

NOTE: Governor's explanation of partial veto is as follows:
"...This bill establishes a procedure for identifying needed railroad crossing warning devices and creates a grade crossing protective fund to provide for the state's share of the cost of this program. Since 1961 the Utilities and Transportation Commission has had the authority to allocate to cities and counties funds necessary to defray the costs of installing warning signals. However, no appropriations have been made for this purpose. As a result, there has been no significant increase in the number of warning signals installed at railroad crossings. The primary effect of this bill is to provide state funds for the installation and maintenance of adequate warning signals at railroad crossings. I am in agreement with this principle.

Section three of the act calls for the railroad, upon completion of the installation of a crossing signal, to submit its claim for reimbursement for the cost of installation to the state auditor and authorizes the auditor to make such audit as he deems necessary. These provisions are inconsistent with the Budget and Accounting Act.

I am certain that the legislature did not intend to alter established procedures under the Budget and Accounting Act. I have therefore vetoed these provisions.

Section 4 provides that the act shall be operative within the limits of all cities, towns and counties, except first-class cities. Section 5 states, 'This 1969 amendatory act shall be operative within the limits of all cities, towns and counties, including cities of the first class.' These two sections are obviously inconsistent. Reading the bill, it is clear that the legislature intended that it apply only to railroad crossings within the boundaries of first class cities that the city specifically designates. I have therefore vetoed section 5, which is totally inconsistent with this intent.

With the exception of those certain items in section 3 and all of section 5, which I have vetoed, the remainder of Substitute House Bill No. 24 is approved."

CHAPTER 135
[House Bill No. 52]
RULES OF THE ROAD--EXCEEDING
SPEED LIMIT TO PASS VEHICLE
TRAVELING AT LESS THAN LEGAL MAXIMUM

AN ACT Relating to motor vehicles; and amending section 6, chapter 16, Laws of 1963, as amended by section 2, chapter 25, Laws of 1967,

and RCW 46.61.425.

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

Section 1. Section 6, chapter 16, Laws of 1963, as amended by section 2, chapter 25, Laws of 1967, and RCW 46.61.425 are each amended to read as follows:

(1) No person shall drive a motor vehicle at such a slow speed as to impede the normal and reasonable movement of traffic except when reduced speed is necessary for safe operation or in compliance with law: PROVIDED, That a person following a vehicle driving at less than the legal maximum speed and desiring to pass such vehicle may exceed the speed limit, subject to the provisions of RCW 46.61.120 on highways having only one lane of traffic in each direction, and on multi-lane highways when it becomes necessary to shift lanes for the purpose of making an exit, at only such a speed and for only such a distance as is necessary to complete the pass with a reasonable margin of safety.

(2) Whenever the state highway commission or local authorities within their respective jurisdictions determine on the basis of an engineering and traffic investigation that slow speeds on any part of a highway unreasonably impede the normal movement of traffic, the commission or such local authority may determine and declare a minimum speed limit thereat which shall be effective when appropriate signs giving notice thereof are erected. No person shall drive a vehicle slower than such minimum speed limit except when necessary for safe operation or in compliance with law.

Passed the House March 12, 1969.

Passed the Senate March 11, 1969.

Approved by the Governor March 25, 1969, with the exception of an item in subsection (1) which is vetoed.

Filed in office of Secretary of State March 25, 1969.

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

"...This bill was introduced at the request of the Washington State Patrol and amends the 'rules of the road'. Under current law, a driver is authorized to exceed the speed limit to pass a vehicle driving at less than the legal speed limit. As introduced, the bill was designed to provide that this exception shall apply only on highways having one lane of traffic in each direction.

An additional item was added to the bill making it also permissible to exceed the speed limit when it is necessary to move to an exit on a multi-lane highway. This item creates a substantial safety hazard.

Traffic safety experts advise that such a maneuver is substantially more dangerous than slowing slightly to move into an exit lane. This provision authorizes a virtually unlimited speed for a substantial distance while an auto is attempting to pass a string of cars to move to an outside exit lane.

In addition, and equally important, the provision permitting a driver to exceed a speed limit in order to move to the outside lane for the purpose of exiting from the freeway will have a deleterious effect on enforcement of the speed laws on our highways. Under the law, not only must proscribed criminal conduct be proven beyond a reasonable doubt, but the provisions must be plain and unambiguous. The item added to the bill by amendment for multi-lane highway travel is not in the best interests of the state.

With the exception of the item discussed in this letter, which I have vetoed, the remainder of House Bill 52 is approved."

CHAPTER 136
[Substitute House Bill No. 333]
STATE REGULATION
OF FINANCIAL INSTITUTIONS

AN ACT Relating to state regulation of financial institutions; amending section 30.04.110, chapter 33, Laws of 1955 and RCW 30.04.110; amending section 30.04.180, chapter 33, Laws of 1955 and RCW 30.04.180; amending section 30.08.010, chapter 33, Laws of 1955 and RCW 30.08.010; amending section 30.08.095, chapter 33, Laws of 1955 and RCW 30.08.095; amending section 30.12.060, chapter 33, Laws of 1955, as amended by section 1, chapter 165, Laws of 1959 and RCW 30.12.060; amending section 30.40.020, chapter 33, Laws of 1955 and RCW 30.40.020; amending section 30.12.010, chapter 33, Laws of 1955, as amended by section 1, chapter 190, Laws of 1957 and RCW 30.12.010; amending section 30.12.020, chapter 33, Laws of 1955 and RCW 30.12.020; adding a new section to chapter 33, Laws of 1955 and to chapter 30.04 RCW.