

CHAPTER 170.

[Substitute Senate Bill No. 438.]

HIGHWAYS.

AN ACT relating to highways and the operation of vehicles thereon; describing powers, duties and organization of the Washington state highway commission, the Washington toll bridge authority, the director and the department of motor vehicles, the Washington state safety council and the joint committee on highways; establishing and designating certain highways and alternate routes; relating to transportation toll facilities and the financing thereof; providing for surveys and studies of proposed highway additions; prescribing fees, size, weight, load, permits, license plate and equipment restrictions for certain motor vehicles; relating to the licensing of drivers and driving instructors; and amending section 9, chapter 77, Laws of 1963 and RCW 18.27.090; amending section 46.08.120 and 46.20.100, chapter 12, Laws of 1961 and RCW 46.08.120 and 46.20.100; amending section 46.37.340, chapter 12, Laws of 1961 as amended by section 21, chapter 154, Laws of 1963 and RCW 46.37.340; amending section 46.44.037, chapter 12, Laws of 1961 as amended by section 53, chapter 3, Laws of 1963 extraordinary session and RCW 46.44.037; amending section 46.44.092, chapter 12, Laws of 1961 as amended by section 54, chapter 3, Laws of 1963 extraordinary session and RCW 46.44.092; amending section 46.44.095, chapter 12, Laws of 1961 as amended by section 15, chapter 7, Laws of 1961 extraordinary session and RCW 46.44.095; amending section 46.82.140, chapter 12, Laws of 1961 and RCW 46.82.140; amending section 47.01.040, chapter 13, Laws of 1961 and RCW 47.01.040; amending section 47.01.160, chapter 13, Laws of 1961 and RCW 47.01.160; amending section 3, chapter 173, Laws of 1963 and RCW 47.05.030; amending section 47.16.010, chapter 13, Laws of 1961 as last amended by section 21, chapter 3, Laws of 1963 extraordinary session and RCW 47.16.010; amending section 47.16.030, chapter 13, Laws of 1961, and RCW 47.16.030; amending section 47.16.080, chapter 13, Laws of 1961 as amended by section 2, chapter 21, Laws of 1961 extraordinary session and RCW 47.16.080; amending section 47.16.120, chapter 13, Laws of 1961 as amended by section 2, chapter 3, Laws of 1963 extraordinary session and RCW 47.16.120; amending section 47.16.190, chapter 13, Laws of 1961 as amended by section 7, chapter 21, Laws of 1961 extraordinary session and RCW 47.16.190; amending section 47.20.010, chapter 13, Laws of 1961 as amended by section 5, chapter 3, Laws of 1963 extraordinary session and RCW 47.20.010; amending

section 47.20.180, chapter 13, Laws of 1961 and RCW 47.20.180; amending section 47.20.320, chapter 13, Laws of 1961 and RCW 47.20.320; amending section 41, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.351; amending section 47.20.440, chapter 13, Laws of 1961 as amended by section 14, chapter 3, Laws of 1963 extraordinary session and RCW 47.20.440; amending section 4, chapter 278, Laws of 1961 and RCW 47.56.023; amending section 10, chapter 278, Laws of 1961 and RCW 47.56.034; amending section 47.56.245, chapter 13, Laws of 1961 and RCW 47.56.245; amending section 47.56.282, chapter 13, Laws of 1961 and RCW 47.56.282; amending section 47.60.140, chapter 13, Laws of 1961 and RCW 47.60.140; amending section 81.53.260, chapter 14, Laws of 1961 and RCW 81.53.260; amending section 81.80.060, chapter 14, Laws of 1961 and RCW 81.80.060; amending section 17, chapter 121, Laws of 1965 extraordinary session (Senate Bill No. 334); adding new sections to chapters 12 and 13, Laws of 1961 and to chapters 19.28 RCW, 46.16 RCW, 46.20 RCW, 47.04 RCW and 47.56 RCW; repealing sections 11 and 12, chapter 278, Laws of 1961 and RCW 47.56.036 and 47.56.038; amending section 35, chapter 3, Laws of 1963 extraordinary session (uncodified); making appropriations; providing effective dates; and declaring an emergency.

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

RCW 47.20.010
amended.

SECTION 1. Section 47.20.010, chapter 13, Laws of 1961 as amended by section 5, chapter 3, Laws of 1963 extraordinary session 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:

Highways.
Secondary
highways.
Branches,
state highway
No. 1—High-
ways 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 Everson 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. 15 north 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. 2. Section 47.20.320, chapter 13, Laws of 1961 and RCW 47.20.320 are each amended to read as follows:

RCW 47.20.320 amended.

Secondary state highways as branches of primary state highway No. 7 are established as follows:

Branches, state highway No. 7—Highway 7C.

Secondary state highway No. 7C; beginning in the vicinity of the east end of the Vantage bridge on primary state highway No. 7, thence in a southerly direction parallel to the east bank of the Columbia river for a distance of approximately two and one-half miles, thence southeasterly in the vicinity of Othello, thence easterly to a junction with primary state highway No. 11, thence easterly to a junction with secondary state highway No. 11B in the vicinity of Washtucna; also, beginning at a junction with secondary state highway No. 7C south of the Columbia river bridge at Vantage, thence southerly and easterly by way of Beverly and Arrowsmith to a junction with secondary state highway No. 11A north of its crossing of the Columbia river.

SEC. 3. Section 41, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.351 are each amended to read as follows:

RCW 47.20.351 amended.

Secondary state highway No. 8E shall be established as a branch of primary state highway No. 8 as follows:

Highway 8E.

Highways.
Secondary
highways.
Highway 8E.

Secondary state highway No. 8E; beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly by way of Klickitat to a junction with primary state highway No. 8 in the vicinity of Goldendale.

RCW 47.20.440
amended.

SEC. 4. Section 47.20.440, chapter 13, Laws of 1961 as amended by section 14, chapter 3, Laws of 1963 extraordinary session and RCW 47.20.440 are each amended to read as follows:

Branches,
state highway
No. 12—High-
ways 12A, 12B.

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

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 Point Ellice 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.

RCW 47.16.010
amended.

SEC. 5. Section 47.16.010, chapter 13, Laws of 1961 as last amended by section 21, chapter 3, Laws of 1963 extraordinary session and RCW 47.16.010 are each amended to read as follows:

Primary high-
ways. No. 1
Pacific high-
way.

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 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 north-easterly 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. 2 in the vicinity of Redmond; also beginning on primary state highway No. 1 in the vicinity of Salmon Creek, north of Vancouver, thence in a south-easterly direction to the Washington-Oregon boundary line in the vicinity east of Vancouver.

Sec. 6. There is appropriated from the motor vehicle fund to the Washington state highway com- Appropriation.

Highways.
Primary high-
ways. Appro-
priation.

mission the sum of two hundred fifty-three thousand dollars, or so much thereof as may be necessary for the cost of preliminary engineering, including location surveys and preparation of plans for extending the present Evergreen Point bridge highway route of PSH No. 1 easterly from its junction with primary state highway No. 1 (FAI 405) to a junction with primary state highway No. 2 (SR 522) vicinity of Redmond.

RCW 47.16.030
amended.

SEC. 7. Section 47.16.030, chapter 13, Laws of 1961 and RCW 47.16.030 are each amended to read as follows:

No. 3 Inland
Empire
highway.

A primary state highway to be known as primary state highway No. 3, or the Inland Empire highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 2 in the vicinity east of Cle Elum, thence southeasterly by the most feasible route by way of Ellensburg, Yakima, Pasco and Wallula to Walla Walla, thence in a northerly direction by the most feasible route by way of Dayton, Dodge, Colfax, Rosalia, Spokane and Colville to the international boundary line in the vicinity of Laurier; with a spur from a point on primary state highway No. 3 as herein described in the vicinity of Union Gap, southeasterly to a suitable crossing of the Columbia river to connect with interstate highway No. 80-N in Oregon; also beginning at a junction with primary state highway No. 3, as herein described, in the vicinity of Dodge, thence in an easterly direction by the most feasible route by way of Pomeroy and Clarkston to the Washington-Idaho boundary line; also beginning at Clarkston on primary state highway No. 3, as herein described, thence in a southerly direction by the most feasible route by way of Asotin to the Washington-Oregon boundary line, also beginning at Wallula on primary state highway No. 3, as herein described, thence in a southwesterly

direction to the Washington-Oregon boundary line; also beginning at Walla Walla on primary state highway No. 3, as herein described, thence in a southerly direction to the Washington-Oregon boundary line; also beginning at a junction with primary state highway No. 3, as herein described, in the vicinity south of Rosalia, thence in a southerly direction by the most feasible route by way of Pullman to a point of junction southeast of Uniontown, thence in an easterly direction by two most feasible routes to two points on the Washington-Idaho boundary line; also beginning at Colfax on primary state highway No. 3, as herein described, thence in a southeasterly direction by the most feasible route to Pullman on primary state highway No. 3, as herein described, thence in an easterly direction by the most feasible route to a point on the Washington-Idaho boundary line, also beginning at Palouse on primary state highway No. 3, as herein described, thence in a northeasterly direction by the most feasible route to a point on the Washington-Idaho boundary line.

SEC. 8. Section 47.16.080, chapter 13, Laws of 1961 as amended by section 2, chapter 21, Laws of 1961 extraordinary session and RCW 47.16.080 are each amended to read as follows:

RCW 47.16.080
amended.

A primary state highway to be known as primary state highway No. 8, or the Evergreen highway, is established as follows: Beginning at Vancouver on primary state highway No. 1, thence in an easterly direction by way of Stevenson to Goldendale, thence in a northeasterly direction by way of Satus Pass to junction with primary state highway No. 3, southeast of Yakima; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to connect with the approach to the Biggs Rapids toll bridge across the Columbia river; also, beginning in the vicinity of Maryhill, running thence easterly along

No. 8 Ever-
green
highway.

Highways.
Primary high-
ways. No. 8
Evergreen
highway.

the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with primary state highway No. 3, in the vicinity of Kennewick; also, beginning at a junction with primary state highway No. 8 in the vicinity of Paterson, thence in a northerly direction to a junction with secondary state highway No. 3A in the vicinity of Prosser.

RCW 47.16.120
amended.

SEC. 9. Section 47.16.120, chapter 13, Laws of 1961 as amended by section 2, chapter 3, Laws of 1963 extraordinary session 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 the Oregon boundary on the interstate bridge at Point Ellice; 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 pri-

mary 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 the Oregon boundary on the interstate bridge at Longview.

SEC. 10. There is added to chapter 13, Laws of 1961 and to chapter 47.56 RCW a new section to read as follows: New section.

Upon the retirement of all Longview toll bridge revenue bonds, the Longview bridge shall become toll free. The Washington state highway commission shall thereafter maintain the approaches and that portion of said bridge lying within the state of Washington as a part of the state highway system. Longview toll bridge, toll free, when—
As part of state highway system.

SEC. 11. There is added to chapter 13, Laws of 1961 and to chapter 47.56 RCW a new section to read as follows: New section.

The Washington state highway commission is directed to confer with the proper agencies of the state of Oregon to arrange for the maintenance of that part of the Longview bridge lying within the boundaries of Oregon by the state of Oregon or one of its political subdivisions. In the event that neither the state of Oregon nor any of its political subdivisions will maintain that part of the Longview bridge lying within Oregon, then, upon the retirement of the Longview toll bridge revenue bonds, the Washington state highway commission is authorized to maintain all of the bridge using regular highway maintenance funds in order to protect the life and usefulness of the entire bridge. Longview toll bridge, portion in Oregon—
Maintenance when toll free.

SEC. 12. Section 47.16.190, chapter 13, Laws of 1961 as amended by section 7, chapter 21, Laws of RCW 47.16.190 amended.

1961 extraordinary session and RCW 47.16.190 are each amended to read as follows:

Highways. Primary highways. No. 21 Kitsap Peninsula highway.

A primary state highway to be known as primary state highway No. 21, or the Kitsap Peninsula highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 9 near the mouth of the Skokomish river, thence in a northeasterly direction along the southeast shore of Hood Canal to the vicinity of Belfair, thence northeasterly by the most feasible route to Bremerton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to Port Gamble, thence southerly and easterly to Kingston; also beginning on primary state highway No. 21 at Bremerton easterly to the ferry terminal in Bremerton; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with primary state highway No. 21, as herein described.

Highway additions, studies for—Projects enumerated.

SEC. 13. The joint committee on highways, jointly with the Washington state highway commission, shall consider the following highway additions by undertaking a comprehensive study with reconnaissance surveys as may be necessary, including location, reconstruction costs and roadway design to accomplish an 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, 1966:

(1) A highway beginning at a point on primary state highway No. 1, west of Mountlake Terrace, thence southerly to a point on secondary state highway No. 2B at the King-Snohomish county line.

(2) A new section of primary state highway No. 3 in Asotin county beginning at the north end at the Grande Ronde river bridge on primary state highway No. 3, thence northeasterly to the vicinity of Rogersburg. The study shall include the feasibility

of ultimately relocating primary state highway No. 3 through Rogersburg northerly to Asotin.

(3) An extension of primary state highway No. 3 to form a loop beginning at a point on existing primary state highway No. 3 west of Walla Walla, thence easterly and southerly by way of College Place to a point on primary state highway No. 3 south of College Place.

(4) An extension of secondary state highway No. 1S beginning at an intersection of old primary state highway No. 1 and secondary state highway No. 1S near the north city limits of Woodland, thence in a northwesterly direction along the route of old primary state highway No. 1 to the Burke Road Interchange (Log Dump Road Interchange) on existing primary state highway No. 1 (U.S. No. 99).

(5) A new section of secondary state highway No. 5-C from its junction with primary state highway No. 2 northerly, by the most feasible route, to a junction with primary state highway No. 1 which is the approved route of federal-aid interstate and defense highway No. 405 at the North Renton interchange.

(6) A new secondary state highway branch to primary state highway No. 3 beginning at a junction with primary state highway No. 3 southeast of Chewelah, thence in a westerly direction to a junction with secondary state highway No. 3J in the vicinity south of Valley.

(7) An extension of secondary state highway No. 5N, southerly from Eatonville to a junction with primary state highway No. 5 in the vicinity of Elbe.

SEC. 14. There is hereby appropriated from the Appropriation.
motor vehicle fund to King county the sum of seven hundred thousand dollars. No money shall be available under this appropriation, unless King county shall by resolution of the board of county commissioners assign to the motor vehicle fund all of its

Highways.
Appropriation.

right, title and interest in the initial deposit of seven hundred thousand dollars in the King county contribution account in the Second Lake Washington toll bridge reserve fund, which deposit was made pursuant to the terms of an agreement executed by King county and the Washington toll bridge authority dated November 9, 1959 and the provisions of Resolution No. 341 of the Washington toll bridge authority adopted November 9, 1959. Nothing in this section shall be construed to relieve the county of its obligation to maintain the King county contribution account at the level required by the agreement of November 9, 1959 nor shall anything in this section be construed to relieve the Washington toll bridge authority of its obligation to repay the county for any such additional contribution.

Highway from
Western Wash-
ington State
College to
freeway
connection.

SEC. 15. The Washington state highway commission is hereby authorized and directed to locate, construct, and pave a suitable highway on the most feasible route beginning at the intersection of Hill Street and Twenty-first Street at the South entrance to the Western Washington State College campus and extending southerly and easterly around Sehome Hill to a connection with the Bellingham freeway (interstate route 5) at its intersection with Byron Avenue.

—Commis-
sion to acquire
property—
City to main-
tain completed
highway.

SEC. 16. The Washington state highway commission is authorized and directed to acquire by purchase, gift, condemnation, or otherwise, any and all private real estate rights and interests necessary to carry out the purpose of section 15 of this act. No action shall be taken by the commission under this act until the city of Bellingham shall adopt an ordinance providing that upon completion, the city will maintain such highway. The state highway commission may agree with the city of Bellingham to convey to the city the right of way which the city shall be required to maintain.

SEC. 17. There is hereby appropriated from the motor vehicle fund the sum of two hundred fifty-five thousand dollars or so much thereof as may be necessary to be expended by the state highway commission to carry out the provisions of sections 15 and 16 of this act.

—Appropriation.

SEC. 18. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission, for the biennium ending June 30, 1967, and for obligations incurred and not yet paid, the sum of two hundred fifty-five thousand dollars, the same being the unexpended balance of the appropriation contained in section 17 of this act, to carry out the provisions of sections 15 and 16 of this act.

—Reappropriation.

SEC. 19. There is appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1967, the sum of two hundred forty thousand dollars or so much thereof as may be necessary for the construction of 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 easterly on Fourteenth Avenue; thence southerly to the intersection of primary state highway No. 7. No construction authorized by this section shall be commenced by the state highway commission until the city of Ellensburg shall adopt an ordinance providing that upon completion, the city will maintain the approach road. The state highway commission may agree with the city of Ellensburg to convey to the city the right of way which the city of Ellensburg shall be required to maintain.

Central Washington State College campus, approach road to. Appropriation for.

Highways.
Central Wash-
ington State
College cam-
pus, approach
road to. Re-
appropriation
for.

SEC. 20. There is reappropriated from the motor vehicle fund to the Washington state highway commission, for the biennium ending June 30, 1967, and for obligations incurred and not yet paid, the sum of five thousand dollars, the same being the unexpended balance of the appropriation contained in section 19, chapter 3, Laws of 1963, extraordinary session, for location and acquisition of right of way for the road described in section 19 of this act: *Provided*, That no expenditure authorized by this section shall exceed the unexpended balance of this appropriation as shown on the records of the central budget agency as of June 30, 1965.

Eastern Wash-
ington State
College, high-
way from to
PSH No. 11.
Authorized.

SEC. 21. The Washington state highway commission is hereby authorized and directed to locate, construct, and pave a suitable highway on the most feasible route beginning in the vicinity of the field house of Eastern Washington State College and extending in a northeasterly direction to a connection with primary state highway No. 11 in the vicinity of the Northern Pacific Railway crossing.

—Commis-
sion to acquire
property—City
and county to
maintain
completed
highway.

SEC. 22. The Washington state highway commission is authorized and directed to acquire by purchase, gift, condemnation, or otherwise, any and all private real estate rights and interests necessary to carry out the purpose of section 21 of this act. No action shall be taken by the commission under this act until the city of Cheney shall adopt an ordinance providing that upon completion, the city will maintain that part of the highway within its boundaries, and the county of Spokane shall adopt a similar ordinance with relation to that part of the highway lying in unincorporated area. The commission may agree with the county to convey to the county the right of way which the county shall be required to maintain and the commission may agree with the city of Cheney to convey to the city

the right of way which the city of Cheney shall be required to maintain.

SEC. 23. There is hereby appropriated from the motor vehicle fund the sum of two hundred sixty thousand dollars or so much thereof as may be necessary to be expended by the state highway commission to carry out the provisions of sections 21 and 22 of this act. —Appropriation for.

SEC. 24. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission, for the biennium ending June 30, 1967, and for obligations incurred and not yet paid, the sum of two hundred sixty thousand dollars, the same being the unexpended balance of the appropriation contained in section 23 of this act, to carry out the provisions of sections 21 and 22 of this act. —Reappropriation for.

SEC. 25. There is appropriated from the motor vehicle fund to the state highway commission the sum of one million five hundred seven thousand dollars or so much thereof as may be necessary to complete the construction of the four lanes on West Marginal Way from First Avenue South in Seattle to primary state highway No. 1. Appropriation.

SEC. 26. There is appropriated from the motor vehicle fund to the Washington state highway commission the sum of thirty thousand dollars or so much thereof as may be necessary to complete the design of an additional bridge crossing the Duwamish river at First Avenue South in Seattle. Appropriation.

SEC. 27. 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, 1967 for operation of said ferry as a temporary alternate route: *Provided*, That not more than fifty Appropriation.

Highways.
Appropriation.

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 board of county commissioners and approved by the state highway commission.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1967 the sum of nine thousand six hundred dollars, or so much thereof as may be necessary to carry out the provisions of this section.

RCW 47.20.180
amended.

SEC. 28. Section 47.20.180, chapter 13, Laws of 1961 and RCW 47.20.180 are each amended to read as follows:

Secondary
highways.
Highway 3D.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3D; beginning at a junction with primary state highway No. 3 in the vicinity of Burbank, thence in a northeasterly direction by the most feasible route to a point in the vicinity of Eureka, thence in an easterly direction by the most feasible route to a junction with secondary state highway No. 3E in the vicinity of Prescott, that portion of secondary state highway No. 3D lying between the junction with primary state highway No. 3 and the county road to Ice Harbor Dam to be known as "Ice Harbor Drive".

RCW 47.01.160
amended.

SEC. 29. Section 47.01.160, chapter 13, Laws of 1961 and RCW 47.01.160 are each amended to read as follows:

Highway com-
mission.
Specific
powers
enumerated.

The state highway commission shall have the power and it shall be its duty:

(1) To conduct, control and supervise the state department of highways, and to designate and establish such department of highway district or

branch offices as may be necessary and convenient, and, subject to the provisions of chapter 41.06 RCW, to appoint and employ and to determine the powers and duties together with the salaries and other expenses of such engineering, clerical, mechanical, and any and all other assistants as may be necessary or convenient in the exercise of the powers and in the discharge of its duties as the state highway commission.

(2) To keep at the office of the commission in the highway building at the state capitol a record of all proceedings and orders pertaining to the matters under its direction and copies of all maps, plans and specifications prepared by it, and to prepare and submit to the governor thirty days before each regular session of the legislature of the state of Washington a report of work constructed or under construction and to make recommendations as to needed state highways and improvements of the state highway system, together with estimated cost thereof.

(3) To acquire property as authorized by law and to construct and maintain thereon any buildings or structures necessary and convenient for the exercise of the powers and the discharge of the duties of the commission and to construct and maintain any buildings or structures and appurtenances and facilities necessary or convenient to the health and safety and for the accommodation of persons traveling upon the state highways.

(4) To employ such qualified engineers who shall be registered professional engineers under the laws of the state of Washington, assistants and such other services and to provide such superintendents of construction, repair or maintenance work on any state highways as may be necessary to accomplish the completion thereof, and the expense so incurred together with the cost of any right of way necessary

Highways.
Highway
commission.
Specific
powers
enumerated.

therefor, or land incidental thereto, shall be charged against the funds appropriated for the construction, repair or maintenance of state highways.

(5) To exercise all the powers and perform all the duties necessary, convenient, or incidental to the laying out, locating, relocating, surveying, constructing, altering, repairing, improving, and maintaining of any state highway, and of any bridges, culverts and embankments necessary or important therefor or for the protection or preservation thereof, and channel changes therefor and to examine and allow or disallow bills for any work done or materials furnished and to certify all claims allowed to the state auditor.

(6) To publish biennially and before the end of each even numbered year a report of the commission with such cumulative information as may be deemed important and such recommendations as may be deemed desirable for the future operation of the commission.

(7) To collect and compile and to publish, if it is deemed advisable, statistics relative to public highways throughout the state; to collect such information in regard thereto as is deemed expedient; to investigate and determine upon various methods of highway construction adaptable to different sections of the state; to investigate and determine the best methods of construction and maintenance of highways, roads and bridges; to gather and compile such other information relating thereto as shall be deemed appropriate, and to employ highway funds for the purpose of constructing test roads within the state of Washington and conducting investigations and research thereof in the state of Washington or elsewhere; to conduct on any highways, roads, or streets of this state, physical, traffic or other nature of inventory or survey considered of value in determining highway, road or street uses and needs.

(8) To exercise all powers and to perform all duties by any law granted to or imposed upon the state highway board, the state highway commission, the state highway committee, the director of public works by and through the division of highways, the supervisor of highways, and the state highway engineer.

(9) To exercise all other powers and perform all other duties now or hereafter provided by law.

SEC. 30. Section 10, chapter 278, Laws of 1961 and RCW 47.56.034 are each amended to read as follows:

RCW 47.56.034 amended.

There shall be in the state highway commission a division of toll facilities. The division of toll facilities shall perform all functions vested by law in the state highway commission relating to the acquisition, operation, design, construction, improvement, maintenance and repair of all toll bridges and other toll facilities, including the Washington state ferries.

—Division of toll facilities—
—Function.

SEC. 31. Section 47.01.040, chapter 13, Laws of 1961 and RCW 47.01.040 are each amended to read as follows:

RCW 47.01.040 amended.

Each member of the state highway commission shall receive forty dollars per diem for each day actually spent in the performance of his duties and his actual necessary traveling and other expenses in going to, attending and returning from meetings of the commission, and his actual and necessary traveling and other expenses incurred in the discharge of such duties as may be requested of him by a majority vote of the commission, but in no event shall a commissioner be paid per diem in any one year in excess of one hundred twenty days, except the chairman of the commission who may be paid per diem for not more than one hundred fifty days.

—Members—
—Compensation and expenses.

SEC. 32. Section 4, chapter 278, Laws of 1961 and RCW 47.56.023 are each amended to read as follows:

RCW 47.56.023 amended.

Highways.
Washington
toll bridge
authority.
Per diem and
expenses for
members.

The appointive members and the highway commission members of the Washington toll bridge authority shall receive forty dollars per diem for each day actually spent in performance of his duties, but in no event shall such a member's per diem payment exceed three thousand dollars in any one year; nor shall a highway commission member's total per diem pay for serving on the highway commission and on the authority exceed the maximum per diem payments specified in RCW 47.01.040 in any one year. Each member of the authority shall receive his actual necessary traveling and other expenses in going to, attending, and returning from meetings of the authority, and his actual and necessary traveling and other expenses incurred in the discharge of such duties as may be requested of him by a majority vote of the authority.

RCW 47.05.030
amended.

SEC. 33. Section 3, chapter 173, Laws of 1963 and RCW 47.05.030 are each amended to read as follows:

Priority
programming.
Long range
plan for
improvements
—Objectives.

The state highway commission shall adopt a long range plan for highway improvements, specifying highway planning objectives to be accomplished by 1975, within the framework of revenue estimates for such period. The plan shall be based upon the construction needs for state highways as contained in the current needs study report of the Washington state highway commission. The long range objectives for the period ending in 1975 shall be as follows:

- (1) One hundred percent completion of the presently established national system of interstate and defense highways;
- (2) One hundred percent completion of the construction needs of those highways classified as a part of the principal state highway system;
- (3) Declining percentages of completion of construction needs of those highways classified re-

spectively as the major state highway system, the collector state highway system and the other state highway system.

SEC. 34. There is added to chapter 13, Laws of 1961 and to chapter 47.04 RCW a new section to read as follows:

New section.

Unless otherwise provided, whenever by statute a new highway or extension is added to either the primary or secondary state highway system, no existing city street or county road shall be maintained or improved by the state highway commission as a temporary route of such new highway or extension pending the construction of the new highway or extension on the location adopted by the state highway commission.

New primary or secondary highways, existing city or county roads not to be maintained as temporary route.

SEC. 35. There is added to chapter 19.28 RCW a new section to read as follows:

New section.

The provisions of this chapter shall not apply within the rights of way of state highways, provided the Washington state highway commission maintains and enforces an equal, higher or better standard of construction and of materials, devices, appliances and equipment than is required by this chapter.

Electrical installation standards not to apply on state highway rights of way.

SEC. 36. Section 81.53.260, chapter 14, Laws of 1961 and RCW 81.53.260 are each amended to read as follows:

RCW 81.53.260 amended.

Whenever the director of highways or the governing body of any city, town or county shall deem that the public safety requires signals or other warning devices, other than sawbuck signs, at any crossing of a railroad at common grade by any state or county highway, road, street, alley, avenue, boulevard, parkway or other public place actually open and in use or to be opened and used for travel by the public, he or it shall file with the utilities and transportation commission a petition in writing, al-

Railroad crossing signal, warning devices, as requirement for public safety. Petition, motion—Hearing—Order, etc.

Highways.
 Railroad cross-
 ing signal,
 warning de-
 vices, as re-
 quirement for
 public safety.
 Petition, mo-
 tion—Hearing
 —Order—
 Costs—Records
 not evidence
 for actions—
 Appeal.

leging that the public safety requires the installation of specified signals or other warning devices at such crossing or specified changes in the method and manner of existing crossing warning devices. Upon receiving such petition, the commission shall set the matter for hearing, giving at least ten days' notice to the railroad company or companies and the county or municipality affected thereby, or the director of highways in the case of a state highway, of the time and place of such hearing. At the time and place fixed in the notice, all persons and parties interested shall be entitled to be heard and introduce evidence, which shall be reduced to writing and filed by the commission. If the commission shall find from the evidence that public safety does not require the installation of the signal, other warning device or change in the existing warning device specified in the petition, it shall make findings to that effect and enter an order denying said petition in toto. If the commission shall find from the evidence that public safety requires the installation of such signals or other warning devices at such crossing or such change in the existing warning devices at said crossing, it shall make findings to that effect and enter an order directing the installation of such signals or other warning devices or directing that such changes shall be made in existing warning devices. The commission shall also at said hearing receive evidence as to the benefits to be derived by the railroad and the public, respectively, and shall on the basis of such benefits apportion the entire cost, including installation of such signals or other warning devices, other than sawbuck signs, between the railroad, municipality or county affected, or if the highway is a state road or parkway, between the railroad and the state: *Provided*, That the commission shall in no case apportion more than fifty percent of the cost of such installation or change in

existing warning devices to the public body involved unless the public body admits and makes a formal finding that benefit to the public exceeds fifty percent of the total cost and agrees to a greater apportionment measured by such benefit, nor shall the commission require the public body involved to pay its share of the cost so apportioned sooner than one year from the date of the order: *Provided further*, That no railroad shall be required to install any such signal or other warning device until the public body involved has either paid or executed its promise to pay to the railroad its portion of the estimated cost thereof. Nothing herein shall be deemed to foreclose the right of the interested parties to enter into an agreement providing for the installation of signals or other warning devices at any such crossing or for the apportionment of the cost thereof.

The investigation herein authorized may be instituted by the commission on its own motion, and the proceedings, hearing and determination thereon shall be the same as herein provided for the hearing and determination of any petition authorized by this section.

No part of the record, or a copy thereof, of the investigation herein provided for and no finding, conclusion or order made pursuant thereto shall be used as evidence in any trial, civil or criminal, arising out of an accident at or in the vicinity of any crossing prior to installation of signals or other warning devices pursuant to an order of the commission as a result of any such investigation.

Any order entered by the utilities and transportation commission under this section shall be subject to review, supersedeas and appeal as provided in RCW 81.04.170 through RCW 81.04.190.

Nothing in this section shall be deemed to relieve any railroad from liability on account of failure to

provide adequate protective devices at any such crossing.

“Public body” as used in this section shall mean city, town, county or state.

RCW 46.44.037 amended.

SEC. 37. Section 46.44.037, chapter 12, Laws of 1961 as amended by section 53, chapter 3, Laws of 1963 extraordinary session and RCW 46.44.037 are each amended to read as follows:

Motor vehicles, size weight and load. Combination of units—Lawful operations—Special permits.

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 combination shall be lawful:

(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 either an annual or temporary 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 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.

SEC. 38. Section 46.44.095, chapter 12, Laws of 1961, as amended by section 15, chapter 7, Laws of 1961 extraordinary session and RCW 46.44.095 are each amended to read as follows:

RCW 46.44.095
amended.

When fully licensed to the maximum gross weight permitted under RCW 46.44.040, a three-axle truck operated as a solo unit and not in combination shall be eligible to carry gross weight in excess of that permitted for such a vehicle in RCW 46.44.040 upon the payment to the state highway commission of a fee of sixty dollars for each two thousand pounds of excess weight: *Provided*, That the axle loads of such vehicles shall not exceed the limits specified in RCW 46.44.040 and the tire limits specified in RCW 46.44.042 or the wheelbase requirements specified in RCW 46.44.044.

—Special
permits for
oversize or
overweight
vehicles—
Additional
gross load—
Fee.

When fully licensed to the maximum gross weight permitted under RCW 46.44.040 and when operated in combination with another vehicle, a three or more axle truck-tractor, a three or more axle truck and a three or more axle dromedary truck-tractor may be eligible under a special permit to be issued by the highway commission to carry additional gross loads beyond the limit specified for such vehicles in RCW 46.44.040 upon the payment of a fee of sixty dollars per two thousand pounds in excess weight but not to exceed one hundred and twenty dollars for the total excess weight: *Provided*, That the axle loads of such vehicles shall not exceed the limits specified in RCW 46.44.040 and the tire limits specified in RCW 46.44.042: *And provided further*, That the gross weight of a three or more axle truck operated in combination with a two or three-axle

Motor vehicles,
size, weight
and load.
Special
permits for
oversize or
overweight
vehicles—
Additional
gross load—
Fee.

trailer shall not exceed seventy-six thousand pounds, and the gross weight for a three or more axle truck-tractor operated in combination with a semitrailer shall not exceed seventy-three thousand two hundred eighty pounds.

The special permits provided for in this section shall be issued under such rules and regulations and upon such terms and conditions as may be prescribed by the state highway commission. Such special permits shall entitle the permittee to carry such additional load in such an amount and upon such highways or sections of highways as may be determined by the state highway commission to be capable of withstanding such increased gross load without undue injury to the highway.

The fee for such additional gross weight shall be payable for a twelve month period beginning and ending on April 1st of each calendar year. The additional gross weight provided for herein can be purchased at any time and if purchased on or after July 1st of any year, the fee shall be seventy-five percent of the full annual fee and if purchased on or after October 1st the fee shall be fifty percent of the full annual fee and if purchased on or after January 1st the fee shall be twenty-five percent of the full annual fee.

The state highway commission shall issue such special permits on a temporary basis for periods not less than five days nor more than ten days at a fee of one dollar per day.

The fees levied in RCW 46.44.094 and this section shall not apply to any vehicles owned and operated by the state of Washington, any county within the state or any city or town within the state, or by the federal government.

In the case of fleets prorating license fees under the provisions of chapter 46.84 the fees provided for in RCW 46.44.037 and 46.44.095 shall be computed

by the state highway commission by applying the proportion of the Washington mileage of the fleet in question to the total mileage of the fleet as reported pursuant to chapter 46.84 to the fees that would be required to purchase the additional weight allowance for all eligible vehicles or combinations of vehicles for which the extra weight allowance is requested.

The state highway commission shall prorate the fees provided in RCW 46.44.037 and 46.44.095 only if the name of the operator or owner is submitted on official listings of authorized fleet operators furnished by the department of licenses. Listings furnished shall also include the percentage of mileage operated in Washington, which shall be the same percentage as determined by the department of licenses for purposes of prorating license fees.

SEC. 39. Section 46.44.092, chapter 12, Laws of 1961 as amended by section 54, chapter 3, Laws of 1963 extraordinary session, 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 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 width 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: *Provided further*, That in the case of buildings, the limitations referred to in this section for movement on any two lane state highway other than the national system of interstate and de-

—Overall
width limit—
Exceptions to
limits—
Application for
permits.

Motor vehicles,
size, weight
and load.
Overall width
limit—Excep-
tions to limits
—Application
for permits.

fense highways may be exceeded under the following conditions: (a) Uninterrupted vehicular traffic shall be maintained in one direction at all times; (b) maximum distance of movement shall not exceed five miles; additional contiguous permits shall not be issued to exceed the five mile limit: *Provided*, That when in the opinion of the highway commission a hardship would result, this limitation may be exceeded upon approval of the commission; (c) prior to issuing a permit a qualified highway department employee shall make a visual inspection of the building and route involved determining that the conditions listed herein shall be complied with and that structures or overhead obstructions may be cleared or moved in order to maintain a constant and uninterrupted movement; (d) special escort or other precautions may be imposed to assure movement is made under the safest possible conditions, and the Washington state patrol shall be advised when and where the movement is to be made; (2) permits may be issued for widths of vehicles in excess of the preceding limitations on highways or sections of highway which have been designed and constructed for width 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. 40. Section 81.80.060, chapter 14, Laws of 1961 and RCW 81.80.060 are each amended to read as follows:

RCW 81.80.060
amended.

Every person who engages for compensation to perform a combination of services which includes transportation of property of others upon the public highways shall be subject to the jurisdiction of the commission as to such transportation and shall not engage upon the same without first having obtained a common carrier or contract carrier permit to do so. Every person engaging in such a combination of services shall advise the commission what portion of the consideration is intended to cover the transportation service and if the agreement covering the combination of services is in writing, the rate and charge for such transportation shall be set forth therein. The rates or charges for the transportation services included in such combination of services shall be subject to control and regulation by the commission in the same manner that the rates of

Motor freight
carriers.
Combination
of services—
Certain per-
sons exempted
under.

common and contract carriers are now controlled and regulated. Any person engaged in extracting, processing and hauling materials exclusively for the maintenance, construction or improvement of a public highway shall not be deemed to be performing a combination of services.

Motor vehicles.
Director of
motor vehicles
as successor to
powers and
duties of
director of
licenses.

SEC. 41. The director of motor vehicles is the successor in interest to the director of licenses and is vested with all powers, duties and functions formerly vested in the director of licenses pursuant to Title 18 RCW, Title 21 RCW and chapter 43.24 RCW.

—Director
may delegate
authority.

SEC. 42. The director of motor vehicles may delegate to the administrative head of the division of professional licensing of the department of motor vehicles authority to promulgate rules and regulations relating to the licensing of persons engaged in businesses and professions and to the administration of laws pertaining to the regulation of securities. The director may delegate the authority to issue and sign licenses, certificates, permits and renewals thereof pertaining to those activities transferred to the professional licensing division of the department of motor vehicles pursuant to section 5, chapter 156, Laws of 1965.

RCW 46.20.100
amended.

SEC. 43. Section 46.20.100, chapter 12, Laws of 1961 and RCW 46.20.100 are each amended to read as follows:

Driver's
licenses.
Application
of minor—
Cosignature
required.

The department of motor vehicles shall not consider the application of any minor under the age of eighteen years for a driver's license unless the application is also signed by the father of the applicant, if the father is living and has custody of the applicant, otherwise by the mother or guardian having the custody of such minor, or in the event a minor under the age of eighteen has no father, mother, or guardian, then a driver's license shall

not be issued to the minor unless his application is also signed by his employer.

SEC. 44. The department of motor vehicles is authorized to accept checks and money orders for payment of drivers' licenses, certificates of ownership and registration, motor vehicle excise taxes, gross weight fees and other fees and taxes collected by the department, in accordance with regulations adopted by the director. The director's regulations shall duly provide for the public's convenience consistent with sound business practice and shall encourage the annual renewal of vehicle registrations by mail to the department, authorizing checks and money orders for payment. Such regulations shall contain provisions for cancellation of any registrations, licenses or permits paid for by checks or money orders which are not duly paid and for the necessary accounting procedures in such cases.

Motor vehicles.
Fees for operation of, rules and regulations for collection.

SEC. 45. Section 46.08.120, chapter 12, Laws of 1961 and RCW 46.08.120 are each amended to read as follows:

RCW 46.08.120 amended.

The director, in his discretion, may destroy applications for vehicle licenses, copies of vehicle licenses issued, applications for drivers' licenses, copies of issued drivers' licenses, certificates of title and registration or other documents, records or supporting papers on file in his office which have been micro-filmed or photographed.

Destruction of records by director.

SEC. 46. Section 17, chapter 121, Laws of 1965, extraordinary session (S. B. 334) is amended to read as follows:

1965 ex.s. c 121 § 17 amended.

Every driver's license shall expire on the second anniversary of the licensee's birthdate following the issuance of such license. Every such license shall be renewable on or before its expiration upon application prescribed by the department and the payment of a fee of four dollars.

Driver's licenses.
Expiration of
—Renewal—
Fee.

New section.

SEC. 47. There is added to chapter 12, Laws of 1961 and to chapter 46.20 RCW a new section to read as follows:

Motor vehicles. Police may stop vehicle if license shows registered to unlicensed driver.

Any police officer who has received notice of the suspension or revocation of a driver's license from the department of motor vehicles, may, during the reported period of such suspension or revocation, stop any motor vehicle identified by its vehicle license number as being registered to the person whose driver's license has been suspended or revoked. The driver of such vehicle shall display his driver's license upon request of the police officer.

RCW 46.82.140 amended.

SEC. 48. Section 46.82.140, chapter 12, Laws of 1961 and RCW 46.82.140 are each amended to read as follows:

Driver's training schools. Instructor's certificate—Examining committee—Director to arrange examination.

Examinations for a driving instructor's certificate shall be prepared and conducted by a driving instructor's examination committee to be composed of a representative from the Washington state department of education, a representative of the department of motor vehicles and a representative of the commercial driving schools. Members shall be appointed by the governor for a one year term and shall receive compensation not to exceed twenty-five dollars for each day spent on official business and necessary expenses: *Provided*, That any member who is receiving a salary from the state of Washington shall not receive compensation for such services but shall receive any travel and other expenses incurred in such service. The director shall arrange for the examination of each applicant for an instructor's certificate and furnish the necessary clerical help to the examining committee.

RCW 46.37.340 amended.

SEC. 49. Section 46.37.340, chapter 12, Laws of 1961 as amended by section 21, chapter 154, Laws of 1963 and RCW 46.37.340 are each amended to read as follows:

Every motor vehicle, trailer, semitrailer and pole trailer, and any combination of such vehicle operating upon a highway within this state shall be equipped with brakes in compliance with the requirements of this chapter.

Motor vehicle
lighting and
equipment.
Braking
equipment
required.

(1) Service brakes—adequacy. Every such vehicle and combination of vehicles, except special mobile equipment as defined in RCW 46.04.552, shall be equipped with service brakes complying with the performance requirements of RCW 46.37.351 and adequate to control the movement of and to stop and hold such vehicle under all conditions of loading, and on any grade incident to its operation.

(2) Parking brakes—adequacy. Every such vehicle and combination of vehicles, except motorcycles and motor-driven cycles, shall be equipped with parking brakes adequate to hold the vehicle on any grade on which it is operated, under all conditions of loading, on a surface free from snow, ice, or loose material. The parking brakes shall be capable of being applied in conformance with the foregoing requirements by the driver's muscular effort or by spring action or by equivalent means. Their operation may be assisted by the service brakes or other source of power provided that failure of the service brake actuation system or other power assisting mechanism will not prevent the parking brakes from being applied in conformance with the foregoing requirements. The parking brakes shall be so designed that when once applied they shall remain applied with the required effectiveness despite exhaustion of any source of energy or leakage of any kind. The same brake drums, brake shoes and lining assemblies, brake shoe anchors and mechanical brake shoe actuation mechanism normally associated with the wheel brake assemblies may be used for both the service brakes and the parking brakes. If the means of applying the parking brakes and the service

Motor vehicle lighting and equipment. Braking equipment required.

brakes are connected in any way, they shall be so constructed that failure of any one part shall not leave the vehicle without operative brakes.

(3) Brakes on all wheels. Every vehicle shall be equipped with brakes acting on all wheels except:

(a) Trailers, semitrailers, or pole trailers of a gross weight not exceeding three thousand pounds, provided that:

(i) The total weight on and including the wheels of the trailer or trailers shall not exceed forty percent of the gross weight of the towing vehicle when connected to the trailer or trailers, and

(ii) The combination of vehicles, consisting of the towing vehicle and its total towed load, is capable of complying with the performance requirements of RCW 46.37.351.

(b) Trailers, semitrailers, or pole trailers manufactured and assembled prior to July 1, 1965 shall not be required to be equipped with brakes when the total weight on and including the wheels of the trailer or trailers does not exceed two thousand pounds.

(c) Any vehicle being towed in driveaway or towaway operations, provided the combination of vehicles is capable of complying with the performance requirements of RCW 46.37.351.

(d) Trucks and truck-tractors having three or more axles need not have brakes on the front wheels, except that when such vehicles are equipped with at least two steerable axles, the wheels of one steerable axle need not have brakes. However, such trucks and truck-tractors must be capable of complying with the performance requirements of RCW 46.37.351.

(e) Special mobile equipment as defined in RCW 46.04.552.

(f) The wheel of a sidecar attached to a motorcycle or to a motor-driven cycle, or the front wheel

of a motor-driven cycle need not be equipped with brakes, provided that such motorcycle or motor-driven cycle is capable of complying with the performance requirements of RCW 46.37.351.

(4) Automatic trailer brake application upon breakaway. Every trailer, semitrailer, and pole trailer equipped with air or vacuum actuated brakes and every trailer, semitrailer, and pole trailer with a gross weight in excess of three thousand pounds, manufactured or assembled after January 1, 1964, shall be equipped with brakes acting on all wheels and of such character as to be applied automatically and promptly, and remain applied for at least fifteen minutes, upon breakaway from the towing vehicle.

(5) Tractor brakes protected. Every motor vehicle manufactured or assembled after January 1, 1964, and used to tow a trailer, semitrailer or pole trailer equipped with brakes, shall be equipped with means for providing that in case of breakaway of the towed vehicle, the towing vehicle will be capable of being stopped by the use of its service brakes.

(6) Trailer air reservoirs safeguarded. Air brake systems installed on trailers manufactured or assembled after January 1, 1964, shall be so designed that the supply reservoir used to provide air for the brakes shall be safeguarded against backflow of air from the reservoir through the supply line.

(7) Two means of emergency brake operation.

(a) Air brakes. After January 1, 1964, every towing vehicle, when used to tow another vehicle equipped with air controlled brakes, in other than driveaway or towaway operations, shall be equipped with two means for emergency application of the trailer brakes. One of these means shall apply the brakes automatically in the event of a reduction of the towing vehicle air supply to a fixed pressure which shall be not lower than twenty pounds per square inch nor higher than forty-five pounds per

Motor vehicle
lighting and
equipment.
Braking
equipment
required.

square inch. The other means shall be a manually controlled device for applying and releasing the brakes, readily operable by a person seated in the driving seat, and its emergency position or method of operation shall be clearly indicated. In no instance may the manual means be so arranged as to permit its use to prevent operation of the automatic means. The automatic and the manual means required by this section may be, but are not required to be, separate.

(b) Vacuum brakes. After January 1, 1964, every towing vehicle used to tow other vehicles equipped with vacuum brakes, in operations other than drive-away or towaway operations, shall have, in addition to the single control device required by subsection (8) of this section, a second control device which can be used to operate the brakes on towed vehicles in emergencies. The second control shall be independent of brake air, hydraulic and other pressure, and independent of other controls, unless the braking system be so arranged that failure of the pressure upon which the second control depends will cause the towed vehicle brakes to be applied automatically. The second control is not required to provide modulated braking.

(8) Single control to operate all brakes. After January 1, 1964, every motor vehicle, trailer, semi-trailer and pole trailer, and every combination of such vehicles, except motorcycles and motor-driven cycles, equipped with brakes shall have the braking system so arranged that one control device can be used to operate all service brakes. This requirement does not prohibit vehicles from being equipped with an additional control device to be used to operate brakes on the towed vehicles. This regulation does not apply to driveaway or towaway operations unless the brakes on the individual vehicles are designed to be operated by a single control in the towing vehicle.

(9) Reservoir capacity and check valve.

(a) Air brakes. Every bus, truck or truck-tractor with air operated brakes shall be equipped with at least one reservoir sufficient to insure that, when fully charged to the maximum pressure as regulated by the air compressor governor cut-out setting, a full service brake application may be made without lowering such reservoir pressure by more than twenty percent. Each reservoir shall be provided with means for readily draining accumulated oil or water.

(b) Vacuum brakes. After January 1, 1964, every truck with three or more axles equipped with vacuum assist type brakes and every truck-tractor and truck used for towing a vehicle equipped with vacuum brakes shall be equipped with a reserve capacity or a vacuum reservoir sufficient to insure that, with the reserve capacity or reservoir fully charged and with the engine stopped, a full service brake application may be made without depleting the vacuum supply by more than forty percent.

(c) Reservoir safeguarded. All motor vehicles, trailers, semitrailers and pole trailers, when equipped with air or vacuum reservoirs or reserve capacity as required by this section, shall have such reservoirs or reserve capacity so safeguarded by a check valve or equivalent device that in the event of failure or leakage in its connection to the source of compressed air or vacuum, the stored air or vacuum shall not be depleted by the leak or failure.

(10) Warning devices.

(a) Air brakes. Every bus, truck or truck-tractor using compressed air for the operation of its own brakes or the brakes on any towed vehicle, shall be provided with a warning signal, other than a pressure gauge, readily audible or visible to the driver, which will operate at any time the air reservoir pressure of the vehicle is below fifty percent of the air compressor governor cut-out pressure. In addition, each

Motor vehicle
lighting and
equipment.
Braking
equipment
required.

such vehicle shall be equipped with a pressure gauge visible to the driver, which indicates in pounds per square inch the pressure available for braking.

(b) Vacuum brakes. After January 1, 1964, every truck-tractor and truck used for towing a vehicle equipped with vacuum operated brakes and every truck with three or more axles using vacuum in the operation of its brakes, except those in driveaway or towaway operations, shall be equipped with a warning signal, other than a gauge indicating vacuum, readily audible or visible to the driver, which will operate at any time the vacuum in the vehicle's supply reservoir or reserve capacity is less than eight inches of mercury.

(c) Combination of warning devices. When a vehicle required to be equipped with a warning device is equipped with both air and vacuum power for the operation of its own brakes or the brakes on a towed vehicle, the warning devices may be, but are not required to be, combined into a single device which will serve both purposes. A gauge or gauges indicating pressure or vacuum shall not be deemed to be an adequate means of satisfying this requirement.

RCW 18.27.090
amended.

SEC. 50. Section 9, chapter 77, Laws of 1963 and RCW 18.27.090 are each amended to read as follows:

Contractors,
registration of
—Exemptions.

This chapter shall not apply to:

(1) An authorized representative of the United States government, the state of Washington, or any incorporated city, town, county, township, irrigation district, reclamation district or other municipal or political corporation or subdivision of this state;

(2) Officers of a court when they are acting within the scope of their office;

(3) Public utilities operating under the regulations of the public service commission in construction, maintenance or development work incidental to their own business;

(4) Any construction, repair or operation incidental to the discovering or producing of petroleum or gas, or the drilling, testing, abandoning or other operation of any petroleum or gas well or any surface or underground mine or mineral deposit when performed by an owner or lessee;

(5) The sale or installation of any finished products, materials or articles of merchandise which are not actually fabricated into and do not become a permanent fixed part of a structure;

(6) Any construction, alteration, improvement or repair of personal property;

(7) Any construction, alteration, improvement, or repair carried on within the limits and boundaries of any site or reservation under the legal jurisdiction of the federal government;

(8) Any person who only furnished materials, supplies or equipment without fabricating them into, or consuming them in the performance of, the work of the contractor;

(9) Any work or operation on one undertaking or project by one or more contracts, the aggregate contract price of which for labor and materials and all other items is less than one hundred dollars, such work or operations being considered as of a casual, minor, or inconsequential nature. The exemption prescribed in this subsection does not apply in any instance wherein the work or construction is only a part of a larger or major operation, whether undertaken by the same or a different contractor, or in which a division of the operation is made into contracts of amounts less than one hundred dollars for the purpose of evasion of this chapter or otherwise. The exemption prescribed in this subsection does not apply to a person who advertises or puts out any sign or card or other device which might indicate to the public that he is a contractor, or that he is qualified to engage in the business of contractor;

Contractors,
registration of
—Exemptions.

(10) Any construction or operation incidental to the construction and repair of irrigation and drainage ditches of regularly constituted irrigation districts or reclamation districts; or to farming, dairying, agriculture, viticulture, horticulture, or stock or poultry raising; or to clearing or other work upon land in rural districts for fire prevention purposes; except when any of the above work is performed by a registered contractor;

(11) An owner who contracts for a project with a registered contractor;

(12) Any person working on his own property, whether occupied by him or not, and any person working on his residence, whether owned by him or not;

(13) Owners of commercial properties who use their own employees to do maintenance, repair and alteration work in or upon their own properties;

(14) A licensed architect or civil or professional engineer acting solely in his professional capacity, an electrician licensed under the laws of the state of Washington, or a plumber licensed under the laws of the state of Washington or licensed by a political subdivision of the state of Washington while operating within the boundaries of such political subdivision. The exemption provided in this subsection is applicable only when the licensee is operating within the scope of his license;

(15) Any person who engages in the activities herein regulated as an employee of a registered contractor with wages as his sole compensation or as an employee with wages as his sole compensation;

(16) Contractors on highway projects who have been prequalified as required by chapter 13 of the Laws of 1961, RCW 47.28.070, with the highway department to perform highway construction, reconstruction or maintenance work.

SEC. 51. There is added to chapter 3, Laws of 1963, extraordinary session, a new section to read as follows:

The joint committee on highways is authorized and directed to study, analyze, report on and make recommendations to the 1967 Legislature prior to its convening concerning:

Highways.
Joint committee on highways—
Studies by authorized.

(1) The development of a comprehensive policy relating to freeways and expressways, including the desirability of constructing a state-wide system of urban and rural freeways to meet future transportation needs, methods of financing such a system of freeways, the related role of the state, cities and counties in constructing urban and rural freeways and expressways, standards of construction, the financing of adequate connecting approach roads and streets and methods to protect interchanges from undue traffic congestion.

(2) A continuation of the cost allocation study commenced in the 1963-1965 biennium including a consideration of weight limits and highway design. This study shall take into account the impact of federal highway taxes.

(3) The most desirable method of licensing commercial drivers including a review of special commercial driver licensing practices used in other states; an examination of policy relating to the suspension and revocation of licenses of commercial drivers, possible restrictions on the disclosure of traffic violations of commercial drivers, and occupational licensing of commercial drivers.

(4) Highway planning and construction practices of the department of highways, including planning, engineering, and hearing procedures, competitive bidding practices, penalty provisions for construction delays by contractors, policy relating to the prequalification of contractors; and the inspection of work performed by contractors.

Highways.
Joint commit-
tee on
highways—
Studies by
authorized.

(5) Legal procedures for the disposition of abandoned vehicles.

(6) Methods of financing the comprehensive long range plan for cross sound transportation to be prepared by state highway commission pursuant to section 23, chapter 3, Laws of 1963, extraordinary session.

(7) Traffic safety including an evaluation of traffic signs and signals erected and maintained by the state, the cities and the counties.

(8) Methods of improving the reporting of accidents and traffic convictions.

(9) Criteria and policy for the use of bond financing of city streets, county roads and state highways.

(10) Reciprocity in the licensing and taxation of motor vehicles including the feasibility of placing license and weight fees on motor vehicle power units only.

(11) Highway and transportation needs between Washington and Alaska and to this end the committee may formulate recommendations concerning the same to federal agencies and the Congress of the United States.

(12) The development of policy for the state of Washington regarding the most desirable federal-aid highway program after 1972 when the interstate system of highways is completed, including the possibility of adding more miles of interstate highways within the state of Washington.

(13) The feasibility of reestablishing a program of vehicle safety inspection.

(14) An examination of methods of improving intergovernmental cooperation in road and street administration.

(15) A continuing study of the system of priority programing for state highways with special consideration of the legislature's role in developing highway construction priorities.

(16) An analysis of existing methods now used for spreading assessments over local improvement districts (for roads and bridges only) with recommendations for making LID financing a more practicable procedure for financing the improvement of highway facilities.

(17) An examination of fuel tax collection costs and handling losses as a basis for a refund allowance to motor vehicle fuel retailers.

(18) The future role of mass transit in the urban areas and its relation to highway planning and construction.

SEC. 52. (1) The joint committee on highways is authorized and directed to conduct a study with the cooperation of the department of highways, the department of motor vehicles, the Washington state patrol and the Washington utilities and transportation commission to devise procedures by which persons wishing to qualify a commercial vehicle for operation on our state highways may make application on a single form to the department of motor vehicles with such additional copies as may be required for distribution to the several agencies responsible for taxing and regulating commercial vehicles. Under such procedures the vehicle operator upon meeting all regulatory requirements and paying all required fees will be issued a single document certifying to the scope and duration of the qualification of the vehicle therein identified.

—Commercial vehicles operating on state highways, single application for, study on.

(2) The study shall include methods of reducing the evidence of qualification and identification required to be displayed on the outside of the vehicle to the minimum consistent with sound law enforcement.

(3) The study shall include a consideration of all means of promoting the standardization of vehicle qualification requirements between this and other states.

Highways.
Joint com-
mittee on
highways—
Commercial
vehicles oper-
ating on state
highways,
single appli-
cation for,
study on by
committee.

(4) To facilitate the study and accurately determine the administrative and enforcement problems connected with the use of a single application form and a single qualification form, the joint committee on highways and the departments named in subsection (1) are authorized and directed to implement the procedures described in subsection (1) and (2) for the qualification and identification of not more than three of the larger interstate commercial fleets, for the license year 1966. For the purposes of this pilot program and with respect to the vehicle fleets selected, each of the departments of state government is authorized and directed to adjust the qualification and permit period to a calendar year, adjusting fees accordingly and giving such credits or assessing such additional fees as may be necessary.

RCW 47.56.245
amended.

SEC. 53. Section 47.56.245, chapter 13, Laws of 1961 and RCW 47.56.245 are each amended to read as follows:

Toll facilities.
Toll charges
retained until
costs paid.

The authority shall retain toll charges on all existing and future facilities until all costs of investigation, financing, acquisition of property, and construction advanced from the motor vehicle fund, and obligations incurred under RCW 47.56.250 and chapter 16, Laws of 1945 have been fully paid. With respect to every facility completed after March 19, 1953, costs of maintenance, management and operation shall be paid periodically out of the revenues of the facility in which such costs were incurred.

Second Lake
Washington
bridge, motor
vehicle fund
moneys may
be used to
meet deficits
incidental to.

SEC. 54. To the extent that revenues from the imposition of tolls and franchise fees for use of the second Lake Washington bridge authorized and constructed under the provisions of RCW 47.56.281 are insufficient to meet costs of maintenance and operation and required payments of principal, interest, and other charges incidental to the issuance, sale, and retirement of the bonds issued pursuant to the provisions of RCW 47.56.282 or on any subsequent refund-

ing bond issues, the Washington state highway commission shall use moneys in the motor vehicle fund to pay such deficits.

SEC. 55. Any funds required to pay such deficits shall be from the proceeds of state excise taxes on motor vehicle fuels and shall be taken from that portion of the motor vehicle fund which is or may be appropriated for state highway purposes, and shall never constitute a charge against any allocations of such funds to counties, cities and towns unless and until the amount of the motor vehicle fund arising from the excise taxes on motor vehicle fuels and available for state highway purposes proves insufficient to meet such deficits. —Portion of fund allotable.

The proceeds of such excise taxes are hereby pledged to the payment of any such deficits in the costs of maintenance and operation of the bridge and in the payment of principal and interest which may arise on account of the bonds issued under the provisions of RCW 47.56.282, and the legislature hereby agrees to continue to impose the same excise taxes on motor vehicle fuels in amounts sufficient to pay, when due, such deficits.

SEC. 56. Section 47.56.282, chapter 13, Laws of 1961 and RCW 47.56.282 are each amended to read as follows: RCW 47.56.282 amended.

The authority is hereby authorized by resolution to issue and sell its revenue bonds in an amount sufficient to provide funds to pay all costs of construction of an additional Lake Washington bridge and approaches and all costs of construction or any alterations to the existing Lake Washington bridge or its approaches as a result of the construction of the additional bridge, including but not limited to all costs of survey, acquisition of rights of way, design, engineering, all expenses of issuance and sale of such bonds, and to pay interest on said bonds during con- Additional Lake Washington bridge. Revenue bonds —Toll charges.

Highways.
Additional
Lake Wash-
ington bridge.
Revenue bonds
—Toll charges.

struction and for six months after tolls are first imposed.

Said revenue bonds shall constitute obligations only of the Washington toll bridge authority and shall be payable both principal and interest from the tolls and revenues derived from the operation of said toll facility as hereinbefore constituted and from any other moneys or funds available therefor. Said bonds shall not constitute an indebtedness of the state of Washington and shall contain a recital on the face thereof to that effect, and shall be negotiable instruments under the law merchant. Such bonds shall include a covenant that the payment or redemption thereof and the interest thereon are secured by a first and direct charge and lien on all of the tolls and other revenues received from the operation of said toll facility and from any interest which may be earned from the deposit or investment of any such revenues, except for payment of costs of operation, maintenance and necessary repairs of said facility. The tolls and charges to be imposed shall be fixed in such amounts so that when collected they will produce revenues that shall be at least equal to expenses of operating, maintaining and repairing said toll facility, including all insurance costs, amounts for adequate reserves and coverage of annual debt service on said bonds, and all payments necessary to pay the principal thereof and interest thereon.

Another Lake
Washington
bridge author-
ized—Site.

SEC. 57. Notwithstanding the provisions of RCW 47.56.220, the Washington state highway commission is authorized to design and construct an additional bridge across Lake Washington at a site in the vicinity of the first Lake Washington bridge.

RCW 47.60.140
amended.

SEC. 58. Section 47.60.140, chapter 13, Laws of 1961 and RCW 47.60.140 are each amended to read as follows:

The authority is empowered to operate such ferry system, including all operations, whether intrastate or international, upon any route or routes, and toll bridges as a revenue producing and self-liquidating undertaking. The highway commission shall have full charge of the construction, rehabilitation, rebuilding, enlarging, improving, operation and maintenance of the ferry system, including toll bridges, approaches and roadways incidental thereto that may be authorized by the authority, including the collection of tolls and other charges for the services and facilities of the undertaking: *Provided*, That the authority shall have the exclusive right to enter into leases and contracts for use and occupancy by other parties of the concessions and space located on the ferries, wharves, docks, approaches and landings, but no such leases or contracts shall be entered into for more than five years, nor without public advertisement for bids as may be prescribed by the authority: *Provided further*, That the Colman Dock facilities may be leased for a period not to exceed ten years: *Provided further*, That the authority may accept and continue leases and contracts for a period of ten years without advertisement or bid, if such leases or contracts were in effect or entered into at the time of the purchase of the Puget Sound ferry system, and any leases or contracts so made are hereby validated.

Puget Sound Ferry and Bridge System—As self-liquidating undertaking—Powers of highway commission—Concessions.

SEC. 59. 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 of constructing a limited access highway by the most feasible route from primary state highway No. 9 in the vicinity of Shelton to primary state highway No. 14 in the vicinity of Purdy.

Highways. Limited access facility from Shelton to Purdy, study on.

SEC. 60. The state highway commission and the joint committee on highways are authorized and directed to undertake a survey and prepare a pro-

Federal aid for highway beautification, etc., utilizing.

gram for the utilization of federal-aid funds available under 23 U.S.C. sec. 319, or any other similar federal program, providing for highway landscaping, safety rest areas and acquisition of strips of land adjacent to our highways for the preservation of its natural beauty. The program shall be submitted to the 1967 Legislature prior to its convening.

Dune buggy, lease or use of without inspection unlawful— inspection fee.

SEC. 61. It shall be unlawful for any person to lease for hire or permit the use of any vehicle with soft tires commonly used upon the beach and referred to as a dune buggy unless such vehicle has been inspected by and approved by the state commission on equipment, which commission may charge a reasonable fee therefor to go into the state patrol highway account.

Highways. Acquisition of property for historic sites, etc., authorized.

SEC. 62. The state highway commission is authorized to acquire title to or any interests or rights in real property adjacent to state highways for the preservation of natural beauty, historic sites or viewpoints or for safety rest areas.

Area-wide urban mass transportation system, participation in authorized.

SEC. 63. The highway commission is empowered to join financially or otherwise with any public agency or any county, city, or town in the state of Washington or any other state, or with the federal government or any agency thereof, or with any or all thereof for the planning, development and establishment of area-wide urban mass transportation systems in conjunction with new or existing highway facilities.

1963 c 3 § 35 amended.

SEC. 64. Section 35, chapter 3, Laws of 1963 extraordinary session (uncodified), is amended to read as follows:

Joint committee on highways. Created— Membership— Vacancies.

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 nine senators to be appointed by the president of the Senate and ten 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. 65. Membership authorized by this act on the joint committee on highways is hereby ratified, even though appointments are made prior to the effective date of this act.

—Appoint-
ments ratified.

SEC. 66. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1967, the sum of seventy-five thousand dollars, or so much thereof as may be necessary for preliminary engineering for a bridge at Rich Pass in Kitsap County.

Appropriation.

SEC. 67. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1967, the sum of fifty thousand dollars, or so much thereof as may be necessary, for the purpose of constructing a new bridge across Morse creek on primary state highway No. 9 east of Port Angeles.

Appropriation.

SEC. 68. The joint committee on highways shall make a study during the interim and report to the fortieth session of the legislature as to the advisability of utilizing the services of private consulting engineers or firms in its highway planning programs both to obviate the need of retaining professional personnel on its staff during periods of moderate

Joint com-
mittee on
highways—
Study on
utilizing
private firms
in planning
programs.

activity by the department or to supplement the work of professional personnel on its staff in periods of high activity within the department.

Highways.
Repeal.

SEC. 69. Sections 11 and 12, chapter 278, Laws of 1961 and RCW 47.56.036 and 47.56.038 are each hereby repealed.

Severability.

SEC. 70. If any provision of this 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 persons or circumstances is not affected.

Emergency.

SEC. 71. 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 shall take effect immediately.

Passed the Senate May 6, 1965.

Passed the House May 6, 1965.

Approved by the Governor May 14, 1965, with the exception of certain items in section 33 which were vetoed.

Veto message.

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

"This is the so-called 'Highway Omnibus Bill of 1965'. Section 33 of the bill is an amendment to the 1963 Highway Priority Programming Act, which required the State Highway Commission to plan for one hundred percent completion by 1975 of this state's portion of the national system of interstate highways and those highways classified as 'principal highways'. Section 33 of Substitute Senate Bill No. 438 would extend the time for completing these highways for an additional six years, to 1981.

"I am reluctant to extend the time for completing this high priority highway system. The people need most of these highways now. To allow them to remain uncompleted for sixteen years would be poor highway planning. Limitations on available funds over the next ten years may require some adjustment in priorities established by the State Highway Commission. I request that the Highway Commission and the Joint Highway Interim Committee of the Legislature reappraise the schedule of priorities and classification of highways to see if revisions are necessary to be sure that the highways carrying the greatest traffic loads are completed by 1975, rather than to postpone final completion for six more years, so that less important highways can be constructed at the same time.

"Until such a reappraisal of priorities can be completed, I believe the Highway Commission and the Highway Department should exert every effort to meet the 1975 target date. For these reasons I have vetoed the items in Section 33 which amended '1975' to read '1981'. The remainder of the bill is approved."

DANIEL J. EVANS,
Governor.