

REPORT OF THE CHIEF LEGISLATIVE ANALYST

DATE: May 12, 2011

TO: Honorable Members
Information Technology and Government Affairs Committee

FROM: Gerry F. Miller *G. Miller for*
Chief Legislative Analyst

Council File No. 11-0002-S66
Assignment No. 11-04-0389

SUBJECT: SUPPORT of AB 1128 (Furutani) Overweight Truck Corridor Extension

CLA RECOMMENDATION: Adopt the attached Resolution (Hahn-Koretz) to include in the City's 2011-2012 State Legislative Program, SUPPORT for AB 1128 (Furutani) which would extend the State-designated overweight truck corridor beyond the Cities of Los Angeles and Long Beach into the City of Carson, thereby improving the movement of goods from the Ports of Los Angeles and Long Beach to their final destinations and improving services for cargo owners and for Southern California consumers.

SUMMARY

On April 15, 2011, a Resolution (Hahn-Koretz) was introduced stating the following:

- The Ports of Los Angeles and Long Beach make up the largest port complex on the west coast of the United States as well as the entire United States;
- The millions of intermodal containers that are shipped through this port complex each year are transferred either to on-dock rail or near-dock rail for transport on regional or national rail distribution networks or are attached to drayage trucks for transport by truck on local highway networks for distribution to manufacturers, wholesalers or retailers throughout Southern California;
- State law allows drayage trucks to move cargo containers up to a specified maximum weight only on designated State highway routes located within the cities of Los Angeles and Long Beach, provided that those cities have enacted ordinances to allow, through the issuance of permits, the movement of overweight cargo containers within their respective cities on the State-designated overweight truck corridor;
- The large volume of cargo containers that are moved by drayage trucks throughout Southern California warrants expansion of the overweight truck corridor beyond the cities of Los Angeles and Long Beach; and
- AB 1128 as amended on March 31, 2011 (and in subsequent amendments, according to the author) would amend State law to allow extension of the overweight truck corridor along designated State routes into the City of Carson, as long as the City of Carson will first adopt an ordinance to issue permits to authorize trucks to carry overweight cargo containers on the designated State routes within that city.

The Resolution therefore recommends that the State Legislative Program include support for AB 1128 (Furutani) which would extend the State-designated overweight truck corridor beyond the cities of Los Angeles and Long Beach into the City of Carson.



BACKGROUND

The overweight corridor at the Port of Los Angeles and the Port of Long Beach was established in 1994 by AB 2438. The overweight corridor currently runs through State Route 47/103 and Highway Route 1 (Pacific Coast Highway), where trucks can transport cargo containers not to exceed a total weight of 95,000 pounds. Under current law, these cargo carrying vehicles are authorized to operate on designated routes within Los Angeles and Long Beach, provided the cities enact an ordinance and issue special permits.

Currently, the vehicles carrying overweight cargo containers to their respective warehouse facilities are limited to 5.8 miles of specified state highways around the Ports of Long Beach and Los Angeles and Terminal Island. Goods transported through the Ports of Los Angeles and Long Beach are stored at nearby warehouses on the designated overweight corridor, while warehouse clusters outside this route are not fully utilized.

AB 1128 will extend the overweight truck corridor along the designated routes to accommodate the movement of cargo by permitted trucks that exceed the traditional weight limit into the City of Carson. The proposed corridor extension starts at the Carson city limit with Los Angeles on Alameda Street, travels north to Sepulveda Blvd., and north on Wilmington Ave. to 223rd Street, and the streets between Wilmington Ave. on the east, Sepulveda Blvd. on the south, and Avalon Blvd. on the west (but not including Sepulveda Blvd. west of Avalon Blvd.). East-West Streets: Watson Center Road, and 230th, 233rd, 236th, and 238th Streets. North-South Streets: Bonita and Lucerne Streets, Utility Way, and Banning Blvd., and in the City of Los Angeles, on the Pacific Coast Highway west to Sanford Ave.

The proposed corridor adjustment will serve local manufacturers, agricultural exporters and other businesses moving goods through the Ports. The extended corridor will also connect the Port to additional warehouse clusters in the City of Los Angeles and Carson, increasing jobs and competition among the warehouse facilities.

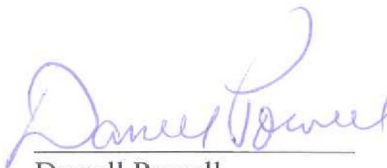
The Harbor Department supports AB 1128. The Harbor Department staff advises the extension of the current Overweight Truck Corridor into the City of Carson is needed and will allow the Ports of Los Angeles and Long Beach and their goods movement partners to better serve the needs of the job-producing businesses engaged in international trade, avoid cargo diversion and related loss of jobs.

DEPARTMENTS NOTIFIED

Harbor and Transportation.

BILL STATUS

05/02/11	Adopted unanimously by the Com. on Transportation and re-referred to Com. on Appropriations.
04/25/11	Amend and re-referred to Com. on Transportation.
03/31/11	Referred to Com. on Transportation. Read second time and amended.
02/18/11	Read first time. To print.



Darrell Powell
Analyst

GM:JG:PS

Attachments: Resolution

WORKING DRAFT - DO NOT CIRCULATE

RESOLUTION

WHEREAS, any official position of the City of Los Angeles with respect to legislation, rules, regulations or policies proposed to or pending before a local, State or federal governmental body or agency must have first been adopted in the form of a Resolution by the City Council with the concurrence of the Mayor; and

WHEREAS, the Ports of Los Angeles and Long Beach make up the largest port complex on the west coast of the United States as well as in the entire United States; and

WHEREAS, the millions of intermodal containers that are shipped through this port complex each year are transferred either to on-dock rail or near-dock rail for transport on regional or national rail distribution networks or are attached to drayage trucks for transport by truck on local highway networks for distribution to manufacturers, wholesalers or retailers throughout Southern California; and

WHEREAS, approximately half of the intermodal containers that are shipped through our two Ports are destined for local or regional distribution and primarily are transported by drayage truck; and

WHEREAS, State law allows drayage trucks to move cargo containers up to a specified maximum weight only on designated State highway routes located within the Cities of Los Angeles and Long Beach, provided that those cities have enacted ordinances to allow, through the issuance of permits, the movement of overweight cargo containers within their respective cities on the State-designated overweight truck corridor; and

WHEREAS, the large volume of cargo containers that are moved by drayage truck throughout Southern California warrants expansion of the overweight truck corridor beyond the Cities of Los Angeles and Long Beach; and

WHEREAS, AB 1128 as amended on March 31, 2011 (and in subsequent amendments, according to the author) would amend State law to allow extension of the overweight truck corridor along designated State routes into the City of Carson, as long as the City of Carson will first adopt an ordinance to issue permits to authorize trucks to carry overweight cargo containers on the designated State routes within that city;

NOW, THEREFORE BE IT RESOLVED, with the concurrence of the Mayor, that by the adoption of this Resolution, the City of Los Angeles hereby includes in its 2011-2012 State Legislative Program SUPPORT of AB 1128 (Furutani), which would extend the State-designated overweight truck corridor beyond the Cities of Los Angeles and Long Beach into the City of Carson, thereby improving the movement of goods from the Ports of Los Angeles and Long Beach to their final destinations and improving services for cargo owners and for Southern California consumers.

PRESENTED BY


Janice Hahn
Councilmember, 15th District

SECONDED BY


Paul Hahn

April 15, 2011