

SENATE BILL REPORT

HB 2807

As Reported by Senate Committee On:
Transportation, February 25, 2016

Title: An act relating to heavy haul industrial corridors.

Brief Description: Concerning heavy haul industrial corridors.

Sponsors: Representatives Dye, Moscoso, Schmick, Fey and Tarleton.

Brief History: Passed House: 2/12/16, 96-0.

Committee Activity: Transportation: 2/22/16, 2/25/16 [DP].

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators King, Chair; Fain, Vice Chair, Budget; Hobbs, Ranking Minority Member; Lias, Assistant Ranking Minority Member; Carlyle, Cleveland, Jayapal, Litzow, Miloscia, Rivers, Sheldon and Takko.

Staff: Brian Connell (786-7346)

Background: Current state law allows the Washington State Department of Transportation (WSDOT) to enter into agreements with port districts and adjacent jurisdictions or agencies to designate short, heavy haul industrial corridors on state highways within port district property.

These corridors allow for the movement of overweight, sealed containers used in international trade. The WSDOT may issue special permits to vehicles on these corridors so long as certain other state and federal weight limit and length requirements are met.

The entity operating the overweight vehicles in the corridor is responsible for paying a special permit fee of \$100 per month or \$1,000 per year. All funds collected, except the amount retained by authorized agents of the department, must be deposited in the Motor Vehicle Account.

Summary of Bill: Requires the WSDOT to designate a 4.5 mile heavy haul industrial corridor on state route number 128 from the Idaho border and continuing onto state route number 193 and ending at the Port of Wilma.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

The WSDOT may issue special permits to vehicles operating in the heavy haul industrial corridor to carry weight in excess of the limits in statute, but not to exceed a gross vehicle weight of 129,000 pounds.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

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

Staff Summary of Public Testimony: PRO: This bill was brought forward by the Port of Wilma. Recognizing the significance of the ports in the region, Idaho has established a similar heavy-haul corridor across the border. A similar corridor on the Washington side of the border would facilitate the coordination and movement of freight and is an essential component of economic growth in the region.

Persons Testifying: PRO: Representative Dye, Prime Sponsor.

Persons Signed In To Testify But Not Testifying: No one.