



City of Carson

Report to Mayor and City Council

December 20, 2011
New Business Consent

SUBJECT: CONSIDERATION OF WHETHER TO ISSUE A TEMPORARY OVERWEIGHT PERMIT TO CALIFORNIA CARTAGE COMPANY IN CONJUNCTION WITH A CENTRALIZED EXAMINATION STATION REQUIREMENT

Submitted by M. Victor Rollinger
Development Services General Manager

Approved by David C. Biggs
City Manager

I. SUMMARY

California Cartage Company (Cal Cartage) has been awarded a Centralized Examination Station (CES) contract with the Department of Homeland Security. Overweight containers (up to 95,000 pounds) would deliver imported produce to their facility at 22351 Wilmington Avenue, for Customs and Agriculture Quarantine inspections. The City of Carson Development Services Work Group advised Cal Cartage at an early stage of their inquiry that overweight permits will only be issued after certain criteria are met, and Assembly Bill No. 1128 (AB 1128) is officially adopted by the City Council.

Cal Cartage is requesting that the City Council authorize issuance of a temporary overweight permit for their site (Exhibit No. 1) prior to the actions noted above being completed.

II. RECOMMENDATION

DO NOT ISSUE an overweight permit to California Cartage Company until City Council officially adopts Assembly Bill No. 1128 and after all City of Carson's conditions and criteria are established for the proposed overweight corridor.

III. ALTERNATIVES

1. GRANT Cal Cartage's request and DIRECT staff to issue a temporary overweight permit for six months, subject to review by the City Engineer of the proposed routes, and Cal Cartage's agreement to comply with all mandated requirements and conditions established for the overweight corridor in the future.
2. TAKE another action the City Council deems appropriate.

IV. BACKGROUND

Assemblyman Warren Furutani sponsored AB 1128 to allow additional routes for overweight trucks in the City of Carson. On September 20, 2011, AB 1128 was approved by the Governor (Exhibit No. 2). The bill is an amendment to

18

Section 35700.5 of the Vehicle Code that authorizes “the Department of Transportation to issue such a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of such an ordinance or resolution by the City of Carson covering designated routes. The bill would authorize the department to charge a fee to cover the cost of issuing the special permit. The bill would also state the intent of the Legislature that an ordinance or resolution of the City of Carson be adopted to conform with these provisions.”

Under Section 1 of the Assembly Bill, the designated streets within the City of Carson are bounded by Wilmington Avenue, 223rd Street, Avalon Boulevard and Sepulveda Boulevard east of Avalon Boulevard to the east city limit. Most of the proposed routes would serve the Watson Industrial Center (Exhibit No. 3). A vehicle, combination of vehicles or mobile equipment, with a maximum gross weight of 95,000 pounds may be permitted for operation and movement along the aforementioned streets.

Allowing vehicles of such weight to travel upon these city streets would accelerate wearing of street pavements and may significantly compromise the affected city infrastructures, such as underground utilities and bridge structures. It is important to mention that the effect of one non-overweight loaded multi-axel truck on street pavement is equivalent to that caused by 10,000 passenger automobiles, and the effect of an overweight truck would exponentially increase beyond that. Andrew Herrmann, president of the American Society of Civil Engineers, on the subject of the overweight trucks recently said that, “You’re starting to roll the dice, do you really want to keep these heavy loads, have a lower factor of safety and start wearing these bridges out faster?”

Staff strongly recommends that the following criteria be fully investigated, reviewed, approved and implemented prior to City Council adoption of AB 1128 by an ordinance or resolution:

1. An environmental analysis and documentation must be prepared and approved as appropriate.

An appropriate environmental review shall be prepared for city review. This environmental review shall serve as a reference and guide to ensure that all detrimental environmental effects have been considered and addressed.

2. Conduct structural analysis for all existing bridges that the overweight trucks may cross.

There is one bridge that is within the proposed routes for overweight vehicles and possibly two other bridges that may be impacted. A structural analysis

shall be conducted to determine if these bridges would be negatively structurally affected from the impact loads of the overweight vehicles that would consistently utilize these bridges.

3. Analyze the pavement section of the existing roadways along the proposed overweight corridor to insure that the existing pavement section and material is capable of accepting the additional weight (Dynamic testing also recommended); and investigate the material, depth, type and condition of all existing underground utility lines along the overweight corridor, and obtain a letter from the corresponding utility companies and agencies that the additional loading will not have an adverse effect on their pipelines.

Within the city's right-of-way limits, lie miles of underground utility pipelines of various ages and composition such as water, sewer, storm drains, electricity, telecommunication, natural gas, petroleum pipelines, jet fuel pipeline, hydrogen and many other pipelines that serves local and nearby residents, businesses and industries. An analysis of the pavement's structural composition shall be conducted to determine if the pavement within the proposed routes would continually and adequately protect these pipelines from the loads of the overweight vehicles.

4. Any deficiencies in the roadways, bridges, and with underground utilities shall be corrected prior to the use of overweight vehicles on the overweight vehicle corridor.

To ensure that the existing infrastructures will continually and safely provide their services to residents, businesses and nearby cities, deficiencies determined from the aforementioned analysis shall be addressed prior to official adoption and subsequent opening for use of the proposed routes for overweight vehicles.

5. The Carson Municipal Code needs to be amended to include an "Overweight Vehicle Special Program," and to establish the boundary of the corridor.

The proposed routes shall be compared with the city's current General Plan. If necessary, the General Plan shall be amended accordingly to incorporate and establish an Overweight Vehicle Special Program.

6. A monitoring system, consisting of either detection hardware and/or additional monitoring staff, as necessary, to insure adherence to the restriction of overweight vehicles to only travel along their designated corridor.

Overweight vehicles traveling through non-designated routes will impose significant negative effects on the city's infrastructure. To ensure that the overweight vehicles stay within the approved routes and do not stray to other

non-designated routes, monitoring devices shall be permanently installed at certain locations, for continuous monitoring. Additional staff would be needed to monitor and provide enforcement to restrict overweight vehicles from using areas not served by the designated overweight routes. These additional staff would enforce the restrictions and also be authorized to issue citations to non-compliant drivers.

7. An "Assessment District" or other vehicle shall be created prior to the use of the proposed overweight corridor to provide funding for any future compliance regulation, maintenance and/or repair, as necessary, of the roadways and bridges.

The formation of an Assessment District or other financing vehicle designed to acquire funds from users on the proposed routes will enable the city to provide for the necessary additional administration and enforcement staff, operation and maintenance of monitoring devices and maintenance and repair of roadways and bridges, as necessary.

The above conditions and the required processes were explained to and discussed with Watson Land Company, Cal Cartage and other parties that indicated interest in this new corridor. Staff is currently working with Watson Land Company on a cooperative basis regarding the implementation of the creation of the proposed overweight corridor. Cal Cartage leased a non-Watson Land Company building within the area served by the proposed corridor, and proceeded at their own risk with the tenant improvements, with the expectation of receiving an overweight permit, in spite of city staff explanation that it would not recommend approval of necessary overweight vehicle permits before the city officially adopts AB 1128 and implement the noted necessary prior conditions.

Staff is of the opinion that it is essential and critical that the city completes the review and implementation of the above-mentioned criteria before issuing any additional overweight vehicle permits for the proposed corridor.

Granting even a temporary overweight permit to Cal Cartage at this time, would have additional impacts to city infrastructure and to other agency and private sector pipelines; and it is anticipated that other businesses in the Watson Industrial Center would likely request the same privilege and the city would then be exposed to additional unknown risks and potential liability related to existing underground utilities, the city's infrastructures and bridges, since the number of permitted overweight trucks would be increased. As such, Engineering Services staff denied Cal Cartage's request for a temporary overweight permit.

Cal Cartage requested that the matter be reviewed by the City Council and their appeal is set forth in the attached letter. While the city will ultimately be in the position to approve additional overweight permits in the future, the question of

what level of risk the city is willing to assume is a matter appropriate for the City Council to determine.

V. FISCAL IMPACT

City staff has started the preliminary investigation of the proposed Overweight Corridor, and it is preparing a cost estimate of how much the review and mitigation might cost, as well as how it may be funded for proper implementation.

VI. EXHIBITS

1. Letter from California Cartage Company dated December 8, 2011. (pgs. 6-18)
2. Assembly Bill No. 1128. (pgs. 19-21)
3. Location Map of new overweight corridor. (pg. 22)

\\Carson_nas\devsvrs\ENGINEERING DIVISION\Agenda1\2011\12-20-11 CC Overweight permit for Calif Cartage.docx

Prepared by: Farrokh Abolfathi, P.E., Principal Civil Engineer

TO: Rev091911

Reviewed by:

City Clerk	City Treasurer
Administrative Services	Development Services
Economic Development	Public Services

Action taken by City Council

Date_____ Action_____

Ivor Baum
California Cartage Company
22351 Wilmington Ave
Carson, CA 90745
December 08, 2011

Jim Dear
Mayor
City of Carson
701 East Carson Street
Carson, CA 90749-6234

Dear Mayor Jim Dear and Carson City Council

**RE: REQUEST FOR OVERWEIGHT PERMIT IN ACCORDENCE WITH A
CENTRALIZED EXAMINATION STATION REQUIREMENT.**

California Cartage Company has been awarded the Centralized Examination Station (CES) contract with the Department of Homeland Security, a Federal Agency. Cal Cartage has gone to great lengths to explain to the Carson Engineering Department that an additional permit be granted. We have clearly indicated that the City of Carson already has a container overweight exception permit for examinations within the City's boundaries. This precedent, allowing overweight containers for examination, has thus already been implemented and per *Mapquest* measurements needs to be extended by .75 miles (3960 feet) along Wilmington Ave to accommodate a second operation eliminating the monopolistic environment that this will otherwise create and/or protect.

It should be duly noted that I was instrumental in presenting the initial Overweight Permit request, some 7 years ago, to the City of Carson in allowing these containers requiring Federal Examinations to be brought intact to a facility, to be opened for examination purposes. These loads are non-divisible and thus require this special handling as they are over on the 80,000lb gross weight limitation.

We are including a letter from a Customs Broker who clearly indicates that they need a choice in CES facilities to move their containers to, without impedance. The letter, attached, further states that the number of ocean containers will NOT increase on the roadways only the choices in CES Facilities.

The Company will only utilize 4 axle tractors and a 3 axle chassis to allow for correct weight distribution on the road surface, pictures of the equipment is also provided along with CalTrans measurements to substantiate a safe passage of the correct equipment usage.



Referencing both AB 1128, signed by Gov. Jerry Brown into law, and the City of Carson's Council's "New Business Consent" (Dated June 7, 2011) report agreeing to extend the overweight corridor, Cal Cartage is requesting the temporary overweight permit currently in existence be granted to our new facility at 22351 Wilmington Ave, Carson CA 90745. This will allow our operation to commence until the City's issues are resolved and Cal Cartage can then apply for a permanent overweight permit for our business endeavors.

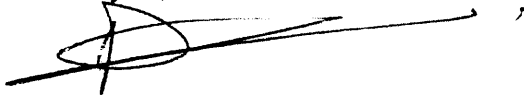
California Cartage is a multifaceted organization with multiple business entities within the geographic boundaries of the City of Carson providing many well-paying employment opportunities. The new CES will further provide an estimated 150 additional job positions within City limits in a currently depressed market place.

On behalf of California Cartage Company, I am requesting that the City Council direct its staff to provide this temporary permit for a period of six months to allow our business to open and function in accordance with the Federal regulations mandated by the US Government. The Company is willing to accept the conditions of this Temporary Overweight Vehicle Permit, which is currently in use, while complying with whatever conditions are being developed with the implementation of AB 1128. Once these conditions are known and approved we will accommodate the new mandated rulings.

It is understood that the City has a moratorium in effect, on new overweight vehicle permits, while it is analyzing the impacts on streets and other infrastructures. This being the reason, Cal Cartage is only requesting to utilize the existing permit conditions to facilitate trade and allow the Customs Broker and Freight Forwarding communities a choice in multiple examination stations allowing for a fair market environment to settle out pricing.

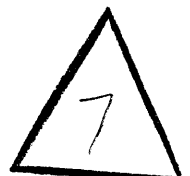
Included with this letter is additional information pertaining to the bridge crossing over Sepulveda Blvd. This should alleviate any trepidation as the bridge is well rated to handle these loads per CalTrans.

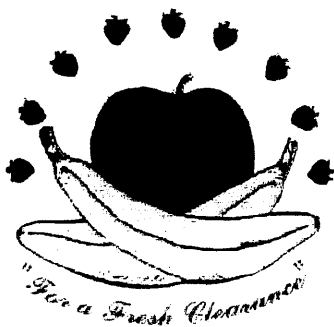
Thank you,



Ivor Baum
Agriculturist
Director CES Operations
Cal Cartage Company

Cell 562 505-0668
E-mail ibaum@gmail.com





J & K FRESH, LLC

A CUSTOMHOUSE BROKERAGE FIRM

ROSS JONES
LYNNETTE KEFFER

November 18, 2011

To Whom It May Concern:

The purpose of this letter is to request that California Cartage Company be granted the permits necessary to move overweight ocean containers from the Ports of Los Angeles and Long Beach to their facility located at 22351 Wilmington Avenue. This facility was recently approved by U.S. Customs and Border Protection as a designated *bonded* facility for Customs and Agriculture Quarantine Inspections.

J & K Fresh is a Licensed Customs Brokerage firm specializing with the clearance of imported produce. I would estimate that we handle about two thirds of the produce imported through the ports. Prior to this date we have been sending out containers to FCL located at 23011 Wilmington Avenue. Many of our clients want to utilize the services of California Cartage Company. As the majority of the produce containers are overweight, it is necessary that California Cartage Company have the required overweight permits (which have been granted to their completion).

Please understand that granting this permit will not increase the number of overweight containers moving on the road. There will be the same number of containers arriving (as in previous years). There will just be two locations, rather than one. The trade industry has worked long and hard to get this second refrigerated inspection facility in place. It has been detrimental to our business not to have a choice in exam facilities. As with all industries, it is imperative that there be competition to keep prices at a reasonable level.

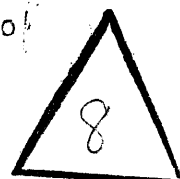
We respectfully request that you review these facts and grant the requested overweight permits so that the importing community will have the freedom of choice as to where their containers go for any designated government inspections.

Sincerely,

J & K Fresh, LLC

Lynnette Keffer, LCB/CCS
Chief Executive Officer

9911 INGLEWOOD AVENUE, SUITE 200 • INGLEWOOD, CALIFORNIA 90301-3600
P.O. BOX 92815 • LOS ANGELES, CALIFORNIA 90009-2815
TEL (310) 419-8770 • FAX (310) 419-8790







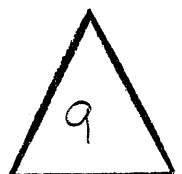


Trip to:
22351 Wilmington Ave
Carson, CA 90745-4309
0.71 miles
1 minute

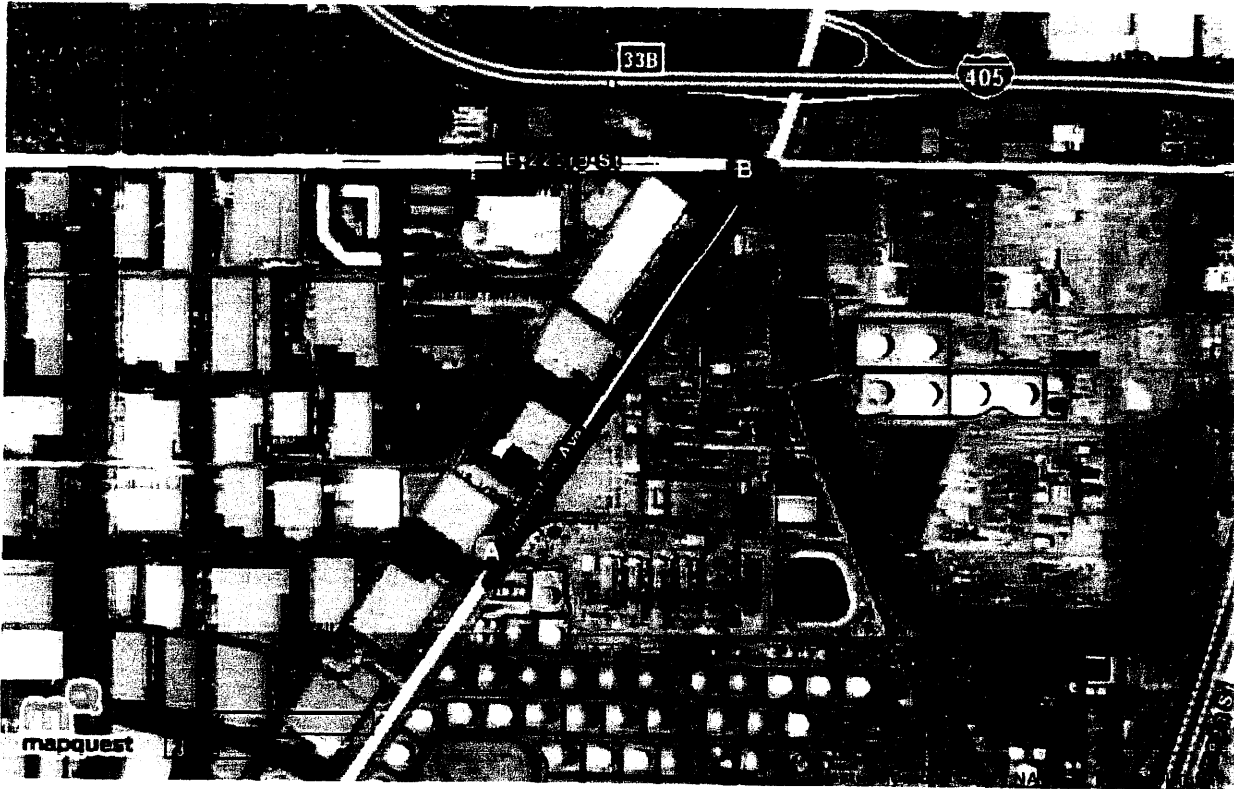
Notes

This is the distance from were the current permit ends to the new addition for the California Cartage Company 's new CES has been granted by the Federal Goverment.

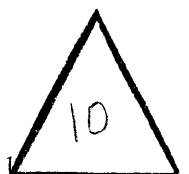
- | | | | |
|---|---|----------------|------------|
|  | 1. Start out going northeast on Wilmington Ave toward E 230th St . | Go 0.6 | 0.6 |
| | | Mi | mi |
|  | 2. Make a U-turn at E 223rd St onto Wilmington Ave . | Go 0.06 | 0.7 |
| | | Mi | mi |
| | <i>If you reach E 220th St you've gone about 0.2 miles too far</i> | | |
|  | 3. 22351 WILMINGTON AVE is on the left . | | 0.7 |
| | <i>Your destination is just past E 223rd St</i> | | mi |
| | <i>If you reach E Watson Center Rd you've gone about 0.3 miles too far</i> | | |
|  | 22351 Wilmington Ave | 0.7 mi | 0.7 |
| | Carson, CA 90745-4309 | | mi |



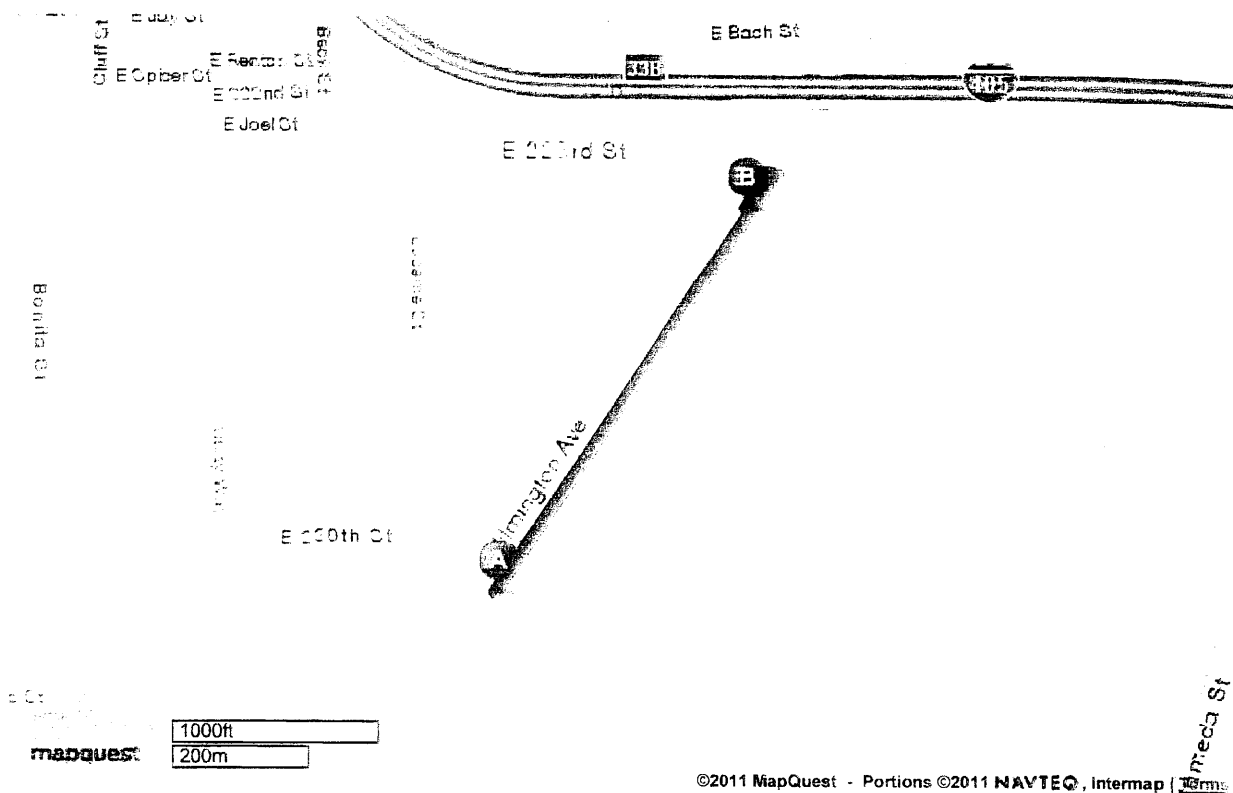
Total Travel Estimate: 0.71 miles - about 1 minute



©2011 MapQuest, Inc. Use of directions and maps is subject to the MapQuest Terms of Use. We make no guarantee of the accuracy of their content, road conditions or route usability. You assume all risk of use. [View Terms of Use](#)

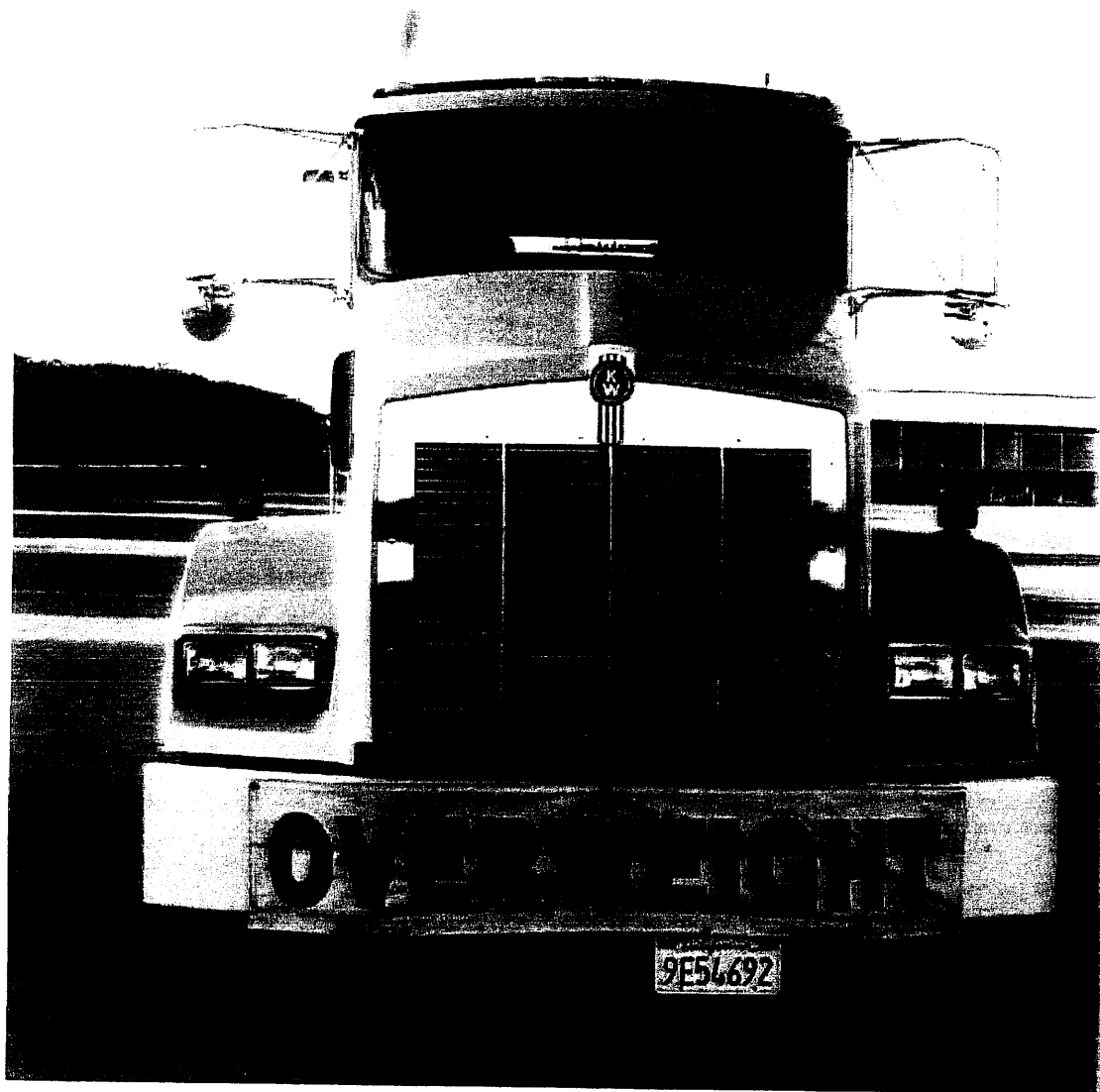


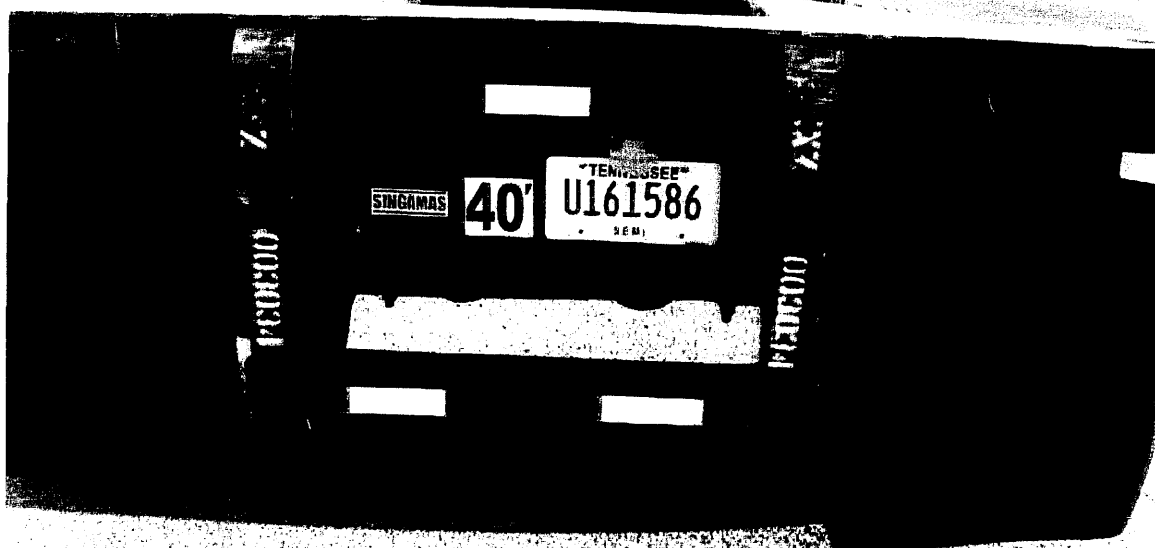
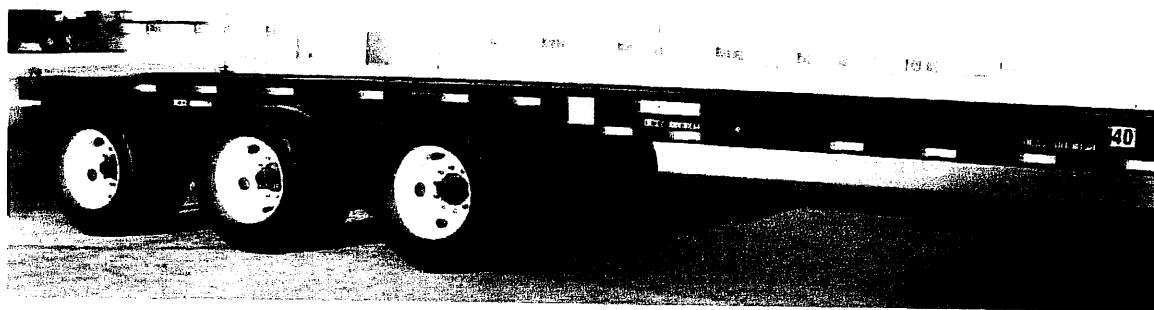
Total Travel Estimate: 0.71 miles - about 1 minute

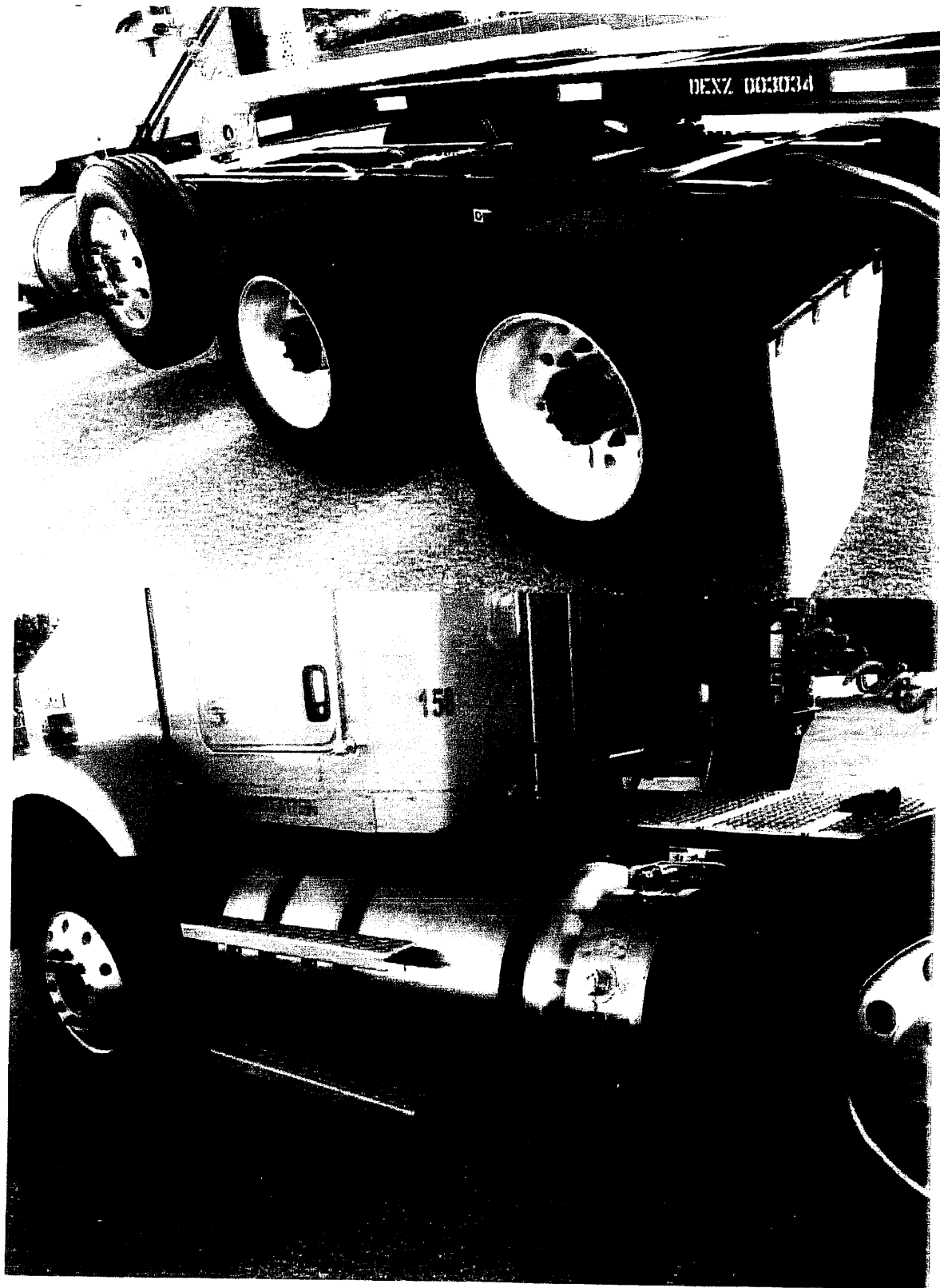


©2011 MapQuest, Inc. Use of directions and maps is subject to the MapQuest Terms of Use. We make no guarantee of the accuracy of their content, road conditions or route usability. You assume all risk of use. [View Terms of Use](#)











Transportation Permits Policy Memorandum

Subject: Tridem Bonus Purple
Date: March 1, 2006
Policy: TPPM 2006-04
Reference: CTPAC-WG4-111203-002 and WG7-090104-001

Objectives:

This policy will allow:

- Up to 60,000-pound bonus purple weight on a qualifying tridem axle group.

To qualify for bonus purple weight under this policy a tridem group must:

- Be no closer than 25'0", measured from center of last axle to center of first axle, to the next tridem axle group using this policy.
- Be inspected laden if the vehicle contains a mechanical distribution unit.
- Not be close coupled.
- Measure no less than 8'0" and no greater than 10'0" from the center of the first axle to the center of the last axle in the group.
- Have a minimum width of 8'0" at outside tire bulge.
- Not contain more than two, bonus weight, tridems per vehicle combination.
- Not be a crane.

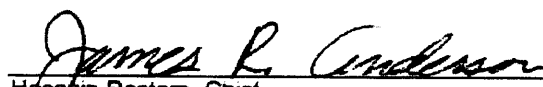
Tridems qualifying under this policy shall be routed as follows:

- 5 axle – 3 axle tractor 3 axle trailer
- 7 axle – 4 axle tractor 3 axle trailer
- 9 axle – tridem(s) in a 3 vehicle combination
- 11 axle – tridem(s) in 4 vehicle combination

The weight chart below shall be used for assignment of tridem bonus purple group weight.

These weights are drawn from the 8'0" wide 8 tires per axle line of Weight Chart Plate 25-5 of the Transportation Permit Manual.

Ft/In	0	1	2	3	4	5	6	7	8	9	10	11
8	57,960	58,061	58,161	58,262	58,363	58,463	58,564	58,664	58,765	58,866	58,966	59,067
9	59,168	59,268	59,369	59,469	59,570	59,671	59,771	59,872	59,973	60,000	60,000	60,000
10	60,000											

for 
Hossein Rostam, Chief
Truck Services

March 1, 2006
Date



APPENDIX 20 WEIGHT CHART (PLATE 25-5)

UNIT: POUNDS
MAXIMUM PERMIT WEIGHT ON TANDUM AXLES = 60,000 POUNDS

Example: 8' - 0" Distance Between First and Last Axle in Feet

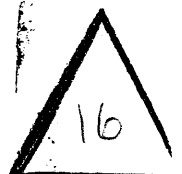
50,400
57,960
63,000

4 tires, 8' - 0" Wide
8 tires, 8' - 0" Wide
8 tires, 10' - 0" Wide

Purple Load = $1.5 \times 700 (L + 40)$
Purple Load (+ 15%) = $1.15 \times 1.5 \times 700 (L + 40)$
Purple Load (+ 25%) = $1.25 \times 1.5 \times 700 (L + 40)$

IN. FT.	0	1	2	3	4	5	6	7	8	9	10	11
2	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000	28,000 32,000 35,000
3	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000	28,000 32,200 35,000						
4												
5												
6												
7												
8												
9												
10												
11												
12												
13												
14												
15												
16												
17												
18												

* A set of tandem axles with spacing between axles of less than 3' - 6" is considered as a single axle.



Bridge ratings

P = 5-axle combination - # 126,725
 PP = 7-axle combination - # 186,000
 PPP = 9-axle combination - # 230,000
 PPPP = 11-axle combination - # 290,000
 PPPPP = 13-axle combination - # 350,000

Los Angeles City and County Bridge Structures Ratings

Structure Number	Structure Name	Location	Owner	Rating
53C0629	COYOTE CREEK	Los Angeles	County Highway Agency	PPPP
53C0630	PALO VERDE DRAIN BRIDGE	Los Angeles Long Beach	City or Municipal Highway Agency	PPPP
53C0631	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0632	COMPTON CREEK	Los Angeles Carson	City or Municipal Highway Agency	PPPP
53C0633	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0634	LOS CERRITOS DRA CHA	Los Angeles Long Beach	City or Municipal Highway Agency	PPPP
53C0635	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0636	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0637	LA MIRADA CHANNEL	Los Angeles La Mirada	City or Municipal Highway Agency	PPPP
53C0638	PUENTE CREEK BRIDGE	Los Angeles	City or Municipal Highway Agency	PPPP
53C0639	SAN JOSE CREEK BR	Los Angeles	City or Municipal Highway Agency	PPPP
53C0640	MAINE AVE POC	Los Angeles Long Beach	City or Municipal Highway Agency	PPPP
53C0641	DOMINGUEZ CHANNEL	Los Angeles Carson	City or Municipal Highway Agency	PPPP
53C0642	ANGELES FOREST HWY OH(SP	Los Angeles	County Highway Agency	PPPP
53C0643	BIG TUJUNGA CYN-E XING	Los Angeles	City or Municipal Highway Agency	PPPP
53C0644	PALO VERDE DRAIN	Los Angeles Lakewood	City or Municipal Highway Agency	PPPP
53C0645	DOMINGUEZ CHANNEL	Los Angeles Carson	City or Municipal Highway Agency	PPPP
53C0646	LOS ANGELES RIVER	Los Angeles Paramount	City or Municipal Highway Agency	PPPP
53C0647	LOS ANGELES RIVER	Los Angeles Long Beach	City or Municipal Highway Agency	PPPP
53C0648	RIO HONDO	Los Angeles El Monte	City or Municipal Highway Agency	PPPP
53C0649	RIO HONDO	Los Angeles South Gate	City or Municipal Highway Agency	PPPP
53C0650	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0651	ARCADIA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0652	DOMINGUEZ CHANNEL	Los Angeles Carson	City or Municipal Highway Agency	PPPP
53C0653	EATON WASH	Los Angeles Temple City	City or Municipal Highway Agency	PPPP
53C0654L	EATON WASH	Los Angeles	City or Municipal Highway Agency	PPPP
53C0654R	EATON WASH	Los Angeles	City or Municipal Highway Agency	PPPP
53C0655	SANTA ANITA WASH	Los Angeles Arcadia	City or Municipal Highway Agency	PPPP
53C0656	EATON WASH	Los Angeles Pasadena	City or Municipal Highway Agency	PPPP
53C0657L	EATON WASH	Los Angeles Pasadena	City or Municipal Highway Agency	PPPP
53C0657R	EATON WASH	Los Angeles Long Beach	City or Municipal Highway Agency	PPPP
53C0658	MAINE AVE POC	Los Angeles	City or Municipal Highway Agency	GGGG
53C0659	TRIUNFO CR	Los Angeles	City or Municipal Highway Agency	PPPP
53C0660	BIG DALTON WASH	Los Angeles Baldwin Park	City or Municipal Highway Agency	PPPP
53C0661	BIG DALTON WASH	Los Angeles Baldwin Park	City or Municipal Highway Agency	PPPP
53C0662	WALNUT CREEK	Los Angeles Baldwin Park	City or Municipal Highway Agency	PPPP
53C0663	SAN JOSE CREEK	Los Angeles	City or Municipal Highway Agency	PPPP
53C0664	DOMINGUEZ CHANNEL	Los Angeles	City or Municipal Highway Agency	PPPP
53C0665	COYOTE CREEK	Los Angeles Los Angeles	City or Municipal Highway Agency	PPPP
53C0667	SAN DIMAS WASH	Los Angeles La Mirada	City or Municipal Highway Agency	PPPP
53C0668	SAN DIMAS WASH	Los Angeles Covina	City or Municipal Highway Agency	PPPP
53C0669	SAN DIMAS WASH	Los Angeles Covina	City or Municipal Highway Agency	PPPP
53C0670	LITTLE DALTON WASH	Los Angeles Irwindale	City or Municipal Highway Agency	PPPP
53C0671	BIG DALTON WASH	Los Angeles Irwindale	City or Municipal Highway Agency	PPPP
53C0672L	BIG DALTON WASH	Los Angeles	City or Municipal Highway Agency	PPPP
53C0672R	BIG DALTON WASH	Los Angeles	City or Municipal Highway Agency	PPPP
53C0673	BIG DALTON WASH	Los Angeles	City or Municipal Highway Agency	PPPP
53C0674	BIG DALTON WASH	Los Angeles	City or Municipal Highway Agency	PPPP

Bridge ratings

P = 5-axle combination - # 126,725

PP = 7-axle combination - # 186,000

PPP = 9-axle combination - # 230,000

PPPP = 11-axle combination - # 290,000

PPPPP = 13-axle combination - # 350,000



Assembly Bill No. 1128

CHAPTER 298

An act to amend Section 35700.5 of the Vehicle Code, relating to vehicles.

[Approved by Governor September 20, 2011. Filed with
Secretary of State September 21, 2011.]

LEGISLATIVE COUNSEL'S DIGEST

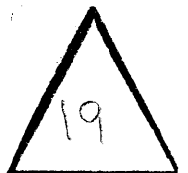
AB 1128, Furutani. Vehicles: Terminal Island Freeway: special permits.

Existing law authorizes the Department of Transportation, upon adoption of an ordinance or resolution by both the City of Long Beach and the City of Los Angeles, to issue a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on the 3.66-mile portion of State Route 47 and State Route 103 known as the 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 on the 2.1-mile portion of State Highway Route 1 that is between Blinn Avenue in the City of Los Angeles and Harbor Avenue in the City of Long Beach if the vehicle, combination, or equipment meets specified criteria.

This bill would additionally authorize the Department of Transportation to issue such a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on designated routes if the vehicle, combination, or equipment meets specified criteria, upon adoption of such an ordinance or resolution by the City of Carson covering designated routes. The bill would authorize the department to charge a fee to cover the cost of issuing the special permit. The bill would also state the intent of the Legislature that an ordinance or resolution of the City of Carson be adopted to conform with these provisions.

The people of the State of California do enact as follows:

SECTION 1. It is the intent of the Legislature that an ordinance or resolution of the City of Carson be adopted to conform with Section 35700.5 of the Vehicle Code, which for purposes of that section, would designate streets within the area bounded by the Carson city limit with Los Angeles on Alameda Street, going north to Sepulveda Boulevard, west on Sepulveda Boulevard, and north on Wilmington Avenue to 223rd Street, and the streets between Wilmington Avenue on the east, Sepulveda Boulevard on the south, and Avalon Boulevard on the west (excluding Sepulveda Boulevard west of Avalon Boulevard), including East-West Streets: Watson Center Road,



and 230th, 233rd, 236th, and 238th Streets, North-South Streets: Bonita and Lucerne Streets, Utility Way, and Banning Boulevard.

SEC. 2. Section 35700.5 of the Vehicle Code is amended to read:

35700.5. (a) The Department of Transportation, upon adoption of an ordinance or resolution that is in conformance with the provisions of this section by the City of Carson, the City of Long Beach, and the City of Los Angeles, covering designated routes, may issue a special permit to the operator of a vehicle, combination of vehicles, or mobile equipment, permitting the operation and movement of the vehicle, combination, or equipment, and its load, on the 3.66-mile portion of State Route 47 and State Route 103 known as the 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 on the 2.4-mile portion of State Highway Route 1, that is between Sanford Avenue in the City of Los Angeles and Harbor Avenue in the City of Long Beach, if the vehicle, combination, or equipment meets all of the following criteria:

(1) The vehicle, combination of vehicles, or mobile equipment is used to transport intermodal cargo containers that are moving in international commerce.

(2) The vehicle, combination of vehicles, or mobile equipment, in combination with its load, has a maximum gross weight in excess of the maximum gross weight limit of vehicles and loads specified in this chapter, but does not exceed 95,000 pounds gross vehicle weight.

(3) (A) The vehicle, combination of vehicles, or mobile equipment conforms to the axle weight limits specified in Section 35550.

(B) The vehicle, combination of vehicles, or mobile equipment conforms to the axle weight limits in Section 35551, except as specified in subparagraph (C).

(C) Vehicles, combinations of vehicles, or mobile equipment that impose more than 80,000 pounds total gross weight on the highway by any group of two or more consecutive axles, exceed 60 feet in length between the extremes of any group of two or more consecutive axles, or have more than six axles shall conform to weight limits that shall be determined by the Department of Transportation.

(b) The permit issued by the Department of Transportation shall be required to authorize the operation or movement of a vehicle, combination of vehicles, or mobile equipment described in subdivision (a). The permit shall not authorize the movement of hazardous materials or hazardous wastes, as those terms are defined by local, state, and federal law. The following criteria shall be included in the application for the permit:

(1) A description of the loads and vehicles to be operated under the permit.

(2) An agreement wherein each applicant agrees to be responsible for all injuries to persons and for all damage to real or personal property of the state and others directly caused by or resulting from the operation of the applicant's vehicles or combination of vehicles under the conditions of the permit. The applicant shall agree to hold harmless and indemnify the state



and all its agents for all costs or claims arising out of or caused by the movement of vehicles or combination of vehicles under the conditions of the permit.

(3) The applicant shall provide proof of financial responsibility that covers the movement of the shipment as described in subdivision (a). The insurance shall meet the minimum requirements established by law.

(4) An agreement to carry a copy of the permit in the vehicle at all times and furnish the copy upon request of an employee of the Department of the California Highway Patrol or the Department of Transportation.

(5) An agreement to place an indicia, developed by the Department of Transportation, in consultation with the Department of the California Highway Patrol, upon the vehicle identifying it as a vehicle possibly operating under this section. The indicia shall be displayed in the lower right area of the front windshield of the power unit. The Department of Transportation may charge a fee to cover the cost of producing and issuing this indicia.

(c) The permit issued pursuant to subdivision (a) shall be valid for one year. The permit may be canceled by the Department of Transportation for any of the following reasons:

(1) The failure of the applicant to maintain any of the conditions required pursuant to subdivision (b).

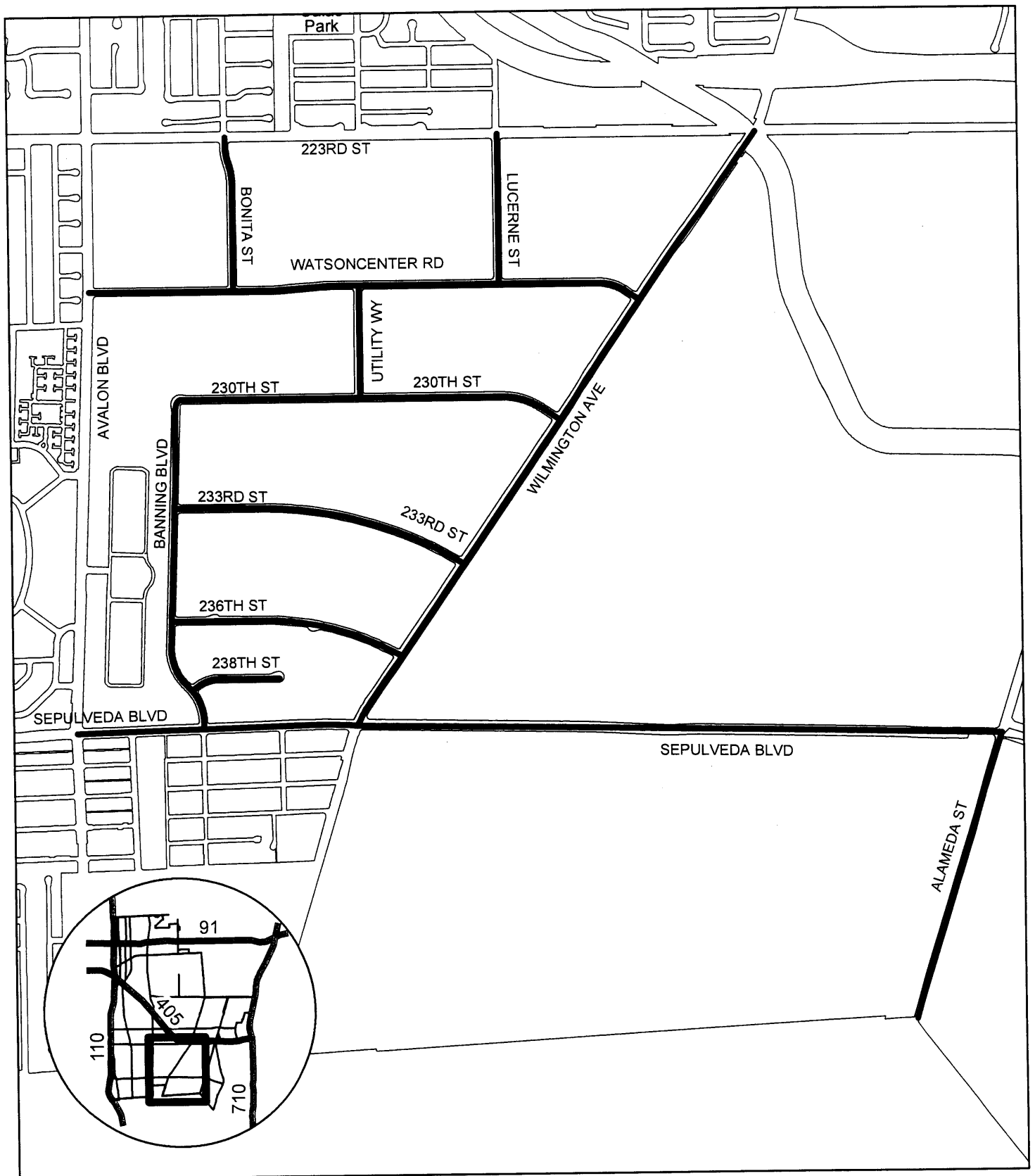
(2) The failure of the applicant to maintain a satisfactory rating, as required by Section 34501.12.

(3) A determination by the Department of Transportation that there is sufficient cause to cancel the permit because the continued movement of the applicant's vehicles under the permit would jeopardize the safety of the motorists on the roadway or result in undue damage to the highways listed in this section.

(d) This section does not authorize an applicant or holder of a special permit under subdivision (a) to operate a vehicle or combination of vehicles in excess of the maximum gross weight limit of vehicles and loads specified in this chapter outside of the designated corridors identified in subdivision (a). A violation of this subdivision shall result in the revocation of the permit.

(e) The Department of Transportation may charge a fee to cover the cost of issuing a permit pursuant to subdivision (a).





**Location Map
City of Carson
Proposed Streets for Overweight Trucks**

22