

according to sections 2 and 3 of this 1971 act shall be effective immediately and shall not be stayed pending completion of review.

NEW SECTION. Sec. 6. Sections 1 through 5 of this 1971 act are added to chapter 232, Laws of 1957 and to chapter 70.94 RCW.

NEW SECTION. Sec. 7. Section 57, chapter 238, Laws of 1967, section 43, chapter 168, Laws of 1969 ex. sess. and RCW 70.94.415 are each repealed.

Passed the House May 10, 1971.

Passed the Senate May 9, 1971.

Approved by the Governor May 21, 1971.

Filed in Office of Secretary of State May 21, 1971.

CHAPTER 195

[Engrossed House Bill No. 892]

LEGISLATIVE TRANSPORTATION COMMITTEE CREATED--
POWERS AND DUTIES--
STUDIES AUTHORIZED

AN ACT Relating to transportation; creating a legislative transportation committee; describing powers and duties of the legislative transportation committee and the Washington state highway commission; providing for transportation studies; amending section 35, chapter 3, Laws of 1963 ex. sess. as last amended by section 68, chapter 145, Laws of 1967 ex. sess. and RCW 44.40.010; amending section 38, chapter 3, Laws of 1963 ex. sess. and RCW 44.40.030; amending section 39, chapter 3, Laws of 1963 ex. sess. and RCW 44.40.040; amending section 14, chapter 147, Laws of 1967 ex. sess. and RCW 43.59.130; amending section 78, chapter 145, Laws of 1967 ex. sess. and RCW 47.01.145; amending section 23, chapter 3, Laws of 1963 ex. sess. and RCW 47.60.045; amending section 8, chapter 85, Laws of 1970 ex. sess.; adding a new section to chapter 3, Laws of 1963 ex. sess. and to chapter 44.40 RCW; creating new sections; making appropriations; and declaring an emergency.

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

Section 1. Section 35, chapter 3, Laws of 1963 ex. sess. as last amended by section 68, chapter 145, Laws of 1967 ex. sess. and RCW 44.40.010 are each amended to read as follows:

The joint fact finding committee on highways, streets, and bridges originally created by chapter 111, Laws of 1947, ((is hereby)) recreated and renamed the joint committee on highways by chapter 3, Laws of 1963 extraordinary session, is hereby recreated and renamed the legislative transportation committee. The renaming

of said committee shall not affect any powers invested in it or its duties imposed upon it by any other statute. All appropriations made to the committee under its former name shall continue to be available to said committee as renamed, the ~~((joint committee on highways))~~ legislative transportation committee. The committee shall consist of eleven senators to be appointed by the president of the senate and twelve members of the house of representatives to be appointed by the speaker thereof. A list of appointees shall be submitted before the close of each regular legislative session or any successive extraordinary session ~~((following e))~~ called by the governor prior to the close of such regular session or successive extraordinary session(s) for confirmation of senate members, by the senate, and house members, by the house. Vacancies occurring shall be filled by the appointing authority.

NEW SECTION. Sec. 2. There is added to chapter 3, Laws of 1963 ex. sess. and to chapter 44.40 RCW a new section to read as follows:

In addition to the powers and duties authorized in RCW 44.40.020 the committee shall, in coordination with the legislative budget committee, ascertain, study, and/or analyze all available facts and matters relating or pertaining to sources of revenue, appropriations, expenditures, and financial condition of the motor vehicle fund and accounts thereof, the highway safety fund, and all other funds related to transportation programs of the state.

Sec. 3. Section 38, chapter 3, Laws of 1963 ex. sess. and RCW 44.40.030 are each amended to read as follows:

In addition to the powers and duties heretofore conferred upon it, the ~~((joint committee on highways))~~ legislative transportation committee is further authorized and directed to ~~((continue its participation))~~ participate in: (1) The activities of ~~((the western interstate committee on highway policy problems))~~ committees of the council of state governments concerned with transportation activities; (2) in activities of the national committee on uniform traffic laws and ordinances; and ~~((to participate))~~ (3) in any interstate reciprocity or prorotation meetings designated by the Washington reciprocity commission.

Sec. 4. Section 39, chapter 3, Laws of 1963 ex. sess. and RCW 44.40.040 are each amended to read as follows:

The members of the ~~((joint committee on highways))~~ legislative transportation committee shall ~~((be reimbursed for their expenses incurred while attending sessions of the committee or meetings of any subcommittees of the committee or while engaged on other committee business authorized by the committee to the extent of twenty-five dollars per day plus ten cents per mile in going and coming from committee sessions or subcommittee meetings or for travel on other~~

committee business authorized by the committee)) receive allowances as provided in RCW 44.04.120. All expenses incurred by the committee, including salaries of employees, shall be paid upon voucher forms as provided by the ((central budget agency)) office of program planning and fiscal management and signed by the chairman or vice chairman of the committee and attested by the secretary of the committee, and the authority of said chairman or vice chairman and secretary to sign vouchers shall continue until their successors are selected. Vouchers may be drawn upon funds appropriated for the expenses of the committee.

Sec. 5: Section 14, chapter 147, Laws of 1967 ex. sess. and RCW 43.59.130 are each amended to read as follows:

The Washington state traffic safety commission shall submit a report outlining programs planned and steps taken toward improving traffic safety to the ((joint committee on highways by July 4, 1968)) legislative transportation committee by October 1st of each even numbered year.

Sec. 6. Section 78, chapter 145, Laws of 1967 ex. sess. and RCW 47.01.145 are each amended to read as follows:

Whenever a study report prepared by the Washington state highway commission for the ((joint committee on highways)) legislative transportation committee is made available to the committee or its members, the report shall, upon request, be made available to any member of the Washington state legislature.

NEW SECTION. Sec. 7. The legislative transportation committee is hereby authorized to consider the following studies and such other studies as it deems appropriate and report its findings and recommendations in connection therewith to the 1973 legislature prior to its convening:

(1) A continuing review of the urban arterial program with consideration of means to require greater coordination between land use planning and arterial planning by cities and counties and, further, to evaluate the effectiveness of the program in relieving urban traffic congestion, possibilities of extending the program, and its relation to the new federal urban highway program.

(2) A continuing study to develop reasonable and effective regulations prescribing standards for the control of air contaminant emissions from motor vehicles.

(3) A continuing study of necessary legislation for compliance with the federal traffic safety standards. Particular attention shall be given to developing legislation to meet federal safety standards relating to inspection, control, and regulation of emergency medical services.

(4) A continuing study in cooperation with the legislative budget committee of the needs and financing of the Washington state

patrol, including the traffic manpower requirements of local law enforcement agencies in order to determine the appropriate assistance role that the state patrol should provide to local law enforcement agencies, and implementation of overtime compensation and more precise information on various types of overtime experience. Acceptable definitions of nonhighway activities shall be developed in cooperation with the state patrol and the office of program planning and fiscal management.

(5) The effect upon the highway safety fund of the use of fines, fees, and forfeitures by justice courts for administrative costs.

(6) A continuing review of the procedures for the disposition of abandoned vehicles as well as methods for demolition of motor vehicle hulks.

(7) A study of the need for and financing of adult school crossing guards.

(8) A review of methods for improving uniformity and the development of standards for handling traffic cases in justice and district courts.

(9) A continuing review of the highway classification and needs study and uniformity of audit procedures.

(10) A continuing study of the feasibility of the exchange between states of tax audit information relating to interstate motor carriers for the purpose of reducing duplicate audits by the several states.

(11) A study of the practices of automobile insurance carriers, particularly with the respect to the insuring of handicapped persons operating under restricted driver's licenses.

(12) A study of tow truck regulation including the necessity of regulation in the public interest, standards of regulation, license fees, and special problems in areas of low volume business and/or few operators.

(13) A study in cooperation with the Washington traffic safety commission, the department of motor vehicles, and the office of the superintendent of public instruction relative to the rules and regulations governing the operation of commercial driving schools for the purpose of bringing the law into conformance with state and federal regulations. A progress report shall be made to an extraordinary session, if called, in 1972.

(14) A study of axle tonnage and total gross weight restrictions on trucks.

(15) A study of the equity of apportioning costs of relocating utilities when displaced by highway construction.

(16) A study of the problem of identifying drivers who have medical disorders which may limit their ability to drive safely,

including the feasibility of implementing a mandatory physician reporting system of such disorders to the department of motor vehicles.

(17) A continuing study of the effect of industrial decentralization and diversification upon future requirements for highway construction, and of the factors influencing the location of industry in nonmetropolitan areas.

(18) A study of parking fee practices of municipal and private parking lots, parking garages, and similar establishments. Such study shall include the feasibility of placing such fees under a public utility regulation system.

(19) A study of motor vehicle fuel and special use fuel pricing policies.

(20) A study in cooperation with representative agencies and units of government of the feasibility of implementing the joint land development proposal expressed in the federal highway administration's report entitled: "joint development of highways and affected land - some implications of land acquisition and control".

(21) A continuing study reviewing the acquisition/appraisal policies and practices of the right of way division of the department of highways.

(22) A review of the purposes, policies, procedures and utilization of the railroad grade crossing protective fund.

(23) An analysis of the feasibility of modifying the toll charges on certain toll facilities to encourage multiple-passenger use of private and public transportation vehicles, and the feasibility of providing "exact change" lanes to facilitate traffic flow.

(24) The feasibility of a program which will enable the citizens of the state, through state and local government units, to recoup some of the increased land values which result directly from the public investment in transportation facilities, including highways, arterials, and urban mass transportation facilities.

(25) Potential sources of funding for a broad scale highway beautification program, including acquisition of scenic strips adjacent to existing and proposed highways, as a means of protecting both the public investment in highway design and the character and ecology of the communities adjacent to highways. The study is to include consideration of criteria for determining the appropriate level of beautification expenditures relative to the total outlay for highway purposes.

(26) The feasibility of a program to provide for cooperative planning of traffic facilities and land uses around freeway interchanges by state and local units of government in order to promote the efficiency of the facilities and the compatibility of the

freeway and adjacent land uses.

(27) The feasibility of modifying the design of curbs on existing and proposed arterials to better enable persons in wheelchairs and other handicapped persons to travel through their communities.

(28) A feasibility study of providing water transportation for commuter foot passengers within the Lake Washington-Lake Union area, including the provision of appropriate terminal facilities and coordination with land transportation facilities.

(29) A study in cooperation with industry representatives for the purpose of establishing an experimental program leading to the development of luminaires with greater life and improved durability.

(30) A study of the feasibility of reimbursing those people whose property is not taken by eminent domain, but which is adversely affected in a noneconomic manner by the development, construction, and use of freeways and other public highways.

NEW SECTION. Sec. 8. The legislative transportation committee is hereby authorized and directed to study the concept of a scenic recreational highway system with the cooperation and advice of the highway commission, parks and recreation commission, department of natural resources, and the game commission. The committee shall consider for inclusion in such a study the following subjects:

(1) Purposes, objectives, and definition of a scenic recreational highway system;

(2) Criteria for determining a route's existing or potential ability for meeting the purposes and objectives of such a system;

(3) The types and degrees of control necessary to preserve or enhance the scenic and recreational qualities of the system and specifically to control outdoor advertising and land use within the scenic recreational corridor;

(4) The possibility of establishing two or more classes of scenic recreational highways with different criteria and different types and degrees of control;

(5) Criteria for establishing priorities among plans and projects conceived to preserve or enhance the scenic and recreational aspects of the system;

(6) Funding requirements and sources including criteria for determining the amounts to be expended on the system for scenic and recreational purposes as compared to other purposes to be financed from the same sources;

(7) Designation of agency jurisdictions and responsibilities for developing, controlling, and operating the system;

(8) Recommendations on signing and/or other designative measures;

(9) Procedures for periodic reevaluation of the system;

(10) Other elements which are consistent with the purposes of this study.

The legislative transportation committee shall report any results of said study to the 1973 regular legislative session.

NEW SECTION. Sec. 9. The legislative transportation committee is hereby authorized in coordination with the aeronautics commission to consider the following studies and such other studies as it deems appropriate and to report its findings and recommendations in connection therewith to the 1973 legislature prior to its convening, except as otherwise provided in this act:

(1) The development of a long-range comprehensive air transportation systems plan and financing thereof;

(2) The taxing structure of aircraft and jet fuels in the state of Washington, including a comparison of the taxing structure, exemptions, and methods of collection utilized in other states. An evaluation of the effect on the economy, and the use and benefits of revenues shall be made. A report including recommendations and enacting legislation shall be made to a 1972 extraordinary session, if called;

(3) The feasibility of establishing a state aircraft pool. Such evaluation shall include but not necessarily be limited to:

(a) Maximum utilization of state owned aircraft;

(b) Efficiency and economy resulting from such pool;

(c) Inter-agency utilization of hanger, administrative, maintenance and other facilities;

(d) Effect on travel costs of state officials;

(e) Distinction between special and general use aircraft required by various agencies;

(4) Designation of the aeronautics commission as the agent to receive and channel federal moneys for air transportation systems within the state.

For purposes of studies authorized in this section the sum of ten thousand dollars or so much thereof as is necessary is appropriated to the legislative transportation committee from the aeronautics account of the general fund.

NEW SECTION. Sec. 10. The Washington state highway commission and the urban arterial board shall coordinate their activities relative to long range needs studies, in accordance with the provisions of chapter 47.05 RCW and RCW 47.26.170, respectively, in order that long range needs data may be developed and maintained on an integrated and comparable basis. Needs data for county roads and city streets in nonurban areas shall be provided by the counties and cities to the Washington state highway commission in such form and extent as requested by the commission, after consultation with the county road administration board and the association of

Washington cities, in order that needs data may be obtained on a comparable basis for all highways, roads and streets in Washington.

NEW SECTION. Sec. 11. The legislative transportation committee is authorized to conduct feasibility studies including but not limited to the following subjects:

(1) Comparing rubber-tired urban public transportation systems with alternative urban public transportation systems, including rail systems;

(2) Examining the use of existing rail facilities to connect all cities between Everett and Olympia in an intercity urban public transportation system;

(3) Use of exclusive highway lanes, or other preferential treatment such as exclusive ramp connectors for rubber-tired public transportation vehicles, or both;

(4) Terminal distribution requirements;

(5) Parking facility requirements;

(6) Available federal aid for study, planning, and implementation of urban public transportation systems.

An advisory committee may be appointed to include representatives from local government, interested citizens, and the Puget Sound governmental conference.

The findings and recommendations of the feasibility study shall be reported to the legislature at the 1973 regular legislative session.

NEW SECTION. Sec. 12. The legislative transportation committee and the Washington state highway commission shall jointly consider the following proposed highway additions by undertaking appropriate studies and surveys as may be necessary to accomplish an evaluation with respect to their being a part of the modern integrated state highway system; unless otherwise provided, the studies shall be completed by September 1, 1972:

(1) A study updating the 1958 feasibility study of the proposed road in Wahkiakum county described as the extension of SR 407 from the west fork of the Elochoman river northeasterly to a connection with SR 506 at Ryderwood;

(2) An extension to be known as SR 115 beginning at Ocean Shores at a junction with Point Brown Avenue, thence in an easterly and northerly direction to a junction with SR 109 in the vicinity south of Ocean City;

(3) An extension connecting SR 302 to SR 3 via the Victor cut-off;

(4) An extension connecting SR 101 in the vicinity of Purdy Canyon and SR 106 in the vicinity of Union;

(5) An extension from SR 101 to the Washington correction center north of Shelton;

(6) An extension from Libby Road bypassing Oak Harbor to a connection with SR 525 in the vicinity of north Oak Harbor;

(7) An extension from Sappho to Pysht via Burnt Mountain Road;

(8) A continuation of the 1970 feasibility studies of a proposed locally operated ferry route across Grays Harbor between the city of Westport and the City of Ocean Shores in the vicinity of Point Brown. Consideration shall be given to the possibility of a cooperative project between the county of Grays Harbor, the port of Grays Harbor, the city of Westport, the city of Ocean Shores and other affected units of local government, in the furnishing of approach roads, terminal facilities, and the operation of a ferry for transporting motor vehicles and foot passengers or foot passengers only between the terminals of the proposed route. The Washington state highway commission shall provide current origin and destination traffic studies and economic and toll feasibility studies. The local governments herein named shall provide one thousand dollars in local funds for their share of the study costs;

(9) A relocation of SR 101 to bypass Sequim.

(10) Traffic engineering studies to determine the need for construction of an interchange at the junction of I-90 and 161st Avenue S.E. in the city of Bellevue.

(11) A study of the feasibility of including S.E. and N.E. 148th Street, situated partly in the city of Bellevue and partly within rural King county, within the state highway system.

NEW SECTION. Sec. 13. The Washington state highway commission is directed to consult with the national park service of the United States department of the interior to determine their interest in entering into an agreement to jointly finance a feasibility study for relocating SR 101 outside of the Olympic national park in the vicinity of Lake Crescent. A report shall be made to the legislative transportation committee by October 1, 1972, and to the 1973 legislative session. Said report shall include a resume of all previous studies and the recommendations of the national park service, if any, as to the proposed study.

NEW SECTION. Sec. 14. The legislative transportation committee and the Washington state highway commission, Skagit county, the cities of Mt. Vernon, Anacortes, Burlington, and Sedro Wooley are hereby authorized to conduct jointly all studies and surveys, including traffic studies necessary to determine state transportation facilities required in western Skagit county for the proper community development of the cities herein named to meet existing and projected traffic through 1990. The commission shall utilize all prior surveys and reports heretofore made concerning highway and transportation needs within the study area.

The study participants and any consultants engaged by them

pursuant to this section shall present all studies and surveys to the local governments affected for advisory review at appropriate stages of completion of such studies and surveys. Upon completion of such studies the study participants shall report their findings and recommendations to the legislative transportation committee.

The legislative transportation committee and the Washington state highway commission together shall not incur more than one-third of the cost of the study authorized in this section. The study authorized in this section shall avail itself to the extent applicable of federal moneys available under Title VII of Public Law 91-609 known as the "urban growth and community development act of 1970".

NEW SECTION. Sec. 15. The Washington state highway commission is authorized and directed to confer with the Oregon state highway commission to determine the appropriateness of a full scale feasibility study of the construction of the Washington portion of a new highway known as the "Rivergate" highway which extends from I-5 north of Vancouver southerly to a crossing of the Columbia river in the vicinity of the West Vancouver industrial area, thence southerly to a connection with Oregon state highway number 26. The study shall include, but not necessarily be limited to a review of the findings of the Portland-Vancouver metropolitan transportation study and such other studies that have been made which relate to the proposed project.

The findings and recommendations of this preliminary feasibility study shall be reported to the legislative transportation committee by October 1, 1972, and to the legislature at the 1973 regular legislative session.

NEW SECTION. Sec. 16. The legislative transportation committee, the Washington state highway commission, and the Washington state toll bridge authority shall jointly consider the financial difficulties suffered by the Port Townsend to Keystone ferry route, the significance of this route to cross-sound transportation, and alternative means of easing or eliminating the financial difficulties.

Sec. 17. Section 23, chapter 3, Laws of 1963 ex. sess. and RCW 47.60.045 are each amended to read as follows:

The Washington state highway commission, in cooperation with the ((joint committee on highways)) legislative transportation committee, is authorized and directed to prepare a comprehensive long range plan for cross sound transportation concerning the proper location of bridges and ferry routes, possible use of hovercraft or other forms of water transportation, together with necessary connecting roads and ((ferry)) terminals for the facilities of transportation across Puget Sound. The committee and commission

shall utilize all current and prior surveys and reports heretofore made concerning cross sound transportation.

The comprehensive plan provided for in this section shall be transmitted with the financing plan provided for in section 18 of this 1971 amendatory act to the 1973 legislature.

((There is hereby appropriated from the motor vehicle fund to the state highway commission for the biennium ending June 30, 1965, the sum of fifty thousand dollars, or so much thereof as may be necessary to carry out the provisions of this section.))

Sec. 18. Section 8, chapter 85, Laws of 1970 ex. sess. is amended to read as follows:

The ((joint committee on highways)) legislative transportation committee in cooperation with the Washington state highway commission is directed to study alternative methods of financing the construction, maintenance, and operation of ((ferries, terminals and other)) cross-sound transportation facilities after July 1, 1973, and report its recommendations to the 1973 legislature as to whether or not the additional one-eighth cent of the motor vehicle fuel taxes allocated by ((this 1970 amendatory act)) the provisions of RCW 82.36.020 to the Puget Sound reserve account and the excess in said account transferred to the Puget Sound capital construction account for capital construction of ferries and terminal facilities may be restored to the motor vehicle fund to be used for state highway purposes.

The 1973 legislature, upon receiving the recommendations of the ((joint committee on highways)) legislative transportation committee shall reexamine the program for financing the construction of ((ferries, terminals and other)) cross-sound transportation facilities ((as contained in this 1970 amendatory act)).

NEW SECTION. Sec. 19. The legislative transportation committee may cooperate and participate with the state land commission in the development of a data bank or alternative system for the assembling of information to carry out the provisions of this 1971 amendatory act.

NEW SECTION. Sec. 20. This 1971 amendatory act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions and shall take effect immediately.

NEW SECTION. Sec. 21. If any provision of this 1971 amendatory act, or its application to any person or circumstance is held invalid, the remainder of the act, or the application of the provision to other circumstances is not affected.

Passed the House May 10, 1971.

Passed the Senate May 9, 1971.

Approved by the Governor May 21, 1971.

Filed in Office of Secretary of State May 21, 1971.

CHAPTER 196
[House Bill No. 739]
COMMUNITY COLLEGE DISTRICTS--
NEGOTIATIONS WITH ACADEMIC EMPLOYEES

AN ACT Relating to community college districts; providing for negotiations between boards of trustees and their academic employees; adding new sections to chapter 223, Laws of 1969 ex. sess. and to Title 28B RCW as a new chapter thereof; repealing section 28A.72.040, chapter 223, Laws of 1969 ex. sess. and RCW 28A.72.040; and repealing section 28B.50.580, chapter 223, Laws of 1969 ex. sess. as amended by section 29, chapter 283, Laws of 1969 ex. sess. and RCW 28B.50.580.

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

NEW SECTION. Section 1. It is the purpose of this chapter to strengthen methods of administering employer-employee relations through the establishment of orderly methods of communication between academic employees and the community college districts by which they are employed.

NEW SECTION. Sec. 2. As used in this chapter:

"Employee organization" means any organization which includes as members the academic employees of a community college district and which has as one of its purposes the representation of the employees in their employment relations with the community college district.

"Academic employee" means any teacher, counselor, librarian, or department head, division head, or administrator, who is employed by any community college district, with the exception of the chief administrative officer of each community college district.

NEW SECTION. Sec. 3. Representatives of an employee organization, which organization shall by secret ballot have won a majority in an election to represent the academic employees within its community college district, shall have the right, after using established administrative channels, to meet, confer and negotiate with the board of trustees of the community college district or a committee thereof to communicate the considered professional judgment of the academic staff prior to the final adoption by the board of proposed community college district policies relating to, but not limited to, curriculum, textbook selection, in-service training, student teaching programs, personnel, hiring and assignment practices, leaves of absence, salaries and salary schedules and noninstructional duties.