

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

Passed by the House March 9, 2015
Yeas 78 Nays 19

FRANK CHOPP

Speaker of the House of Representatives

Passed by the Senate April 8, 2015
Yeas 41 Nays 7

BRAD OWEN

President of the Senate

Approved April 22, 2015 11:35 AM with
the exception of Section 1, which is
vetoed.

JAY INSLEE

Governor of the State of Washington

CERTIFICATE

I, 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

FILED

April 22, 2015

**Secretary of State
State of Washington**

HOUSE BILL 2181

Passed Legislature - 2015 Regular Session

State of Washington 64th Legislature 2015 Regular Session

By Representatives Schmick, Clibborn, Orcutt, and Scott

Read first time 02/26/15. Referred to Committee on Transportation.

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

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

4 ****NEW SECTION. Sec. 1. The legislature finds that there are***
5 ***portions of Interstate 90, and possibly other portions of the state***
6 ***highway system, upon which the current maximum speed limit could be***
7 ***increased from seventy miles per hour to seventy-five miles per hour,***
8 ***thereby decreasing the amount of travel time for the motoring public,***
9 ***without compromising safety. The legislature intends that the***
10 ***department of transportation conduct further investigation to***
11 ***determine the locations on Interstate 90 and potentially elsewhere***
12 ***upon which such greater speed is reasonable and safe and to modify***
13 ***the maximum speed limit accordingly.***

****Sec. 1 was vetoed. See message at end of chapter.***

14 **Sec. 2.** RCW 46.61.410 and 1996 c 52 s 1 are each amended to read
15 as follows:

16 (1)(a) Subject to subsection (2) of this section the secretary
17 may increase the maximum speed limit on any highway or portion
18 thereof to not more than (~~seventy~~) seventy-five miles per hour in
19 accordance with the design speed thereof (taking into account all
20 safety elements included therein), or whenever the secretary

1 determines upon the basis of an engineering and traffic investigation
2 that such greater speed is reasonable and safe under the
3 circumstances existing on such part of the highway.

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

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

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

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

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

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."

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