

which are not judged to be invalid or unconstitutional.

Passed the Senate March 22, 1963.

Passed the House March 24, 1963.

Approved by the Governor April 1, 1963.

Chapter 3.

[H. B. 4.]

HIGHWAYS.

AN Act relating to highways and the operation of vehicles thereon; describing powers and duties of the Washington state highway commission, the Washington state toll bridge authority, the license department, and the joint committee on highways, herein created; establishing and designating certain highways; providing for surveys and studies of proposed highway additions and proposed toll facilities; prescribing fees, size, weight, load permits and equipment restrictions for certain motor vehicles; providing penalties; making appropriations; amending sections 47.16.100, 47.16-.120, 47.16.140, 47.16.200, 47.20.010, 47.20.080, 47.20.120, 47.20.130, 47.20.160, 47.20.210, 47.20.250, 47.20.440, 47.20.490, 47.20.500, 47.20.140, 47.20.100, 47.20.380, 47.56.140, 47.36.110, chapter 13, Laws of 1961, and RCW 47.16.100, 47.16.120, 47.16.140, 47.16.200, 47.20.010, 47.20.080, 47.20.120, 47.20.130, 47.20.160, 47.20.210, 47.20.250, 47.20.440, 47.20.490, 47.20-.500, 47.20.140, 47.20.100, 47.20.380, 47.56.140, and 47.36.110; amending section 47.20.220, chapter 13, Laws of 1961, as amended by section 13, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.220; amending section 47.20.340, chapter 13, Laws of 1961, as amended by section 11, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.340; amending section 47.16.010, chapter 13, Laws of 1961, as amended by section 1, chapter 21, Laws of 1961 extraordinary session and RCW 47.16.010; amending sections 46.60.150, 46.60.170, 46.60.330, 46.44.037 and 46.60-.020, chapter 12, Laws of 1961 and RCW 46.60.150, 46.60.170, 46.60.330, 46.44.037 and 46.60.020; amending section 46.16-.010, chapter 12, Laws of 1961, as amended by section 32, chapter 21, Laws of 1961 extraordinary session and RCW 46.16.010; amending section 5, chapter 9, Laws of 1961 extraordinary session and RCW 47.60.440; amending section 46.44.030, chapter 12, Laws of 1961 as amended by section 36, chapter 21, Laws of 1961 extraordinary session and RCW 46.44.030; amending section 46.44.092, chapter

12, Laws of 1961 and RCW 46.44.092; adding a new section to chapter 13, Laws of 1961 and chapter 47.20 RCW; adding a new section to chapter 12, Laws of 1961 and chapter 46.52 RCW; amending section 10, chapter 96, Laws of 1961 and RCW 47.42.100; providing effective dates; and declaring an emergency.

Be it enacted by the Legislature of the State of Washington:

RCW 47.16.100 amended.

SECTION 1. Section 47.16.100, chapter 13, Laws of 1961 and RCW 47.16.100 are each amended to read as follows:

Primary high-ways. No. 10 Chelan-Okanogan highway.

A primary state highway to be known as primary state highway No. 10, or the Chelan-Okanogan highway, is established as follows: Beginning at Quincy, on primary state highway No. 7, thence in a northwesterly direction to a junction with primary state highway No. 2, in the vicinity east of Wenatchee; also beginning at a junction with primary state highway No. 2, in the vicinity northwesterly of Wenatchee, thence in a northerly direction on the west side of the Columbia river by way of Chelan, Pateros, Brewster, Okanogan and Oroville to the international boundary line; also beginning at a point on primary state highway No. 10 east of Brewster, thence in a southeasterly direction on the north side of the Columbia river to Chief Joseph dam, thence crossing the Columbia river to the south side in the vicinity of Bridgeport, thence southerly to the junction with primary state highway No. 2 in the vicinity west of Coulee City; also from Brewster on primary state highway No. 10, thence in a southeasterly direction on the south side of the Columbia river to a junction with primary state highway No. 10 in the vicinity of Bridgeport.

RCW 47.16.120 amended.

SEC. 2. Section 47.16.120, chapter 13, Laws of 1961 and RCW 47.16.120 are each amended to read as follows:

No. 12 Ocean Beach highway.

A primary state highway to be known as primary state highway No. 12, or the Ocean Beach

highway, is hereby established according to description as follows: Beginning at Chehalis on primary state highway No. 1, thence in a westerly direction by the most feasible route by way of Raymond to South Bend, thence southerly by the most feasible route to the vicinity of a location known as Johnson's Landing, thence southeasterly by the most feasible route by way of Kelso to primary state highway No. 1; also beginning at a junction with primary state highway No. 12, as herein described, in the vicinity of a location known as Johnson's Landing, thence southwesterly by the most feasible route to Ilwaco, thence southeasterly by the most feasible route to Megler; also from a junction with primary state highway No. 12, as herein described, in the vicinity northeast of Ilwaco, thence southerly by the most feasible route to a junction with primary state highway No. 12, as herein described, at a point east of Ilwaco; also beginning at Longview on primary state highway No. 12, as herein described, thence in a southeasterly direction by the most feasible route to a junction with primary state highway No. 1, south of Kelso; also from a junction with primary state highway No. 12, in Kelso, northeasterly to a junction with primary state highway No. 1; also beginning at a junction with primary state highway No. 12, as herein described, at a point where it intersects with Oregon Way in the city of Longview, thence in a southerly direction by the most feasible route to a point approximately fifty feet north of the center line of the Columbia River Dike and adjacent to the easterly side of the approach to the Longview Bridge, as the same is defined in RCW 47.56.370.

The joint committee on highways and state highway commission are directed to confer with the proper agencies of the state of Oregon relative to the addition of both the Washington and Oregon

portions of the Longview bridge to the respective state highway systems.

RCW 47.16.140 amended.

SEC. 3. Section 47.16.140, chapter 13, Laws of 1961 and RCW 47.16.140 are each amended to read as follows:

Primary high-ways. No. 14 Navy Yard highway.

A primary state highway to be known as primary state highway No. 14, or the Navy Yard highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 21 near the southwest end of Sinclair Inlet, thence northeasterly by way of Port Orchard, Harper and Point Southworth; also beginning at a junction with primary state highway No. 14 in the vicinity west of Port Orchard, as herein described, thence in a southeasterly direction by way of the Tacoma Narrows Bridge to a junction with primary state highway No. 1 in Tacoma.

RCW 47.16.200 amended.

SEC. 4. Section 47.16.200, chapter 13, Laws of 1961 and RCW 47.16.200 are each amended to read as follows:

No. 22 Coulee Reservoir highway.

A primary state highway to be known as primary state highway No. 22, or the Coulee Reservoir highway, is hereby established according to description as follows: Beginning at Davenport on primary state highway No. 2, thence in a northerly direction by the most feasible route to Kettle Falls vicinity on primary state highway No. 3; thence northeasterly by the most feasible route to the international boundary line.

RCW 47.20.010 amended.

SEC. 5. Section 47.20.010, chapter 13, Laws of 1961 and RCW 47.20.010 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state high-ways. No. 1A, 1B.

Secondary state highway No. 1A; beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Lawrence,

thence in a northerly direction to the international boundary at Sumas; also beginning at a junction with secondary state highway No. 1A in the vicinity of Nooksack, thence southwesterly by way of Ever-son to a junction with secondary state highway No. 1B in the vicinity of Wiser Lake; also beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Deming, thence in a southerly direction by way of Sedro Woolley, Arlington and Snohomish to a junction with primary state highway No. 2 in the vicinity of Woodinville;

Secondary state highway No. 1B; beginning at Bellingham on primary state highway No. 1, thence in a northerly direction to the international boundary in the vicinity east of Delta; also beginning at a junction with secondary state highway No. 1B approximately 2.7 miles south of the international boundary, thence easterly by way of Van Buren to a junction with secondary state highway No. 1A.

SEC. 6. Section 47.20.080, chapter 13, Laws of 1961 and RCW 47.20.080 are each amended to read as follows:

RCW 47.20.080 amended.

Secondary state highways as branches of primary state highway No. 1, are established as follows:

Highways 1P, 1Q.

Secondary state highway No. 1P; beginning west of Toledo on primary state highway No. 1, thence in a southwesterly direction by way of Vader to Ryderwood;

Secondary state highway No. 1Q; beginning at a junction with primary state highway No. 1 west of Toledo, thence via Toledo in an easterly and southerly direction to a junction with secondary state highway No. 1R in the vicinity north of Toutle.

SEC. 7. Section 47.20.120, chapter 13, Laws of 1961 and RCW 47.20.120 are each amended to read as follows:

RCW 47.20.120 amended.

Secondary state highways, No. 1X, 1Y, 1Z.

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1X; beginning at a junction with primary state highway No. 1 in the vicinity of Fife, thence in an easterly direction by way of Milton to a junction with secondary state highway No. 5D in the vicinity east of Milton;

Secondary state highway No. 1Y; beginning at a junction with primary state highway No. 1 in the vicinity east of Stanwood; thence in a westerly direction to a junction with secondary state highway No. 1E in the vicinity of Stanwood; thence in a westerly direction by way of Stanwood and over a bridge to a point on Camano Island known as McEachern's Corner.

Secondary state highway No. 1Z; beginning at a junction with primary state highway No. 1 northwest of Bellingham, thence in a westerly direction to a junction with a Whatcom county road at a location where construction is feasible from an engineering and economic point of view.

RCW 47.20.130 amended

SEC. 8. Section 47.20.130, chapter 13, Laws of 1961 and RCW 47.20.130 are each amended to read as follows:

Highway 2B.

Secondary state highway as a branch of primary state highway No. 2 is established as follows:

Secondary state highway No. 2B; beginning at a junction with primary state highway No. 2 in the vicinity of Lake Forest Park, thence in a north-westerly direction to a junction with primary state highway No. 1 in the vicinity of the Snohomish county line.

RCW 47.20.160 amended.

SEC. 9. Section 47.20.160, chapter 13, Laws of 1961 and RCW 47.20.160 are each amended to read as follows:

Highways 2H, 2I.

Secondary state highways as branches of primary state highway No. 2 are established as follows:

Secondary state highway No. 2H; beginning in the vicinity of primary state highway No. 2 at the Washington-Idaho boundary line, thence in a westerly direction by way of Millwood to a junction with primary state highway No. 3 in Spokane;

Secondary state highway No. 2I; beginning at a junction with primary state highway No. 2 in the vicinity of Virden, thence southeasterly to a junction with primary state highway No. 3 in the vicinity of Woldale.

SEC. 10. Section 47.20.210, chapter 13, Laws of 1961 and RCW 47.20.210 are each amended to read as follows: RCW 47.20.210 amended.

Secondary state highways as branches of primary state highway No. 3 are established as follows: Highways 3J, 3K.

Secondary state highway No. 3J; beginning at a junction with primary state highway No. 3 in the vicinity of Chewelah, thence by way of Springdale in a southwesterly direction across the Spokane river to Long Lake, thence southerly to primary state highway No. 2 in the vicinity of Reardan; also, beginning at a junction with said secondary state highway No. 3J at Springdale, thence easterly to a junction of primary state highway No. 3 in the vicinity of Loon Lake.

Secondary state highway No. 3K; beginning at Pomeroy on primary state highway No. 3, thence in a southeasterly direction to Peola, thence in a north-easterly direction to a junction with primary state highway No. 3 in the vicinity west of Clarkston.

SEC. 11. Section 47.20.220, chapter 13, Laws of 1961 as amended by section 13, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.220 are each amended to read as follows: RCW 47.20.220 amended.

Secondary state highways as branches of primary state highway No. 3 are established as follows: Highways 3L, 3P, 3R, 3S.

Secondary state highway No. 3L; beginning at a junction with primary state highway No. 3 in the

Secondary state highways. No. 3L, 3P, 3R, 3S.

vicinity north of Dayton, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Pomeroy;

Secondary state highway No. 3P; beginning at a junction with primary state highway No. 3 at the west end of the Kettle Falls bridge, thence in a westerly direction to a junction with secondary state highway No. 4A east of Republic;

Secondary state highway No. 3R; beginning at the Richland wye junction with primary state highway No. 3; thence northerly and westerly via Richland to a junction with primary state highway No. 3 at Kiona.

Secondary state highway No. 3S; beginning at a junction of primary state highway No. 3 in Spokane, thence northwesterly along the north bank of the Spokane river to a point in Stevens county across the Spokane river from the Riverside state park at the boundary line common to Stevens and Spokane counties.

RCW 47.20.250 amended.

SEC. 12. Section 47.20.250, chapter 13, Laws of 1961 and RCW 47.20.250 are each amended to read as follows:

Highway 5A.

Secondary state highway as a branch of primary state highway No. 5 is established as follows:

Secondary state highway No. 5A; beginning at a junction with primary state highway No. 5 south of Maple Valley, thence in a westerly direction to Kent on primary state highway No. 5, thence in a westerly direction to a junction with primary state highway No. 1.

RCW 47.20.340 amended.

SEC. 13. Section 47.20.340, chapter 13, Laws of 1961 as amended by section 11, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.340 are each amended to read as follows:

Highway 8D.

Secondary state highway as a branch of primary highway No. 8 is established as follows:

Secondary state highway No. 8D; beginning at a wye junction with primary state highway No. 8, the west branch in the vicinity east of Underwood and the east branch in the vicinity of White Salmon, thence in a northerly direction to the boundary of the Gifford Pinchot National Forest.

SEC. 14. Section 47.20.440, chapter 13, Laws of 1961 and RCW 47.20.440 are each amended to read as follows: RCW 47.20.440 amended.

Secondary state highways as branches of primary state highway No. 12 are hereby established according to designation and description as follows: Highways 12A, 12B.

Secondary state highway No. 12A; beginning at a junction with primary state highway No. 12 at Seaview, thence in a northerly direction by the most feasible route by way of Long Beach to Ocean Park;

Secondary state highway No. 12B; beginning at Megler on primary state highway No. 12, thence in an easterly and northerly direction to a junction with primary state highway No. 12 in the vicinity north of Naselle.

SEC. 15. Section 47.20.490, chapter 13, Laws of 1961 and RCW 47.20.490 are each amended to read as follows: RCW 47.20.490 amended.

Secondary state highways as branches of primary state highway No. 15 are hereby established according to designation and description as follows: Highways 15A, 15B.

Secondary state highway No. 15A; beginning at a junction with primary state highway No. 15 in the vicinity east of Everett, thence in a northeasterly direction by the most feasible route to a junction with secondary state highway No. 1A, thence from another junction of secondary state highway No. 1A in a northeasterly direction by the most feasible route to Granite Falls;

Secondary state highway No. 15B; beginning at Monroe on primary state highway No. 15, thence in

a southerly direction by the most feasible route by way of Duvall to Falls City on primary state highway No. 2.

RCW 47.20.500 amended.

SEC. 16. Section 47.20.500, chapter 13, Laws of 1961 and RCW 47.20.500 are each amended to read as follows:

Secondary state highways. No. 15C, 15D.

Secondary state highways as branches of primary state highway No. 15 are established as follows:

Secondary state highway No. 15C; beginning at Leavenworth on primary state highway No. 15, thence in a northerly direction by the most feasible route by way of Lake Wenatchee to a junction with primary state highway No. 15 in the vicinity north Winton;

Secondary state highway No. 15D; beginning at a junction with secondary state highway No. 15C in the vicinity of Lake Wenatchee, thence in a northwesterly direction by the most feasible route on the north side of Lake Wenatchee to Telma.

New section.

SEC. 17. There is added to chapter 13, Laws of 1961 and to chapter 47.20 RCW a new section to read as follows:

Highway 3T.

Secondary state highway No. 3T is established as a branch of primary state highway No. 3 as follows:

Secondary state highway No. 3T; beginning at a junction with secondary state highway 3A in the vicinity southeast of Toppenish, thence in an easterly direction to a junction with primary state highway No. 3 in the vicinity of Granger.

The establishment of secondary state highway No. 3T as defined in this section shall be effective July 1, 1965.

RCW 47.20.140 amended.

SEC. 18. Section 47.20.140, chapter 13, Laws of 1961, and RCW 47.20.140 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 2 are established as follows: Highways 2D.
2E.

Secondary state highway No. 2D; beginning at a junction with primary state highway No. 2 in the vicinity west of Issaquah, thence in a northerly direction to the west of Lake Sammamish to Redmond on primary state highway No. 2, thence in a westerly direction to Kirkland; thence southerly to a junction with primary state highway No. 1, Evergreen Point Bridge Route, in the vicinity of Northrup Road.

Secondary state highway No. 2E; beginning at a junction with primary state highway No. 2 west of Cle Elum, thence in a northwesterly direction by way of Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum.

SEC. 19. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1965 the sum of thirty-five thousand dollars, or so much thereof as may be necessary for the location and acquisition of right of way for an approach road to the Central Washington State College campus on the most feasible route beginning at the intersection of North A Street and the Chicago, Milwaukee, St. Paul and Pacific Railroad in Ellensburg; thence northeasterly to Fourteenth Avenue; thence east on Fourteenth Avenue to Maple Street; thence south on Maple Street to the intersection of primary state highway No. 7. Appropriation
—C.W.S.C.
approach
road.

SEC. 20. Section 47.20.100, chapter 13, Laws of 1961 and RCW 47.20.100 are each amended to read as follows: RCW 47.20.100
amended.

Secondary state highways as branches of primary state highway No. 1, are established as follows: Secondary
state high-
ways. No. 1T.
1U.

Secondary state highway No. 1T; beginning at Vancouver on primary state highway No. 1, thence in a northerly direction by way of the lower river road and an extension thereof, to Ridgefield, thence

Proviso.

in an easterly direction to a junction with primary state highway No. 1 in the vicinity south of La-Center: *Provided*, That the state department of highways may enter into an agreement with the Port of Vancouver, and/or Clark county and/or the United States Army Engineers to obtain material dredged from the Columbia river and have the same stockpiled at no expense to the state;

Secondary state highway No. 1U; beginning at Battleground on secondary state highway No. 1S, thence in a southerly direction to Orchard on secondary state highway No. 8A.

RCW 47.16.010 amended.

SEC. 21. Section 47.16.010, chapter 13, Laws of 1961 as amended by section 1, chapter 21, Laws of 1961 extraordinary session and RCW 47.16.010 are each amended to read as follows:

Primary state highways. No. 1 Pacific highway.

A primary state highway to be known as primary state highway No. 1, or the Pacific highway, is established as follows: Beginning at the international boundary line in the vicinity of Blaine, in Whatcom county, thence in a southerly direction by way of Bellingham, thence to the east of Lake Samish, thence in a southerly direction by way of Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Centralia, Chehalis, Kelso, and Vancouver to the Washington-Oregon boundary line on the interstate bridge over the Columbia river; also beginning at Bellingham on primary state highway No. 1, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county; also beginning at Bellingham on primary state highway No. 1, thence in a southerly direction by way of Blanchard to a junction with primary state highway No. 1, in the vicinity of Mt. Vernon; also beginning at Mt. Vernon on primary state highway No. 1, thence in a westerly direction to Anacortes; also beginning at Everett in the vicinity of Broadway avenue, thence in a south-westerly direction to a junction with primary state

highway No. 1, in the vicinity south of Everett; also beginning at a junction of primary state highway No. 1 south of Marysville to Marysville; also beginning at a junction with primary state highway No. 1 in the vicinity of Marysville, thence easterly to a junction with secondary state highway No. 1A: *Provided*, That until such time as the branch of primary state highway No. 1 from Marysville to a junction with secondary state highway No. 1A is actually constructed on the location adopted by the state highway commission, no existing city streets or county roads shall be maintained or improved by the state highway commission as a temporary route of said primary state highway No. 1; also beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northeasterly direction to Renton, thence northerly east of Lake Washington to primary state highway No. 1 north of Seattle; and also until the federal aid interstate route No. 1 through Seattle is open to through traffic, beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northwesterly direction west of the Duwamish river to Seattle, also beginning at Seattle on primary state highway No. 1, thence via the Evergreen Point bridge to a junction with primary state highway No. 1 east of Lake Washington; also beginning on primary state highway No. 1 in the vicinity of Salmon Creek, north of Vancouver, thence in a southeasterly direction to the Washington-Oregon boundary line in the vicinity east of Vancouver.

SEC. 22. The joint committee on highways, jointly with the Washington state highway commission, shall, pursuant to the provisions of this act, consider the following highway additions and deletions by undertaking a comprehensive and definitive study with necessary reconnaissance surveys, including location, reconstruction costs and roadway design

Studies
enumerated.

Highways.
Studies inci-
dent to enum-
erated.

to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. Unless otherwise specified, all studies shall be completed by June 1, 1964:

(1) The rerouting of secondary state highway No. 9A from a junction with primary state highway No. 9, west of Port Angeles to Neah Bay.

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint committee on highways, for the biennium ending June 30, 1965, the sum of seven thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(2) A new section of primary state highway No. 3 in Whitman county from the junction of U. S. highway 195 and U. S. highway 95 south of Uniontown to a junction with U. S. highway 410 in the vicinity of Clarkston. The study shall include the possibility and feasibility of cooperating with the Idaho department of highways on the construction of a cooperative project if the survey shows that any part of a desirable route lies in the state of Idaho. In order to carry out the provisions of this section the Washington state highway commission may consult, cooperate, and enter into agreements with the Idaho department of highways for the purpose of reconnaissance surveys, cost estimates, and traffic estimates of a route or routes that may be partly in the state of Idaho.

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint committee on highways, for the biennium ending June 30, 1965, the sum of two thousand five hundred dollars to carry out the provisions of this subsection.

(3) A new highway beginning at Bellevue on primary state highway No. 1 which is the approved route of federal-aid interstate and defense highway

No. 405, thence northeasterly, by the most feasible route, to a junction with primary state highway No. 2 in the vicinity of Redmond.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint committee on highways, for the biennium ending June 30, 1965, the sum of twenty thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection. Appropriation.

SEC. 23. The state highway commission, in cooperation with the joint committee on highways, is authorized and directed to prepare a comprehensive long range plan for cross sound transportation concerning the proper location of bridges and ferry routes, together with necessary connecting roads and ferry terminals for the facilities of transportation across Puget Sound. The commission shall utilize all current and prior surveys and reports heretofore made concerning cross sound transportation. Cross sound transportation study.

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. Appropriation.

SEC. 24. The state highway commission in cooperation with the joint committee on highways, is authorized and directed to conduct a study of the feasibility and cost for a new highway on the north side of the Mossyrock Reservoir from a junction with proposed relocated primary state highway No. 5 in the vicinity of Mossyrock to a junction with primary state highway No. 5 in the vicinity of Kosmos: *Provided, however,* That nothing in this section shall be construed to in any way increase, modify, revoke, terminate, abrogate or delay any of the provisions of that certain agreement, and the Mossyrock Reservoir highway study.

Proviso.

Highways.
Mossyrock
Reservoir
highway
study.

route and cost determinations contained therein, heretofore executed pursuant to state law between the state highway commission and the city of Tacoma on October 23, 1961 and providing for the inundation and relocation of state highways affected by the construction of the city's Mossyrock Dam and Reservoir.

Appropriation.

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

Highway 2D
study.

SEC. 25. The state highway commission is authorized and directed to conduct a study of the feasibility and cost of reconstructing secondary state highway No. 2D as a four-lane highway from its junction with primary state highway No. 1RE to Redmond.

National park
service park-
way agree-
ment. Author-
ized.

SEC. 26. The state highway commission is authorized to enter into an agreement with the national park service of the federal government relating to the financing, location, design, acquisition and transfer of rights of way and property rights, construction, maintenance, and use of a national park service parkway, including the construction of a public highway thereon, extending from the vicinity of Port Angeles to the north boundary of the Olympic National Park, or any portion thereof.

Provisions
requisite to
agreement.

SEC. 27. The agreement pursuant to section 26 of this act shall include, but is not limited to, the following provisions:

(1) That the parkway shall be designed, constructed and maintained as a national park service parkway access road as provided for in the regulations of the national park service; that the location and design including route, design standards, roadway sections, and access controls over such parkway

and highway shall be as agreed upon by the state highway commission and the national park service;

(2) That the right of way for such parkway and highway shall average not less than one hundred acres per mile, or such lesser amount as may be agreed upon between the state highway commission and the national park service;

(3) That the state highway commission, at its expense shall do all work necessary in the location and design of such parkway and highway and shall acquire all rights of way, rights of access, light, view, and air, and other property rights necessary for such parkway and highway;

(4) That the national park service shall construct and maintain such parkway and highway;

(5) That upon the completion of the construction of such parkway and highway the state shall, by quitclaim deed executed by the governor and approved by the attorney general, convey to the national park service all rights of way, rights of access, light, view, and air, and other property rights acquired for such parkway and highway; and that any sums expended from the motor vehicle fund and conveyances made by the state pursuant to sections 26 through 31 of this act shall be deemed to be in exchange for the construction and maintenance of the public highway provided for by the terms of sections 26 through 31 of this act;

(6) That upon conveyance of all rights of way, rights of access, light, view, and air, and other property rights to the national park service, the national park service shall have full jurisdiction, responsibility, and control over such parkway and highway, all at the exclusive expense of the national park service.

SEC. 28. As to the location, design, and the acquisition of rights of way, rights of access, light, view, and air, and other property rights undertaken pur-

Commission
powers incident to
agreement.

National park service parkway agreement. Commission powers incident to.

suant to the agreement authorized by section 26 of this act, the state highway commission shall have all powers granted and may incur all expenses authorized to it with respect to state highways as contained in Title 47 RCW, and the state of Washington acting through the Washington state highway commission shall have all powers granted by chapter 8.04 RCW to acquire by condemnation the rights of way, rights of access, light, view, and air, and other property rights necessary for such parkway and highway.

Parkway use as public use.

SEC. 29. The use of the private lands, rights of way, light, view, and air, and other property rights selected by the highway commission as necessary for the construction and maintenance of the highway and parkway provided for in sections 26 through 31 of this act is hereby declared to be a necessary public use.

RCW 47.20.380 amended.

SEC. 30. Section 47.20.380, chapter 13, Laws of 1961 and RCW 47.20.380 are each amended to read as follows:

Secondary state highways. No. 9E.

Secondary state highways as branches of primary state highway No. 9 are established as follows:

Secondary state highway No. 9E; beginning at a junction with primary state highway No. 9 in the vicinity south of Discovery Bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal; thence crossing Hood Canal to a junction with primary state highway No. 21;

This addition to secondary state highway No. 9E shall become effective July 1, 1959.

This amendment shall not be effective until the parkway and highway established by sections 26 through 31 of this act shall be open to the public.

Appropriation —Parkway.

SEC. 31. There is hereby appropriated from the motor vehicle fund to the state highway commission for the biennium ending June 30, 1965, the sum of four hundred thousand dollars, or so much thereof

as may be necessary to carry out the provisions of sections 26 through 31 of this act.

SEC. 32. The state highway commission is authorized and directed to expend for maintenance of the Puget Island-Westport ferry a sum not to exceed four hundred dollars per month through June 30, 1965 for operation of said ferry as a temporary alternate route: *Provided*, That not more than fifty percent of the total monthly cost of operation and amortization costs of said ferry shall be paid by the highway commission and the balance of such cost shall be borne by Wahkiakum county. The monthly payments provided for herein shall be disbursed by warrant to Wahkiakum county upon proper vouchers certified by the Wahkiakum board of county commissioners and approved by the state highway commission.

Puget Island-
Westport ferry
operation
funds.

Proviso.

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

Appropriation.

SEC. 33. There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium ending June 30, 1965, a sum, not to exceed six hundred thousand dollars, which shall equal the sum transferred from the Puget Sound reserve account for state highways or other state highway commission purposes in accordance with RCW 47.60.360, from the effective date of this section until July 1, 1963. The sum herein appropriated shall be placed in the King county contribution account of the second Lake Washington toll bridge bond fund and shall be used by the authority to pay principal and interest on the bonds heretofore issued by the authority to pay the cost of constructing the second Lake Wash-

Appropriation
—Second Lake
Washington
bridge bond
fund purposes.

ington bridge, but only to the extent that net revenues from said bridge are insufficient therefor.

This money is to be considered a loan and is to be repaid to the motor vehicle fund from revenues of such project and tolls shall be continued for any additional length of time necessary for this purpose.

This section 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.

Appropriation
—Spokane
River toll
bridge revenue
bond purposes.

SEC. 34. There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium ending June 30, 1965, the sum of seventy-five thousand dollars or so much thereof as may be necessary to carry out the purposes of this section. The authority shall transfer such amounts of the appropriation as may be necessary from time to time to the Spokane River toll bridge revenue bond fund established by resolution No. 320 of the authority to pay interest on the Spokane River toll bridge revenue bonds as the same shall come due but only to the extent that net revenues from said bridge are insufficient therefor.

Any expenditures from the above appropriation are to be considered a loan and are to be repaid to the motor vehicle fund from revenues of the Spokane River toll bridge and tolls shall be continued for any additional length of time necessary for this purpose.

Joint com-
mittee on
highways.
Created—
Members,
appointment.

SEC. 35. 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. The renaming of said committee shall not affect any powers vested in it or 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. The committee shall consist of seven senators to be appointed by the president of the Senate and eight 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 extraordinary session following a regular session for confirmation of Senate members, by the Senate, and House members, by the House. Vacancies occurring shall be filled by the appointing authority.

SEC. 36. The committee is authorized and directed to continue its studies and for that purpose shall have the powers set forth in chapter 111, Laws of 1947.

Committee powers, duties.

SEC. 37. The joint committee on highways is authorized and directed to ascertain in the interest of traffic safety and consistent with the public needs, study, analyze, report on and make recommendations to the 1965 legislature prior to its convening concerning:

Specific committee duties.

(1) The long-range objectives for highway improvements established by the state highway commission and the current six-year construction program for state highways adopted by the state highway commission and a review of the commission's methods and procedures for the selection of projects for the various classes of state highways.

(2) Continuation of the study of methods of improving the administration of city street, county road and state highway programs.

(3) The federal highway cost allocation study in relation to the American Association of State Highway Officials road test and the 1961-1962 federal cost allocation cost reports and their application to cost allocation, weight limits and highway design in Washington.

Joint com-
mittee on high-
ways. Specific
duties enum-
erated.

(4) The advance programming of city street and county road construction in the light of the 1962 Automotive Safety Foundation study.

(5) The development of criteria for the use of motor vehicle funds to guarantee or otherwise assist the toll revenue bond projects.

(6) The justification of transportation subsidies from the motor vehicle fund to cross-sound transportation with special consideration for the economic potential of the Olympia Peninsula.

(7) The effectiveness of the new electronic driver training simulators for driver education and driver reexamination purposes.

(8) The cost and the effectiveness of reflectorized license plates as accident preventive devices.

(9) The feasibility of reestablishing a program of periodic vehicle inspection. (Reference, See House Bill No. 593, 1963 regular session)

(10) A comprehensive study of driver licensing and the driver improvement program, including the most effective use of a point system.

(11) A study of the problem of the continued use of vehicles by persons whose operators' licenses have been suspended or revoked.

(12) A study of all aspects of automobile insurance, including cancellation and nonrenewal provisions, the assigned risk plan, uninsured motorist coverage, safe driver award plans and their implications for accident reduction.

(13) A review, in advance of the 1965 legislative session, of the Washington state ferry system capital budget for the 1965-1967 biennium as the same shall be proposed by the state highway commission.

(14) The desirability of consolidating all driver licensing and vehicle licensing functions in a single department of state government. In connection with this study the committee shall examine the budgets and earmarked revenues of the department of li-

censes and the Washington state patrol and make necessary budget recommendations in connection with any consolidation of licensing functions. The study shall be made in cooperation with the department of licenses, the Washington state patrol and the budget director.

(15) The desirability of consolidating all functions of the Washington toll bridge authority in the state highway commission. (Reference, See House Bill No. 345, 1963 regular session)

(16) The feasibility of legislation authorizing the creation of benefit districts to aid in the construction of major transportation facilities. (Reference, See Senate Bill No. 598, 1963 regular session)

(17) A review, in cooperation with the state highway commission and the city of Renton, of the proposed arterial highway system in the Renton area and its relationship to the comprehensive plans for arterial streets within Renton.

(18) A review of the 1961-1963 state highway commission biennial construction program in connection with projects which were not completed during the biennium, to ascertain the reasons therefor.

(19) The effect that proposed increased truck axle loads, heavier than are now permitted, would have on our recently constructed highway pavements, and on older pavements built to lower standards.

(20) The erection of appropriate roadside markers and historical monuments along the highways of the state.

(21) The methods of effectively implementing the recommendations of the automotive safety foundation 1962 study on priority programing for county roads and city streets.

(22) The feasibility of providing individual photographs on vehicle operators' licenses. (Reference, See House Bill No. 490, 1963 regular session)

Joint committee on highways. Specific duties enumerated.

(23) The feasibility of transferring vehicle license plates with the owner rather than the vehicle. (Reference, See House Bill No. 169, 1963 regular session)

(24) A short-range and a long-range comprehensive program for highway safety.

(25) Continuation of the study on control of highway advertising and signs with regard to providing information in the specific interest of the traveling public with special consideration of the advisability of modifying existing restrictions within commercial or industrial zones of cities and towns (as their boundaries existed on September 21, 1959) and to recommend additional scenic area upon state highways for the application of the scenic areas regulations of chapter 96, Laws of 1961, and to study such other factors relating to highway advertising as the committee deems appropriate.

Additional committee duties.

SEC. 38. In addition to the powers and duties heretofore conferred upon it, the joint committee on highways is further authorized and directed to continue its participation in the activities of the western interstate committee on highway policy problems of the council of state governments and to participate in any interstate reciprocity or proration meetings designated by the Washington reciprocity commission.

Committee expenses—Reimbursement.

SEC. 39. The members of the joint committee on highways 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. All expenses incurred by the committee, including salaries of

employees, shall be paid upon voucher forms as provided by the central budget agency 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 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. 40. In addition to all other fees prescribed by law, there shall be paid for each motor vehicle the following amounts at the time of the payment of the registration fee as provided by law:

Additional motor vehicle fees—Use.

For each truck under 12,000 lbs.	\$.25
For each truck over 12,000 lbs. and under 20,000 lbs.	\$.50
For each truck over 20,000 lbs.	\$1.00
For each trailer 4,000 lbs. to 12,000 lbs.	\$.25
For each trailer 12,000 lbs. to 20,000 lbs.	\$.50
For each trailer, semitrailer or pole trailer over 20,000 lbs.	\$1.00
For each diesel truck	\$2.00
For each auto stage	\$1.00
For each for hire vehicle over 4,000 lbs.	\$.50
For each motor vehicle not otherwise taxed herein	\$.10

Such fees shall be deposited in the motor vehicle fund, and shall be used by the joint committee on highways and the state highway commission to help defray the costs of special highway studies and other studies as provided for in this act and for other necessary expenses of such committee.

SEC. 41. There is hereby appropriated from the motor vehicle fund to the joint committee on highways for the biennium ending June 30, 1965, the sum of fifty thousand dollars, or so much thereof as shall be necessary.

Appropriation—Joint committee on highways.

SEC. 42. Section 5, chapter 9, Laws of 1961, extraordinary session and RCW 47.60.440 are each amended to read as follows:

RCW 47.60.440 amended.

The Washington state ferry system shall be efficiently managed, operated and maintained as a revenue-producing undertaking. The authority shall

Ferry system as revenue producing undertaking.

Ferry system.
Debt service—
Tolls and
charges on
ferry system
and Hood
Canal bridge.

maintain and revise from time to time as necessary a schedule of tolls and charges on said ferry system and Hood Canal bridge that will produce net revenue available for debt service, in each fiscal year, in an amount at least equal to minimum annual debt service requirements as hereinafter provided. Minimum annual debt service requirements as used in this section shall include required payments of principal and interest, sinking fund requirements and payments into reserves on all outstanding revenue bonds authorized by RCW 47.60.400 through 47.60.470 and all other outstanding parity bonds hereafter issued in connection with the said ferry system and Hood Canal bridge and any other facility hereafter constructed by the authority to facilitate the crossing of Puget Sound, but shall not include payments into the ferry improvement fund.

The provisions of law relating to the revision of tolls and charges to meet minimum annual debt service requirements from net revenues as required by this section shall be binding upon the authority but shall not be deemed to constitute a contract to that effect for the benefit of the holders of such bonds.

Sec. 43. The Washington state highway commission shall make a study of toll rates, including commuter rates, on all routes of the Washington state ferry system and based thereon shall recommend, not later than September 1, 1963, appropriate readjustments of rates to the Washington toll bridge authority. The study shall take into account the costs of operating each route, the type of equipment and facilities used on each route, and the effect of proposed rate readjustments upon the economic development of specific areas as well as the entire Olympic Peninsula.

Vetoed.

It is the intent of the legislature that the state highway commission shall recommend and the Wash-

ington toll bridge authority shall adopt rate revisions, and in particular commuter rate revisions, which will substantially reduce the amount of subsidy required to meet the debt service on the ferry and Hood Canal bridge revenue bonds.

Sec. 44. There is added to chapter 46.52 RCW a new section to read as follows:

The director of licenses shall neither record nor give any effect whatsoever to a report of a conviction of a resident of this state when such conviction occurred in another state and was based upon (1) a violation of an administrative rule or regulation or (2) the forfeiture of bail, bond or other security deposited to secure appearance by a person charged with having committed an offense relating to the use and operation of a motor vehicle.

Vetoed.

SEC. 45. Section 47.56.140, chapter 13, Laws of 1961, and RCW 47.56.140 are each amended to read as follows:

RCW 47.56.140 amended.

The revenue bonds may be issued and sold by the authority from time to time and in such amounts as it deems necessary to provide sufficient funds for the construction of the bridge, and to pay interest on outstanding bonds issued for its construction during the period of actual construction and for six months after completion thereof.

Toll bridge bonds. Form, contents, manner of sale—Interim bonds.

The authority shall determine the form, conditions, and denominations of the bonds, and the maturity dates which the bonds to be sold shall bear and the interest rate thereon, which shall not exceed six percent per year. All bonds of the same issue need not bear the same interest rate. Principal and interest of the bonds shall be payable at such place as determined by the authority, and may contain provisions for registration as to principal or interest, or both. They shall be in coupon form with interest payable at such times as determined by the authority, and shall mature at such times and in such

Toll bridge
bonds. Form,
contents, man-
ner of sale—
Interim bonds.

amounts as the authority prescribes. The authority may provide for the retirement of the bonds at any time prior to maturity, and in such manner and upon payment of such premiums as it may determine in the resolution providing for the issuance of the bonds. All such bonds shall be signed by the state auditor and countersigned by the governor and any interest coupons appertaining thereto shall bear the signature of the state auditor. The countersignature of the governor on such bonds and the signature of the state auditor on such coupons may be their printed or lithographed facsimile signatures. Successive issues of such bonds within the limits of the original authorization shall have equal preference with respect to the redemption thereof and the payment of interest thereon. The authority may fix different maturity dates, serially or otherwise, for successive issues under any one original authorization. The bonds shall be negotiable instruments under the law merchant. All bonds issued and sold hereunder shall be sold on sealed bids to the highest and best bidder after such advertising for bids as the authority deems proper. The authority may reject any and all bids and may thereafter sell the bonds at private sale under such terms and conditions as it deems most advantageous to its own interests; but not at a price below that of the best bid which was rejected. The authority may contract loans and borrow money through the sale of bonds of the same character as those herein authorized, from the United States or any agency thereof, upon such conditions and terms as may be agreed to and the bonds shall be subject to all the provisions of this chapter, except the requirement that they be first offered at public sale.

Temporary or interim bonds, certificates, or receipts, of any denomination, and with or without coupons attached, signed by the state auditor, may

be issued and delivered until bonds are executed and available for delivery.

SEC. 46. Section 46.60.150, chapter 12, Laws of 1961 and RCW 46.60.150 are each amended to read as follows:

RCW 46.60.150 amended.

Every operator of a vehicle on approaching public highway intersections shall look out for and give right of way to vehicles on his right, simultaneously approaching a given point within the intersection, and whether his vehicle first reaches and enters the intersection or not: *Provided*, That this section shall not apply to operators on arterial highways or to vehicles entering an intersection which is posted with the "Yield" sign.

Rules of the road. Right of way on approaching intersection.

Proviso.

SEC. 47. Section 46.60.170, chapter 12, Laws of 1961 and RCW 46.60.170 are each amended to read as follows:

RCW 46.60.170 amended.

The operator of a vehicle shall stop as required by law at the entrance to any intersection with an arterial public highway, and having stopped shall look out for and give right of way to any vehicles upon the arterial highway simultaneously approaching a given point within the intersection, whether or not his vehicle first reaches and enters the intersection: *Provided*, That this section shall not apply to vehicles entering an intersection which is posted with the "Yield" sign.

Right of way at arterial intersection.

Proviso.

SEC. 48. Section 46.60.330, chapter 12, Laws of 1961 and RCW 46.60.330 are each amended to read as follows:

RCW 46.60.330 amended.

All state highways are hereby declared to be arterial highways as respects all other public highways or private ways except that the Washington state highway commission shall have the authority to designate any county road or city street as an arterial having preference over the traffic on the

Arterial highways designated-- Stopping on entering.

Rules of the road. Arterial highways designated—Stopping on entering.

state highway if traffic conditions will be improved by such action.

Those city streets designated by the Washington state highway commission as forming a part of the routes of state highways through incorporated cities and towns are hereby declared to be arterial highways as respects all other city streets or private ways.

The governing authorities of incorporated cities and towns may designate any street as an arterial having preference over the traffic on a state highway if such change is first approved in writing by the Washington state highway commission. The local authorities making such a change in arterial designation shall do so by proper ordinance or resolution and shall erect or cause to be erected and maintained standard stop signs, or "Yield" signs, to accomplish this change in arterial designation.

The operator of any vehicle entering upon any arterial highway from any other public highway or private way shall come to a complete stop before entering such arterial highway when stop signs are erected as provided by law.

RCW 47.36.110 amended.

SEC. 49. Section 47.36.110, chapter 13, Laws of 1961 and RCW 47.36.110 are each amended to read as follows:

Traffic control devices—Stop and yield right of way signs.

In order to provide safety at intersections on the state highway system, the Washington state highway commission may require persons traveling upon any portion of such highway to stop before entering the intersection. For this purpose there may be erected a standard stop sign as prescribed in the state of Washington department of highways "Manual for Signing." All persons traveling upon the highway shall come to a complete stop at such a sign and the appearance of any sign so located shall be sufficient warning to a person that he is required to stop. A person stopping at such a sign shall proceed through such portion of the highway

in a careful manner and at a reasonable rate of speed not to exceed twenty miles per hour. It shall be unlawful to fail to comply with the directions of any such a stop sign: *Provided*, That when the findings of a traffic engineering study show that the condition of an intersection is such that vehicles may safely enter the major artery without stopping, the Washington state highway commission or local authorities in their respective jurisdictions shall install and maintain a "Yield" sign. Proviso.

The driver of a vehicle approaching a "Yield" sign shall reduce speed or stop if necessary in order to yield the right of way to all traffic on the intersecting street which is so close as to constitute an immediate hazard. A motorist proceeding past such a sign with a resultant collision or other interferences with traffic on the intersecting street shall be prima facie evidence that the motorist had not obeyed the sign and yielded the right of way as provided by this statute.

SEC. 50. Section 46.60.020, chapter 12, Laws of 1961 and RCW 46.60.020 are each amended to read as follows: RCW 46.60.020 amended.

Whenever any highway has been divided into two roadways for travel in opposite directions by leaving an intervening space or by a physical barrier or clearly indicated dividing section or by two parallel yellow barrier stripes four inches or more apart so installed as to control vehicular traffic, every vehicle shall be driven only upon the right hand roadway and no vehicle shall be driven over, across or within any such dividing space, barrier or section, or yellow barrier stripes, except through an opening in such physical barrier or dividing section or space, or yellow barrier stripes, or at a crossover or intersection established by public authority. Rules of the road. Divided highways.

RCW 46.16.010 amended.

SEC. 51. Section 46.16.010, chapter 12, Laws of 1961 as amended by section 32, chapter 21, Laws of 1961 extraordinary session and RCW 46.16.010 are each amended to read as follows:

Motor vehicles. License and plates required --Exceptions.

It shall be unlawful for a person to operate any vehicle over and along a public highway of this state without first having obtained and having in full force and effect a current and proper vehicle license and display vehicle license number plates therefor as by this chapter provided: *Provided*,

Proviso.

That these provisions shall not apply to farm tractors and farm implements including trailers designed as cook or bunk houses used exclusively for animal herding temporarily operating or drawn upon the public highways, and trailers used exclusively to transport farm implements from one farm to another during the daylight hours or at night when such equipment has lights that comply with the law:

Proviso.

Provided further, That these provisions shall not apply to equipment defined as follows:

“Special highway construction equipment” is any vehicle which is designed and used primarily for grading of highways, paving of highways, earth moving, and other construction work on highways and which is not designed or used primarily for the transportation of persons or property on a public highway and which is only incidentally operated or moved over the highway. It includes, but is not limited to, road construction and maintenance machinery so designed and used such as portable air compressors, air drills, asphalt spreaders, bituminous mixers, bucket loaders, track laying tractors, ditchers, leveling graders, finishing machines, motor graders, paving mixers, road rollers, scarifiers, earth moving scrapers and carryalls, lighting plants, welders, pumps, power shovels and draglines, self-propelled and tractor-drawn earth moving equipment and machinery, including dump trucks and tractor-dump trailer combinations which either (1)

are in excess of the legal width or (2) which, because of their length, height or unladen weight, may not be moved on a public highway without the permit specified in RCW 46.44.090 and which are not operated laden except within the boundaries of the project limits as defined by the contract, and other similar types of construction equipment, or (3) which are driven or moved upon a public highway only for the purpose of crossing such highway from one property to another, provided such movement does not exceed five hundred feet and the vehicle is equipped with wheels or pads which will not damage the roadway surface.

Exclusions:

"Special highway construction equipment" does not include any of the following:

(a) Dump trucks originally designed to comply with the legal size and weight provisions of this code notwithstanding any subsequent modification which would require a permit, as specified in RCW 46.44.090, to operate such vehicles on a public highway, including trailers, truck-mounted transit mixers, cranes and shovels, or other vehicles designed for the transportation of persons or property to which machinery has been attached.

SEC. 52. Section 46.44.030, chapter 12, Laws of 1961 as amended by section 36, chapter 21, Laws of 1961 extraordinary session and RCW 46.44.030 are each amended to read as follows:

RCW 46.44.030
amended.

It is unlawful for any person to operate upon the public highways of this state any vehicle having an overall length, with or without load, in excess of thirty-five feet, except that an auto stage shall not exceed an overall length, inclusive of front and rear bumpers, of forty feet, but the operation of any such auto stage upon the public highways shall be limited as determined by the state highway commission.

Maximum
lengths.

Motor vehicles.
Maximum
lengths.

It is unlawful for any person to operate on the highways of this state any combination of vehicles which contains a vehicle of which the permanent structure is in excess of forty feet.

It is unlawful for any person to operate upon the public highways of this state any combination consisting of a non-stinger steered tractor and semitrailer which has an overall length in excess of sixty feet without load or in excess of sixty-five feet with load.

It is unlawful for any person to operate on the highways of this state any combination consisting of a truck and trailer, or any lawful combination of three vehicles, or a combination consisting of a tractor and stinger steered semitrailer with an overall length, with or without load, in excess of sixty-five feet.

“Stinger steered” as used in this section shall mean a tractor and semitrailer combination which has the coupling connecting the semitrailer to the tractor located to the rear of the center line of the rear axel of the tractor.

These length limitations shall not apply to vehicles transporting poles, pipe, machinery or other objects of a structural nature which cannot be dismembered and operated by a public utility when required for emergency repair of public service facilities or properties but in respect to night transportation every such vehicle and load thereon shall be equipped with a sufficient number of clearance lamps on both sides and marker lamps upon the extreme ends of any projecting load to clearly mark the dimensions of such load.

RCW 46.44.037
amended.

SEC. 53. Section 46.44.037, chapter 12, Laws of 1961 and RCW 46.44.037 are each amended to read as follows:

Notwithstanding the provisions of RCW 46.44.036 and subject to such rules and regulations governing

their operation as may be adopted by the state highway commission operation of the following combinations shall be lawful:

Combination
of units—Law-
ful operations
—Special
permits.

(1) A combination consisting of a truck tractor, a semitrailer, and a full trailer. In this connection a converter gear used to convert a semitrailer into a full trailer shall be considered to be a part of the full trailer and not a separate vehicle. A converter gear being pulled without load and not used to convert a semitrailer into a full trailer may be substituted in lieu of a full trailer or a semitrailer in any lawful combination.

(2) A combination consisting of three trucks or truck tractors used in driveaway service where two of the vehicles are towed by the third in double saddlemount position.

A combination consisting of a truck tractor, a semitrailer, and a full trailer when licensed for a total gross weight of seventy-two thousand pounds may be entitled to a special permit authorizing the combination to carry not more than four thousand pounds of gross weight in excess of the maximum allowed in RCW 46.44.044 upon the payment of the fees set forth in RCW 46.44.095 and on such highways and subject to such terms and conditions as the state highway commission shall prescribe pursuant to the provisions of RCW 46.44.095: *Provided*, That any state highway patrol officer who shall find any person operating a vehicle in violation of the conditions of a special permit issued under this section may confiscate such permit and forward it to the state highway commission which may return it to the permittee or revoke, cancel, or suspend it.

Proviso.

SEC. 54. Section 46.44.092, chapter 12, Laws of 1961 and RCW 46.44.092 are each amended to read as follows:

RCW 46.44.092
amended.

No special permit shall be issued for movement on any two lane state highway outside the limits of

Motor vehicles.
Special permits for over-size movements. Overall width limit—
Exceptions to limits—
Application for permit.

Proviso.

Proviso.

Proviso.

any city or town where the overall width of load exceeds fourteen feet, or on any multiple lane state highway where the overall width of load exceeds thirty-two feet; except that on multiple lane state highways where a physical barrier serving as a median divider separates the oncoming and opposing traffic lanes, no special permit shall be issued for widths in excess of twenty feet: *Provided*, That (1) these width limitations may be exceeded on state highways where the latest available traffic figures show that the highway or section of highway carries less than one hundred vehicles per day; (2) permits may be issued for widths of vehicles in excess of the preceding limitations on highways or sections of highways which have been designed and constructed for widths in excess of such limitations; (3) these limitations may be rescinded when certification is made by military officials or by officials of public or private power facilities, when in the opinion of the highway commission, the movement or action is a necessary emergency movement or action: *Provided further*, That the structures and highway surfaces on the routes involved are determined to be capable of sustaining widths in excess of such limitation; (4) these limitations shall not apply to farmers moving farm machinery between farms during daylight hours if the movement does not pass along and upon any primary or secondary state highway for a distance greater than thirty-five miles, if properly patrolled and flagged; (5) these limitations shall not apply to movement during daylight hours on any two lane state highway where the gross weight, including load, does not exceed forty thousand pounds and the overall width of load does not exceed sixteen feet: *Provided*, That the minimum and maximum speed of such movements, prescribed routes of such movements, the times of such movements, limitation upon frequency of trips (which limitation shall be not less than one

per week), and conditions to assure safety of traffic may be prescribed by the highway commission or local authority issuing such special permit.

The applicant for any special permit shall specifically describe the vehicle or vehicles and load to be operated or moved and the particular state highways for which permit to operate is requested and whether such permit is requested for a single trip or for continuous operation.

SEC. 55. Section 10, chapter 96, Laws of 1961 and RCW 47.42.100 are each amended to read as follows:

RCW 47.42.100 amended.

(1) No sign lawfully erected in a protected area prior to March 11, 1961, within a commercial or industrial zone within the boundaries of any city or town, as such boundaries existed on September 21, 1959, wherein the use of real property adjacent to the interstate system is subject to municipal regulation or control but which does not comply with the provisions of this chapter or any regulations promulgated hereunder, shall be maintained by any person after March 11, 1965.

Highway advertising control. Preexisting signs—Moratorium.

No sign lawfully erected in a protected area prior to March 11, 1961, other than within a commercial or industrial zone within the boundaries of a city or town as such boundaries existed on September 21, 1959, wherein the use of real property adjacent to the interstate system is subject to municipal regulation or control but which does not comply with the provisions of this chapter or any regulations promulgated hereunder, shall be maintained by any person after three years from March 11, 1961.

(3) No sign lawfully erected in a scenic area prior to the effective date of the designation of such area as a scenic area shall be maintained by any person after three years from the effective date of the designation of any such area as a scenic area.

Highway advertising control. Construction of amending section.

SEC. 56. If any provision of section 55 of this amendatory act shall be held to be invalid or shall be held to invalidate any provision of chapter 96, Laws of 1961 (chapter 47.42 RCW), then that provision of this amendatory act shall be of no force and effect and the provisions of chapter 96, Laws of 1961 (chapter 47.42 RCW) shall continue in effect.

Severability.

SEC. 57. If any phrase, clause, subsection or section of this act shall be declared unconstitutional or invalid by any court of competent jurisdiction, it shall be conclusively presumed that the legislature would have enacted this act without the phrase, clause, subsection or section so held unconstitutional or invalid and the remainder of the act shall not be affected as a result of said part being held unconstitutional or invalid.

Emergency.

SEC. 58. This 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 sections 35 through 43 inclusive shall take effect immediately.

Passed the House March 31, 1963.

Passed the Senate March 30, 1963.

Approved April 6, 1963 with the exception of Section 43 and Section 44 which were vetoed.

Veto message, excerpt.

GOVERNOR'S EXPLANATION OF PARTIAL VETO IS AS FOLLOWS:

"Section 43 directed the Washington State Highway Commission to make a study of the toll rates of the State Ferry System and recommended rate readjustments to the Washington Toll Bridge Authority. It further provided that the Toll Bridge Authority shall adopt recommendations which will reduce the amount of subsidy required. While I do not disagree with the legislative intention to reduce ferry subsidies, Section 43 created a hopeless tangle of rate setting responsibility and failed to consider the needs of ferry users.

"Matters relating to ferry operations is primarily a responsibility of the Toll Bridge Authority. By directing the Highway Commission to make a rate study, the legislature has unnecessarily duplicated a responsibility now vested in another branch of government. Existing law directs the Toll Bridge Authority to review tariffs and specifically states that such review shall consider ". . . expressions from local community groups . . ." as well as existing financing programs. This section would neither contribute to an efficient ferry system nor benefit ferry users.

"Section 44 provides that the Director of Licenses shall neither record nor give effect to a report of a conviction of a resident of this state when such conviction occurred in another state and was based upon violation of an administrative rule or forfeiture of bail.

"During the regular session, the legislature passed House Bill No. 144, which enacted the Driver License Compact into law. This Compact was prepared pursuant to resolutions of the Western Governors' Conference and the Western Interstate Committee on Highway Policy Problems of the council of State Governments.

"Under this Compact, convictions to be reported and given effect in this state include forfeiture of bail and violations of administrative rules. This bill would, by implication, amend the operative effectiveness of the Driver's License Compact and weaken the Compact, which I feel can help reduce our tragic traffic fatalities.

"For the reasons indicated, Sections 43 and 44 of House Bill No. 4 are vetoed and the remainder of the bill is approved."

ALBERT D. ROSELLINI,
Governor.

CHAPTER 4.

[H. B. 26.]

CAPITAL BUDGET AND APPROPRIATIONS.

AN ACT adopting the capital budget and making appropriations for capital improvements; and declaring an emergency.

Be it enacted by the Legislature of the State of Washington:

SECTION 1. That a capital budget is hereby adopted and subject to the provisions hereinafter set forth the several amounts hereinafter specified, or so much thereof as shall be sufficient to accomplish the purposes designated are hereby appropriated and authorized to be disbursed for capital projects during the fiscal biennium beginning July 1, 1963, and ending June 30, 1965, except as hereinafter provided, out of the several funds hereinafter named:

Capital
budget—Appropriations.