

Section 7 of the bill is to assist the county assessors in attracting qualified personnel to perform the extremely important function of appraising property for tax purposes. Only by accurate appraisals can property taxpayers be equally and fairly treated. Early implementation of Section 7 should assist in this goal.

"For the reasons stated above, I have vetoed Section 11. The remainder of House Bill No. 934 is approved."

DANIEL J. EVANS,
Governor.

CHAPTER 147.

[Engrossed House Bill No. 269.]

HIGHWAY SAFETY—GOVERNOR—TRAFFIC SAFETY COMMISSION—DRIVER EDUCATION—STATE SAFETY COUNCIL.

AN ACT relating to state government; establishing the Washington traffic safety commission; providing for succession of powers and duties of the Washington state safety council to the Washington state traffic safety commission; providing for administration of the driver education program; providing for the transfer of certain books, records, accounts, files and personal property; prescribing powers, duties and functions of certain state officers and agencies; enabling the state to secure the benefits of the federal Highway Safety Act of 1966; amending section 8, chapter 39, Laws of 1963 and RCW 46.81.070; adding a new chapter to chapter 8, Laws of 1965 and to Title 43; repealing sections 43.60.010 through 43.60.220, chapter 8, Laws of 1965 and RCW 43.60.010 through 43.60.220; providing for the termination of certain sections hereof; and declaring an emergency.

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

Section 1. The purpose of this act is to establish a new agency of state government to be known as the Washington traffic safety commission. The functions and purpose of this commission shall be to find solutions to the problems that have been created as a result of the tremendous increase of motor vehicles on our highways and the attendant traffic death and accident tolls; to plan and supervise programs for the prevention of accidents on streets and highways including but not limited to educational campaigns

Washington
traffic safety
commission—
Creation—
Functions.

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designed to reduce traffic accidents in cooperation with all official and unofficial organizations interested in traffic safety; to coordinate the activities at the state and local level in the development of state-wide and local traffic safety programs; to promote a uniform enforcement of traffic safety laws and establish standards for investigation and reporting of traffic accidents; to promote and improve driver education; and to authorize the governor to perform all functions required to be performed by him under the federal Highway Safety Act of 1966 (Public Law 89-564; 80 Stat 731).

Governor to
administer
traffic safety
program.

Sec. 2. The governor shall be responsible for the administration of the traffic safety program of the state and shall be the official of the state having ultimate responsibility for dealing with the federal government with respect to all programs and activities of the state and local governments pursuant to the Highway Safety Act of 1966 (Public Law 89-564; 80 Stat 731). The governor is authorized and empowered to accept and disburse federal grants or other funds or donations from any source for the purpose of improving traffic safety programs in the state of Washington, and is hereby empowered to contract and to do all other things necessary in behalf of this state to secure the full benefits available to this state under the federal Highway Safety Act of 1966 (Public Law 89-564; 80 Stat 731) and in so doing, to cooperate with federal and state agencies, agencies private and public, interested organizations, and with individuals, to effectuate the purposes of that enactment, and any and all subsequent amendments thereto.

Washington
traffic safety
commission.

Sec. 3. The governor shall be assisted in his duties and responsibilities by the Washington state traffic safety commission. The Washington traffic safety commission shall be comprised of the gover-

nor as chairman, the superintendent of public instruction, the director of motor vehicles, the director of highways, the chief of the state patrol, a representative of the association of Washington cities to be appointed by the governor, a member of the association of county commissioners to be appointed by the governor, *the county road administration engineer* and a representative of the judiciary to be appointed by the governor. Appointments to any vacancies among appointee members shall be as in the case of original appointment.

*Words in italics vetoed by Governor.

Sec. 4. In addition to other responsibilities set forth in this act the commission shall:

Commission—
Additional
powers and
duties.

(1) Advise and confer with the governing authority of any political subdivision of the state deemed eligible under the federal Highway Safety Act of 1966 (Public Law 89-564; 80 Stat 731) for participation in the aims and programs and purposes of that act;

(2) Advise and confer with all agencies of state government whose programs and activities are within the scope of said Highway Safety Act including those agencies that are not subject to direct supervision, administration and control by the governor under existing laws;

(3) Succeed to and be vested with all powers, duties and jurisdictions previously vested in the Washington state safety council;

(4) Require all counties and municipalities to prepare a comprehensive traffic safety plan consistent with the standards established by rule and regulation by the commission and the federal Highway Safety Act of 1966 (Public Law 89-564; 80 Stat 731);

(5) Carry out such other responsibilities as may be consistent with this act.

RCW 46.81.070
amended.

Sec. 5. Section 8, chapter 39, Laws of 1963 and RCW 46.81.070 are each amended to read as follows:

Driver's training courses in schools.

(1) Each school district offering a course in driver education shall, in such manner as the superintendent of public instruction may direct, keep accurate records of the cost thereof. Subject to RCW 46.81.060 each school district shall be reimbursed from the driver education account: *Provided*, That the state superintendent shall determine the approximate per pupil cost of driver education and may reimburse up to seventy-five percent of the estimated per pupil cost of driver education. Per pupil cost of driver education shall include the per pupil cost of vehicles used exclusively in driver education programs and simulators used in such programs amortized by school districts over a sixty-month period.

A simulator is any automobile driver training device approved by the superintendent of public instruction to be used for purposes of driver education instruction under simulated driving conditions.

(2) The directors of any school district or combination of school districts shall establish a driver education fee, which fee when imposed shall be required to be paid by any duly enrolled student in such school district prior to the enrollment in a driver education course. Driver education fees collected by a school district shall be deposited with the county treasurer to the credit of such school district, to be used to pay costs of the driver education course.

Commission—
Meetings.

Sec. 6. The commission shall meet at least quarterly and shall have such special meetings as may be required. Members of the commission shall receive no additional compensation for their services except that which shall be allowed as actual and necessary expenses as limited by chapter 43.03 RCW in the performance of their official duties.

Sec. 7. The governor as chairman of the commission shall appoint a person to be director of the Washington traffic safety commission which director shall be paid such salary as shall be deemed reasonable and shall serve at the pleasure of the governor.

Director.

Sec. 8. The director shall be secretary of the commission and shall be responsible for carrying into effect the commission's orders and rules and regulations promulgated by the commission. The director shall also be authorized to employ such staff as is necessary pursuant to the provisions of chapter 41.06 RCW. The commission shall adopt such rules and regulations as shall be necessary to carry into effect the purposes of this act.

Director—
Powers and
duties.

Sec. 9. The governor as chairman of said commission shall have the authority to appoint advisory committees as he may deem advisable to aid, advise and assist the commission in carrying out the purposes of this act. All actions and decisions, however, shall be made by the commission.

Advisory com-
mittees.

Sec. 10. The commission shall delegate all non-traffic safety responsibilities previously under the jurisdiction of the Washington state safety council to such other state agencies as the commission shall determine.

Delegation of
nontraffic
duties.

Sec. 11. All terms of the members of the executive board and members of the advisory committee of the Washington state safety council shall be terminated upon the effective date of this act.

State safety
council—
Termination.

Sec. 12. On the effective date of this act, all records, books, accounts, equipment, funds and all other personal property now or hereafter held for the use of the Washington state safety council in performing their functions and duties as set forth in chapter 43.60 RCW shall be transferred to the possession and control of the Washington traffic safety commission.

Transfer of
records, books,
etc.

State safety council—
Transfer of employees—
Protection of civil service rights.

Sec. 13. All employees of the Washington state safety council who are employed exclusively or principally in performing the powers, duties and functions transferred by this act to the Washington state traffic safety commission shall, upon the effective date of this act, be transferred to the Washington state traffic safety commission. All such employees so transferred shall continue to be governed by the provisions of chapter 41.06 RCW, the state civil service law, without any loss of rights granted by said law.

Reports.

Sec. 14. The Washington state traffic safety commission shall submit a report outlining programs planned and steps taken toward improving traffic safety to the joint committee on highways by July 1, 1968.

Repeal.

Sec. 15. Sections 43.60.010 through 43.60.220, chapter 8, Laws of 1965 and RCW 43.60.010 through 43.60.220 are each hereby repealed.

Expiration date.

Sec. 16. Sections 1 through 4 and 6 through 13 of this act shall expire on July 1, 1969.

***Words in italics vetoed by Governor.**

Emergency.

Sec. 17. This act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and existing public institutions and shall take effect immediately.

Passed the House April 29, 1967.

Passed the Senate April 29, 1967.

Approved by the Governor May 11, 1967, with the exception of a certain item in Section 3 and all of Section 16, which were vetoed.

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

"This bill gives to the Governor ultimate responsibility for the administration of the traffic safety program of the state, as required by the National Highway Safety Act of 1966. It also establishes a Washington Traffic Safety Commission to assist the Governor by finding solutions to the problems that have been created as a result of the tremendous increase of motor vehicles on our highways and the

attendant death and accident tolls. It is intended as a permanent successor to the Washington Safety Council. I believe that this commission is an important addition to the traffic safety program of the state, for not only does it comply with the requirements of the National Highway Safety Act, but it will provide a focal point for the development of new and imaginative approaches to traffic safety, both at the local and state level of administration.

"Because of the substantial impact of federal traffic safety legislation on local communities, it became obvious that local government should be represented on the commission. Therefore, at my suggestion, representatives of the governing bodies of both counties and cities were added by floor amendment, to be appointed from the Association of Washington Cities and the Association of County Commissioners. In addition, the county road administration engineer was added by committee amendment, because of his relationship with county government. I believe the county road administration engineer can play an important role in the county traffic safety program. However, I believe the interests of city and county government should be equally represented and that this representation should come from those involved in the highest level of local government. The act provides for the appointment of advisory committees. Either as a member of an advisory committee or as an informal advisor, the county road administration engineer will serve a valuable role in assisting in the work of the commission. However, to maintain equality of representation, I have vetoed the item making him a member of the Traffic Safety Commission. If, during the next biennium, the Traffic Safety Commission feels he should be a member, they may recommend he be added by the next legislature.

"The commission replaces the Washington Safety Council, a permanent body, and is itself intended to work with the problem of traffic safety on a permanent basis. Section 16 eliminates the Traffic Safety Commission on July 1, 1969, but apparently does not reactivate the Washington Safety Council. I believe the work of the commission should not be hampered by legislation which terminates its existence at the end of two years unless the legislature takes further affirmative action. If a majority of the members of each house believe that the commission should be terminated or altered, they may do so in the normal legislative process. I have therefore vetoed Section 16 eliminating the expiration date of the act. With the exception of the foregoing items which I have vetoed, the remainder of the act is approved."

DANIEL J. EVANS,
Governor.