

# HOUSE BILL REPORT

## HB 1095

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### As Passed Legislature

**Title:** An act relating to the authority to issue special permits for oversize or overweight movements.

**Brief Description:** Updating oversize load permits.

**Sponsors:** Representatives Mitchell, Fisher and Hankins; by request of Department of Transportation.

**Brief History:**

**Committee Activity:**

Transportation: 1/31/01, 2/1/01 [DP].

**Floor Activity:**

Passed House: 2/20/01, 97-0.

Senate Amended.

Passed Senate: 4/4/01, 48-0.

House Concurred.

Passed House: 4/13/01, 84-0.

Passed Legislature.

### Brief Summary of Bill

- Authorizes electronic issuance of over-size, weight, and load permits.
- Repeals duplicate authorization provisions.
- A new code section is created concerning size, weight and load restrictions for fire- fighting apparatus.
- Authorizes fire-fighting apparatus that meet certain standards to operate without a permit.
- Authorizes fire-fighting apparatus that exceed these standards to obtain a permit for use providing they were put into operation in this state prior to July 1, 2001.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 26 members: Representatives Fisher, Democratic Co-Chair; Mitchell, Republican Co-Chair; Cooper, Democratic Vice Chair; Hankins, Republican Vice Chair; Lovick, Democratic Vice Chair; Ahern, Anderson, Armstrong, Edmonds, Haigh, Hatfield, Hurst, Jackley, Jarrett, Marine, Mielke, Morell, Murray, Rockefeller, Romero, Schindler, Simpson, Skinner, Sump, Wood and Woods.

**Staff:** Penny Nerup (786-7335).

**Background:**

The Legislature has given authority to the Department of Transportation (DOT) to issue permits that regulate the movement of vehicles that exceed size, weight, and load restrictions on state highways. Currently, there are two authorizations in statute, both in chapter 46.44 RCW. One provides DOT with the authority to issue permits to over-sized vehicles; the other provides authority to issue permits to over-sized or over-weight vehicles or loads. This duplication has led to some minor confusion and has complicated the rule-making process by creating an unnecessary division for rule-making authority.

Applicants for excessive size, weight or load permits are required to apply in writing for a permit and must show good cause for issuance. Good cause being shown, DOT then grants the special permit in writing. In order to keep up with current capabilities and the future direction of e-government, DOT would like to be able to issue these permits electronically as well as in writing.

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**Summary of Bill:**

The duplicate statutory provision is repealed.

DOT is authorized to issue over-size, weight, and load special permits electronically, in addition to the method by which a permit is presently issued. The bill also identifies which statutory references an approved special permit applicant may exceed.

A new code section is created concerning size, weight, and load restrictions for fire-fighting apparatus.

Fire-fighting apparatuses are defined and are required to comply with all federal and state laws, including rules adopted by agencies within each jurisdiction. Load restrictions of bridges within their service area shall be complied with. Fire-fighting apparatuses may operate without a permit if they do not exceed a specific weight and dimension and if there is no tridem axle set.

Overweight fire-fighting apparatus that were put into operation in this state before July 1, 2001 may be granted annual permits, subject to bridge limitations and other limitations

stipulated on the permit. In issuing a permit to these vehicles, the Department of Transportation can compare the bridge load ratings to the vehicle and then denote on the permit those structures where the vehicles are either given special operating instructions or denied access.

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**Appropriation:** None.

**Fiscal Note:** Available.

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

**Testimony For:** This is Department of Transportation request legislation and makes technical corrections.

**Testimony Against:** None.

**Testified:** Ken Kirkland, Washington State Department of Transportation.