

HOUSE BILL REPORT

SB 5589

As Reported by House Committee On:
Transportation

Title: An act relating to heavy haul industrial corridors.

Brief Description: Addressing heavy haul industrial corridors.

Sponsors: Senator Morton.

Brief History:

Committee Activity:

Transportation: 3/10/11, 3/22/11 [DP].

Brief Summary of Bill

- Extends the State Route 97 (SR 97) heavy-haul industrial corridor by one-tenth of a mile.
- Increases the maximum weight allowed on the SR 97 heavy-haul industrial corridor by 2,206 pounds.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 29 members: Representatives Clibborn, Chair; Billig, Vice Chair; Liias, Vice Chair; Armstrong, Ranking Minority Member; Hargrove, Assistant Ranking Minority Member; Angel, Asay, Eddy, Finn, Fitzgibbon, Jinkins, Johnson, Klippert, Kristiansen, Ladenburg, McCune, Moeller, Morris, Moscoso, Overstreet, Reykdal, Rivers, Rodne, Rolfes, Ryu, Shea, Takko, Upthegrove and Zeiger.

Staff: Christie Parker (786-7322).

Background:

State law allows the Washington State Department of Transportation (WSDOT) to identify short, heavy-haul industrial corridors on state highways within port district property. These corridors allow for the movement of overweight sealed containers used in international trade. The maximum gross vehicle weight allowed on these corridors is 105,500 pounds. The

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heavier weight limits are authorized through a permit issued by the WSDOT Commercial Vehicle Services. Permits cost \$100 per month or \$1,000 per year.

The 2008 Legislature designated State Route 97 (SR 97) from the Canadian border to milepost 331.22 as a heavy-haul industrial corridor to allow overweight vehicles to be moved to and from the Oroville railhead. The maximum weight allowed on this route is 137,788 pounds.

Summary of Bill:

The heavy-haul industrial corridor on SR 97 is extended by one-tenth of a mile to milepost 331.12. The maximum weight limit allowed on this corridor is increased by 2,206 pounds to a total weight of 139,994 pounds.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.

Staff Summary of Public Testimony:

(In support) This road was paved one year ago. Canadian trucks are heavier than American trucks. This bill will help commerce.

(Opposed) None.

Persons Testifying: Senator Morton, prime sponsor.

Persons Signed In To Testify But Not Testifying: None.