

SENATE BILL REPORT

SSB 5067

As Passed Senate, February 12, 2004

Title: An act relating to exempting garbage trucks from stopping at a weighing station.

Brief Description: Allowing garbage trucks to bypass weigh stations.

Sponsors: Senate Committee on Highways & Transportation (originally sponsored by Senators Morton, Thibaudeau and Hale).

Brief History:

Committee Activity: Highways & Transportation: 2/12/03, 2/25/03 [DPS].

Passed Senate: 2/12/04, 49-0.

SENATE COMMITTEE ON HIGHWAYS & TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 5067 be substituted therefor, and the substitute bill do pass.

Signed by Senators Horn, Chair; Benton, Vice Chair; Swecker, Vice Chair; Esser, Finkbeiner, Haugen, Kastama, Mulliken, Oke and Prentice.

Staff: Kimberly Johnson (786-7346)

Background: The Washington State Patrol is responsible for operating the weigh stations located throughout the state. 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, check for proper permits and driver qualifications, and inspect the vehicle's equipment.

The following vehicles are not required to stop at weigh stations: buses, recreational vehicles used for noncommercial purposes, vehicles towing horse trailers for a noncommercial purpose, unladen tow-trucks, and farm vehicles carrying produce with a gross vehicle or combination weight of not more than 26,000 pounds.

Summary of Bill: Garbage trucks with a gross vehicle weight rating not over 26,000 pounds that are not transporting hazardous materials are not required to stop at weigh stations.

Appropriation: None.

Fiscal Note: Not requested.

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

Testimony For: Safety is the number one concern of our industry. We are a closely regulated industry and this bill would not in any way decrease the level of safety of our operation. There are not many trucks that will meet the qualification for the exception.

Testimony Against: Currently, these vehicles already have additional weight exemptions. We have increased the number of inspections over the years and have seen a reduction in fatal accidents as well. While we do not have proof that there is a causal link, we are concerned about losing the opportunity to inspect these vehicles and any subsequent increase in accidents as a result.

Testified: Senator Bob Morton, prime sponsor (pro); Cliff Couse, Couse's Sanitation (pro); Barry Diseth, WSDOT (con); Captain Fred Fakkema, WSP (con); Brad Lovaas, WRRRA (pro).