

shall take effect immediately.

Passed the Senate May 10, 1969

Passed the House May 10, 1969

Approved by the Governor May 23, 1969, with the exception of certain items in Section 1 which are vetoed

Filed in office of Secretary of State May 23, 1969

NOTE: Governor's explanation of partial veto is as follows:
"...The appropriation for the board of education in the capital budget provides from the common school construction fund the sum of \$37,004,427. This amount was also appropriated in Senate Bill No. 737. Therefore, I am removing this duplication by vetoing this item.

In the capital appropriation to the Department of Natural Resources an item of \$80,000 from the Outdoor Recreation Account is included to improve Bird Creek road. This project was never submitted to or considered by the Interagency Committee on Outdoor Recreation although procedures are established whereby its priorities are determined. This priority system is endangered by this line item appropriation of funds from the outdoor recreation account. I have therefore vetoed this item.

The remainder of the bill is approved."

CHAPTER 281

[Engrossed Substitute Senate Bill No. 724]

HIGHWAYS

AN ACT Relating to highways and the operation of vehicles thereon; describing powers and duties of the Washington state highway commission, the Washington toll bridge authority, the department of motor vehicles and the joint committee on highways together with the divisions of said agencies; providing for the designation, establishment, and construction of certain highway facilities and alternate routes; relating to ferries and other toll facilities and the financing thereof; providing for surveys and studies of proposed highway additions; providing for highway studies; prescribing fees, size, weight, load permits, fuel tax exemptions and equipment restrictions for certain motor vehicles; and relating to the licensing of drivers and vehicles; amending section 47.16.020, chapter 13, Laws of 1961 and RCW 47.16.020; amending section 2, chapter 85, Laws of 1967 ex. sess. and RCW 47.39.020; amending section 47.16.050, chapter 13, Laws of 1961 as amended by section 14, chapter

145, Laws of 1967 ex. sess. and RCW 47.16.050; amending section 47.20.200, chapter 13, Laws of 1961 and RCW 47.20.200; amending section 47.20.390, chapter 13, Laws of 1961 and RCW 47.20.390; amending section 7, chapter 134, Laws of 1969; amending section 46.37.160, chapter 12, Laws of 1961 as amended by section 1, chapter 154, Laws of 1963 and RCW 46.37.160; amending section 82.36.280, chapter 15, Laws of 1961 and RCW 82.36.280; amending section 82.40.010, chapter 15, Laws of 1961, as amended by section 1, chapter 196, Laws of 1967 and RCW 82.40.010; amending section 46.68.030, chapter 12, Laws of 1961 as last amended by section 8, chapter 99, Laws of 1969 and RCW 46.68.030; amending section 35.84.060, chapter 7, Laws of 1965 and RCW 35.84.060; amending section 82.36.275, chapter 15, Laws of 1961 as last amended by section 1, chapter 86, Laws of 1967 and RCW 82.36.275; amending section 82.40.047, chapter 15, Laws of 1961 as last amended by section 2, chapter 86, Laws of 1967 and RCW 82.40.047; amending section 82.40.046, chapter 15, Laws of 1961 and RCW 82.40.046; amending section 46.44.091, chapter 12, Laws of 1961 and RCW 46.44.091; amending section 46.44.096, chapter 12, Laws of 1961 and RCW 46.44.096; amending section 19, chapter 106, Laws of 1963 and RCW 46.85.190; amending section 5, chapter 156, Laws of 1965 and RCW 46.01.050; amending section 117, chapter 32, Laws of 1967 and RCW 46.01.055; amending section 7, chapter 140, Laws of 1967 as last amended by section 1, chapter 42, Laws of 1969 1st ex. sess. and RCW 46.12.101; amending section 4, chapter 42, Laws of 1969 1st ex. sess.; amending section 7, chapter 42, Laws of 1969 1st ex. sess.; amending section 8, chapter 42, Laws of 1969 1st ex. sess.; amending section 12, chapter 42, Laws of 1969 1st ex. sess.; amending section 5, chapter 42, Laws of 1969 1st ex. sess.; amending section 2, chapter 42, Laws of 1969 1st ex. sess.; amending section 15, chapter 155, Laws of 1965 ex. sess. as amended by section 58, chapter 145, Laws of 1967 ex. sess.

and RCW 46.61.100; amending section 46.37.430, chapter 12, Laws of 1961 and RCW 46.37.430; amending section 1, chapter 36, Laws of 1909 as amended by section 1, chapter 73, Laws of 1931, and RCW 9.61.120; amending section 3, chapter 85, Laws of 1967 and RCW 9.66.070; amending section 2, chapter 52, Laws of 1965 ex. sess. and RCW 46.61.650; and amending section 46.44.095, chapter 12, Laws of 1961 as last amended by section 15, chapter 94, Laws of 1967 ex. sess. and RCW 46.44.095; adding new sections to chapter 13, Laws of 1961 and to chapter 47.16 RCW; adding new sections to chapter 42, Laws of 1969 1st ex. sess. and to chapter 46.52 RCW; adding a new section to chapter 169, Laws of 1963 and to chapter 46.29 RCW; repealing section 24, chapter 145, Laws of 1967 ex. sess.; repealing section 9, chapter 209, Laws of 1961 and RCW 47.56.664; amending section 15, chapter 142, Laws of 1915 as last amended by section 1, chapter 118, Laws of 1967 ex. sess. and RCW 46.16.070; adding new sections to chapter 12, Laws of 1961 and chapter 46.04 RCW; amending section 46.44.092, chapter 12, Laws of 1961 as last amended by section 39, chapter 170, Laws of 1965 ex. sess. and RCW 46.44.092; amending section 40, chapter 155, Laws of 1965 ex. sess. and RCW 46.61.290; making appropriations; providing penalties; providing effective dates; and declaring an emergency.

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

NEW SECTION. Section 1. The joint committee on highways and the Washington state highway commission shall jointly consider the following proposed highway additions by undertaking appropriate studies and surveys as may be necessary to accomplish an evaluation with respect to their being a part of the modern integrated state highway system. Unless otherwise provided, the study shall be completed by September 1, 1970.

(1) A new highway connection from primary state highway No. 2 (SR 522) in the vicinity of Kenmore in a generally northerly direction to a junction with primary state highway No. 1 (SR 5) in the

vicinity of Swamp Creek, or to a junction with primary state highway No. 1 (SR 405) in the vicinity of Swamp Creek. Consideration shall be given to the further extension of said highway to proposed primary state highway No. 19 (SR 605). The study shall consider whether such a connecting highway should be designated a state highway or county road.

(2) An extension to primary state highway No. 12 from the interstate bridge at Point Ellice easterly along the Columbia River via Altoona to a junction with primary state highway No. 12 at Skamokawa.

(3) The acquisition by the Washington state highway commission or Washington toll bridge authority of all the properties and facilities on the Puget Island-Westport ferry system now owned by Wahkiakum county for the purposes of adding such ferry crossing from the south side of Puget Island to a point in the vicinity of Westport, Oregon as an extension of secondary state highway No. 12F (SR 409).

(4) An extension of secondary state highway No. 11 (SR 525) from the Broadway interchange on FAI 5, easterly to a connection with secondary state highway No. 1A, thence northerly on secondary state highway No. 1A to primary state highway No. 2 in Snohomish.

NEW SECTION. Sec. 2. The Washington state highway commission is directed to apply for federal aid interstate matching funds to reconstruct the existing partial interchange at the junction FAI 5 and South 72nd street in the city of Tacoma to a full interchange facility. In the event federal matching funds become available to pay ninety percent of the cost of said project the highway commission is authorized to construct said interchange facility as soon as feasible.

NEW SECTION. Sec. 3. The Washington state highway commission is directed to apply for federal aid interstate matching funds to construct an interchange at the junction of FAI 5 and Marvin Road in Thurston county. In the event federal matching funds become available to pay ninety percent of the cost of said project the highway commis-

sion is authorized to construct said interchange as soon as feasible.

NEW SECTION. Sec. 4. The Washington state highway commission is directed to undertake a comprehensive study with surveys as may be necessary with respect to improvement of old U.S. 99, primary state highway No. 1 (FAI 5), SR 167 and SR 181, between south 348th street on the south and SR 518 and FAI 405 on the north, in King county. The study shall consider the feasibility of improving the above-named highway facilities to provide for the vehicle carrying capacity necessary to accommodate the total projected traffic volumes between Seattle and Tacoma through and within the study area through 1990. Such study shall include a study of the relocation of sign route 509 upon the present right-of-way of U. S. highway 99 between Midway, Washington and south 348th street in King county.

The commission shall hold a public hearing within the general area of the study to determine the desirability of said improvements. Notice of the hearing shall be given to King county and shall be published in all newspapers of general circulation in south King county not less than thirty days prior to the date of hearing. At the hearing any representative of the county or of any community organizations or any other person may appear and be heard even though such official or person or organization is not an abutting property owner.

The highway commission shall report its recommendations developed from this study to the next regular session of the legislature.

Sec. 5. Section 47.16.020, chapter 13, Laws of 1961, and RCW 47.16.020 are each amended to read as follows:

A primary state highway to be known as primary state highway No. 2, or the Sunset highway, is hereby established according to the description as follows: Beginning at the intersection of the west approach to the Lake Washington bridge at Rainier Avenue in Seattle in King county, thence in an easterly direction by the most feasible route by way of the Lake Washington bridge and approaches crossing Lake Washington and Mercer Island to the east shore of Lake Washing-

ton, thence in an easterly direction by the most feasible route by way of North Bend, Snoqualmie Pass, Cle Elum, Blewett Pass, Wenatchee, Waterville, Wilbur, Davenport and Spokane to the Washington-Idaho boundary line; also beginning at Seattle in King county, thence in an easterly direction by the most feasible route by way of Renton to a junction with primary state highway No. 2, as herein described, in the vicinity of Issaquah; also beginning at Seattle in King county, thence in an easterly direction by the most feasible route to the north of Lake Washington to a junction with primary state highway No. 2, as herein described, in the vicinity west of Snoqualmie Pass; also from a junction at a point approximately four miles west of North Bend in a general southwesterly direction by the most direct and feasible route by way of Auburn to a junction with state road No. 1 in the vicinity of Milton, thence westerly to a junction with secondary state highway No. 1-V in the vicinity of northeast Tacoma.

Sec. 6. Section 2, chapter 85, Laws of 1967 ex.sess. and RCW 47,39.020 are each amended to read as follows:

The following portions of highways are designated as part of the scenic and recreational highway system:

(1) Primary state highway No. 2, or the Sunset highway, beginning at the CMSTPP Railroad overcrossing, highway department designation 2/609.5S, approximately 2.3 miles southeast of North Bend, thence in an easterly direction by the most feasible route by way of Snoqualmie Pass to the Cle Elum River bridge, highway department designation 2/510N, approximately 2.6 miles west of Cle Elum ((-));

(2) Primary state highway No. 3, or the Inland Empire Highway, beginning at the upper Wilson Creek Bridge, highway department designation 3/1003, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge, highway department designation 3/910, approximately 5.4 miles north of Yakima ((-));

(3) Primary state highway No. 1, or the Pacific highway be-

ginning at Nugent's bridge over the Nooksack river, highway department designation 1AP/24, approximately 7.7 miles northeast of Bellingham, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county;

(4) Primary state highway No. 3, or the Inland Empire highway, beginning at the Northern Pacific Railroad bridge, highway department designation 3/606, approximately 3.4 miles west of Dixie, thence in a northerly direction by the most feasible route by way of Dayton to a junction with primary state highway No. 3 in the vicinity of Dodge; 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 to a junction with a county road 2.38 miles west of a junction with primary state highway No. 3 in Clarkston; also beginning at the north end of the Mill Creek bridge, highway department designation 3/103, in the vicinity of Colville on primary state highway No. 3, then to a junction with secondary state highway No. 3P in the vicinity of the Kettle Falls bridge; also beginning at the upper Wilson Creek bridge, highway department designation 3/1003, approximately 33.4 miles north of Yakima, thence southerly by the most feasible route to the Selah-Moxee Canal bridge, highway department designation 3/910, approximately 5.4 miles north of Yakima;

(5) Primary state highway No. 4, or the Tonasket-San Poil highway, beginning at the Keller Ferry slip on the north side of Roosevelt Lake, thence in a northerly direction by the most feasible route to the Granite Creek bridge, highway department designation 4/9.75, approximately fifty-four miles north of the Keller Ferry;

(6) Primary state highway No. 6, or the Newport highway, beginning at Newport, thence in a northerly direction to a junction with secondary state highway No. 6A in the vicinity of Tiger;

(7) Primary state highway No. 7, or the North Central highway beginning at the point on primary state highway No. 7, as described in RCW 47.16.070, in the vicinity of Soap Lake, thence in a northerly

direction by the most feasible route to a junction with primary state highway No. 2 west of Coulee City;

(8) Primary state highway No. 8, or the Evergreen highway, beginning at the Gibbons Creek bridge, highway department designation 8/302, approximately 0.9 miles east of Washougal, thence in an easterly direction by way of Stevenson to a junction with primary state highway No. 8 in the vicinity of Maryhill; 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 easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth;

(9) Primary state highway No. 9, or the Olympic highway, beginning at the west end of the Black Lake road overcrossing in the vicinity of Olympia, thence in a westerly direction by way of Elma and Montesano to a junction with a county road approximately 2.82 miles west of the west end of the Wynooche River bridge, highway department designation 9/435, approximately 1.2 miles west of Montesano; also beginning at a junction with secondary state highway No. 9C, in the vicinity of Queets, thence in a northeasterly direction by way of Forks to the west boundary of the Olympic National Park in the vicinity of Lake Crescent; also beginning at Sequim Bay State Park, thence in a southerly direction to a junction with Airport Road north of Shelton; also beginning at a junction with a county road 2.64 miles south of the junction of primary state highway No. 9 with secondary state highway 14A in Shelton; thence in a southerly direction to a junction with primary state highway No. 9 in the vicinity west of Olympia;

(10) Primary state highway No. 11, or the Columbia Basin highway, beginning at a junction with secondary state highway No. 11G in the vicinity of Eltopia, thence in a southerly direction to the Northern Pacific Railroad overcrossing, highway department desig-

nation 11/301, approximately 2.6 miles north of Pasco;

(11) Primary state highway No. 16, or the North Cross State highway, beginning in the vicinity of Pateros on primary state highway No. 10, thence in a northerly and westerly direction by the most feasible route by way of Twisp, Diablo Dam, Marblepount and Concrete to the Hansen Creek bridge, highway department designation 16/271, approximately 6.0 miles west of Lyman(+);

(12) Secondary state highway No. 1D, beginning at a junction with primary state highway No. 1 in the vicinity southeast of Anacortes, thence southerly by way of Deception Pass, to a junction with Torpedo Road in the vicinity northeast of Oak Harbor; also beginning at a junction with Miller Road in the vicinity southwest of Oak Harbor, thence southeasterly to a junction with Sherman Road in the vicinity west of Coupeville; also beginning at a junction with Rhododendron Road in the vicinity east of Coupeville, thence southeasterly to a junction with Maxwellton Road in the southern portion of Whidbey Island; also beginning at a junction with secondary state highway No. 1D, as herein described, in the vicinity easterly of the Keystone ferry slip, thence westerly to the Keystone ferry slip;

(13) Secondary state highway No. 1R, beginning at a junction with primary state highway No. 1 in the vicinity north of Castle Rock, thence in an easterly direction by way of St. Helens and Spirit Lake to Mt. St. Helens;

(14) Secondary state highway No. 2F, beginning at a junction with primary state highway No. 2 in the vicinity north of Coulee City, thence in a northeasterly direction to the boundary of the federal reservation at the Grand Coulee Dam;

(15) Secondary state highway No. 3P, beginning at a junction with primary state highway No. 3 at the west end of the Kettle Falls bridge over the Columbia river, highway department designation 3/5, thence in a westerly direction to a junction with secondary state highway No. 4A east of Republic;

(16) Secondary state highway No. 6A, beginning at Tiger on

primary state highway No. 6, thence in a southwesterly direction by the most feasible route to a junction with a county road 2.76 miles east of a junction with primary state highway No. 3 in Colville;

(17) Secondary state highway No. 9A, beginning in the vicinity of Laird's Corner on highway No. 9, thence in a westerly direction to Neah Bay ((-));

(18) Secondary state highway 9C, beginning at a junction with a county road 3.01 miles northwest of the junction with primary state highway No. 9 in Hoquiam, thence in a northwesterly direction by way of Ocean City, Copalis, Pacific Beach, and Moclips to a junction with primary state highway No. 9 in the vicinity of Queets;

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

(20) Secondary state highway No. 11G, beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to the south end of the overcrossing of primary state highway No. 18 in the vicinity of Moses Lake; also beginning at a junction with Grape Drive in the vicinity of Moses Lake, then northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake;

(21) 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;

(22) Secondary state highway No. 13A, beginning at Raymond on primary state highway No. 13, thence in a westerly direction by the most feasible route by way of Tokeland, North Cove to the shore of Grays Harbor north of Westport; also beginning at Aberdeen on primary state highway No. 13, thence in a southwesterly direction by the most feasible route to a junction with secondary state highway No. 13A in the vicinity south of Westport((-));

(23) Secondary state highway 10A beginning at a junction with a county road 2.07 miles north of the junction with 12th street in Elmer city; thence in a northwesterly direction to the west end of the Omak Creek bridge east of Omak((-));

(24) Secondary state highway 3L, beginning at a junction with primary state highway 3 in the vicinity of Dayton, thence in a northeasterly direction by way of Whetstone and Marengo to a junction with primary state highway 3 west of Pomeroy ((-));

(25) Primary state highway No. 21 on the Kitsap Peninsula highway beginning with a junction with primary state highway No. 9 in the vicinity of Union; thence northeasterly to a junction with Arsenal Way south of Bremerton; also beginning with Carr Boulevard north of Bremerton, thence northeasterly to Port Gamble((-));

(26) Primary state highway No. 3, or the Inland Empire Highway, beginning at Teanaway Junction at mile 0.0, thence in an easterly direction by the most feasible route to the junction with the off-ramp of Interstate 90 at the west end of Ellensburg, mile 20.0. The scenic and recreational qualities of this highway shall be preserved by the highway commission by setting a maximum speed substantially less than that authorized by RCW 46.61.400. The commission may prescribe different maximum speeds for different sections of such highway;

(27) Primary state highway No. 15, the Stevens Pass highway, beginning at Woods Creek Bridge (bridge ¹⁵216 at the east city limits of Monroe, thence in an easterly direction by way of Stevens Pass to a junction with primary state highway No. 2 in the vicinity of Peshastin;

(28) Mt. Spokane Park Drive, commencing at intersection with primary state highway No. 195 located near north line of section 3, township 26, range 43, thence northeasterly to a point in section 28, township 28, range 45 at the entrance to Mt. Spokane State Park.

Sec. 7. Section 47.16.050, chapter 13, Laws of 1961, as amended by section 14, chapter 145, Laws of 1967 ex. sess., and RCW 47-

.16.050 are each amended to read as follows:

A primary state highway to be known as primary state highway No. 5, or the National Park highway, is established as follows: Beginning at Seattle, thence in a southerly direction by way of Bryn Mawr and the vicinity of Renton on primary state highway No. 2, thence in a southerly direction to ((Auburn)) primary state highway No. 2 in Auburn, thence in an easterly direction on primary state highway No. 2 to an interchange with the Auburn Black Diamond Road in the vicinity of Auburn, thence southerly to an intersection with Southeast 356th Street in the vicinity of the Auburn Academy, thence in a southeasterly direction by way of Enumclaw and Chinook Pass to Yakima on primary state highway No. 3; also beginning at a junction with primary state highway No. 1 in the vicinity south of Chehalis; thence in an easterly direction by way of Morton and White Pass to a junction with primary state highway No. 5, northwest of Yakima; also beginning at Tacoma on primary state highway No. 1, thence in a southerly direction by way of Elbe, thence in an easterly direction to a southwest entrance to Mount Rainier National Park; also beginning at Elbe on primary state highway No. 5, thence in a southerly direction to a junction with primary state highway No. 5, in the vicinity of Morton; also beginning at Enumclaw on primary state highway No. 5, thence in a southerly direction to a northwest entrance to Mount Rainier National Park; also beginning at Auburn on primary state highway No. 5, thence in a southerly direction by way of Sumner, thence in a westerly direction to Tacoma on primary state highway No. 1; also beginning at a junction with primary state highway No. 5, in the vicinity west of Chinook Pass, thence in a southerly direction to a junction with primary state highway No. 5, in the vicinity west of White Pass; also beginning at Sumner on primary state highway No. 5, and thence in an easterly direction to a junction with primary state highway No. 5, in the vicinity of Buckley; also beginning at Enumclaw on primary state highway No. 5, thence in a northwesterly direction by way of Summit to a junction with primary state highway No. 2, in the vicinity of Renton; also be-

ginning at a point on primary state highway No. 5, in the vicinity of the junction of the Greenwater and White rivers, thence in an easterly direction to a junction with primary state highway No. 5, in the vicinity north of Cliffdell. At such time that the section of primary state highway No. 5, between its intersection with the Auburn Black Diamond Road and its intersection with Southeast 356th Street, is constructed and open to traffic, that section of primary state highway No. 5, between Southeast 356th Street in Auburn and the intersection of primary state highway No. 2 and "C" Street, Northeast in Auburn, will be certified back to the local agencies.

Sec. 8. Section 47.20.200, chapter 13, Laws of 1961 and RCW 47.20.200 are each amended to read as follows:

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

Secondary state highway No. 3G; beginning at a junction with primary state highway No. 3 in the vicinity of Colton thence in a southerly and easterly direction by way of Steptoe Canyon to a junction with primary state highway No. 3 in the vicinity of Clarkston: PROVIDED, That until such time as secondary state highway No. 3G between Colton and Clarkston is actually constructed on the location adopted by the highway commission no existing county roads shall be maintained or improved by the highway commission as a temporary route of said secondary state highway No. 3G;

Secondary state highway No. 3H; beginning at a junction with primary state highway No. 2 in the vicinity of Opportunity, thence in a southerly direction by way of Rockford, Fairfield, Latah, and Tekoa to Oakesdale on primary state highway No. 3; also beginning at Tekoa on secondary state highway No. 3H, thence in an easterly direction to the Washington-Idaho boundary line.

Sec. 9. Section 47.20.390, chapter 13, Laws of 1961 and RCW 47.20.390 are each amended to read as follows:

Secondary state highways as branches of primary state highway No. 10, are hereby established according to designation and descrip-

tion as follows:

Secondary state highway No. 10A; beginning at Omak on primary state highway No. 10, thence in a southeasterly direction by the most feasible route by way of Disautel and Nespelem to the boundary of the federal reservation at the Grand Coulee dam; also beginning at Omak on primary state highway No. 10 (SR 97), thence in a northwesterly direction crossing the Okanogan river to a junction with primary state highway No. 16 (SR 20) at Omak;

Secondary state highway No. 10B; beginning at a junction with primary state highway No. 10 east of Bridgeport, thence in an easterly direction by the most feasible route to the boundary of the federal reservation at the Grand Coulee dam; also, a spur beginning at a junction with secondary state highway No. 10B in the vicinity of the boundary of the federal reservation at the Grand Coulee dam and extending to Crown Point; also beginning at a junction with secondary state highway No. 10B, as herein described, in the vicinity of Leahy, thence in a southwesterly direction by the most feasible route by way of Mansfield to a junction with primary state highway No. 2 in the vicinity of Waterville;

From June 7, 1951, and until construction of the extension of secondary state highway No. 10B is completed, the highway commission of the state shall assume control and maintenance of the existing county road running from Sims Corner through Mansfield and south to the junction at Farmer.

NEW SECTION. Sec. 10. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971, the sum of nine hundred fifty-five thousand dollars, or so much thereof as may be necessary for the location and acquisition of right of way for a parkway connection from primary state highway No. 9 northerly to the southerly boundary of The Evergreen State College campus. the parkway connection shall have full access control and may include right of way up to a maximum of five hundred feet in width where required to provide desirable

aesthetic and joint-usage features.

NEW SECTION. Sec. 11. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971, the sum of one million one hundred fifty thousand dollars, or so much thereof as may be necessary for the design, location and construction of the first stage of an ultimate one-way couplet to provide access to the east capitol campus in the city of Olympia. Said access shall extend from 7th avenue and Adams street southeasterly to Jefferson street in the vicinity of 8th avenue, thence along Jefferson street southerly to Maple Park, together with necessary improvements to Maple Park and 11th avenue from Jefferson street westerly to Capitol Way.

NEW SECTION. Sec. 12. During the next several years major state highway reconstruction and improvement will be in progress in the Kelso-Longview area. At certain times during this construction work it will be necessary to route state oriented traffic over the Allen Street bridge in Kelso. This structure cannot tolerate additional traffic loads without immediate necessary repairs. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971, the sum of sixty-five thousand dollars, or so much thereof as may be necessary for the repairs necessary to maintain the structural integrity of the Allen Street bridge in Kelso. Upon the completion of repairs, said bridge shall remain part of the city street system and maintenance thereof shall thereafter be the responsibility of the city of Kelso.

NEW SECTION. Sec. 13. There is added to chapter 13, Laws of 1961 and to chapter 47.16 RCW a new section to read as follows:

Notwithstanding any other provision of law, that part of SR 528 formerly primary state highway No. 1 (Pacific Highway), between the northerly city limits of Everett and the southerly city limits of Marysville and that part of primary state highway No. 1 (Pacific Highway) from the Broadway junction with FAI 5 in Everett south to

Midway shall remain a part of the state highway system until July 1, 1971.

That part of former primary state highway No. 1 (Pacific Highway) from Midway south to Tacoma shall be reinstated as part of the state highway system.

The joint committee on highways and the Washington state highway commission shall undertake appropriate studies to evaluate these portions of former primary state highway No. 1 (Pacific Highway), to determine whether or not they should permanently remain on the state highway system.

NEW SECTION. Sec. 14. The state highway commission is authorized and directed to expend for maintenance of the Puget Island-Westport ferry a sum of one thousand dollars per month for the biennium ending June 30, 1971 for operation of said ferry as a temporary alternate route. The monthly payments provided for herein shall be approved by the state highway commission and disbursed by warrant to the county of Wahkiakum.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971 the sum of twenty-four thousand dollars or so much thereof as may be necessary to carry out the provisions of this section.

NEW SECTION. Sec. 15. The joint committee on highways and the Washington state highway commission, King county, Snohomish county, the city of Everett, and the Puget Sound governmental conference are authorized and directed to conduct jointly all studies and surveys, including traffic studies necessary to determine state transportation facilities required in southern Snohomish county and the area immediately adjacent thereto in northern King county to meet existing and projected traffic through 1990. The commission shall utilize all prior surveys and reports heretofore made concerning highway and transportation needs within the study area. The study shall include an evaluation of the present and projected traffic in the vicinity of the Edmonds Community College. This phase of the

study shall consider the road and highway improvements required to assure a free flow of traffic within the area.

The study participants and any consultants engaged by them pursuant to this section shall present all studies and surveys to the local governments affected for advisory review at appropriate stages of completion of such studies and surveys. Upon completion of such studies the study participants shall report their findings and recommendations to the joint committee on highways.

The joint committee on highways and the Washington state highway commission together shall not incur more than one-third of the cost of the study authorized in this section.

NEW SECTION. Sec. 16. The Washington state highway commission is hereby authorized and directed to make or cause to be made studies of the feasibility of and justification for the following proposed highway improvements:

(1) The construction of a foot and bicycle crossing of primary state highway No. 3 from Canal Drive in the city of Kennewick to the eastern portion of Columbia Park and construction of a foot and bicycle crossing of primary state highway No. 3 from the most feasible location in the city of Kennewick to the western portion of Columbia Park in the vicinity of Camp Kiwanis.

(2) Construction of a pedestrian crossing separation structure in the city of Seattle in the vicinity of FAI 5 and Roanoke street. The commission shall utilize all prior surveys and studies relating to such a facility prepared by the city of Seattle.

(3) The construction of a pedestrian crossing across FAI 5 in the vicinity of 4th street within the city of Blaine.

(4) The widening of Guide Meridian road (U. S. 99 Alternate) to a four lane highway from FAI 5 at Bellingham city limits to the junction at Pole road (SR 544).

(5) The construction of an exit from the east bound lanes of FAI 90 at the Beverly Burke road in the vicinity of George.

(6) The improvement of secondary state highway No. 9C (SR

109) from Hoquiam to the ocean beaches in the vicinity of Ocean City, taking into account the marked increase in recreational travel over said highway.

NEW SECTION. Sec. 17. There is appropriated to the Washington state highway commission from the motor vehicle fund for the biennium ending June 30, 1971, the sum of ten thousand dollars, or so much thereof as may be necessary for the conduct of studies and surveys, including a traffic study, of the feasibility of the construction of a toll bridge across the Columbia River in the vicinity of the northern part of Richland so as to permit a highway connection between the Hanford highway (SR 240) and FAI 82 near Pasco. Expenditures made pursuant to this appropriation shall be considered as a loan from the motor vehicle fund to be repaid to said fund from the proceeds from the subsequent sale of any bonds issued to finance the bridge project. To the extent feasible, the results of previous studies shall be considered in preparing this feasibility study.

Sec. 18. Section 7, chapter 134, Laws of 1969 is amended to read as follows:

In the event funds are not available from the grade crossing protective fund, the commission shall apportion to the parties on the basis of the benefits to be derived by the public and the railroad, respectively, that part of the cost which would otherwise be assigned to the fund: PROVIDED, That in such instances the city, town, county or state shall not be assessed more than sixty percent of the total cost of installation on other than federal aid designated highway projects: AND PROVIDED FURTHER, That in such instances the entire cost of maintenance shall be apportioned to the railroad.

NEW SECTION. Sec. 19. There is created in the Washington state highway commission a division of urban transportation which shall be responsible for coordinating state, regional and local transportation planning in cooperation with (1) regional planning agencies created pursuant to chapter 36.64 and 36.70 RCW, (2) cities and counties in major metropolitan areas, (3) metropolitan municipal

corporations, and (4) port districts operating either ports for water shipping or airports. The urban transportation division shall further be responsible for administering transportation planning and research grants to regional agencies and to cities and counties in major metropolitan areas. The urban transportation division shall have primary responsibility for coordinating the development of balanced transportation plans including, as appropriate, state highways, city and county arterials, bus and rail transit within major urban areas of the state.

Each municipality when levying the special one percent excise tax on motor vehicles as authorized by chapter _____, Laws of 1969 1st extraordinary session (E. H. B. 641), shall transmit to the division of urban transportation full information regarding the amount of such tax revenues budgeted to be collected in the ensuing calendar year, the amount of locally generated tax revenues to be collected for public transportation in such year and the purposes for which such revenues will be expended in reasonable detail. The division of urban transportation shall from time to time review the expenditures of such vehicle excise taxes by municipalities to determine whether the intent of chapter _____, Laws of 1969 1st extraordinary session (E. H. B. 641) is being fully complied with.

The highway commission may in its discretion assign to the division of urban transportation responsibility for administration of the urban arterial board.

NEW SECTION. Sec. 20. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1971, the sum of twenty-five thousand dollars, or so much thereof as may be necessary for the landscaping of the north approach to the Port Washington Narrows bridge on primary state highway No. 21 (SR 303) in the city of Bremerton. Upon the completion of the work, the maintenance thereof shall thereafter be the responsibility of the city of Bremerton.

NEW SECTION. Sec. 21. There is added to chapter 169, Laws

of 1963 and to chapter 46.29 RCW a new section to read as follows:

Any person whose driver's license or other privilege to operate a motor vehicle has been suspended or revoked and restoration thereof or issuance of a new license is contingent upon the furnishing of proof of ability to respond in damages and who in the absence of full authorization from the director, drives a motor vehicle upon any highway shall be punished by imprisonment for not less than ten days nor more than six months and there may be imposed in addition thereto a fine of not more than five hundred dollars.

Sec. 22. Section 46.37.160, chapter 12, Laws of 1961 as amended by section 1, chapter 154, Laws of 1963 and RCW 46.37.160 are each amended to read as follows:

(1) Every farm tractor and every self-propelled unit of farm equipment or implement of husbandry shall at all times mentioned in RCW 46.37.020 be equipped with two single-beam or multiple-beam head lamps meeting the requirements of RCW 46.37.220 or 46.37.250, respectively, or, as an alternative, RCW 46.37.260, and at least two red lamps visible when lighted from a distance of not less than one thousand feet to the rear; and at least two red reflectors visible from all distances within six hundred feet to one hundred feet to the rear when directly in front of lawful upper beams of head lamps.

(2) Every combination of farm tractor and towed farm equipment or towed implement of husbandry shall at all times mentioned in RCW 46.37.020 be equipped with lamps as follows:

(a) The farm tractor element of every such combination shall be equipped as required in subsection (1) of this section.

(b) The towed unit of farm equipment or implement of husbandry element of such combination shall be equipped on the rear with two red lamps visible when lighted from a distance of not less than one thousand feet to the rear, and two red reflectors visible to the rear from all distances within six hundred feet to one hundred feet to the rear when directly in front of lawful upper beams of head lamps.

(c) Said combinations shall also be equipped with a lamp displaying a white or amber light, or any shade of color between white and amber, visible when lighted from a distance of not less than one thousand feet to the front. This lamp shall be so positioned to indicate, as nearly as practicable, the extreme left projection of the combination carrying it.

(3) The two red lamps and the two red reflectors required in the foregoing subsections of this section on a self-propelled unit of farm equipment or implement of husbandry or combination of farm tractor and towed farm equipment shall be so positioned as to show from the rear as nearly as practicable the extreme width of the vehicle or combination carrying them.

(4) After January 1, 1970, every farm tractor and every self-propelled unit of farm equipment or implement of husbandry designed for operation at speeds not in excess of twenty-five miles per hour shall at all times be equipped with a slow moving vehicle emblem mounted on the rear except as provided in subsection (5).

(5) After January 1, 1970, every combination of farm tractor and towed farm equipment or towed implement of husbandry normally operating at speeds not in excess of twenty-five miles per hour shall at all times be equipped with a slow moving vehicle emblem as follows:

(a) Where the towed unit is sufficiently large to obscure the slow moving vehicle emblem on the farm tractor, the towed unit shall be equipped with a slow moving vehicle emblem. In such cases, the towing vehicle need not display the emblem.

(b) Where the slow moving vehicle emblem on the farm tractor unit is not obscured by the towed unit, then either or both may be equipped with the required emblem but it shall be sufficient if either has it.

(6) The emblem required by subsections (4) and (5) shall comply with current standards and specifications as promulgated by the state commission on equipment.

Sec. 23. Section 82.36.280, chapter 15, Laws of 1961 and RCW 82.36.280 are each amended to read as follows:

Any person who uses any motor vehicle fuel for the purpose of operating any internal combustion engine not used on or in conjunction with any motor vehicle licensed to be operated over and along any of the public highways, and as the motive power thereof, upon which motor vehicle fuel excise tax has been paid, shall be entitled to and shall receive a refund of the amount of the motor vehicle fuel excise tax paid on each gallon of motor vehicle fuel so used, whether such motor vehicle excise tax has been paid either directly to the vendor from whom the motor vehicle fuel was purchased or indirectly by adding the amount of such excise tax to the price of such fuel. No refund shall be made for motor vehicle fuel consumed ~~((is))~~ by any motor vehicle as herein defined ~~((licensed-to-be))~~ that is required to be registered and licensed as provided in chapter 46.16 RCW; and is operated over and along any public highway except that a refund shall be allowed for motor vehicle fuel consumed: (1) In a motor vehicle owned by the United States ((and)) that is operated off the public highways for ((the)) official use ((thereof)); (2) By auxiliary equipment not used for motive power, provided such consumption is accurately measured by a metering device that has been specifically approved by the director or established by such other methods as may be approved by the director.

Sec. 24. Section 82.40.010, chapter 15, Laws of 1961, as amended by section 1, chapter 196, Laws of 1967 and RCW 82.40.010, are each amended to read as follows:

For the purpose of this chapter:

(1) "Motor vehicle" means every vehicle which is in itself a self-propelled unit, equipped with solid rubber, hollow-cushion rubber or pneumatic rubber tires and capable of being moved or operated upon a public highway, except motor vehicles used as motive power for or in conjunction with farm implements and machines or implements of husbandry.

(2) "Highway" means every way or place open to the use of

the public, as a matter of right, for purposes of vehicular travel.

(3) "Fuel" means any combustible gas, liquid, or material of a kind used in an internal combustion engine for the generation of power to propel a motor vehicle except motor vehicle fuel as defined in chapter 82.36.

(4) "Internal combustion engine" means any engine operated by internal expansion.

(5) "Use" as a verb, means to receive into any receptacle on a motor vehicle, fuel consumed in propelling such motor vehicle on the highways within the state; except that if such fuel is received into such receptacle outside the taxing jurisdiction of this state, "use" as a verb, means to consume in propelling such motor vehicle on the highways within this state; "use" as a noun, means the act of using.

The director is authorized to approve metering devices and such other methods as he may approve to measure the amount of fuel consumed in operating auxiliary equipment rather than propelling the vehicle on the highways of this state.

(6) "User" means any person who uses fuel.

(7) "Director" means the director of motor vehicles.

(8) "Bond" means (a) a corporate surety bond duly executed by any person subject to the tax as principal, payable to the state and conditioned for faithful performance of all requirements of this chapter, including the payment of all taxes, penalties, interest and other obligations arising out of this chapter; or (b) a deposit with the state treasurer by the person subject to the tax, under such reasonable terms and conditions as the director may prescribe, of a like amount of lawful money of the United States or bonds or other obligations of the United States, the state of Washington or any county of said state, of an actual market value not less than the amount so fixed by said director.

Sec. 25. Section 46.68.030, chapter 12, Laws of 1961 as last amended by section 8, chapter 99, Laws of 1969 and RCW 46.68-

.030 are each amended to read as follows:

All fees received by the director for vehicle licenses under the provisions of chapter 46.16 shall be forwarded to the state treasurer, accompanied by a proper identifying detailed report, and be by him deposited to the credit of the motor vehicle fund, and out of each vehicle basic license fee (~~of nine dollars and forty cents~~) as provided for in RCW 46.16.060, the state treasurer shall deposit six dollars to the credit of the state patrol highway account of the motor vehicle fund. A minimum of ten percent of the funds deposited in such account shall be appropriated and expended for the enforcement of RCW 46.44.100 relating to weight control.

Sec. 26. Section 35.84.060, chapter 7, Laws of 1965 and RCW 35.84.060 are each amended to read as follows:

Every municipal corporation which owns or operates (~~any street-railway~~) an urban public transportation system as defined in RCW 47.04.082 within (~~the~~) its corporate limits (~~thereof~~), may acquire, construct (~~and~~), extend, own (~~and~~) or operate such (~~street-railway~~) urban public transportation system to any point or points not to exceed (~~eight~~) fifteen miles outside of its (~~said~~) corporate limits (~~measured along the line of such railway~~) PROVIDED, That no municipal corporation shall extend its urban public transportation system beyond its corporate limits to operate in any territory already served by a privately operated auto transportation company holding a certificate of public convenience and necessity from the utilities and transportation commission.

Sec. 27. Section 82.36.275, chapter 15, Laws of 1961 as last amended by section 1, chapter 86, Laws of 1967 and RCW 82.36.275 are each amended to read as follows:

Notwithstanding RCW 82.36.240, every urban passenger transportation system shall receive a refund of the amount of the motor vehicle fuel tax paid on each gallon of motor vehicle fuel used, whether such vehicle fuel tax has been paid either directly to the vendor from whom the motor vehicle fuel was purchased or indirectly

by adding the amount of such tax to the price of such fuel.

For the purposes of this section "urban passenger transportation system" means every transportation system, publicly or privately owned, having as its principal source of revenue the income from transporting persons for compensation by means of motor vehicles and/or trackless trolleys, each having a seating capacity for over fifteen persons, over prescribed routes in such a manner that the routes of such motor vehicles and/or trackless trolleys (either alone or in conjunction with routes of other such motor vehicles and/or trackless trolleys subject to routing by the same transportation system) do not extend for a distance exceeding ~~((six))~~ fifteen road miles beyond the corporate limits of the city in which the original starting points of such motor vehicles are located: PROVIDED, That no refunds authorized by this section shall be granted on fuel used by any urban transportation vehicle on any trip where any portion of said trip is more than ~~((six))~~ fifteen road miles beyond the corporate limits of the city in which said trip originated.

Sec. 28. Section 82.40.047, chapter 15, Laws of 1961 as last amended by section 2, chapter 86, Laws of 1967 and RCW 82.40-.047 are each amended to read as follows:

Notwithstanding any provisions of law to the contrary, every urban passenger transportation system shall be exempt from the provisions of chapter 82.40 requiring the payment of use fuel taxes.

For the purposes of this section "urban passenger transportation system" means every transportation system, publicly or privately owned, having as its principal source of revenue the income from transporting persons for compensation by means of motor vehicles and/or trackless trolleys, each having a seating capacity for over fifteen persons over prescribed route in such a manner that the routes of such motor vehicles and/or trackless trolleys, either alone or in conjunction with routes of other such motor vehicles and/or trackless trolleys subject to routing by the same transportation system, shall not extend for a distance exceeding ~~((six))~~ fif-

teen road miles beyond the corporate limits of the city in which the original starting points of such motor vehicles are located: PROVIDED, That no refunds authorized by this section shall be granted on fuel used by any urban transportation vehicle on any trip where any portion of said trip is more than ~~((six))~~ fifteen road miles beyond the corporate limits of the city in which said trip originated.

Sec. 29. Section 82.40.046, chapter 15, Laws of 1961 and RCW 82.40.046 are each amended to read as follows:

There is exempted from the tax imposed by this chapter, the use of fuel for (1) street and highway construction and maintenance purposes ~~((7))~~ in motor vehicles owned and operated by the state of Washington, or any county or municipality, (2) publicly owned fire fighting equipment, and (3) special mobile equipment as defined in RCW 46.04.552.

Sec. 30. Section 46.44.091, chapter 12, Laws of 1961 and RCW 46.44.091 are each amended to read as follows:

No special permit shall be issued for movement on any primary or secondary state highway or route of state primary or secondary highway within the limits of any city or town where the gross weight, including load, exceeds twenty-two thousand pounds on a single axle or forty-three thousand pounds on any group of axles having a wheelbase between the first and last axle thereof less than ten feet: ~~PROVIDED, That ((a-special-permit-shall-not-be-issued-to any-vehicle-or-a-combination-of-vehicles-having-more-than-six axles:--PROVIDED-FURTHER,-That-any-vehicle-or-combination-of-vehicles-having-more-than-six-axles-shall-not-be-issued-an-overweight permit-in-excess-of-the-maximum-allowed-for-a-vehicle-or-combination-of-vehicles-having-six-axles:--PROVIDED-FURTHER,-That))~~ the weight limitations pertaining to single axles may be exceeded to permit the movement of equipment operating upon single pneumatic tires having a rim width of twenty inches or more and a rim diameter of twenty-four inches or more or dual pneumatic tires having a rim

width of sixteen inches or more and a rim diameter of twenty-four inches or more: PROVIDED FURTHER, That permits may be issued for weights in excess of the preceding limitations on highways or sections of highways which have been designed and constructed for weights in excess of such limitations; or 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 such movement or action is a necessary movement or action: PROVIDED FURTHER, That the structures and highway surfaces on the routes involved are determined to be capable of sustaining weights in excess of such limitations. Application shall be made in writing on special forms provided by the highway commission and shall be submitted at least thirty-six hours in advance of the proposed movement.

Sec. 31. Section 46.44.096, chapter 12, Laws of 1961 and RCW 46.44.096 are each amended to read as follows:

In determining fees according to RCW 46.44.094, milage on state primary and secondary highways shall be determined from the planning survey records of the department of highways and the gross weight of the vehicle or vehicles, including load, shall be declared by the applicant. Overweight on which fees shall be paid will be gross loadings in excess of loadings authorized by law or axle loadings in excess of loadings authorized by law, whichever is the greater. Loads which are overweight and oversize shall be charged the fee for the overweight permit without additional fees being assessed for the oversize features.

Fees established in RCW 46.44.094 (~~and 46.44.095~~) shall be paid to the political body issuing the permit if the entire movement is to be confined to roads, streets or highways for which that political body is responsible; when a movement involves a combination of state highways, county roads and/or city streets the fee shall be paid to the state highway commission. When a movement is confined within the city limits of a city or town upon city streets,

including routes of state highways on city streets, all fees shall be paid to the city or town involved. A permit will not be required from city or town authorities for a move involving a combination of city or town streets and state highways when the move through a city or town is being confined to the route of the state highway. When a move involves a combination of county roads and city streets the fee shall be paid to the county authorities, but the fee shall not be collected nor the county permit issued until valid permits are presented showing the city or town authorities approve of the move in question. When the movement involves only county roads the fees collected shall be paid to the county involved. Fees established in RCW 46.44.095 shall be paid to the political body issuing the permit if the entire use of the vehicle during the period covered by the permit shall be confined to the roads, streets, or highways for which that political body is responsible; when the use of the vehicle during the permit period will ordinarily be confined to city streets, including state highways within city limits, and the use of county roads and state highways outside of the city limits will be unusual and infrequent, the fee will be paid to and permit issued by the city; when the use of the vehicle during the permit period will ordinarily be confined to county roads and the use of city streets or state highways will be unusual and infrequent, the fee will be paid to and the permit issued by the county; when the use of the vehicle during the permit period will ordinarily be on state highways and will include some use of city streets and county roads, the fee will be paid to and the permit issued by the state.

Each political body will honor the permits of the other political bodies when issued and used in accordance with the preceding paragraph.

NEW SECTION. Sec. 32. The owner of any commercial vehicle or vehicles lawfully registered in another state and who wishes to use such vehicle or vehicles in this state in intrastate operations for periods less than a year may obtain permits for such operations

upon application to the department of motor vehicles or a county auditor. Such permits may be issued for thirty, sixty, or ninety day periods. The cost of each such permit shall include the fees provided for in RCW sections 46.01.140, 46.16.061, 46.16.060 and one-twelfth of the fees provided for in RCW 46.16.070 and 82.44.020 for each thirty days' operations provided for in the permit.

Sec. 33. Section 19, chapter 106, Laws of 1963 and RCW 46-.85.190 are each amended to read as follows:

Any owner whose application for proportional registration has been accepted shall preserve the records on which the application is based for a period of four years following the year or period upon which said application is based. Upon request of the department, the owner (~~(agrees to)~~) shall make such records available to the department, at its designated office for audit as to accuracy of computations and payments and assessment of deficiencies or allowances for credit (~~(or to pay the costs of an out-of-state audit by the department or its duly appointed representative at the applicant's home office)~~). If the department determines that the applicant should have registered more vehicles in this state under the provisions of this chapter the department may deny him the right of any further benefits by reason of any reciprocal agreement or declaration until the fees, interest and penalties for such additional vehicle or vehicles which should have been registered, have been paid. The fees, interest and penalties determined to be due and owing under the provisions of this paragraph shall be a lien upon all the property of the applicant, and such lien shall attach at the time the audit report has been mailed to such applicant by the department, and shall have the effect of an execution duly levied on such property and shall so remain until said additional fees, interest and penalties so determined, are paid, or a sufficient amount of such property sold for the payment thereof. The department may make arrangements with agencies of other jurisdictions administering motor vehicle registration laws for joint

audits of any such owner. No assessment for deficiency or claim for credit may be made for any period for which records are no longer required. Any sums found to be due and owing upon audit shall bear interest of six percent from the date when they should have been paid until the date of actual payment. If the audit discloses a deliberate and wilful intent to evade the requirements of payment under RCW 46.85.110 and 46.85.120, a penalty of ten percent shall also be assessed.

If the audit discloses that an overpayment to the state in excess of twenty-five dollars has been made, the department shall certify such overpayment to the state treasurer who shall issue a warrant for such overpayment to the vehicle operator.

Sec. 34. Section 5, chapter 156, Laws of 1965, and RCW 46-.01.050 are each amended to read as follows:

All powers, functions and duties now vested by law in the director of licenses or the department of licenses or in the division of professional licensing in the department of motor vehicles, other than those enumerated in RCW 46.01.040, shall be transferred to ((a ~~division of professional licensing~~)) the business and professional administration hereby created consisting of the divisions of securities, real estate, and professional licensing, ((hereby-created)) within the department of motor vehicles.

Sec. 35. Section 117, chapter 32, Laws of 1967, and RCW 46-.01.055 are each amended to read as follows:

The director of motor vehicles shall appoint and deputize an assistant director ((~~to be known as the supervisor~~)) of ((~~professional licensing~~)) business and professions administration, who shall have charge and supervision of the ((~~division of professional licensing~~)) business and professions administration. ((With the approval of the director, he may appoint and employ, subject to the provisions of chapter 41-06-REW, the state civil service law, such other assistants and personnel as may be necessary to carry on the work of the division))

NEW SECTION. Sec. 36. There is appropriated from the motor vehicle fund to the joint committee on highways for the biennium ending July 1, 1971 the sum of one thousand dollars for research in the field of motor vehicle law to be performed by the national committee on uniform traffic laws and ordinances. Disbursement of this appropriation shall be pursuant to resolution of the joint committee on highways.

NEW SECTION. Sec. 37. The joint committee on highways is authorized to consider the following studies and such others as it deems appropriate and report its findings and recommendations in connection therewith to the 1971 legislature prior to its convening:

(1) A continuation of the 1967-1969 state highway transportation study which shall include state-wide hearings relative to classification, needs and financing of state highways, county roads and city streets. This study and the hearings held in connection therewith shall be designed to inform the public of the findings of the 1967-1969 study and develop specific recommendations for legislative implementation of said study findings as the committee deems advisable. The committee shall further provide for establishing procedures for maintaining the information developed by the 1967-1969 study perpetually up to date with respect to state, county and city levels of government.

(2) A continuation of the 1967-1969 highway, road and street laws study with emphasis on implementing the recommendations of said study.

V- (3) A comprehensive review of long range transportation plans for the Seattle metropolitan area adopted by the city of Seattle, the municipality of metropolitan Seattle, King county, the Puget Sound governmental conference and the Washington state highway commission. The committee shall retain a team of nationally recognized transportation consultants to evaluate existing long range transportation plans for the area, and in particular the proper role and responsibility of various modes of transportation to provide a balanced transpor-

tation system capable of meeting long range traffic carrying requirements.. The consultants shall further be charged with the responsibility of recommending criteria or models to be used in assigning to the various modes of transportation responsibility for meeting present and long range traffic carrying requirements.

(4) A review of the policy of the state highway commission for the establishment of rest areas along state highways.

(5) A comprehensive study of the department of highways budgeting procedures, including an examination of the feasibility of utilizing performance standards. The committee shall review the department's "chart of accounts" program to determine the adequacy of the system to reflect actual work activities and the interrelationship of planning, operations and work measurement phases of the budgeting process.

(6) A review of existing highway hearing procedures in relation to the federal highway hearing requirements.

(7) A study of state policy relating to the installation, operation maintenance and control of traffic control devices regulating traffic on , entering upon, or leaving state highways within cities of all classes.

(8) A continuing review of the urban arterial law to evaluate the effectiveness of the program in relieving urban traffic congestion.

(9) A continuing study of the effect of industrial decentralization upon future requirements for highway construction, and of the factors influencing the location of industry in non-metropolitan areas.

(10) A comprehensive review of existing uniform county road and city street accounting procedures. The committee shall determine the types of records, data and procedures required of counties and cities to carry out the legislative intent of existing statutes prescribing uniform accounting procedures for counties and cities, and make appropriate recommendations with respect thereto to the

1971 legislature.

(11) A study to improve the legal procedures for the disposition of abandoned vehicles.

(12) A study to develop reasonable and effective regulations prescribing standards for the control of air contaminant emissions from motor vehicles. The study shall take into account standards now or hereafter prescribed pursuant to the federal clean air act.

(13) A study to determine appropriate minimum standards for vehicles operating upon the public highways with respect to power, speed and size. The committee shall consider hazards created by (a) slow moving vehicles including trailers and campers operating upon high speed highways and (b) undersized vehicles not readily visible to the drivers of conventional vehicles.

(14) A study of federal traffic safety standards including the development of legislation necessary to comply with federal requirements.

(15) The feasibility of reestablishing a program of vehicle safety inspection. The committee shall review present research in this field and shall consider both compulsory periodic plans for inspection and spot check inspections.

(16) The establishment of legislative policy regarding the overloading of school buses. The committee shall consider both the safety of school children and financial capabilities of school districts in developing its recommendations.

(17) A study to determine if the present statutes taxing fuels used in motor vehicles other than gasoline, should be revised and, if so, in what manner to achieve an effective, equitable and adequate system of taxation.

(18) A study to determine whether for hire vehicles (taxis) should be granted a partial fuel tax refund.

(19) A study to evaluate the equity of highway user fees.

(20) A study to develop a legislative policy governing the release of driver record and vehicle record information in the cus-

tody of the department of motor vehicles to governmental agencies, insurance and directory firms and the general public.

(21) A study by a management consultant regarding the administrative organization including proper staff positions for the joint committee on highways. The study shall include procedures for developing proposed legislation to implement the committee's recommendations prior to the commencement of each regular legislative session.

(22) A study of the financing of the Washington state patrol. The committee shall consider the long range financing needs of the state patrol and the appropriate means of meeting such needs taking into account both highway and nonhighway functions performed by the state patrol. The study shall be made in cooperation with the Washington state patrol and the budget director.

(23) A comprehensive study of state laws relating to acquisition of right-of-way for state highways, including a consideration of constitutional revision authorizing immediate possession and right of entry, the operation of the relocation assistance act of 1969 and the advance purchase of right-of-way act of 1969, particularly as it relates to advance purchase in hardship cases.

(24) Study including an evaluation of the acquisition policies and practices of the right-of-way division of the department of highways.

(25) A study of the feasibility of the exchange between states of audit information relating to the proper payment of fuel taxes and other motor vehicle taxes by interstate motor carriers for the purpose of reducing duplicate audits by the several states.

(26) A study of the department of motor vehicles new data processing program, including the pilot project and the financial effect on the counties.

Sec. 38. Section 7, chapter 140, Laws of 1967, as last amended by section 1, chapter 42, Laws of 1969 1st ex. sess. and RCW 46.12.101 are each amended to read as follows:

A transfer of ownership in a motor vehicle is perfected by

compliance with the requirements of this section.

(1) If an owner transfers his interest in a vehicle, other than by the creation of a security interest, he shall, at the time of the delivery of the vehicle, execute an assignment to the transferee in the space provided therefor on the certificate or as the department prescribes, and cause the certificate and assignment to be transmitted to the transferee or to the department.

~~(2) ((The transferor shall, unless he is a motor vehicle dealer, within five days after transfer, transmit to the department of motor vehicles, on a form prescribed by the director of motor vehicles, notice that he has transferred his interest in the vehicle, the name of the transferee, and the date on which the transaction was made. Compliance with this requirement shall preclude any liability on the part of the transferor under chapter 46.52 RCW.~~

~~(3))~~ Except as provided in RCW 46.12.120 the transferee shall within fifteen days after delivery to him of the vehicle, execute the application for a new certificate of ownership in the same space provided therefor on the certificate or as the department prescribes, and cause the certificates and application to be transmitted to the department.

~~((4))~~ (3) Upon request of the owner or transferee, a secured party in possession of the certificate of ownership shall, unless the transfer was a breach of its security agreement, either deliver the certificate to the transferee for transmission to the department or, when the secured party receives the owner's assignment from the transferee, it shall transmit the transferee's application for a new certificate, the existing certificate, and the required fee to the department. Compliance with this section does not affect the rights of the secured party under his security agreement.

~~((5))~~ (4) If a security interest is reserved or created at the time of the transfer, the certificate of ownership shall be retained by or delivered to the person who becomes the secured party, and the parties shall comply with the provisions of RCW 46.12.170.

~~((46))~~ (5) If the purchaser or transferee fails or neglects to transfer such certificate of ownership and license registration within fifteen days after date of delivery of the vehicle to him, he shall on making application for transfer be assessed a five-dollar penalty on the sixteenth day and one dollar additional for each day thereafter, but not to exceed fifteen dollars: PROVIDED, That such failure or neglect to transfer within forty-five days after date of delivery of said vehicle shall be a misdemeanor.

~~((47))~~ (6) Upon receipt of an application for the reissue of a certificate of ownership and transfer of license registration, accompanied by the endorsed certificate of ownership and such other documentary evidence as is deemed necessary, the department shall, if the application is in order and if all provisions relating to the certificate of ownership and license registration have been complied with, issue new certificates of title and license registration as in the case of an original issue and shall transmit the fees together with an itemized detailed report to the state treasurer, to be deposited in the motor vehicle fund.

NEW SECTION. Sec. 39. There is added to chapter 42, Laws of 1969 1st ex. sess. and to chapter 46.52 RCW, a new section to read as follows:

A registered owner transferring a motor vehicle shall be relieved from personal liability under sections 40, 41, 42 and 43 of this 1969 amendatory act if within five days of the transfer he transmits to the department of motor vehicles, on a form prescribed by the director of motor vehicles, notice that he has transferred his interest in the vehicle, the name of the transferee, and the date on which the transaction was made.

Sec. 40. Section 4, chapter 42, Laws of 1969 1st ex. sess. is amended to read as follows:

The abandonment of any vehicle or automobile hulk shall constitute a prima facie presumption that the last owner of record is responsible for such abandonment and thus liable for any costs in-

curred in removing, storing and disposing of such motor vehicle or automobile hulk. A registered owner who has complied with the requirements of section ((1)) 39 of this 1969 amendatory act in the transfer of ownership of the vehicle or hulk shall be relieved of liability under this section.

Sec. 41. Section 7, chapter 42, Laws of 1969 1st ex. sess. is amended to read as follows:

Such tow truck operator shall take custody of such abandoned vehicle or automobile hulk, remove the same to the established place of business of the tow truck operator where the same shall be stored, and such tow truck operator shall have a lien upon such vehicle or hulk for services provided in the towing and storage of the same, and shall also have a claim against the last registered owner of such vehicle or hulk for services provided in the towing and storage of the same, not to exceed the sum of one hundred dollars. A registered owner who has complied with section ((1)) 39 of this 1969 amendatory act in the transfer of ownership of the vehicle or hulk shall be relieved of liability under this section.

Within five days after receiving custody of such abandoned vehicle or automobile hulk, the tow truck operator shall give notice of his custody to the department of motor vehicles and the chief of the Washington state patrol and within five days after having received the name and address of the owner, he shall notify the registered and legal owner of the same with copies of such notice being sent to the chief of the Washington state patrol and to the department of motor vehicles. The notice to the registered and legal owner shall be sent by the tow truck operator to the last known address of said owner appearing on the records of the department of motor vehicles, and such notice shall be sent to the registered and legal owner by ((first-class)) certified or registered mail with a five-day return receipt requested. Such notice shall contain a description of the vehicle or hulk including its license number and/or motor number if obtainable, and shall state the amount due the tow

truck operator for services in the towing and storage of the same and the time and place of public sale if the amount remains unpaid.

The department of motor vehicles shall supply the last known names and addresses of registered and legal owners of abandoned vehicles or automobile hulks appearing on the records of the department to tow truck operators on request without charge.

Sec. 42. Section 8, chapter 42, Laws of 1969 1st ex. sess. is amended to read as follows:

If, after the expiration of fifteen days from the date of mailing of notice to the registered and legal owner, the vehicle or automobile hulk remains unclaimed and has not been listed as a stolen or recovered vehicle, then the tow truck operator having custody of such vehicle or hulk shall conduct a sale of the same at public auction after having first published a notice of the date, place and time of such auction in a newspaper of general circulation in the county in which the vehicle is located not less than three days before the date of such auction.

Such abandoned vehicle or automobile hulk shall be sold at such auction to the highest bidder. The proceeds of such sale, after deducting the towing and storage charges due the tow truck operator, including the cost of sale, which shall be computed as in a public auction sale of personal property by the sheriff, shall be certified one-half to the county treasurer of the county in which the vehicle is located to be credited to the county current expense fund, and one-half to the state treasurer to be credited to the highway safety fund. If the amount bid at the auction is insufficient to compensate the tow truck operator for his towing and storage charges and the cost of sale, such tow truck operator shall be entitled to assert a claim for any deficiency, not to exceed one hundred dollars less the amount bid at the auction, against the last registered owner of such vehicle or automobile hulk. A registered owner who has complied with section ((1)) 39 of this 1969 amendatory act in the transfer of ownership of the vehicle or hulk shall be

relieved of liability under this section.

After the public auction and sale of any abandoned vehicle or automobile hulk as in this section provided, and after an application for certificate of title accompanied by applicable fees and taxes and supported by an appropriate affidavit reciting compliance with the procedures of this chapter has been submitted, the director of the department of motor vehicles shall issue a certificate of title showing ownership of the vehicle or automobile hulk in the name of the successful bidder at such auction. The issuance of such certificate of title by the director of the department of motor vehicles shall terminate any and all rights or claims of prior lienholders and all rights of former owners in and to such vehicle or automobile hulk.

The director of the department of motor vehicles shall establish such additional administrative rules and regulations, not inconsistent with the provisions of this chapter, as may be necessary to facilitate the disposition of abandoned vehicles and automobile hulks in those instances where the ownership of such a vehicle or hulk is not known.

Sec. 43. Section 12, chapter 42, Laws of 1969, 1st ex. sess. is amended to read as follows:

Notwithstanding any other provision of law, a city, town, or county may adopt an ordinance establishing procedures for the abatement and removal as public nuisances of abandoned, wrecked, dismantled, or inoperative vehicles or automobile hulks or parts thereof from private property not including highways. Costs of removal may be assessed against the last registered owner of the vehicle or automobile hulk if the identity of such owner can be determined, unless such owner in the transfer of ownership of such vehicle or automobile hulk has complied with section ((1))39 of this 1969 amendatory act, or the costs may be assessed against the owner of the property on which the vehicle is stored.

Such ordinance shall contain:

(1) A provision requiring notice to the last registered owner of record and the property owner of record that a public hearing may be requested before the governing body of the city, town or county as designated by the governing body, and that if no hearing is requested, the vehicle or automobile hulk will be removed.

(2) A provision requiring that if a request for a hearing is received, a notice giving the time, location and date of such hearing on the question of abatement and removal of the vehicle or part thereof as a public nuisance shall be mailed, by certified or registered mail, with a five-day return requested, to the owner of the land as shown on the last equalized assessment roll and to the last registered and legal owner of record unless the vehicle is in such condition that identification numbers are not available to determine ownership.

(3) A provision that the ordinance shall not apply to (a) a vehicle or part thereof which is completely enclosed within a building in a lawful manner where it is not visible from the street or other public or private property or (b) a vehicle or part thereof which is stored or parked in a lawful manner on private property in connection with the business of a licensed dismantler, licensed vehicle dealer, fenced according to the provisions of RCW 46.80.130.

(4) A provision that the owner of the land on which the vehicle is located may appear in person at the hearing or present a written statement in time for consideration at the hearing, and deny responsibility for the presence of the vehicle on the land, with his reasons for such denial. If it is determined at the hearing that the vehicle was placed on the land without the consent of the landowner and that he has not subsequently acquiesced in its presence, then the local agency shall not assess costs of administration or removal of the vehicle against the property upon which the vehicle is located or otherwise attempt to collect such cost from the owner.

(5) A provision that after notice has been given of the intent of the city, town or county to dispose of the vehicle and after

a hearing, if requested, has been held, the vehicle or part thereof, shall be removed, at the request of a law enforcement officer, and disposed of to a licensed auto wrecker with notice to the Washington state patrol and the department of motor vehicles that the vehicle has been wrecked. The city, town or county may operate such a disposal site when its governing body determines that commercial channels of disposition are not available or are inadequate, and it may make final disposition of such vehicles or parts, or may transfer such vehicle or parts to another governmental body provided such disposal shall be only as scrap.

Sec. 44. Section 5, chapter 42, Laws of 1969 1st ex. sess. is amended to read as follows:

The director of the department of motor vehicles may appoint any tow truck operator engaged in removing and storing of abandoned motor vehicles (~~as his agent~~) for the purpose of disposing of certain abandoned vehicles and automobile hulks. Each such appointment shall be contingent upon the submission of an application to the director and the making of subsequent reports in such form and frequency as may be required by rule and regulation and upon the posting of a surety bond in the amount of three thousand dollars to ensure compliance with section (~~6 of this 1969 amendatory act~~) 7, chapter 42, Laws of 1969 first extraordinary session and to compensate the owner of any vehicle that has been unlawfully sold as a result of any negligence or misconduct of the tow truck operator.

Any appointment may be canceled by the director upon evidence that the appointed tow truck operator is not complying with all laws, rules and regulations relative to the handling and disposition of abandoned motor vehicles.

Any tow truck operator under contract to a city or county for the impounding of vehicles shall comply with such administrative regulations relative to the handling and disposing of vehicles as may be promulgated by such city or county and as hereinafter set forth.

Sec. 45. Section 2, chapter 42, Laws of 1969 1st ex. sess. is amended to read as follows:

~~((Responsibility-for-the-ultimate-disposition-of-abandoned vehicles-and-abandoned-automobile-hulks-is-hereby-vested-in-the-department-of-motor-vehicles-))~~ The director of the department of motor vehicles, in cooperation with the chief of the Washington state patrol and other law enforcement agencies throughout this state, after appropriate notice and hearing, shall establish from time to time rules and regulations for the disposition of abandoned vehicles and abandoned automobile hulks not inconsistent with the provisions of this chapter.

Sec. 46. Section 15, chapter 155, Laws of 1965 ex. sess. as amended by section 58, chapter 145, Laws of 1967 ex. sess. and RCW 46.61.100 are each amended to read as follows:

(1) Upon all roadways of sufficient width a vehicle shall be driven upon the right half of the roadway, except as follows:

(a) When overtaking and passing another vehicle proceeding in the same direction under the rules governing such movement;

(b) When an obstruction exists making it necessary to drive to the left of the center of the highway; provided, any person so doing shall yield the right of way to all vehicles traveling in the proper direction upon the unobstructed portion of the highway within such distance as to constitute an immediate hazard;

(c) Upon a roadway divided into three marked lanes for traffic under the rules applicable thereon; or

(d) Upon a roadway designated and signposted for one-way traffic.

(2) Upon all roadways any vehicle proceeding ~~((at-less))~~ slower than the legal maximum speed ~~((of-the-general-flow-of-traffic))~~ or at a speed slower than necessary for safe operation at the time and place and under the conditions then existing, shall be driven in the right-hand lane then available for traffic, or as close as practicable to the right-hand curb or edge of the roadway, ex-

cept when overtaking and passing another vehicle proceeding in the same direction or when preparing for a left turn at an intersection, exit, or into a private road or driveway when such left turn is legally permitted.

(3) Upon any roadway having four or more lanes for moving traffic and providing for two-way movement of traffic, no vehicle shall be driven to the left of the center line of the roadway, except when authorized by official traffic control devices designating certain lanes to the left side of the center of the roadway for use by traffic not otherwise permitted to use such lanes, or except as permitted under subsection (1)(b) hereof.

Sec. 47. Section 46.37.430, chapter 12, Laws of 1961 and RCW 46.37.430 are each amended to read as follows:

(1) On and after January 1, 1938, no person shall sell any new motor vehicle as specified herein, nor shall any new motor vehicle as specified herein be registered thereafter unless such vehicle is equipped with safety glazing material of a type approved by the state commission on equipment wherever glazing material is used in doors, windows and windshields. The foregoing provisions shall apply to all passenger-type motor vehicles, including passenger buses and school buses, but in respect to trucks, including truck tractors, the requirements as to safety glazing material shall apply to all glazing material used in doors, windows and windshields in the drivers' compartments of such vehicles except as provided by paragraph (4).

(2) The term "safety glazing materials" means glazing materials so constructed, treated or combined with other materials as to reduce substantially, in comparison with ordinary sheet glass or plate glass, the likelihood of injury to persons by objects from exterior sources or by these safety glazing materials when they may be cracked or broken.

(3) The state commission on equipment shall compile and publish a list of types of glazing material by name approved by it

as meeting the requirements of this section and the director of (~~licenses~~) motor vehicles shall not register after January 1, 1938, any motor vehicle which is subject to the provisions of this section unless it is equipped with an approved type of safety glazing material, and he shall thereafter suspend the registration of any motor vehicle so subject to this section which he finds is not so equipped until it is made to conform to the requirements of this section.

(4) No person shall sell or offer for sale, nor shall any person operate a motor vehicle registered in this state which is equipped with, any camper manufactured after the effective date of this 1969 amendatory act, unless such camper is equipped with safety glazing material of a type approved by the state commission on equipment wherever glazing materials are used in outside windows and doors.

(5) No tinting or coloring material of any kind, which reduces light transmittance to any degree, shall be applied to the surface of the safety glazing material in a motor vehicle in any of the following locations:

(a) Windshields,

(b) Windows to the immediate right and left of the driver including windwings or,

(c) Rearmost windows if used for driving visibility by means of an interior rear-view mirror.

Nothing in this subsection shall prohibit the use of shaded or heat-absorbing safety glazing material in which the shading or heat-absorbing characteristics have been applied at the time of manufacture of the safety glazing material and which meet the standards of the state commission on equipment for such safety glazing materials.

(6) The standards used for approval of safety glazing materials by the state commission on equipment shall conform as closely as possible to the standards for safety glazing materials for motor

vehicles promulgated by the United States of America Standards Institute in effect at the time of manufacture of the safety glazing material.

NEW SECTION. Sec. 48. The highway commission, and any other governmental subdivision shall, with the staff, equipment and material under their control, or by contract with others, take all necessary actions to collect and remove any or all glass bottles or glass containers along the right of way of any public road or public highway.

Sec. 49. Section 1, chapter 36, Laws of 1909, as amended by section 1, chapter 73, Laws of 1931, and RCW 9.61.120 are each amended to read as follows:

Any person or persons, corporation or corporations who shall throw, place, or deposit, in any road, street, alley, or highway, in the state of Washington, any bottle, bottles, glass, glassware, tacks, nails, garbage, rubbish, or discarded matter, shall be guilty of a misdemeanor: PROVIDED, That the fine or bail forfeiture for violation of this section shall not be less than one hundred dollars.

Sec. 50. Section 3, chapter 85, Laws of 1967 and RCW 9.66.070 are each amended to read as follows:

Any person violating the provisions of RCW 9.66.060 is guilty of a misdemeanor, subject to fine or imprisonment, or both, as in the case of misdemeanors: PROVIDED, That the fine or bail forfeiture for violation of this section shall not be less than one hundred dollars, and, in addition thereto, in the sound discretion of any court in which conviction is obtained, may be directed by the judge to pick up and remove from any public street or highway or public and private right of way, or public beach or public park, or any private property with prior permission of the legal owner upon which it is established by competent evidence that he has deposited litter or debris or waste, any or all debris and waste deposited thereon by anyone prior to the date of execution of sentence.

Sec. 51. Section 2, chapter 52, Laws of 1965 ex. sess. and

RCW 46.61.650 are each amended to read as follows:

It shall be unlawful for any person to throw or drop any glass object, debris, or any waste from any moving vehicle, upon or along the right of way of any public highway, or in any public park or upon any public beach, or into waters (~~less than ten feet in depth immediately adjacent to any public beach~~), except into a receptacle or litter container.

Any person violating the provisions of this act shall be guilty of a misdemeanor: PROVIDED, That the fine or bail forfeiture for violation of this section shall not be less than one hundred dollars. Any fine or penalty may be suspended upon the condition that the violator pick up and remove from any public street or highway or right of way, or public beach or public park, any or all debris and waste deposited thereon by prior users. The extent of the area to be so policed shall be within the discretion of the court.

Sec. 52. Section 7, chapter 209, Laws of 1961 and RCW 47.56-.658 are each amended to read as follows:

The Washington state highway commission shall not enter into agreements with the Oregon state highway commission for the construction of the toll bridge over the lower Columbia river as authorized by RCW 47.56.646 unless and until:

~~((1))~~ Pacific county has, at the request of the state highway commission, contributed or properly authorized the contribution of money or bonds in the sum of one hundred eighty-five thousand dollars or so much thereof as may be necessary to reimburse the Washington state highway commission for costs of design and construction of the approaches to said bridge within the boundaries of the state of Washington, such contribution to be made by any of the methods authorized in RCW 47.56.250 ~~((+and))~~.

~~((2)--Pacific county has, at the request of the state highway commission and by resolution of its board of county commissioners assigned and pledged for a period of thirty years the sum of forty~~

~~thousand-dollars-per-year-of-Pacific-county's-allocation-of-motor-vehicle-fuel-taxes-for-the-purpose-of-reimbursing-the-motor-vehicle-fund-for-a-portion-of-the-payments-made-by-the-Washington-state-highway-commission-to-the-state-of-Oregon-pursuant-to-RCW-47.56.649: PROVIDED, That such pledge and assignment shall not exceed in any one-year, one-third-of-the-total-payment-made-by-the-state-highway-commission-to-the-state-of-Oregon-pursuant-to-RCW-47.56.649.)~~

NEW SECTION. Sec. 53. All accrued and unaccrued obligations of Pacific county created by that certain contract between the Washington state highway commission and Pacific county dated June 20, 1961, entered into pursuant to subsection (2) of RCW 47.56.658 are hereby terminated.

Sec. 54. Section 15, chapter 142, Laws of 1915, as last amended by section 1, chapter 118, Laws of 1967, 1st ex. sess. and RCW 46.16.070 are each amended to read as follows:

In addition to other fees for the licensing of vehicles there shall be paid and collected annually for each motor truck, truck tractor, and auto stage or for hire vehicle with seating capacity of six or more, based upon the maximum gross weight thereof, the following gross weight fees as indicated in column A: PROVIDED, HOWEVER, That in the case of each motor truck or truck tractor which is propelled by steam, electricity, natural gas or diesel oil the fee shall be as provided in column B:

	A	B
(Up to 4,000 lbs.....)	\$ 5.00	\$ 5.60
4,000 or more and less than 6,000 lbs.....	\$ 10.00	\$ 11.25
6,000 or more and less than 8,000 lbs.....	\$ 17.50	\$ 19.70
8,000 or more and less than 10,000 lbs.....	\$ 22.50	\$ 25.30
10,000 or more and less than 12,000 lbs.....	\$ 29.50	\$ 33.20
12,000 or more and less than 14,000 lbs.....	\$ 36.50	\$ 41.10
14,000 or more and less than 16,000 lbs.....	\$ 43.50	\$ 49.00
16,000 or more and less than 18,000 lbs.....	\$ 73.00	\$ 82.10
18,000 or more and less than 20,000 lbs.....	\$ 80.00	\$ 90.00

20,000-or-more-and-less-than-22,000-lbs.....	\$ 88.00	\$ 99.00
22,000-or-more-and-less-than-24,000-lbs.....	\$ 95.00	\$ 107.00
24,000-or-more-and-less-than-26,000-lbs.....	\$ 102.00	\$ 114.75
26,000-or-more-and-less-than-28,000-lbs.....	\$ 122.00	\$ 137.25
28,000-or-more-and-less-than-30,000-lbs.....	\$ 140.00	\$ 157.50
30,000-or-more-and-less-than-32,000-lbs.....	\$ 170.50	\$ 191.80
32,000-or-more-and-less-than-34,000-lbs.....	\$ 181.50	\$ 204.20
34,000-or-more-and-less-than-36,000-lbs.....	\$ 198.00	\$ 222.75
36,000-or-more-and-less-than-38,000-lbs.....	\$ 218.50	\$ 245.80
38,000-or-more-and-less-than-40,000-lbs.....	\$ 242.50	\$ 272.80
40,000-or-more-and-less-than-42,000-lbs.....	\$ 252.00	\$ 283.50
42,000-or-more-and-less-than-44,000-lbs.....	\$ 261.50	\$ 294.20
44,000-or-more-and-less-than-46,000-lbs.....	\$ 280.50	\$ 315.55
46,000-or-more-and-less-than-48,000-lbs.....	\$ 291.00	\$ 327.40
48,000-or-more-and-less-than-50,000-lbs.....	\$ 312.50	\$ 351.55
50,000-or-more-and-less-than-52,000-lbs.....	\$ 329.50	\$ 370.70
52,000-or-more-and-less-than-54,000-lbs.....	\$ 353.50	\$ 397.70
54,000-or-more-and-less-than-56,000-lbs.....	\$ 378.00	\$ 425.25
56,000-or-more-and-less-than-58,000-lbs.....	\$ 397.00	\$ 446.65
58,000-or-more-and-less-than-60,000-lbs.....	\$ 417.50	\$ 469.70
60,000-or-more-and-less-than-62,000-lbs.....	\$ 445.00	\$ 500.65
62,000-or-more-and-less-than-64,000-lbs.....	\$ 455.50	\$ 512.45
64,000-or-more-and-less-than-66,000-lbs.....	\$ 505.50	\$ 568.70
66,000-or-more-and-less-than-68,000-lbs.....	\$ 527.50	\$ 593.45
68,000-or-more-and-less-than-70,000-lbs.....	\$ 574.00	\$ 645.75
70,000-or-more-and-less-than-72,000-lbs.....	\$ 615.50	\$ 692.45))
Up to 4,000 lbs.....	\$ 6.00	\$ 6.00
<u>4,000 or more and less than 6,000 lbs....</u>	<u>\$ 11.00</u>	<u>\$ 12.25</u>
<u>6,000 or more and less than 8,000 lbs....</u>	<u>\$ 18.50</u>	<u>\$ 20.80</u>
<u>8,000 or more and less than 10,000 lbs....</u>	<u>\$ 23.50</u>	<u>\$ 26.40</u>
<u>10,000 or more and less than 12,000 lbs....</u>	<u>\$ 30.50</u>	<u>\$ 34.30</u>
<u>12,000 or more and less than 14,000 lbs....</u>	<u>\$ 37.50</u>	<u>\$ 42.20</u>
<u>14,000 or more and less than 16,000 lbs....</u>	<u>\$ 44.50</u>	<u>\$ 50.10</u>

16,000 or more and less than 18,000....	\$ 74.00	\$ 83.25
18,000 or more and less than 20,000 lbs....	\$ 84.00	\$ 94.50
20,000 or more and less than 22,000 lbs....	\$ 92.00	\$103.50
22,000 or more and less than 24,000 lbs....	\$100.00	\$112.50
24,000 or more and less than 26,000 lbs....	\$107.00	\$120.40
26,000 or more and less than 28,000 lbs....	\$128.00	\$144.00
28,000 or more and less than 30,000 lbs....	\$147.00	\$165.40
30,000 or more and less than 32,000 lbs....	\$179.00	\$201.40
32,000 or more and less than 34,000 lbs....	\$191.00	\$214.90
34,000 or more and less than 36,000 lbs....	\$208.00	\$234.00
36,000 or more and less than 38,000 lbs....	\$229.00	\$257.60
38,000 or more and less than 40,000 lbs....	\$255.00	\$286.90
40,000 or more and less than 42,000 lbs....	\$265.00	\$298.10
42,000 or more and less than 44,000 lbs....	\$275.00	\$309.40
44,000 or more and less than 46,000 lbs....	\$295.00	\$331.90
46,000 or more and less than 48,000 lbs....	\$305.00	\$344.25
48,000 or more and less than 50,000 lbs....	\$328.00	\$369.00
50,000 or more and less than 52,000 lbs....	\$346.00	\$389.25
52,000 or more and less than 54,000 lbs....	\$371.00	\$417.40
54,000 or more and less than 56,000 lbs....	\$397.00	\$446.60
56,000 or more and less than 58,000 lbs....	\$417.00	\$469.10
58,000 or more and less than 60,000 lbs....	\$438.00	\$492.75
60,000 or more and less than 62,000 lbs....	\$467.00	\$525.40
62,000 or more and less than 64,000 lbs....	\$478.00	\$537.75
64,000 or more and less than 66,000 lbs....	\$531.00	\$597.40
66,000 or more and less than 68,000 lbs....	\$554.00	\$623.25
68,000 or more and less than 70,000 lbs....	\$603.00	\$675.75
70,000 or more and less than 72,000 lbs....	\$645.50	\$722.45:

PROVIDED, HOWEVER, That every motor truck except trucks not exceeding 5,000 pounds empty scale weight shall be licensed for not less than one hundred fifty percent of its empty weight unless such an amount would be in excess of the legal limits prescribed for such a vehicle in RCW 46.44.040 in which event the vehicle shall be licensed for the

maximum gross load specified for such a vehicle.

Sec. 55. Section 46.44.095, chapter 12, Laws of 1961 as last amended by section 15, chapter 94, Laws of 1967 ex. sess. and RCW 46.44.095 are each amended to read as follows:

When fully licensed to the maximum gross weight permitted under RCW 46.44.040, a two-axle truck or 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.

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 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 January 1st of each calendar year. The additional gross weight provided for herein can be purchased at any time and if purchased on or after April 1st of any year, the fee shall be seventy-five percent of the full annual fee and if purchased on or after July 1st the fee shall be fifty percent of the full annual fee and if purchased on or after October 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 motor vehicles. Listings furnished shall also include the percentage of mileage operated in Washington, which shall be the same percentage as determined by the department of motor

vehicles, for purposes of prorating license fees.

NEW SECTION. Sec. 56. There is hereby appropriated from the general fund - driver education account to the superintendent of public instruction the sum of two hundred fifty thousand dollars, or so much thereof as may be available in the driver education account to carry out the provisions of chapter 46.81 RCW.

NEW SECTION. Sec. 57. There is added to chapter 13, Laws of 1961 and to chapter 47.16 RCW a new section to read as follows:

The joint committee on highways with the cooperation and assistance of the state highway commission is authorized and directed to conduct public hearings and such informal local community meetings as it deems advisable within the areas that may be affected by establishment of a highway described as follows: Beginning at a junction of state highway No. 18 with primary state highway No. 1, thence northerly east of Auburn, thence easterly to the vicinity of Auburn, thence generally northerly east of Renton, thence continuing via a corridor located easterly of Lake Sammamish to a connection with primary state highway No. 15 northeast of Bothell, it being the intent of the Legislature that said corridor highway, if established, shall be east of Lake Sammamish. Such hearings and meetings shall be conducted in a manner to inform the public about alternate proposals for the location of said highway and to obtain information from the public which might affect the scope of the study or the choice of alternatives to be considered and which might aid in identification of critical social, economic and environmental effects prior to corridor hearings to be held by the highway commission. The joint committee on highways and the state highway commission shall maintain full liaison with King county and all cities and towns affected by the location of this highway to insure that each alternate proposed location will be properly coordinated with the adopted transportation plans of such local governments.

The joint committee on highways in connection with the preparation and conduct of such hearings may retain a design team of experts from several disciplines concerned with aesthetic and social aspects

in the location and design of the proposed highway. The joint committee on highways shall report its findings relative to the establishment and general location of said highway to the legislature at the time of its convening in 1971.

There is hereby appropriated from the motor vehicle fund to the joint committee on highways and the Washington state highway commission for the biennium ending June 30, 1971, the sum of two hundred thousand dollars, or so much thereof as may be necessary to carry out the provisions of this section.

NEW SECTION. Sec. 58. There is added to chapter 12, Laws of 1961 and chapter 46.04 RCW a new section to read as follows:

"Farmer" means any person, firm, partnership or corporation engaged in farming. If a person, firm, partnership or corporation is engaged in activities in addition to that of farming, the definition shall only apply to that portion of the activity that is defined as farming in section 59 of this 1969 act.

NEW SECTION. Sec. 59. There is added to chapter 12, Laws of 1961 and chapter 46.04 RCW a new section to read as follows:

"Farming" means the cultivation and tillage of the soil, dairying, the production, cultivation, growing, and harvesting of any agricultural or horticultural commodities (except forestry or forestry operations), the raising of livestock, bees, fur-bearing animals, or poultry, and any practices performed on a farm as an incident to or in conjunction with such farming operations.

Sec. 60. Section 46.44.092, chapter 12, Laws of 1961 as last amended by section 39, chapter 170, Laws of 1965 ex. sess. and RCW 46.44.092 are each amended to read as follows:

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 defense 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 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 highways 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~~) one hundred 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-five 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. 61 Section 40, chapter 155, Laws of 1965 ex. sess. and RCW 46.61.290 are each amended to read as follows:

The driver of a vehicle intending to turn at an intersection shall do so as follows:

(1) Right turns. Both the approach for a right turn and a right turn shall be made as close as practicable to the right-hand curb or edge of the roadway.

~~((2) --Left turns on two-way roadways. --At any intersection where traffic is permitted to move in both directions on each roadway entering the intersection, an approach for a left turn shall be made in that portion of the right half of the roadway nearest the center line thereof and by passing to the right of such center line where it enters the intersection and after entering the intersection the left turn shall be made so as to leave the intersection to the right of the center line of the roadway being entered. --Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.~~

~~(3) --Left turns on other than two-way roadways. --At any inter-~~

~~section where traffic is restricted to one direction on one or more of the roadways, the driver of a vehicle intending to turn left at any such intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection the left turn shall be made so as to leave the intersection, as nearly as practicable, in the left-hand lane lawfully available to traffic moving in such direction upon the roadway being entered.)~~

(2) Left turns. The driver of a vehicle intending to turn left at any intersection shall approach the intersection in the extreme left-hand lane lawfully available to traffic moving in the direction of travel of such vehicle and after entering the intersection, the left turn shall be made so as to leave the intersection in a lane lawfully available to traffic moving in such direction upon the roadway being entered. Whenever practicable the left turn shall be made in that portion of the intersection to the left of the center of the intersection.

(3) Two-way left turn lanes.

(a) The department of highways and local authorities in their respective jurisdictions may designate a two-way left turn lane on a roadway. A two-way left turn lane is near the center of the roadway set aside for use by vehicles making left turns in both directions from or into the roadway.

(b) Two-way left turn lanes shall be designated by distinctive uniform roadway markings. The department of highways shall determine and prescribe standards and specifications governing type, length, width, and positioning of the distinctive permanent markings. The standards and specifications developed shall be filed with the code revisor in accordance with the procedures set forth in the Administrative Procedure Act, chapter 34.04 RCW. On and after July 1, 1971, permanent markings designating a two-way left turn lane shall conform to such standards and specifications.

(c) Upon a roadway where a center lane has been provided by

distinctive pavement markings for the use of vehicles turning left from both directions, no vehicles shall turn left from any other lane. A vehicle shall not be driven in this center lane for the purpose of overtaking or passing another vehicle proceeding in the same direction. A signal, either electric or manual, for indicating a left-turn movement, shall be made at least one hundred feet before the actual left turn movement is made. Any maneuver other than a left turn from this center lane will be deemed a violation of this section.

(4) The state highway commission and local authorities in their respective jurisdictions may cause ((markers,-buttons-or-signs)) official traffic-control devices to be placed within or adjacent to intersections and thereby require and direct that a different course from that specified in this section be traveled by vehicles turning at an intersection, and when ((markers,-buttons-or-signs)) such devices are so placed no driver of a vehicle shall turn a vehicle at an intersection other than as directed and required by such ((markers,-buttons-or-signs)) devices.

NEW SECTION. Sec. 62. Section 9, chapter 209, Laws of 1961 and RCW 47.56.664; section 24, chapter 145, Laws of 1967 ex. sess.; are each hereby repealed.

NEW SECTION. Sec. 63. This 1969 amendatory act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions, and except for sections 32 and 54 of this 1969 amendatory act shall take effect immediately. Sections 32 and 54 of this 1969 amendatory act shall take effect January 1, 1970.

NEW SECTION. Sec. 64. 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.

Passed the Senate May 10, 1969

Passed the House May 10, 1969

Approved by the Governor May 23, 1969, with the exception of

Section 19 and Subsection 3 of Section 37 which are vetoed

Filed in office of Secretary of State May 23, 1969

NOTE: Governor's explanation of partial veto is as follows:
"...This is the highway omnibus bill. It contains 64 sections relating to various aspects of the highway program.

Section 19 and Subsection 3 of Section 37 attempt to address the serious and growing problem related to urban transportation. Section 19 creates a division of urban transportation in the Washington State Highway Commission and is charged with the responsibility of coordinating state, regional and local transportation planning in cooperation with regional and local agencies. In addition it is made responsible for the administering of transportation planning and research grants to regional agencies, cities and counties and is given primary responsibility for coordinating the development of balanced transportation plans. This division is also given oversight functions with respect to the expenditure of the one percent excise tax on motor vehicles as authorized in Engrossed House Bill No. 641, the mass transit bill.

The need for a comprehensive approach to transportation planning is now beyond dispute. Regrettably, the legislature declined to create a comprehensive Department of Transportation as I had requested. Section 19 of this bill now seeks to grant to the Highway Commission and the Department of Highways certain aspects of what would have been included within a broad Department of Transportation.

Until a Department of Transportation is created which will have the capacity to plan comprehensively, I do not consider it desirable to assign the urban transportation planning functions to a commission and department whose basic function is to design, construct and administer the public highway system only.

Subsection 3 of Section 37 authorizes the Joint Committee on Highways to undertake a comprehensive review of long-range transportation plans for the Seattle Metropolitan area as adopted by the City of Seattle, the Municipality of Metropolitan Seattle, King County, the Puget Sound Governmental Conference and the State Highway Commission. The committee is directed to retain consultants to evaluate the existing long-range transportation plans and the proper roles of responsibility for various modes of transportation. The consultants are to be charged with recommending criteria or models to be used in assigning to the various modes of transportation responsibility for meeting present and long-range traffic carrying requirements.

In view of the most recent pronouncement of the Washington State Supreme Court in Slavin v. O'Connell, 75 Wn. 2d 568 (1969), there is a serious question as to the constitutionality of the use of the motor vehicle fund for non-highway transportation planning purposes. In addition, the undertaking of a comprehensive

review of long-range transportation plans includes the serious risk of significant further delay in implementing a mass transit program, strong support for which has been provided by the legislature with the passage of Engrossed House Bill No. 641. The support shown by the legislature for public transportation systems in all of our cities reflects a desire to get on with the job of constructing a balanced transportation system.

While the concept of comprehensive transportation planning is highly desirable, the mechanics of accomplishing this objective as embodied in Section 19 or Subsection 3 of Section 37 are not acceptable as submitted. I urge the legislature again at its earliest opportunity to consider and enact a bill creating a Department of Transportation which will bring this state into step with both the federal government and many other states and will provide the means for a broad attack upon the critically important transportation problems of our state.

For the reasons stated I have vetoed Section 19 and Subsection 3 of Section 37."

CHAPTER 282
(Substitute Senate Bill No. 151)
BUDGET AND APPROPRIATIONS

AN ACT Adopting the budget; making appropriations for the operation of state agencies for the fiscal biennium beginning July 1, 1969, and ending June 30, 1971; making supplemental appropriations; and declaring an emergency.

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

NEW SECTION. Section 1. That a budget is hereby adopted and subject to the provisions hereinafter set forth the several amounts hereinafter specified, or so much thereof as shall be sufficient to accomplish the purposes designated, are hereby appropriated and authorized to be disbursed for salaries, wages and other expenses of the agencies and officers of the state and for other specified purposes for the fiscal biennium beginning July 1, 1969, and ending June 30, 1971, out of the several funds of the state hereinafter named.

STATE TREASURER-STATE REVENUES FOR DISTRIBUTION

General Fund Appropriation for fire insurance	
premiums tax distribution.....	\$ 1,027,564
General Fund Appropriation for public utility	