

HOUSE BILL REPORT

SSB 6857

As Reported by House Committee On:
Transportation

Title: An act relating to heavy haul industrial corridors.

Brief Description: Designating a select portion of state route number 97 as a heavy haul industrial corridor.

Sponsors: Senate Committee on Transportation (originally sponsored by Senators Morton, Swecker, Haugen, King, Spanel, Parlette and Delvin).

Brief History:

Committee Activity:

Transportation: 2/28/08 [DP].

Brief Summary of Substitute Bill

- Designates a portion of State Route 97 as a heavy haul industrial corridor.

HOUSE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass. Signed by 24 members: Representatives Clibborn, Chair; Flannigan, Vice Chair; Ericksen, Ranking Minority Member; Schindler, Assistant Ranking Minority Member; Appleton, Dickerson, Eddy, Herrera, Hudgins, Jarrett, Kristiansen, Loomis, Rodne, Rolfes, Sells, Simpson, Smith, Springer, Takko, Upthegrove, Wallace, Warnick, Williams and Wood.

Staff: Jerry Long (786-7306).

Background:

The Washington State Department of Transportation (WSDOT) may, at the request of a port, designate highways located on port property as heavy haul industrial corridors. The WSDOT may enter into agreements with ports to manage and maintain these corridors. Typically, the purpose of a heavy haul industrial corridor is to allow for the controlled movement of overweight, sealed, ocean-going containers from a port to a railhead. The gross vehicle weight must not exceed 105,500 pounds. The entity operating the overweight vehicles in the

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corridor is responsible for paying a special permit fee of \$100 a month or \$1,000 a year, which is deposited in the Motor Vehicle Fund (MVF).

Summary of Bill:

The WSDOT must designate the portion of State Route 97 that runs from the Canadian border to the City of Oroville as a heavy haul industrial corridor for the movement of overweight vehicles. The WSDOT may issue special permits to overweight vehicles operating in the corridor up to a gross vehicle weight of 137,788 pounds. Entities issued a special permit must pay a fee of \$100 a month or \$1,000 a year, which is deposited in the MVF.

Appropriation: None.

Fiscal Note: Available.

Effective Date: The bill takes effect 90 days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony:

(In support) The bill promotes economic development by allowing motor carriers from Canada to bring heavier loads into Oroville's railhead to be placed on the rail line. This will help to increase and maintain business for the Cascade and Columbia River Railroad, which moves products between Oroville and Wenatchee. The economy in this area is mineral and resource development. The economy needs the opportunity for new business to remain competitive, maintain and increase jobs, and keep the economy in the area growing. Truck volume will probably remain about the same as the trucks will be able to carry more, but could also potentially increase 11 percent due to new business. The existing four miles of roadway is straight with no bridges, was just re-paved in 2007, and has a very good road foundation. Specific axle weights will need to be addressed in the WSDOT rules.

(Opposed) None.

Persons Testifying: Cris Branch, City of Oroville; Andrew Lampe, Board of Commissioners - Okanogan County; Catherine Martin, Cascade and Columbia River Railroad; Jeff Wilkins, Wenatchee Valley Transportation Council; Reed Sherar, Columbia River Carbonates; and Bill Legg, Washington State Department of Transportation.

Persons Signed In To Testify But Not Testifying: None.