

Date of Hearing: April 18, 2016

**ASSEMBLY COMMITTEE ON TRANSPORTATION**

Jim Frazier, Chair

AB 2731 (O'Donnell) – As Amended March 15, 2016

**SUBJECT:** Vehicles: Terminal Island Freeway: special permits

**SUMMARY:** Prescribes the manner in which trucks are to be weighed in a designated heavy container corridor near the Ports of Long Beach and Los Angeles.

**EXISTING LAW:**

- 1) Prescribes, according to state and federal law, maximum gross weight limits for vehicles and vehicle combinations using public highways.
- 2) Authorizes the California Department of Transportation (Caltrans) to issue overweight truck permits on the following designated roadways (heavy container corridor) to allow for the movement of shipping containers from the Ports of Long Beach and Los Angeles into the City of Carson:
  - a) A 3.66-mile portion of State Route (SR) 47 and SR 103 known as Terminal Island Freeway, between Willow Street in the City of Long Beach and Terminal Island in the City of Long Beach and the City of Los Angeles; and,
  - b) A 2.4-mile portion of SR 1 between Blinn Avenue in the City of Los Angeles and Harbor Avenue in the City of Long Beach.
- 3) Conditions the issuance of overweight truck permits upon the cities of Carson, Long Beach, and Los Angeles adopting ordinances or resolutions in support of the heavy container corridor.

**FISCAL EFFECT:** Unknown

**COMMENTS:** Existing law generally limits vehicles and vehicle combinations, such as tractor-trailer combinations, to a gross weight of no more than 80,000 pounds. Caltrans or a local authority may issue a permit to transport oversized or overweight loads on highways under its control. Existing law also authorizes Caltrans permit overweight trucks that exceed the maximum gross weight limits to travel on the heavy container corridor. Before Caltrans can issue a permit, however, the cities of Carson, Long Beach, and Los Angeles must adopt related resolutions or ordinances allowing these vehicles on specified local roads. The permitted vehicles must:

- 1) Be used to transport intermodal cargo containers that are moving international commerce;
- 2) Not exceed a gross weight of 95,000 pounds; and,
- 3) Meet weight limits that Caltrans determines.

The heavy weight corridor is a relatively short segment of state highway and allows freight to be transferred between the port docks and warehousing areas immediately adjacent to the ports. The corridor runs through portions of the cities of Carson, Long Beach, and Los Angeles, which, in addition to the California Highway Patrol, have law enforcement authority in their respective jurisdictions along the corridor.

Unfortunately, according to the author, differing enforcement methods amongst the cities in the way they measure truck weights has led to confusion for users of the heavy container corridor, resulting in fines, penalties, and uneven enforcement between the jurisdictions. The author introduced AB 2731 to eliminate this confusion by providing a consistent methodology for enforcement, thereby enhancing "the seamless movement of goods throughout the port complex."

Apparently, among the four enforcement entities, only the City of Los Angeles used a method of weighing trucks that was different from the other agencies. Last August, the Los Angeles City Council approved a motion to address this disparity by amending its ordinance to direct trucks in the overweight corridor to be weighed consistent with surrounding jurisdictions. However, according to the author's office, despite the amended ordinance, the City of Los Angeles continues to weigh trucks in a manner unlike the other jurisdictions in the corridor; hence, he believes, the need for AB 2731.

*Previous legislation:* AB 2438 (Karnette), Chapter 1037, Statutes of 1994, originally authorized the issuance of overweight permits for the Terminal Island Freeway, until 1998.

SB 839 (Karnette), Chapter 358, Statutes of 1997, extended for five years, from 1998 to 2003, the authority to issue special permits for overweight vehicles on the Terminal Island Freeway.

SB 2072 (Karnette), Chapter 229, Statutes of 2002, removed the sunset date on the authority to issue overweight permits, thereby extending the authority indefinitely.

AB 1128 (Furutani), Chapter 298, Statutes of 2011, extended the roadway segment that could be used by overweight trucks.

**REGISTERED SUPPORT / OPPOSITION:****Support**

None on file

**Opposition**

None on file

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