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*Proposed Heavy Haul Network Legislation  
Questions and Answers  
September 22, 2015*

**1. What is the purpose of the Heavy Haul Network legislation?**

The proposed legislation establishes a heavy haul network of city streets and establishes a \$200 annual permit that allows for the drayage of heavy, sealed, ocean-going containers between the Port of Seattle and nearby intermodal facilities.

**2. Who benefits from this legislation?**

The legislation will result in the following benefits to the Port of Seattle, trucking companies, truck drivers, and the general public:

- A. Eliminates truck driver citations from the Washington State Patrol for carrying heavy loads;
- B. Increases vehicle safety by requiring truck tractors to undergo twice-annual Commercial Vehicle Safety Alliance inspections (cost of inspection included in permit fee);
- C. Adds a Commercial Vehicle Enforcement Officer (CVEO) to ensure that the movement heavy loads is effectively regulated and enforced; and
- D. Enables the Port of Seattle to be more competitive with other West Coast Ports.

**3. What will a Heavy Haul permit allow drivers to do?**

It will allow drivers to travel within the network, carrying weights up to 98,000 pounds.

**4. What is the current weight limit?**

80,000 pounds.

**5. Will vehicles that are not overweight be able to use these roads?**

Yes, general traffic will be allowed on all roads within the proposed Heavy Haul Network.

**6. Why doesn't the network include connections to the interstate system?**

The Heavy Haul Network allows up to 98,000 pounds on standard 40 foot chassis for short trips that do not include freeways. Freeway trips are completely different altogether. They use different chassis called "super chassis" that accommodate heavy weights at freeway speeds.

**7. Regarding Section 3.2.v of the MOU, if we are making bike and pedestrian improvements within the network, does the Port have to approve those improvements?**

The MOU has been amended so it's clear that we don't need the Port's approval to make safety improvements within the network for all transportation modes.

**8. Regarding Section 5.0 Termination of the MOU, if the study shows that the impact of heavy haul trips on roadway infrastructure exceeds \$20M, what is our ability to terminate the MOU if we can't successfully negotiate with the Port?**

If we get to an impasse with the Port, we have the ultimate right to discontinue the permit program and the Heavy Haul Network through legislation.

**9. How will the Heavy Haul Program be funded after 2017?**

- A. SDOT will evaluate the program after 2016;
- B. If projected permit revenues for 2018 are high enough to cover program costs, which is unlikely given current projections, then the program will continue as is;
- C. If permit revenues are not projected to cover costs, then there are two options. Either the permit fee will have to be raised or the Port will have to continue subsidizing the program beyond 2017.

**10. How did staff determine the \$10M to \$20M estimate for the Port of Seattle contribution over 20 years?**

- A. Staff from OED, SDOT, and the Port met many times to discuss the MOU and the estimate;
- B. Engineers from SDOT supplied data on the existing condition, estimated life, and cost to repair or reconstruct each street within the proposed heavy haul network.
- C. The Port of Seattle supplied estimates, based on data collected for the Freight Access Project, of how many Port-related overweight trips would likely occur within the proposed heavy haul network;
- D. SDOT and Port engineers estimated that allowing overweight trucks would result in a 10% reduction in roadway service life;
- E. SDOT and Port engineers also estimated that a heavy haul roadway construction project would cost approximately 10% more than a typical roadway;
- F. Applying these factors to SDOT's existing estimates resulted in a range of potential impact between \$10M and \$20M.