

# SENATE BILL REPORT

## SB 5138

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As Passed Senate, January 23, 2002

**Title:** An act relating to vehicles exempt from stopping at weighing stations.

**Brief Description:** Increasing the weight of vehicles exempted from scale stops.

**Sponsors:** Senators Morton, Hochstatter, Benton, Oke, Stevens, McCaslin, Honeyford, Swecker, Sheahan, Johnson, Zarelli, Hale and Rossi.

**Brief History:**

**Committee Activity:** Transportation: 1/23/01, 2/6/01 [DP].

Passed Senate: 3/7/01, 47-0; 1/23/02, 45-2.

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### SENATE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass.

Signed by Senators Haugen, Chair; Benton, Eide, Finkbeiner, Horn, Johnson, Kastama, McAuliffe, McDonald, Oke, Patterson, Prentice, T. Sheldon, Shin and Swecker.

**Staff:** Dean Carlson (786-7305)

**Background:** The Washington State Patrol is responsible for the operation of the weigh stations located throughout the state. The weigh stations are open on a random basis. Commercial motor carriers over 16,000 pounds and all carriers of hazardous materials are required to stop at a weigh station when it is open. In addition to weighing the vehicle, a commercial vehicle enforcement officer may examine the carrier's log books, and check for proper permits and driver qualifications.

In 1999, the weight requirement was increased from 10,000 to 16,000 pounds.

Idaho and Oregon require only vehicles over 26,000 pounds to stop at an open weigh station.

Buses, recreational vehicles used for noncommercial purposes, and a vehicle towing a horse trailer for a noncommercial purpose are not required to stop at the scales.

**Summary of Bill:** A vehicle weighing 26,000 pounds or less is no longer required to stop at a weigh station when it is open. (Any carrier of hazardous materials, regardless of weight, is still required to stop at an open scale house.)

**Appropriation:** None.

**Fiscal Note:** Requested on January 15, 2001.

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

**Testimony For:** The 26,000 pound requirement would be consistent with Oregon and Idaho. It is good for border counties. An amendment is requested for empty tow trucks.

**Testimony Against:** This could increase the amount of overweight vehicles. There is a need to protect the infrastructure.

**Testified:** Senator Morton, prime sponsor (pro); Ray Shindler, Washington Association of Wheat Growers (pro); Stu Halsan, Washington Tow Truck Association (pro w/amendment); and Captain Eric Robertson, Washington State Patrol (con).

**House Amendment(s):** The 26,000 pound weight requirement to stop at open weigh stations is brought back down to 16,000 pounds, except for unladen tow trucks regardless of weight and farm vehicles carrying farm produce with a gross vehicle or combination weight not over 26,000 pounds.