

HOUSE BILL REPORT

SHB 1594

As Passed House

March 10, 1997

Title: An act relating to garbage and recycling trucks.

Brief Description: Relaxing front end length limits on garbage trucks.

Sponsors: By House Committee on Transportation Policy & Budget (originally sponsored by Representatives Zellinsky, Scott and Sheldon).

Brief History:

Committee Activity:

Transportation Policy & Budget: 2/10/97, 2/11/97 [DPS].

Floor Activity:

Passed House: 3/10/97, 95-0.

HOUSE COMMITTEE ON TRANSPORTATION POLICY & BUDGET

Majority Report: The substitute bill be substituted therefor and the substitute bill do pass. Signed by 17 members: Representatives K. Schmidt, Chairman; Hankins, Vice Chairman; Mielke, Vice Chairman; Mitchell, Vice Chairman; Fisher, Ranking Minority Member; Buck; Cairnes; Chandler; Constantine; DeBolt; Radcliff; Robertson; Romero; Skinner; Sterk; Wood and Zellinsky.

Staff: Mary McLaughlin (786-7309).

Background: Front-loading garbage and recycling trucks are being used with increasing frequency in the collection of solid waste. These vehicles are more efficient than the traditional rear-loading, high-entry vehicles due to the larger carrying capacity.

A front-loader is a truck with: (1) a cargo hold and compressor behind the cab; and (2) a "fork" and "bucket" in front of the cab. The fork lifts the bucket from in front of the vehicle, over the cab, and then the bucket turns with gravity to deposit the trash in the cargo hold. The garbage is then compacted to the rear of the truck.

Current law restricts the length a vehicle or load may extend beyond the front wheels or bumper to three feet. Because front-loaders are one to two feet over the legal limit, these vehicles should be operating under special overlength permits (\$10/trip or month, \$120/year) issued by the Department of Transportation (DOT).

Summary of Bill: Front-loading garbage and recycling trucks are exempt from the three-foot extension length limit when on route and actually collecting solid waste or recyclables at speeds of 20 miles per hour (mph) or less. The exemption allows these vehicles to operate without DOT special overlength permits.

Appropriation: None.

Fiscal Note: Not requested.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Testimony For: Exempting the new, front-loading garbage trucks from the three-foot extension limit will allow for a more efficient operation and will be more cost effective to the consumer.

Testimony Against: None.

Testified: John Paul Jones III, Washington Refuse and Recycling Association; and Craig Olson, Association of Washington Cities.