

Employers holding class E and/or F licenses exclusively are permitted to allow their employees, between the ages of eighteen and twenty-one years, to sell beer or wine in, on or about any establishment holding a class E and/or class F license exclusively: PROVIDED, That there is direct supervision by an adult twenty-one years of age or older in an adjacent check stand: PROVIDED, That minor employees may make deliveries of beer and/or wine purchased from licensees holding class E and/or class F licenses exclusively, when delivery is made to cars of customers adjacent to such licensed premises but only, however, when the minor employee is accompanied by the purchaser.

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CHAPTER 39
[House Bill No. 721]
HIGHWAYS--CLASSIFICATION--PLANNING

AN ACT Relating to highways; amending section 1, chapter 173, Laws of 1963 and RCW 47.05.010; amending section 2, chapter 173, Laws of 1963 and RCW 47.05.020; amending section 3, chapter 173, Laws of 1963 as amended by section 33, chapter 170, Laws of 1965 ex.sess. and RCW 47.05.030; amending section 4, chapter 173, Laws of 1963 and RCW 47.05.040; amending section 5, chapter 173, Laws of 1963 and RCW 47.05.050; and amending section 8, chapter 173, Laws of 1963 and RCW 47.05.080.

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

Section 1. Section 1, chapter 173, Laws of 1963 and RCW 47.05-.010 are each amended to read as follows:

The legislature finds that anticipated revenues available for state highways for the (~~period ending in 1975~~) foreseeable future will fall substantially short of the (~~construction needs for the same period~~) amount required to satisfy all of the state highway needs. It is the purpose of this chapter to establish a policy of priority programming for highway development having as its basis the rational selection of projects according to factual need, systematically sched-

uled to carry out defined objectives within limits of money and manpower, and fixed in advance with reasonable flexibility to meet changed conditions.

Sec. 2. Section 2, chapter 173, Laws of 1963 and RCW 47.05.020 are each amended to read as follows:

The state highway commission is hereby directed to conduct ~~((an))~~ periodic ~~((engineering-and-traffic-analysis))~~ analyses of the entire state highway system, and based thereon, to subdivide and classify according to their function and importance all designated state highways and those added from time to time other than the national system of interstate and defense highways and periodically review and revise the classifications, into the following additional four functional classes ~~((according-to-the-following-criteria))~~:

(1) The "principal state highway system" ~~((shall-include-these highways-having-as-a-principal-purpose-the-connecting-as-directly-as-feasible-all-cities-or-unincorporated-urban-centers-of-twenty-thousand-or-more-population---The-principal-state-highway-system))~~ which shall comprise not to exceed twenty percent of the total state highway mileage other than the interstate system.

(2) The "major state highway system" ~~((shall-include-these highways,-having-as-a-principal-purpose-the-connecting-of-all-remaining-cities-and-towns-or-urban-centers-of-one-thousand-or-more-population,-or-serving-as-major-tourist,-commercial-or-industrial-routes-The-major-state-highway-system))~~ which shall comprise not to exceed thirty-five percent of the total state highway mileage other than the interstate system.

(3) The "collector state highway system" ~~((shall-include-these highways-having-as-a-principal-purpose-the-servicing-of-remaining-populated-areas-within-reasonably-spaced-distances---The-collector-state-highway-system))~~ which shall comprise not to exceed thirty-five percent of the total state highway mileage other than the interstate system.

(4) The "other state highway system" ~~((shall-include-all-state~~

~~highways-not-classified-as-a-part-of-any-of-the-systems-described hereinabove~~). In making such functional classification the highway commission shall be governed by reasonable rules and regulations adopted by the commission, and give consideration to the following criteria:

(a) Urban population centers within and without the state stratified and ranked according to size;

(b) Important traffic generating economic activities, including but not limited to recreation, agriculture, government, business and industry;

(c) Feasibility of route, including availability of alternate routes within and without the state;

(d) Directness of travel and distance between points of economic importance;

(e) Length of trips;

(f) Character and volume of traffic;

(g) Preferential consideration for multiple service;

(h) Reasonable spacing depending upon population density; and

(i) System continuity, except for the "other" system.

Sec. 3. Section 3, chapter 173, Laws of 1963 as amended by section 33, chapter 170, Laws of 1965 ex. sess. and RCW 47.05.030 are each amended to read as follows:

The state highway commission shall adopt and periodically revise after consultation with the joint committee on highways a long range plan for highway improvements, specifying highway planning objectives to be accomplished ~~((by-1975))~~ within a fourteen year advance planning period, and within the framework of revenue estimates for such period. The plan shall be based upon the construction needs for state highways as ~~((contained-in-the-current-needs-study-report-of-the-Washington-state-highway-commission.--The-long-range-objectives-for-the-period-ending-in-1975-shall-be-as-fellows:~~

~~(1)--One-hundred-percent-completion-of-the-presently-established national-system-of-interstate-and-defense-highways;~~

(2) -- One hundred percent completion of the construction needs of those highways classified as a part of the principal state highway system;

(3) -- Declining percentages of completion of construction needs of those highways classified respectively as the major state highway system, the collector state highway system and the other state highway system) determined and segregated according to functional class by the highway commission from time to time.

With such reasonable deviations as may be required to effectively utilize the available funds, to take full advantage of the available federal aid highway funds, and to adjust to unanticipated delays in programmed projects, the highway commission shall program the estimated available funds, first, to completion of that part of the national system of interstate and defense highways on which the federal government participates financially at the interstate rate under federal law and regulations, within the designated period for completion thereof established pursuant to federal law; second, to completion of any features or parts of the national system of interstate and defense highways on which the federal aid participation is less than the regular interstate rate under federal law and regulations; and the balance of the available funds shall be applied so as to carry out rates of completion within a fourteen year advance planning period on the remaining four functional classes at such rates of completion for each such functional class as the highway commission, acting pursuant to reasonable rules and regulations adopted by the commission, shall determine to be necessary in order to maintain a balanced development of the state's highway system, considering primarily the following factors:

(a) The relative remaining needs of each functional class of highways;

(b) The estimated available funds;

(c) Continuity of future developments with those previously programmed; and

(d) Graduation of rates of completion according to functional class importance.

Sec. 4. Section 4, chapter 173, Laws of 1963 and RCW 47.05.040 are each amended to read as follows:

Prior to July 1, (~~1965~~) 1971, the state highway commission shall adopt and thereafter shall (~~periodically~~) biennially revise after consultation with the joint committee on highways a comprehensive highway construction program for the ensuing six years, which shall (~~allocate~~) apply to each of the (~~four~~) five functional classes of state highways that percentage of the estimated available construction funds (~~net-including-funds-expended-on-the-national-system-of-interstate-and-defense-highways~~) as will be necessary to accomplish the commission's long range plan for highway improvements. The commission shall apportion the available construction funds, according to functional class, among the several highway districts in the proportion that the estimated remaining needs for each functional class of highway within each highway district bears to the total estimated needs for each functional class remaining unsatisfied throughout the state.

Sec. 5. Section 5, chapter 173, Laws of 1963 and RCW 47.05.050 are each amended to read as follows:

The six year comprehensive highway construction program shall contain a priority construction program for each functional class of highways, including the national system of interstate and defense highways, within the budget limits established for each class. Selection of specific (~~improvement~~) projects for the six year program shall be based on the rating of each highway section proposed to be improved or constructed in relation to other highway sections within the same functional class within the respective highway district, taking into account the following:

- (1) Its structural ability to carry loads imposed upon it;
- (2) Its capacity to move traffic at reasonable speeds without undue congestion;

- (3) Its adequacy of alignment and related geometrics; and
- (4) Its accident experience.
- (5) Its fatal accident experience.

(6) In the case of designated but unconstructed highways, its economic importance measured by a cost-benefit analysis, the effect on the state's economy and benefit to the geographical area concerned.

The commission in selecting any project for improvement or construction may depart from the priority of projects so established (a) to the extent that otherwise funds cannot be utilized feasibly within the budget, (b) as may be required by a court judgment or legally binding agreement, (c) to take advantage of some substantial financial benefit that may be available, or (d) for continuity of route development.

The six year construction program shall ~~((remain-flexible-and-subject-to-continual-revision-by-the-commission-as-conditions-change))~~ be revised biennially in accordance with revisions in functional classification or priority ratings within each functional class resulting from changed conditions. The program shall be extended for an additional two years, to six years in the future, on July 1st of each odd-numbered years.

Sec. 6. Section 8, chapter 173, Laws of 1963 and RCW 47.05.080 are each amended to read as follows:

The state highway commission shall ~~((annually))~~ on ~~((July))~~ November 1st of each odd-numbered year submit a report to the joint ~~((fact-finding))~~ committee on highways, ~~((streets-and-bridges))~~ showing both its long range objectives and the estimated and planned percentage of the long range objectives to be met by its current six year construction program for each functional class of highways. The commission shall include in its report a copy of its rules and regulations related thereto and a summary of its methods and procedures for the selection of projects within the budgetary limits of each functional class of highways to comprise the current six year construction program.

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