

**Transportation Advisory Services to the SBCCOG:  
Scope of Services with PCH Option**

**Task 1: Measure R Highway Program**

We would staff the COG's efforts to ensure timely and effective implementation of the Measure R highway program for the South Bay as set forth in the Measure R Expenditure Plan. This would include:

- Interfacing, as appropriate, with the COG Board, committees and task forces, as well as individual cities as needed.
- Managing the COG's relationships with the MTA, Caltrans, SCAG, the California Transportation Commission and FHWA as they pertain to implementation of the Measure R highway program in the South Bay.
- Overseeing the activities of any firm(s) who may be retained by the COG to act as Program Manager.
- Working with the COG, the MTA and others to leverage the Measure R funding so as to increase the amount of funding available for highway improvements in the South Bay, as well as to accelerate funding from the second and third decades into the first decade.

**Task 2: Other Transportation Advisory & Policy Development Services**

This would include staff support activities with respect to:

- Coordination of the COG's input into the Alternatives Analysis for the Harbor Subdivision Transit Corridor.
- Coordination of the COG's input into the preparation of the Final EIS/EIR, continued environmental review and additional advanced conceptual engineering for the Crenshaw – LAX corridor.
- Advising the COG with respect to funding opportunities in Federal reauthorization and appropriations bills, as well as the 2010 and 2012 STIP and SHOPP.
- Interfacing of behalf of the COG:
  - With SCAG, MTA, the ports and other agencies on regional goods movement issues;
  - With the MTA as to its Congestion Management Program, and in particular with regard to any congestion mitigation fee that may be proposed; and,
  - With the MTA with respect to the proposed I-110 HOT lane project.

- Support for the COG’s Executive Director, Board and committees on other transportation-related matters.

Cost: \$7,000 per month, plus authorized out-of-pocket expenses.

### **Optional Task 3: PCH Study Follow-up and Implementation**

[Note: this Task to be decided upon depending on whether efforts to include PCH in the South Bay’s Measure R portfolio prove successful.]

This would include staff support activities needed to advance the recommendation of the recently completed Pacific Coast Highway Corridor Study.

- Form Project Steering Committee (PSC)
- Manage technical consultants (cost estimation, assessment of individual project benefits and constraints).
- Triage of Recommendations: meet with each corridor city and, as needed, Caltrans and LA Metro, to perform triage on the study recommendations into three groups:
  - Recommendations that are supported and can be implemented by cities/Caltrans within existing resources.
  - Recommendations that are supported but are beyond existing resources. This group will form the core of the “implementation investment package” for which funding will be sought. This group may in turn be divided into near-term and medium-term subgroups.
  - Recommendations that are not supported by the cities, Caltrans and/or LA Metro. Reasons for lack of support will be documented, and modifications that might gain support and still provide benefits will be explored. Projects that are supported as a result of such modifications will be added to the Group 2 Implementation Package.
- Develop of a funding plan for the Group 2 package. It is envisioned that the principal source of funding for the Group 2 package will be the 2011 LA Metro Call-for-Projects (although see the next bullet). Commitments for needed match will be sought from corridor cities, Caltrans and, potentially, the private sector. Federal and State funding opportunities will also be explored.
- Federal law permits National Highway System funds to be spent “off system” if the results of such investment can be shown to cost-effectively benefit the parallel NHS route. An argument can be made that Pacific Coast Highway serves as a reliever route to the I-405, and that therefore improving the PCH Corridor will have benefits to the I-405. We would initiate discussion with MTA staff to explore this policy option.

- Work with the corridor cities, Caltrans and SBCCOG to prepare a multi-jurisdictional funding application for the LA Metro 2011 Call-for-Projects cycle. Consultant will meet with PSC to approve application. Secure expressions of support from corridor cities, Caltrans and other stakeholders. Meet with Metro staff and committees as needed to respond to questions about the application.

Cost: \$1,500 per month additional, through June 30, 2011.

NOTE: Additional costs for cost estimating and other technical support may be required, as follows:

- Cost estimating: Dan Takacs at Hatch, Mott McDonald has provided a figure of \$25,000 to estimate the cost of all the recommendation in the PCH Corridor study. By focusing only on the Group 2 package, and by relying on city staffs, this number may be significantly reduced or perhaps even eliminated.
- Technical support: it may be wise to engage the services of a professional traffic planner/engineer (e.g. Kaku) to support the COG in its efforts to negotiate with cities and assemble the best possible call-for-projects application. \$1,500 to \$2,000 per month through June 2011 seems like a reasonable allowance for this.