CERTIFICATION OF ENROLLMENT

**HOUSE BILL 2181**

Chapter 58, Laws of 2015

(partial veto)

64th Legislature

2015 Regular Session

HIGHWAYS--MAXIMUM SPEED LIMITS

EFFECTIVE DATE: 7/24/2015

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| Passed by the House March 9, 2015Yeas 78 Nays 19FRANK CHOPP**Speaker of the House of Representatives**Passed by the Senate April 8, 2015Yeas 41 Nays 7BRAD OWEN**President of the Senate** | CERTIFICATEI, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **HOUSE BILL 2181** as passed by House of Representatives and the Senate on the dates hereon set forth.BARBARA BAKER**Chief Clerk** |
| Approved April 22, 2015 11:35 AM with the exception of Section 1, which is vetoed. | April 22, 2015 |
| JAY INSLEE**Governor of the State of Washington** | **Secretary of State** **State of Washington** |

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**HOUSE BILL 2181**

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Passed Legislature - 2015 Regular Session

**State of Washington 64th Legislature 2015 Regular Session**

**By** Representatives Schmick, Clibborn, Orcutt, and Scott

AN ACT Relating to the maximum speed limit on highways; amending RCW 46.61.410; and creating a new section.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

NEW SECTION. **Sec.**  The legislature finds that there are portions of Interstate 90, and possibly other portions of the state highway system, upon which the current maximum speed limit could be increased from seventy miles per hour to seventy-five miles per hour, thereby decreasing the amount of travel time for the motoring public, without compromising safety. The legislature intends that the department of transportation conduct further investigation to determine the locations on Interstate 90 and potentially elsewhere upon which such greater speed is reasonable and safe and to modify the maximum speed limit accordingly.

**Sec.**  RCW 46.61.410 and 1996 c 52 s 1 are each amended to read as follows:

(1)(a) Subject to subsection (2) of this section the secretary may increase the maximum speed limit on any highway or portion thereof to not more than ((~~seventy~~)) seventy-five miles per hour in accordance with the design speed thereof (taking into account all safety elements included therein), or whenever the secretary determines upon the basis of an engineering and traffic investigation that such greater speed is reasonable and safe under the circumstances existing on such part of the highway.

(b) The greater maximum limit established under (a) of this subsection shall be effective when appropriate signs giving notice thereof are erected, or if a maximum limit is established for auto stages which is lower than the limit for automobiles, the auto stage speed limit shall become effective thirty days after written notice thereof is mailed in the manner provided in subsection (4) of this section.

(c) Such maximum speed limit may be declared to be effective at all times or at such times as are indicated upon said signs or in the case of auto stages, as indicated in said written notice; and differing limits may be established for different times of day, different types of vehicles, varying weather conditions, and other factors bearing on safe speeds, which shall be effective when posted upon appropriate fixed or variable signs or if a maximum limit is established for auto stages which is lower than the limit for automobiles, the auto stage speed limit shall become effective thirty days after written notice thereof is mailed in the manner provided in subsection (4) of this section.

(2) The maximum speed limit for vehicles over ten thousand pounds gross weight and vehicles in combination except auto stages shall not exceed sixty miles per hour and may be established at a lower limit by the secretary as provided in RCW 46.61.405.

(3) The word "trucks" used by the department on signs giving notice of maximum speed limits means vehicles over ten thousand pounds gross weight and all vehicles in combination except auto stages.

(4) Whenever the secretary establishes maximum speed limits for auto stages lower than the maximum limits for automobiles, the secretary shall cause to be mailed notice thereof to each auto transportation company holding a certificate of public convenience and necessity issued by the Washington utilities and transportation commission. The notice shall be mailed to the chief place of business within the state of Washington of each auto transportation company or if none then its chief place of business without the state of Washington.

**--- END ---**

Passed by the House March 9, 2015.

Passed by the Senate April 8, 2015.

Approved by the Governor April 22, 2015, with the exception of certain items that were vetoed.

Filed in Office of Secretary of State April 22, 2015.

Note: Governor's explanation of partial veto is as follows:

"I am returning herewith, without my approval as to Section 1, House Bill No. 2181 entitled:

"AN ACT Relating to the maximum speed limit on highways."

This bill presumes that there are portions of Interstate 90—and other portions of the state highway system—where the speed limit could be increased to 75 mph without compromising safety.

According to the Washington Traffic Safety Commission, speeding or driving too fast for conditions accounts for more than one-third of all deadly crashes in Washington. It's a fact that as vehicle speed increases, the amount of energy generated increases exponentially, and the risk of death and injury increases substantially as collision speed increases. Our state's Target Zero Plan aims to reduce traffic death and serious injuries to zero by 2030. Although the number of speeding-involved crashes is declining due to the Target Zero program, there are still far too many people dying on our roadways. An increase in allowable speeds *before* a thorough safety assessment is performed is simply premature.

Therefore, I am vetoing Section 1 of House Bill 2181.

However, I am directing the Department of Transportation to consult with the Traffic Safety Commission and the State Patrol to assess whether the speed limit could be increased without any compromise in safety.

Moreover, I strongly encourage the Legislature to reconsider the Traffic Safety Commission's distracted driving bill in the upcoming session as a way to further reduce traffic fatalities. It's vital that we make progress improving safety this year.

For these reasons I have vetoed Section 1 of House Bill No. 2181.

With the exception of Section 1, House Bill No. 2181 is approved."