

SENATE BILL REPORT

SSB 6857

As Passed Senate, February 16, 2008

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: 2/07/08, 2/11/08 [DPS, w/oRec].
Passed Senate: 2/16/08, 48-0.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: That Substitute Senate Bill No. 6857 be substituted therefor, and the substitute bill do pass.

Signed by Senators Haugen, Chair; Marr, Vice Chair; Murray, Vice Chair; Swecker, Ranking Minority Member; Benton, Berkey, Delvin, Jacobsen, Kastama, Kilmer, King, Pflug, Sheldon and Spanel.

Minority Report: That it be referred without recommendation.

Signed by Senator Holmquist.

Staff: Hayley Gamble (786-7452)

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. 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 105,000 pounds. The entity operating the overweight vehicles in the 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.

Summary of Substitute Bill: 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. WSDOT may issue special permits to overweight vehicles operating in the corridor up to a gross vehicle weight of 139,994 pounds. Entities issued a special permit must pay a fee of \$100 a month or \$1,000 a year, which is deposited in the motor vehicle fund.

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.

Appropriation: None.

Fiscal Note: Not requested.

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 will help with economic development, diversification of industry, and will cut down on the number of trucks on this stretch of U.S. 97. This will help support the rail line that ends in Oroville. This would allow Canadian weight trucks to run on this stretch of highway. This bill impacts not only the Washington State economy, but the U.S. economy. Specific axle weights will need to be addressed in WSDOT rules.

OTHER: The North Central Regional Transportation Planning Organization is here to answer any questions.

Persons Testifying: PRO: Senator Morton, prime sponsor; Bud Hover, Okanogan County Commissioners; Steve Morberg; Jim Wright, Department of Transportation; Reed Sherer, Columbia River Carbonates; Chris Branch, City of Oroville; Ryan Ratledge, Catherine Martin, Cascade & Columbia railroad.

OTHER: Jeff Wilkins, North Central Regional Transportation Planning Organization.