1,019 annually¹. At the same time the Bay Area continues to be a strong center of economic activity and its continued success is essential to California's economic recovery. Critical to that strong economic activity is the region's surface transportation system ensuring efficient, safe and reliable mobility for citizens and businesses. And while the approximately 420 lane-miles of regional HOV lanes currently in place improve the flow of traffic, the lanes are underutilized and significant gaps exist. The proposed development and construction of the Bay Area Express Lanes Network would create a true network of HOV/express lanes resulting in:

- greater HOV/express lane utilization by the users, further reducing congestion on the adjoining general purpose lanes,
- contiguous long-distance HOV/express lane routes enhancing the value of those routes, further promoting ride sharing and transit use, and
- increased mobility and access fostering improved quality of life and regional economic growth.

Furthermore, the impact of a \$3 billion+ investment in our transportation infrastructure would be substantial. The development and construction of the Bay Area Express Lanes Network represents as many as 54,000 jobs². Of those jobs:

- 47% are workers supplying highway construction materials and equipment,
- 34% are workers in businesses where construction dollars are spent, and
- 19% are workers at construction sites.

Source: Federal Highway Administration, 1998.

¹ 2011 Urban Mobility Report, Texas Transportation Institute, September 2011.

² Transportation Infrastructure: An Investment That Pays Dividends, Transportation California, May 2011.

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It is clear that the Bay Area Express Lanes Network will provide Californians with the kind of improved transportation infrastructure and well-paying jobs we need to return to economic prosperity. As such, we at Skanska support and endorse the MTC's application regarding the Bay Area Express Lanes Network and respectfully request the California Transportation Commission do the same.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Kempton", with a long horizontal flourish extending to the right.

Mark Kempton
Project Director