

GATEWAY CITIES COUNCIL OF GOVERNMENTS TRANSPORTATION COMMITTEE

AGENDA

Chair – Anne M. Bayer, President, Board of Directors

November 5, 2008, 4:30 PM
Gateway Cities COG Offices
16401 Paramount Blvd.
Paramount, CA

Item No.	Description	Recommended Action
I.	Call to Order – Self Introductions	
II.	Pledge of Allegiance	
III.	Meeting Minutes of September 3, 2008	Approve
IV.	Reports:	
1.	Letter Supporting the Ban on Long-Combination Vehicles	Receive & File
2.	MTA Financial Outlook – Oral Report	Receive & File
3.	Gateway Cities Service Sector Report Alex Clifford - Gateway Cities Service Sector General Manager	Receive & File
4.	Update – Union Pacific Railroad	Receive & File
5.	Update – I-5 JPA	Receive & File
6.	Update – I-710 EIR/EIS	Receive & File
7.	Update – SR 91/I-605/405 Major Corridor Study	Receive & File
8.	New Business/Date of Next Meeting	Receive & File
9.	Adjournment	

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.

Item III

Approval of Minutes for the Meeting of September 3, 2008

**Transportation Committee Minutes of
September 3, 2008**

**MINUTES OF THE MEETING
OF THE GATEWAY CITIES COUNCIL OF GOVERNMENTS
TRANSPORTATION COMMITTEE
Chair – Anne M. Bayer, President, Board of Directors
Gateway Cities Office, 16401 Paramount Blvd. , Paramount
September 3, 2008**

Call to order and roll call. Gateway Cities Council of Governments President Anne Bayer called the meeting to order at 4:34 p.m. Roll call was taken by self introduction.

COMMITTEE MEMBERS PRESENT: Anne Bayer – Downey, Stan Carroll – La Habra Heights, Gene Daniels – Paramount, Ken Farfaring – Signal Hill, Bill Pagett, – Paramount, Ray Harris – Supervisor Knabe’s Office, Brynn Kernaghan – Long Beach Transit, Mohammed Mostahkami – South Gate

COMMITTEE MEMBERS ABSENT: Elba Guerrero – Huntington Park, Fred Latham – Santa Fe Springs, Gordon Stefenhagen – Norwalk, Frank Gurule – Cudahy, Eric Shen – Port of Long Beach.

OTHERS PRESENT: Richard Powers – Gateway Cities COG, Karen Heit, Nancy Pfeffer – Gateway Cities COG, Yvette Kirrin – I-5 JPA, Jerry Wood – Gateway Cities COG, Tonia Reyes-Uranga – Long Beach, Michael Sieckert – Gateway Cities Sector, Wally Shidler – Gateway Cities Service Sector, David Hershenson – Metro – Sharad Mulchand, Metro, Sumire Gant – Long Beach, Melissa Hewitt – Kimley-Horn, Alice Tolbert-Wiggins –Parsons & Brinckerhoff.

Approval of the minutes was delayed due to a lack of a quorum

Jerry Wood, COG Transportation Engineer introduced the Gateway Cities ITS Integration Plan. The focus of the plan is the utilization of technology to move goods more efficiently. The plan is a collaboration of private and public sector interests who will work to assure that real time traffic data is used to reduce traffic congestion, fuel and increase safety.

Melissa Hewitt, from Kimley-Horn, project manager for the ITS Integration Plan reviewed the study objectives to bring technology to drayage. She reviewed the informational needs for successful project integration and the use of real time traffic information. The drayage and logistics industry has well defined needs for real-time information to save both time and fuel. The public will benefit from trucks not accessing arterials and freeways during congested periods. The ITS Plan also covers the vehicle inspection aspect using technology to decrease inspection dwell time.

Next steps could include the following prioritized projects:

- Implement federal/local projects, after the feasibility of different project elements are analyzed.
- Increase utility of existing Caltrans IT system fiber optics/signage.
- Examine potential for use of real time information in managing I-710 construction

**Transportation Committee Minutes of
September 3, 2008**

A quorum was reached and minutes from June 4, 2006 and August 6, 2008 were approved.

Stephanie Wiggins, MTA Executive Officer for Congestion Pricing gave a presentation on the latest program and was seeking GCCOG input on the project. The US Department of Transportation had reviewed the latest changes in MTA's program development and approved the change. The funding is now being considered for the conversion of existing carpool lanes on the I-110 and the I-210 freeways. Two-person carpools are anticipated to be charged a toll at the same rate as a single occupancy vehicle and the toll lanes are to be up and running by December of 2010. State Senator Mark Ridley-Thomas is sponsoring a bill that will allow for carpool lane conversion. There are concerns about the project including the displacement of low-income carpools. These concerns will be addressed as the program matures. Wiggins advised that there are two upcoming community hearings on the lane conversion in Carson, September 11 and 12. She discussed the financial plan that had tolls covering the operations and maintenance of the lanes as well as providing some operations funding for parallel bus service. The end of the I-110 carpool lane would be restriped but not widened to ease existing off the I-110 lane. There were questions and some discussion about the reasonableness and actual need for the project and the December 2010 start date.

Under new business, the committee asked that staff investigate having Union Pacific or BNSF railroads appear on a quarterly basis to discuss railroad issues with the committee.

The meeting adjourned at 5:38 p.m.

IV. Reports

1. Letter Supporting the Ban on Long Combination Vehicles

Transportation Committee Agenda of
November 5, 2008

TO: Transportation Committee

FROM: Richard Powers, Executive Director

BY: Karen Heit, Transportation Deputy

SUBJECT: Letter Supporting the Ban on Long Combination Vehicles

Background

In the past, the Gateway Cities Council of Governments has gone on record as opposing the lifting of the ban on long-combination vehicles (LCV). LCVs in addition to creating significant safety hazards causes increased wear and tear on freeways and arterials.

Issue

As work begins on the reauthorization of SAFETEA-LU, the trucking industry is again making a major push to increase the size and weight limits of trucks citing these trucks as being more environmentally efficient. Congressman James McGovern (Massachusetts) introduced H.R. 3929, the Safe Highways and Infrastructure Preservation Act that extends the existing weight and length limits on trucks.

Recommended Action

Recommend approving the attached letters and sending them on to the Board of Directors for execution.

Attachments

Letters to Congress members Grace Napolitano and Laura Richardson and US Senator Diane Feinstein.

Transportation Committee Agenda of November 5, 2008

November 5, 2008

Congresswoman Grace Napolitano
United States House of Representatives
1610 Longworth House Office Building
Washington, DC 20515

Dear Congresswoman Napolitano,

On behalf of the Gateway Cities Council of Governments (COG) and its 27 member Cities, I want to take this opportunity to reaffirm the COG's continued opposition to allowing heavier and longer trucks on our roads. Our concerns are the same as they have been for many years; Heavy trucks are dangerous, cause tremendous amounts of damage to our roads and bridges and leave the taxpayers with the burden of fixing the roads.

Numerous studies, including the U.S. Department of Transportation's Comprehensive Truck Size and Weight Study found that heavier trucks are more dangerous. Adding extra weight makes them more difficult to control, more likely to roll over, and much harder to steer.

Many of the bridges in California are old and are greatly in need of repair. Over 55% of the bridges in California are over 40 years old and the US Department of Transportation already rates 29% as structurally deficient or functionally obsolete. These trucks increase the risk of bridge failure, accelerate bridge deterioration, and add to the cost of maintaining our highway infrastructure. Heavy trucks already cause the greatest amount of damage to our roads and bridges and leave the taxpayers with the burden of fixing the roads.

Finally, heavier trucks don't pay their share of costs for needed repairs and maintenance. The last Federal Highway Cost Allocation Study found that trucks operating at the current 80,000 pound limit pay approximately 80% of the damage they create and that a 100,000 pound truck pays approximately 40% of its costs.

An argument put forward by long combination vehicle proponents is that these vehicles are environmentally superior in that they are able to haul more payload with the same resources. Given the accelerated road wear and the non-renewable resources that are required to repair the roads, this argument is not valid.

Putting more trucks on our roads will worsen safety and infrastructure costs and require that more taxpayer dollars be spent on highway and bridge re-construction. Right now, our roads and bridges are in badly in need of repair and should be a priority to take care of before they deteriorate any further without adding the additional wear and abuse in allowing heavier trucks. I urge you to oppose these increases and sign on as a cosponsor to the Safe Highways and Infrastructure Preservation Act (SHIPA, H.R. 3929).

Thank you for your time and consideration.

Sincerely,

Anne Bayer, President
Gateway Cities Council of Governments

Transportation Committee Agenda of November 5, 2008

November 5, 2008

Congresswoman Laura Richardson
United States House of Representatives
2233 Rayburn House Office Building
Washington, DC 20515

Dear Congresswoman Richardson,

On behalf of the Gateway Cities Council of Governments (COG) and its 27 member Cities, I want to take this opportunity to reaffirm the COG's continued opposition to allowing heavier and longer trucks on our roads. Our concerns are the same as they have been for many years; Heavy trucks are dangerous, cause tremendous amounts of damage to our roads and bridges and leave the taxpayers with the burden of fixing the roads.

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Thank you for your time and consideration.

Sincerely,

Anne Bayer, President
Gateway Cities Council of Governments

Transportation Committee Agenda of November 5, 2008

November 5, 2008

Senator Diane Feinstein
United States Senate
331 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Feinstein,

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