

# HOUSE BILL REPORT

## SB 5426

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As Passed House  
April 6, 1993

**Title:** An act relating to overweight permits for trucks.

**Brief Description:** Consolidating gross weight permit authority.

**Sponsors:** Senators Loveland, Newhouse, Vognild and Prince; by request of Department of Transportation.

**Brief History:**

Reported by House Committee on:  
Transportation, March 18, 1993, DP;  
Passed House, April 6, 1993, 97-0.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** Do pass. Signed by 23 members:  
Representatives R. Fisher, Chair; Jones, Vice Chair; Mielke,  
Assistant Ranking Minority Member; Brough; Brumsickle;  
Cothorn; Eide; Forner; Fuhrman; Hansen; Horn; Johanson;  
J. Kohl; R. Meyers; Miller; H. Myers; Orr; Patterson; Quall;  
Sheldon; Shin; Wood; and Zellinsky.

**Staff:** Mary McLaughlin (786-7309).

**Background:** Vehicles over 4,000 pounds must be licensed to their maximum declared gross weight, i.e., 40,000 pounds for a single unit vehicle and 80,000 pounds for a combination vehicle. The combined license fee (basic vehicle registration plus declared gross weight) is collected by the Department of Licensing (DOL) at the time of annual vehicle registration. If the vehicle's gross weight, including the load, exceeds these limits, additional tonnage is purchased from the Department of Transportation (DOT) for up to 105,500 pounds if the vehicle meets the legal axle loading (20,000 single axle, 34,000 tandem) and spacing requirements of the statutory weight table. The annual additional tonnage fee is \$52.50 for each 1,000 pounds of additional weight. Consolidating the additional tonnage and the combined license fees eliminates the need for many carriers to obtain a second annual license, and brings the trucking industry closer to the "one stop shopping" concept.

The federal bridge formula established by Congress requires all states to comply with specific vehicle axle loading and spacing requirements. The purpose of the bridge formula is to allow a vehicle to operate at a maximum weight that minimizes pavement damage. The state of Washington is currently not in full compliance with the bridge formula.

Special oversize/overweight permits are issued by the DOT for loads that cannot be reasonably reduced and exceed the statutory width, height, length and weight table. Oversize special permits may be purchased on a monthly basis. However, there is no provision for the advanced purchase of permits for the ensuing months. If an individual wishes to purchase an oversize permit for three consecutive months, three separate monthly permits must be purchased on separate occasions.

Certain vehicle configurations, such as cement pumping trucks and well digging rigs, do not currently qualify for the 30-day special overweight permits issued by the DOT. These four-axle, fixed load vehicles must purchase a single \$10 trip permit for each movement.

**Summary of Bill:** The DOT's annual additional tonnage permit and fee structure are incorporated into the combined license fee collected by DOL. Distribution of the revenue from the combined license fee is adjusted to reflect incorporation. Temporary additional tonnage may still be purchased from the DOT or its agents at the current rate of \$2.80 for each 2,000 pounds for a five-day minimum.

The state of Washington is brought into compliance with the federal bridge formula. The DOT may issue its 30-day overdimensional permits for expanded periods of up to one year. A new \$90, 30-day overweight special permit is created for the movement of four-axle fixed load cement trucks and well drilling rigs weighing less than 86,000 pounds.

**Fiscal Note:** Available.

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

**Testimony For:** The bill brings the state closer to the "one-stop shopping" concept and streamlines the truck licensing process.

**Testimony Against:** None.

**Witnesses:** Senator Loveland, prime sponsor.