

**GATEWAY CITIES COUNCIL OF GOVERNMENTS  
JOINT MEETING OF THE BOARD OF DIRECTORS and  
EXECUTIVE COMMITTEE**

*Wednesday, September 3, 2008*

*5:30 p. m. Buffet*

*6:00 p. m. Meeting*

**Gateway Cities Council of Governments**

**16401 Paramount Boulevard**

**Paramount, California**

**AGENDA**

**STAFF REPORTS AND OTHER WRITTEN DOCUMENTS ARE AVAILABLE IN THE GATEWAY CITIES COUNCIL OF GOVERNMENTS OFFICES, 16401 PARAMOUNT BOULEVARD, PARAMOUNT, CALIFORNIA. ANY PERSON HAVING QUESTIONS CONCERNING ANY AGENDA ITEM MAY CALL THE COG STAFF AT (562) 663-6850.**

**FOR YOUR INFORMATION:** The Board of Directors will hear from the public on any item on the agenda or an item of interest that is not on the agenda. The Board of Directors cannot take action on any item not scheduled on the agenda. These items may be referred for administrative action or scheduled on a future agenda. Comments are to be limited to three minutes for each speaker, unless extended by the Board of Directors, and each speaker will only have one opportunity to speak on any one topic. You have the opportunity to address the Board of Directors at the following times:

- A. **AGENDA ITEM:** at this time the Board of Directors considers the agenda item OR during Public Comments, and
- B. **NON-AGENDA ITEMS:** during Public Comments, comments will be received for a maximum 20-minute period; any additional requests will be heard following the completion of the Board of Directors agenda; and
- C. **PUBLIC HEARINGS:** at the time for public hearings.

**Please keep your comments brief and complete a speaker card for the President.**

- I. **CALL TO ORDER**
- II. **ROLL CALL – BY SELF INTRODUCTIONS**
- III. **PLEDGE OF ALLEGIANCE**
- IV. **AMENDMENTS TO THE AGENDA** - This is the time and place to change the order of the agenda, delete or add any agenda item(s).
- V. **PUBLIC COMMENTS** - Three minutes for each speaker.

**VI. MATTERS FROM STAFF**

**VII. CONSENT CALENDAR:** All items under the Consent Calendar may be enacted by one motion. Any item may be removed from the Consent Calendar and acted upon separately by the Board of Directors.

- A. Approval of Minutes – Minutes of the Board of Directors Meeting of August 6, 2008, are presented for approval. Approval receives and files the minutes of August 6<sup>th</sup>, Board of Directors meeting.
- B. Approval of Warrant Register - Request for Approval of Warrant Register dated September 3, 2008
- C. July 2008 Local Agency Investment Fund Statement
- D. Status Report from Lobbyist, Government Relations Consultants
- E. Amend Delegated Authority Agreement with LA County for Administration of Homeless Services Needs Assessment and Strategy Development Contract Between the County of Los Angeles and Gateway Cities Council of Governments
- F. Biennial Review of the Gateway Cities Council of Governments Conflict of Interest Code

**CONSENT CALENDAR ACTION:**

**A MOTION TO APPROVE THE RECOMMENDATIONS FOR CONSENT CALENDAR ITEMS A THROUGH F.**

**VIII. REPORTS**

- A. Container Port Skid – Presentation by Robert Pulliam, Tubular Rail Inc.

**15 Min**

**SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF AND RECEIVE AND FILE**

- B. Gateway Cities Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement – Final Report Presentation by Melissa Hewitt, Kimley-Horn and Jerry Wood, Gateway Cities COG Engineer

**15 Min**

**SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF**

**IX. REPORTS – COMMITTEES/ AGENCIES – ALL COMMITTEE / AGENCY REPORTS ARE LIMITED TO 3 MINUTES UNLESS ADDITIONAL TIME IS GRANTED BY THE BOARD PRESIDENT**

A. Matters from Southern California Association of Governments (SCAG) – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Matters from the League of California Cities – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Matters from California Contract Cities Association – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Matters from The I-5 Consortium Cities Joint Powers Authority – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

E. Matters from the Orangeline Development Authority-Maglev – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

F. Matters from the South Coast Air Quality Management District (AQMD) – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

G. Matters from the Metro Gateway Cities Service Sector – Oral Report

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

**X. REPORTS FROM COMMITTEES**

A. Report from the Conservancy Committee

**3 Min** SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

B. Report from the I-710 EIR/EIS Project Committee – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

C. Report from the SR-91/I-605/I-405 Corridor Cities Committee – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

D. Report from the Transportation Committee – Oral Report

3 Min

SUGGESTED ACTION: A MOTION TO HEAR REPORT, POSSIBLE ACTION AND/OR GIVE DIRECTION TO STAFF

**XI. MATTERS FROM THE BOARD OF DIRECTORS**

**XII. MATTERS FROM THE PRESIDENT**

A. Resignation of MTA Board Member Bonnie Lowenthal

**XIII. ADJOURNMENT**

NOTICE: New items will not be considered after 9:00 p.m. unless the Board of Directors votes to extend the time limit. Any items on the agenda that are not completed will be forwarded to the next regular Board of Directors meeting scheduled for Wednesday, October 1, 2008, 6:00 PM.

IN COMPLIANCE WITH THE AMERICAN WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, PLEASE CONTACT THE COG OFFICE AT (562) 663-6850. NOTIFICATION 48 HOURS PRIOR TO THE MEETING WILL ENABLE THE COUNCIL OF GOVERNMENTS TO MAKE REASONABLE ARRANGEMENT TO ENSURE ACCESSIBILITY TO THIS MEETING.

**VII. CONSENT CALENDAR**  
**Item A**  
**Approval of Minutes**

**MINUTES OF THE MEETING  
OF THE JOINT MEETING OF THE  
BOARD OF DIRECTORS OF THE  
GATEWAY CITIES COUNCIL OF GOVERNMENTS  
AND THE EXECUTIVE COMMITTEE OF THE BOARD OF DIRECTORS  
Gateway Cities Council of Governments  
16401 Paramount Boulevard  
Paramount, California  
August 6, 2008**

President Bayer called the meeting to order at 6:00 p.m.

**PRESENT:** President Anne M. Bayer, City of Downey  
First Vice President Gordon Stefenhagen, City of Norwalk  
Second Vice President Diane DuBois, City of Lakewood  
Immediate Past President Elba Guerrero, City of Huntington Park  
Member Larry R. Nelson, City of Artesia  
Member George Mirabal, City of Bell  
Member Raymond Dunton, City of Bellflower  
Member Jim Edwards, City of Cerritos  
Member Joe Aguilar, City of Commerce  
Member Frank Gurule, City of Cudahy  
Member Victor Farfan, City of Hawaiian Gardens  
Member Stan Carroll, City of La Habra Heights  
Member Felipe Aguirre, City of Maywood  
Member Gene Daniels, City of Paramount  
Member Gracie Gallegos-Smith, City of Pico Rivera  
Member Betty Putnam, City of Santa Fe Springs  
Member Edward H. J. Wilson, City of Signal Hill  
Member William Davis, City of Vernon  
Member Greg Nordbak, City of Whittier

**ABSENT:** Member Bob Kennedy, City of Avalon  
Member Mario Beltran, City of Bell Gardens  
Member Lillie Dobson, City of Compton  
Member Pete Dames, City of La Mirada  
Member Bonnie Lowenthal, City of Long Beach  
Member Patrick O'Donnell, City of Long Beach  
Member Maria Teresa Santillan, City of Lynwood  
Member Kathy Salazar, City of Montebello  
Member Gil Hurtado, City of South Gate  
Member Curt Pedersen, Office of Supervisor Don Knabe  
Member Erica Jacquez-Santos, Office of Supervisor Gloria Molina, Member Richard Steinke, Ex Officio Member, Port of Long Beach

ALSO PRESENT: Norwalk Vice Mayor Cheri Kelley, Chair, MTA Gateway Cities Service Sector Council; Cerritos Mayor Pro Tem Bruce Barrows; Signal Hill City Manager Ken Farfsing, Chair, City Managers Steering Committee; Commerce City Administrator Jorge Rifa; Lakewood Director of Community Development Jack Gonsalves; Long Beach Government Affairs Manager Tom Modica; South Gate City Engineer Mohammad Mostahkami; David Tokofsy, City of Bell; Alex Clifford, General Manager, Metro Gateway Cities Service Sector; Michael Sieckert, Planning Manager, Metro Gateway Cities Service Sector; Kristine Guerrero, Public Affairs Manager, League of California Cities; Yvette Kirrin, Executive Director, I-5 Joint Powers Authority; Darin Chidsey, Member Relations Officer, SCAG; David Madsen, Senior Public Information Specialist, SCAQMD; Felix Oduyemi, Senior Program Manager, Southern California Edison Company; Ben Harvey, Region Manager, Southern California Edison Company; Connie Turner, Region Manager, Southern California Edison Company; Tracy A. Young, Anchor, Local Edition, CNN Headline News; Andrew W. Hayes, CEO, Fastransit, Inc.; Frank Osgood, Author, Region Aroused; GCCCOG Executive Director Richard Powers; GCCCOG General Counsel Richard D. Jones; GCCCOG Deputy Executive Director Jack Joseph; GCCCOG Transportation Deputy Karen Heit; GCCCOG Director of Regional Planning Nancy Pfeffer; GCCCOG Consultant Engineer Jerry R. Wood.

Roll was taken through self-introductions.

Member Gallegos-Smith led the Pledge of Allegiance.

President Bayer announced that there was an amendment to the minutes of the meeting of July 2, 2008, and that the amendment should be considered along with the minutes on the consent calendar.

No one wished to speak during public comments.

The Executive Director announced that a round table discussion had been scheduled with Mr. Jim Young, President of Union Pacific Railroad, and that COG board members were encouraged to attend.

It was moved by Second Vice President DuBois, seconded by Member Nelson, to approve the consent calendar as presented, with the amendment to the minutes of July 2, 2008. The motion was approved unanimously.

The Executive Director introduced Andrew W. Hayes, CEO, Fastransit Inc., who was there to make a presentation on Low-Cost Maglev Using Existing Rails and Roads. The Executive Director said that Mr. Hayes' presentation was part of the ongoing COG evaluation of alternative technologies for goods movement.

Mr. Hayes gave a power point presentation which described the technology, based on use of linear induction motors, being promoted by his company. He said that a prototype of the technology has been in use for the past seven years in Santa Barbara. He said the system

is designed to overlay existing rail infrastructure, with a two meter gauge that spans standard rail gauge.

Member Nelson asked Mr. Hayes if the work on his system was being done under government funding or private funding. Mr. Hayes responded that, so far, the work had been done under Fastransit's own costs, but that they are gearing up to seek government funding. Member Nelson asked what the projected cost per mile is for implementing the system. Mr. Hayes said for working purposes they are estimating a cost of \$10 million per mile. Member Nelson asked if the system goes down how it would be handled. Mr. Hayes responded that power would have to be cut to the system and carriers moved to side stations. Member Nelson asked if the system would fit into the existing electrical grid. Mr. Hayes said that it would.

President Bayer thanked Mr. Hayes for his presentation.

Felix Oduyemi, Manager, Electric Transportation Division, Southern California Edison Company, gave a presentation regarding Electric Transportation and Impact to Municipalities. He described Southern California Edison's Electric Vehicle Technical Center, which houses the largest fleet of electric vehicles in the United States. The 300 vehicles have logged 16 million miles. He described the energy and environmental benefits of electric vehicles and said that Edison has excess generation at nighttime that could power ten million cars that would be charging overnight.

Member Nordbak asked when the public would be able to purchase these vehicles. Mr. Oduyemi said the vehicles they have now are demonstration vehicles. He said they are looking for people to drive them and see how they perform under normal circumstances. Member Nordbak asked what the increase in rates for electricity would need to be to build new infrastructure. Mr. Oduyemi responded that the company had not done much to build new infrastructure since 1957. He said Edison is required to produce 20% of its electricity from renewable resources under a new law. He said they have to build new infrastructure under the law in order to connect with the wind power in Tehachapi. Member Nordbak asked why they are building out of rate increases to rate payers rather than out of existing profits. Mr. Oduyemi said that Edison has no source of income other than what is received from bills for service. The problem, he said, is that the State in 2001 paid for energy that it did not need. Now Edison has to cover those costs.

Member Nelson asked if we plug in vehicles at home and save energy will we then get separate, lower rates. Mr. Oduyemi said that they would be offering something better than that. Currently peak hours are from 12:00 to 9:00 p.m. He said they are trying to get special rates for plug-in vehicles that are even lower than off peak rates. Member Nelson asked if Edison has signed on for product stewardship with the State of California. Mr. Oduyemi responded no, they have negotiated with auto manufacturers to have a 15-year warranty on the batteries. Older batteries may not be used on a car, but can still work as an energy storage unit.

President Bayer thanked Mr. Oduyemi for his presentation.



David Madsen, South Coast Air Quality Management District, gave a presentation regarding alternative fuel vehicles. He described hydrogen fuel cell vehicles in which the only emission is water. He said that a fuel cell partnership booklet lists stations that now operate in the state. He said the AQMD promotes as many advanced technologies as possible. He mentioned that the City of Chino building code now requires all new homes to provide for natural gas fueling for vehicles. Hydrogen fuel cell cars, like others, are still in the demonstration phase. He encouraged the COG to continue to support and promote these new technologies.

Mr. Madsen referred the Board to the program for the upcoming conference on advance technologies. He said he would be offering complimentary registrations. He said that a hydrogen fuel cell car was parked downstairs for any board members who wished to examine it after the meeting.

President Bayer thanked Mr. Madsen for his presentation.

Nancy Pfeffer, COG Director of Regional Planning, presented a brief power point regarding the Draft 2008 SCAG Regional Comprehensive Plan. She reviewed the purpose of the Regional Comprehensive Plan, emphasizing that it recommends more integrated resource planning, but does not mandate it. The Draft Plan includes recommended sample policies for local governments to implement in the areas of housing, air quality, and development. She said that comments on the Draft Plan were due to SCAG by August 11.

The Executive Director referred the Board to the draft comment letter on the proposed SCAG RCP in the agenda packet. He said the letter acknowledges that the policies in the RCP are voluntary, but that numerous suggested policies are directly relevant to actions taken by local governments, especially the authority to make land use decisions. The letter requests that SCAG convene a technical working group involving the subregions to ensure that there is a full and continuing opportunity to comment on any of the RCP's performance measures. He asked the Board to approve the letter for dissemination to SCAG.

It was moved by Second Vice President DuBois, seconded by Member Nordbak, to approve the Gateway Cities COG comment letter on the SCAG Regional Comprehensive Plan. The motion was approved unanimously.

The Director of Regional Planning reported that the Governor has developed a water bond issue which, for the first time, does not include a direct allocation to the Rivers and Mountains Conservancy. She said that she had worked with the City Managers Steering Committee, resulting in two draft letters: one to the Governor asking that a specific funding allocation of \$100 million to the Rivers and Mountains Conservancy be included in the proposed water bond measure; and a second letter to the Rivers and Mountains Conservancy asking that, if successfully attained, that the proceeds of the bond measure be equitably distributed so that the Gateway Cities region receives its fair share of future funding.

It was moved by Second Vice President DuBois, seconded by First Vice President Stefenhagen, to approve the letters recommended by the City Managers Steering Committee. The motion was approved unanimously.

Darin Chidsey presented a report from SCAG. He said that SCAG would be presenting a special workshop on the Regional Comprehensive Plan the next day at 2:00 p.m. He said a conference scheduled for September 10 would focus on the high gasoline prices and how they will affect various transportation systems.

Kristine Guerrero presented a report from the League of California Cities. She said that there was still no approved State budget, and that everything was still on the table, including borrowing of Proposition 1A and Proposition 42 monies. She encouraged attendance at the League's Annual Conference scheduled for the end of September in Long Beach.

There was no report from the California Contract Cities Association.

Yvette Kirrin, Executive Director of the I-5 Joint Powers Authority referred the Board to a handout which showed the segmenting schedule for the I-5 project from the Orange County line to the I-710 freeway.

There was no report from the Orangeline Development Authority.

Alex Clifford, General Manager, presented a report from the Metro Gateway Cities Service Sector. He said that no new service changes had been proposed for the December cycle. He said the number one goal is to improve on time service. He thanked Member Lowenthal for her work on the Gateway Cities Service Sector's behalf. He said that there would be a survey taken of those who park and ride at the Norwalk Green Line station. It was moved by Member Gurule, seconded by Member Davis, to receive and file the report. The motion was approved unanimously.

President Bayer referred the Board to the report from the Conservancy Committee included in the agenda packet.

Jerry Wood presented a report from the I-710 EIR/EIS Project Committee. He said that all local advisory committees had been formed and referred the Board to the I-710 project newsletter and map of the study area.

There was no report from the SR-91/I-605/I-405 Corridor Cities Committee.

The Executive Director presented a report from the Transportation Committee. He said that the COG was able to achieve about two-thirds of a return on the 17.5% contribution from the subregion's cities in the proposed MTA one-half cent sales tax measure. Based on that, he said, Member Lowenthal had voted with the MTA Board majority to request the County to place the sales tax measure on the November ballot. However, he said the previous day the proposed tax did not receive a majority of the Board of Supervisors to

place it on the ballot.

Member Nelson introduced Connie Turner as the new representative to the Gateway Cities Council of Governments from the Southern California Edison Company.

President Bayer requested that the meeting be adjourned in memory of Richard Hollingsworth, President and CEO of the Gateway Cities Partnership. It was the consensus of the Board to adjourn in memory of Richard Hollingsworth.

**Adjournment:** The meeting was adjourned at 7:41 p.m.

Respectfully submitted,

Richard Powers, Secretary

**VII. CONSENT CALENDAR**  
**ITEM B**  
**Approval of Warrant Register**

**VII. CONSENT CALENDAR  
ITEM C  
July 2008 Local Agency Investment  
Fund Statement**

STATE OF CALIFORNIA

BILL LOCKYER, *Treasurer*

**OFFICE OF THE TREASURER**  
SACRAMENTO

Local Agency Investment Fund  
PO Box 942809  
Sacramento, CA 94209-0001  
(916) 653-3001  
www.treasurer.ca.gov/pmia-laif



July, 2008 Statement

GATEWAY CITIES COUNCIL OF GOVERNMENTS  
Attn: TREASURER  
16401 PARAMOUNT BOULEVARD  
PARAMOUNT CA 90723

**Account Number : 40-19-045**

**Transactions**

<u>Effective Date</u>	<u>Transaction Date</u>	<u>Tran Type</u>	<u>Confirm Number</u>	<u>Authorized Caller</u>	<u>Amount</u>
07-15-2008	07-14-2008	QRD	1178977	SYSTEM	8,031.29

**Account Summary**

Total Deposit :	8,031.29	Beginning Balance :	844,039.56
Total Withdrawal :	0.00	Ending Balance :	<b>852,070.85</b>

**VII. CONSENT CALENDAR  
ITEM D  
Status Report from Lobbyist,  
Government Relations Consultants**

GOVERNMENT RELATIONS CONSULTANTS

To: Richard Powers  
Gateway Cities Council of Governments

From: Allynn Howe  
Government Relations Consultants

August 28, 2008

**Abbreviated August Recess Monthly Report**

**Gateway Cities**

Congress is in August recess and of course fully engaged in their respective Democratic and Republican national conventions. Democrats have vowed to come back with an economic stimulus package that will be heavy with energy projects that could prove they are fighting higher gas prices and investing in green energy solutions. This would favor any emissions reduction proposals that are ready to go into action sooner rather than later. The President has vowed to veto any heavily earmarked legislation that gets to his desk. This would increase the likelihood that the stimulus would take the form of programmatic increases rather than be project specific.

**APPROPRIATIONS**

Most appropriations bills (except Transportation, Housing and Urban Development) have passed the House and are awaiting Senate action or Conference. There is growing concern that all committees will eventually create a massive government wide omnibus continuing resolution and let the next congress sort everything out in January. We should get a better sense of potential outcomes when Congress returns in mid September.



**VII. CONSENT CALENDAR  
ITEM E**

**Amend Delegated Authority Agreement  
with LA County for Administration of  
Homeless Services Needs Assessment and  
Strategy Development Contract Between  
the County of Los Angeles and  
Gateway Cities Council of Governments**

**TO:** Board of Directors

**FROM:** Richard Powers, Executive Director

**SUBJECT:** Amended Delegated Authority Agreement with LA County for Administration of Homeless Services Needs Assessment and Strategy Development Contract

**Background**

In November 2007 the Board approved the Agreement with LA County for Administration of Homeless Services Needs Assessment and Strategy Development. The agreement before you today extends the agreement term to March 31, 2009. No other changes were made to the agreement.

**Attachments**

Delegated Authority Agreement between the County of Los Angeles and the Gateway Cities Council of Governments for Administrative Management of the Homeless Services Needs Assessment and Strategy Development Contract.

**Recommended Action**

It is recommended that the Board of Directors approve the second Delegated Authority Agreement with the County of Los Angeles extending the terms of agreement to March 31, 2009.

**VII. CONSENT CALENDAR  
ITEM F**

**Biennial Review of the Gateway Cities  
Council of Governments Conflict of  
Interest Code**

**TO:** Board of Directors

**FROM:** Richard Powers, Executive Director

**SUBJECT:** Biennial Review of the Gateway Cities Council of Governments Conflict of Interest Code

### **Background**

State law requires all public agencies that have an adopted Conflict of Interest Code to review their code and to make any changes necessitated by changed circumstances. It is now time for the Board of Directors to conduct its biennial review, which is due to be completed by October 1, 2008.

### **Summary**

The Conflict of Interest Code for the Gateway Cities Council of Governments requires Board members and their alternates, the COG Treasurer, the General Counsel, and designated employees to annually file a Statement of Economic Interests (Form 700) with the Los Angeles County Board of Supervisors. Since the last review in 2006, there have been no changes in circumstances or positions that necessitate any change in the COG's Conflict of Interest Code or in the list of those positions that are required to file a Statement of Economic Interest.

### **Recommendation**

Authorize the Executive Director to sign the 2008 Biennial Review Certification Form certifying that no amendment to the Gateway Cities Council of Governments' Conflict of Interest Code is required.

**VIII. REPORTS**  
**ITEM A**

**Container Port Skid – Presentation by  
Robert Pulliam, Tubular Rail Inc.**

**TO:** Board of Directors

**FROM:** Richard Powers, Executive Director

**SUBJECT:** Container Port Skid – Presentation by Robert Pulliam, Tubular Rail Inc.

**Background**

As you are aware the COG has created an open forum for Alternative Technology concepts for goods movement. As each of these new technologies are presented to us they are calendared for a public presentation to the COG Board.

Attached please find information from Tubular Rail Inc. for your review.

## Attachment One – Container Port Skid (“CPS”) Description

The Container Port Skid concept was originally developed for several possible applications here in the Houston area. However, in researching the situation in the Southern California area and speaking with various parties associated with the local air quality issues it would appear that this area is also in need of container movement alternatives.

In developing the CPS concept, we sought to utilize the basic principles found in Tubular Rail’s passenger version and adapt them for container movement.

### Move Multiple not Singular Loads

As the container ships have gotten bigger and the trains have gotten longer and gone to double stacking, we continue to handle the drayage portion of the container movement with singular container moves. One driver, one trailer, one tractor; this is a situation that calls for automation and more efficient use of labor.

Using a train on the pier to receive or present the container to the crane seems not to be a good option as aligning the train to the crane is problematic; additionally the train, if on the pier, tends to block the easy movement of ground transport thereby creating a source of inefficiency and congestion.

Therefore the use of a CPS could be retrofitted to an existing pier, as stylized below, and given the nearly uniform design of Post Panamax cranes, could operate on the pier in a section of unutilized airspace and not impact the movement of the crane. Furthermore, there is sufficient space to allow continued movement of the drayage vehicle *below* the Skid itself while preserving the freedom of movement about the pier that is lost if a train is present. The decision to install on the pier is entirely the customers and has to be evaluated from an operational point of view.



### Use Off-the-Shelf Components

Tubular Rail's CPS uses readily available components and proven construction techniques. This fact has a huge impact on projected costs. As a company and developer of this patent-pending technology, Tubular Rail understands the cooperative aspects of further development and installation and stands ready to proceed along those lines.

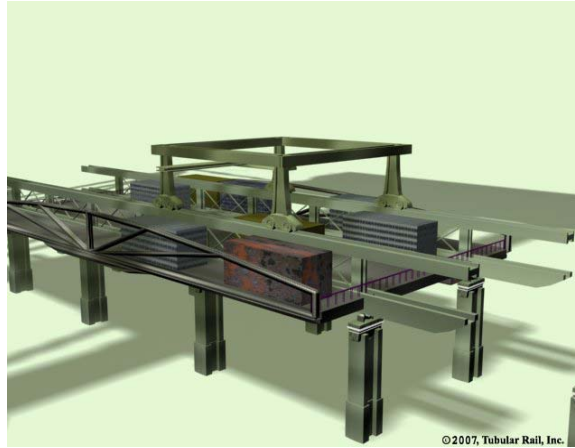
### **Use Air Space Not Ground Space**

An installation of the CPS system need not necessarily be on the pier itself. Again, it is the customer's decision whether to load/unload directly to the CPS from the ship. Beyond the pier, the CPS offers the capability to move quantities of containers about the port or out of the port area. Acquisition of right of way for ground based systems such as traditional rail is all but impossible due to availability and cost considerations. Traditional fixed guideways also have issues such as visual impacts and permanent height restriction created to surface streets. Although the CPS system has some visual impact, it is far less than a continuous guideway and will not permanently block over-height loads. We believe that a CPS system could be installed in/over most streets and/or freeways with minimal disruption to existing traffic flow. Although we are somewhat aware of the situation in Southern California, the research we have done to date indicates some possible areas for consideration. They are, from the port area to the proposed SCIG container rail yard, along or over the Alameda Corridor, and retrofitted to the reconstruction of I-710.

### **Give the System Self-loading and Un-loading Capabilities**

Most alternatives we are aware of offer a point-to-point capability moving one container at a time. The CPS design incorporates an optional traveling crane to provide the capability to load and offload enroute thus potentially eliminating much of the need to have trucks enter the Port area itself. For instance, a large trucking firm could have a receiving yard along the route and have its containers delivered to its yard and outbound containers picked up by the skid. This may offer significant reductions in emissions from these trucks and lessen congestion in the Port Area. This is shown best in the accompanying video and one can visualize the loading/unloading to the skid to the ground, a waiting trailer or a container train. Given that we are proposing a capability of 50 TEU or 25 FEU, this capability to go directly from the ship to the train with this capacity would eliminate many of the truck and yard mule moves entirely. Such capabilities create the ability to generate revenues for these movements. What would have been paid to a trucking company is now revenue for the operator of the system.





### **Solve Problems; Don't Create Them**

By rethinking the relationship between the rail and the wheel of traditional railroads, Tubular Rail is able to offer solutions for air quality issues, costs issues to obtain sufficient capacity, and acquisition issues associated with ground-based solutions. Ours is a minimalist approach to transportation that seeks cost reductions in systems by rethinking some basic infrastructure concepts. And in so doing, we offer the kind of cost savings and ease of installation advantages at various levels not found in most of the alternatives.

We believe that eminent domain powers should only be used as a last resort and when used, the “taking” should be as small as possible. We like to think of all the Tubular Rail versions as “impact sensitive solutions”.

### **Plug in, Don't fill up**

There is much current interest and conversation on our dependence on oil for transportation needs. We are in agreement with other proposals and feel that electric power is the preferred choice. We do feel that it may be good to preserve an alternative or backup ability in the form of natural gas or propane. We have considered using such an onboard fuel source to generate the electrical power to drive the rollers and feel that from a technological perspective, it is a very doable option.

For the air quality issues confronted by Southern California, the most important things are to move away from diesel powered vehicles and find strategies to reduce congestion. We believe the CPS addresses these issues.

**VIII. REPORTS**  
**ITEM B**

**Gateway Cities Intelligent Transportation  
Systems (ITS) Integration Plan for Goods  
Movement – Final Report Presentation by  
Melissa Hewitt, Kimley Horn and Jerry  
Wood, Gateway Cities COG Engineer**

**TO:** Board of Directors

**FROM:** Richard R. Powers, Executive Director

**BY:** Jerry Wood, Gateway Cities COG Engineer

**SUBJECT:** Gateway Cities Intelligent Transportation Systems (ITS) Integration Plan for Goods Movement – Final Report, Presentation by Melissa Hewitt, Kimley Horn and Jerry Wood, Gateway Cities COG Engineer

### **Background**

Transportation Systems have not traditionally utilized computer managed systems. That has changed in the recent over the past 10 years through “Intelligent Transportation Systems” or ITS. ITS is the application of modern computer technology to manager congestion by improving transportation, signal and other traffic systems, including goods movement for the Gateway Cities COG area. ITS improves traffic flow, air quality as well as safety.

An integrated ITS plan for the Gateway Cities COG area will increase mobility and safety and freight on complete end-to-end trips as efficiently as possible using technology. This technology will improve connectivity among different transportation modes, eliminate bottlenecks and unnecessary delays, improve travel time and expand the options available for interregional and intra-regional travel.

To address transportation technology, the Gateway Cities COG has developed the following ITS Mission Statement:

To improve safety and mobility of people and goods on freeway and arterial highways; to enhance economic competitiveness; and to improve the quality of the environment of residents for today and in the future by using technology to address traffic congestion, roadway deficiencies, pavement degradation and traveler information by serving commuters, tourists and commercial vehicles.

### **Issue**

Goods movement within Gateway Cities affects both air quality and congestion. One way to deal with these issues is through the application of transportation technology. Goods movement efficiencies could be improved by applying and nurturing technology applications resulting in a better (or improved) quality of life for the residents of Gateway Cities. These technologies, known as Intelligent Transportation Systems (ITS), have the capability of accomplishing much by providing benefits to the drivers when connected to other ITS systems.

Previously, the public sector has dealt with this issue without the input or assistance of the private sector. The Gateway Cities ITS Integration Plan for Goods Movement to be presented was prepared to determine where technologies could be applied to goods movement transportation that can have a positive impact on congestion and air quality working with both the public and private sectors in a collaborative framework. The plan identifies how this can be accomplished and how to connect the technology needs (information) of both the public and private sectors resulting in a safer and more mobile transportation system for residents and business owners alike.

The ITS Integration Plan was prepared with funding from Congress-member Linda Sanchez matched with funding from Caltrans. The ITS Integration Plan is the “master plan” to begin to implement transportation technology to improve transportation in Gateway Cities. The next step, the ITS Implementation Plan, will begin to develop various ITS projects in Gateway Cities. This will require the continuation of the ITS Working Group (made up of both the private and public sectors) and increased funding for ITS projects in Gateway Cities. Support for this will be needed from the Gateway Cities Council of Governments Board to accomplish this.

### **Attachment**

The final report is enclosed for your review. A copy of the PowerPoint presented will be distributed at the meeting.

### **Recommended Action**

1. Receive and File ITS Integration Plan – Final Report
2. Approve proceeding with preparation of ITS Implementation Plan, requesting funding for the plan and ITS projects and continuing ITS working group

**IX. REPORTS FROM COMMITTEES**  
**ITEM A**  
**Conservancy Committee**

**TO:** Board of Directors

**FROM:** Councilmember Patrick O'Donnell  
Councilmember Edward Wilson

**SUBJECT:** San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy Update

### **Background**

The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy (RMC) was established by State Legislation in which the COG was an active participant. The Gateway Cities are represented on the RMC Board by two members listed above.

### **Issue**

The Board of Directors of the RMC did not meet in August.

RMC staff released their funding recommendations for applicants for the current round of project grant funding. Only Tier 1 projects were evaluated at this time. Tier 1 projects are those that are ready for immediate implementation. Projects were categorized as either Tier 1 or Tier 2 earlier this year.

Of four Tier 1 projects in the Gateway Cities COG area, two are recommended for full funding and one for partial funding, pending the identification of matching funds. One is not being recommended for funding since no Step 2 application was submitted following the project's categorization as Tier 1.

A total of \$3,533,807 in funding is being recommended for the Gateway Cities COG, out of a total of \$5,015,878 that was requested (just over 70% of the requested amount). These recommendations will be acted upon at the RMC board meeting of September 22.

Tier 2 funding recommendations are expected in October of this year.

### **Attachment**

Table summarizing grant applications received within the Gateway Cities COG area.

### **Recommended Action**

Receive and file this report.

Tier 1 Applications: Sorted by COG Area, then by Applicant								
Program Manager	Project Name	Applicant	COG Area	Current description	Application Amount	Recommendation	Recommended Funding Amount	Total Score
Jane Beesley	Development of Palm Street Linear Park	Bellflower, City of	Gateway	The project will provide a park in an urban area that is park poor, dense and lower income. The City is deficient approximately 160 acres of park land and has little funds and open space to create parks. Creatively re-using underutilized parcels the City will create new park space. This project is an extension of a new Pocket Park in the City. Project will include river bed bank and basin, pedestrian path, picnic areas, permeable pavement in the parking lot and signage.	\$1,840,446.00	Full Funding	\$1,840,446.00	75
Tim Worley	West San Gabriel River Walk	Long Beach, City of	Gateway	The San Gabriel River Walk would develop unused open space next to the western levee of the San Gabriel River into a passive park with pathways and native landscaping.	\$2,288,143.00	Partial funding recommended; \$1,144,072 from RMC once applicant has matching funds from other sources - federal or state grant programs & for county (Proposition A) funds.	\$1,144,072.00	62
Alina Bokde	114th Street Park-South LA	Trust for Public Land	Gateway	The project involves the acquisition and development of a pocket park in South Central Los Angeles. This is a joint effort between the Trust for Public Land, Heal the Bay and Grant Housing and Economic Development Corporation. The project will transform a blighted vacant lot into a place for rest, relaxation, recreation and a gathering spot for local community groups. The park will be located in the heart of one of Los Angeles's densest and poorest neighborhoods; in a community where significant percentage of residents struggle with obesity and high blood pressure. The park will provide a safe place for families living in overcrowded circumstances to exercise, participate in community and cultural events and enjoy a natural native landscape.	\$338,000.00	Incomplete: No Step 2 application submitted+L9	\$0.00	0
Jane Beesley	Pine Avenue Park Acquisition and Development	Trust for Public Land	Gateway	The Trust for Public Land is working with the City of Maywood and its communities to develop a pocket park. This area is a park poor community near the Los Angeles River. This project includes acquisition and development of the park.	\$549,289.00	Full Funding	\$549,289.00	70

**XII. MATTERS FROM THE PRESIDENT**  
**ITEM A**  
**Resignation from MTA Board Member**  
**Bonnie Lowenthal**



SOUTHEAST LOS ANGELES COUNTY



GATEWAY CITIES  
COUNCIL OF GOVERNMENTS

August 27, 2008

Dear Gateway Cities COG Board Members:

**Resignation of MTA Board Member Bonnie Lowenthal**

I have received the attached letter from Long Beach Councilmember and Gateway Cities COG Board Member Bonnie Lowenthal resigning her position as the representative of the Gateway Cities on the Board of Directors of the Los Angeles County Metropolitan Transportation Authority.

I am sure you will join me in thanking Bonnie for her years of outstanding service representing our cities on the MTA Board. We have appreciated all her work in presenting our positions on the important transportation issues facing our sub-region.

I've also attached a description of the procedure that is established for filling the now vacant position on the MTA Board of Directors.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Anne M. Bayer', is written over a light blue horizontal line.

Anne M. Bayer, President  
Board of Directors



**BONNIE LOWENTHAL**  
COUNCILMEMBER, 1st DISTRICT  
CITY OF LONG BEACH

CITY HALL: (562) 570-6919  
FAX: (562) 570-6590  
TTY: (562) 570-6629

August 19, 2008

Hon. Ann Bayer  
President  
Gateway Council of Governments  
16401 Paramount Blvd  
Paramount CA 90723

Dear Councilmember Bayer,

I regret to inform you that I must tender my resignation as the Gateway Council of Government's representative to the Los Angeles County Metropolitan Transportation Authority, effective September 1, 2008.

Over the last three years as your representative, we have accomplished much together to benefit the Gateway Cities area through my participation on the various MTA committees and on the board itself. Some of the accomplishments of which I am most proud are:

- Brokered the first substantive change to the Los Angeles County FAP process that facilitates Metro Connections and encourages LA County transit coordination by removing the two year lag for service changes
- Initiated the Los Angeles/Orange County Intercounty Study
- Introduced a motion for the Countywide Rider Relief program providing subsidies against the fare increase for the lowest income Los Angeles County transit riders
- Assured continued funding for an additional Big Rig Tow on the SR 91
- Moved the I-710 Major Corridor forward to the environmental stage
- Obtained additional funding for the I-5 Carmenita Interchange Project

Thank you very much for providing me the opportunity to serve you in this capacity. I look forward to working with you and all of the COG cities in the future.

Sincerely,

BONNIE LOWENTHAL  
Councilmember  
City of Long Beach

Cc: Richard Powers  
COG members

### **MTA Board Member Election Process Southeast/Long Beach Sector**

- Current term expires January 2009
- City Selection Committee will meet on the first Thursday of December (assuming a quorum) to elect the MTA Director from the candidate(s) forwarded by the Southeast/Long Beach Sector Subcommittee. (The date of the City Selection Committee drives the entire election process.)
- The Southeast/Long Beach Subcommittee will meet no less than 15 days or more than 35 days prior to the meeting of the City Selection Committee. This year, the City Selection Committee meeting date in December would be December 4, meaning that the Sector Subcommittee meeting would need to take place between October 30 and November 19. (Cities vote by weighted vote at the Sector Subcommittee meeting. A quorum is a majority of cities in both number and weighted vote.)
- There must be at least 14 days notice given before the meeting of the Sector Subcommittee. The notice is sent by the County Board of Supervisors Executive Office (which serves as Secretary to the City Selection Committee) to the Mayor and City Manager of each of the 26 cities in the Sector (all Gateway Cities members except Montebello make up the Southeast/Long Beach Sector).
- Given the above timetable, the process of the regular election of the MTA Board Member will begin, with the mailing of the notice of a Sector Subcommittee meeting, in mid to late October.

NOTE: The process described above was established by the State Legislature in the legislation which created the MTA and which designated the Los Angeles County City Selection Committee as the appointing authority for the four regional city members of the MTA Board of Directors. The office that is responsible for the administrative tasks related to the election process is the Executive Office of the Board of Supervisors in its capacity as staff to the City Selection Committee. This summary is provided by the Gateway Cities Council of Governments to our member cities for informational purposes, with the understanding that the Gateway Cities Council of Governments has no formal role in the election process.