

SENATE BILL REPORT

HB 1262

AS REPORTED BY COMMITTEE ON TRANSPORTATION, APRIL 4, 1991

Brief Description: Lessening emergency service tow truck restrictions.

SPONSORS: Representatives Zellinsky, Lisk, R. Meyers, Van Luven, Ferguson, Prentice, Chandler, Orr, Bowman, Prince, Day, Cooper, R. Fisher, Betrozoff, Cantwell, Forner, Paris, Wilson, P. Johnson, Fuhrman, Winsley, Hochstatter, Nealey, Wynne, D. Sommers, Broback, Wood, Morton, Horn, Mielke, Brough, Miller, Jacobsen and Silver.

HOUSE COMMITTEE ON TRANSPORTATION

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass as amended.

Signed by Senators Patterson, Chairman; Nelson, Vice Chairman; von Reichbauer, Vice Chairman; Barr, Conner, Erwin, Madsen, McMullen, Oke, Sellar, Skratek, Snyder, and Vognild.

Staff: Brad Lovaas (786-7307)

Hearing Dates: April 4, 1991

BACKGROUND:

The Department of Transportation (DOT) is responsible for the issuance of overdimensional and overweight permits to vehicles that exceed the legal weight, height, length and width requirements. By policy, when a tow truck operator removes a disabled overweight or overdimensional vehicle from a public highway, the initial move may be made without first having obtained the proper permits in order to protect the public safety.

If the vehicle is over 34,000 pounds and up to 43,000 pounds on a tandem axle and is a non-reducible load, a DOT-issued permit must be obtained before the vehicle can be transported to its final destination. To expedite the permitting process for a tow truck operator's subsequent move, the DOT and Washington State Patrol have agreed to issue overweight permits by telephone for weights between 34,000 and 43,000 pounds on the rear tandem axle. A permit number is given to the tow truck operator that is carried in the vehicle. After the move is completed, the tow truck operator pays the DOT permit fee.

For non-reducible load tandem axle weights over 43,000 pounds, application must be made to the DOT specifying the proposed routes to be used. The DOT then determines if the movement can be made without damage to the highway and bridge

structures. The department may accept, modify or deny the proposed route after review by the bridge division.

SUMMARY:

A tow truck performing an initial tow is not subject to the statutory height, weight, length, axle loading and spacing requirements, regardless of the destination.

Appropriation: none

Revenue: none

Fiscal Note: available

SUMMARY OF PROPOSED SENATE AMENDMENT:

A tow truck operator must obtain an overweight permit, which will be available on a 24 hour basis.

TESTIMONY FOR:

Would allow tow trucks to move any licensed vehicle.

TESTIMONY AGAINST:

Will allow destruction of roadways and bridges.

TESTIFIED: Al Runte, WA Tow Truck Assn. (pro); John Woodring, WA Tow Truck Assn. (pro); Melvin Dickey, WA Tow Truck Assn. (pro); Barry Diseth, WSDOT (con); Al Walley, WSDOT (con); Vern Wagar, CRAB (con)