



PROPOSED TO THE PEOPLE BY THE LEGISLATURE

Referendum Bill No. 1

BALLOT TITLE

"AN ACT providing for the construction of a state system of trunk line hard surface highways, providing for the issuance and sale of state bonds to create a fund for such purpose and the redemption of such bonds from motor vehicle license fees and if the revenues from such license fees are insufficient, levying a tax for such deficiency."

AN ACT providing for the construction of a state system of trunk line hard surface highways, providing for the issuance, sale and redemption of state bonds to create a fund for such purpose, and for the submission of this act to a vote of the people.

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

SECTION 1. A state system of trunk line hard surface highways shall be acquired and constructed by the State of Washington as soon as practicable, upon the highways of the state along the routes herein described, so as to connect with each other the different communities and principal cities of the state as near as may be, to-wit:

(1) The Pacific Highway from Blaine to Vancouver; also a highway running from Seattle to Des Moines and thence by the most feasible route to Tacoma.

(2) The Sunset Highway from Renton to Spokane and thence east to the Idaho state line.

(3) The Inland Empire Highway.

(4) The Olympic Highway.

(5) The National Park Highway from Tacoma to Ashford and thence by the most feasible route to the Rainier National Park; also from Elbe to the Pacific Ocean at Holman.

SEC. 2. The highways constructed or improved under the provisions of this act shall be finished with a wearing surface of Portland cement concrete, bituminous concrete, asphalt, brick, wood block, stone or other ma-

terial equally permanent and durable, not less than eighteen feet in width, laid upon Portland cement concrete base of a minimum thickness of five inches: *Provided*, that if the state highway commissioner shall deem it impracticable to improve any portion of any highway herein described by paving as herein provided, the state highway board may provide for the improvement of such portion of the highway in such manner as in its judgment will best accommodate travel thereon.

No part of the money apportioned under this act shall be used, directly or indirectly, to pay any premium or royalty on any patented or property material, specifications, process or type of construction, unless purchased or obtained on open actual competitive bidding at the same or a less cost than unpatented articles, or methods equally suitable for the same purpose.

SEC. 3. Whenever the making of any part of any road to be improved or constructed under the provisions of this act, or the locating of a route or any part thereof, or the obtaining of road building materials for such work, requires that private property be taken or damaged, the state highway board shall have the right to acquire any such property by purchase or by condemnation in the manner prescribed by law for the acquirement or condemnation of lands necessary for the public uses of the state.

SEC. 4. The state highway board shall divide the state highways into convenient sections for construction

purposes, and shall make diligent effort to have the entire trunk line system of hard surface highways completed within six years after the taking effect of this act. The construction work shall, so far as possible, be commenced in different sections of the state at approximately the same time and carried on continuously until all work is completed.

SEC. 5. The funds provided by this act for the acquisition, construction and improvement of the state system of trunk line hard surface highways shall be expended only for surfacing and the construction of the necessary subgrade therefor including the purchase of machinery or supplies. All construction work shall be done under the supervision of and upon plans and specifications prepared by the state highway commissioner. Contracts for the construction and improvement of said trunk line highways shall be let by the state highway board to the lowest and best responsible bidder, or bidders, on such terms and conditions and on open competitive bidding after public advertisement in such manner and for such times as may be prescribed by said state highway board.

The state highway board shall have power to provide for the furnishing by the state of any tools, machinery, supplies or materials needed for such work, and in the event the state highway board undertakes to furnish tools, machinery, supplies, or materials, such tools, machinery, supplies and materials shall be purchased by the state highway board on open competitive bidding.

SEC. 6. The state highway board is authorized to cooperate with the proper authorities of any city or town of the third or fourth class and expend moneys for the improvement of any portion of any highway herein described which may pass into or through any such city or town.

SEC. 7. All highways herein described when constructed along permanent grades and alignment shall be permanently controlled and maintained by the State of Washington.

SEC. 8. For the purpose of providing means for the payment of the cost of construction of said state system of trunk line highways there shall be

issued and sold bonds of the State of Washington for an amount not exceeding thirty million dollars (\$30,000,000.00), to bear interest at a rate not to exceed five per cent (5%) per annum, payable semi-annually.

The issuance, sale or retirement of said bonds shall be under the general supervision and control of the state highway board. Such board may in its discretion provide for the issuance of coupon or registered bonds, to be dated, issued and sold from time to time as the construction work progresses, in such amounts as may be necessary to provide money to pay for said work and the expenses incidental thereto. All of the bonds issued hereunder shall mature at the rate of one million five hundred thousand dollars (\$1,500,000.00) principal each year, commencing the year 1922 and ending in the year 1941. Such bonds shall be signed by the governor and the state auditor under the seal of the state, and any interest coupons attached to such bonds shall be authenticated by the fac-simile signatures of the same officers. Any bonds may be registered in the name of the holder on presentation to the state treasurer or at the fiscal agency of the State of Washington in New York, as to principal alone or both principal and interest, under such regulations as the state highway board may prescribe. Said bonds shall be in such denominations as may be prescribed by the state highway board and embody an absolute promise of the State of Washington to pay both principal and interest in gold coin of the United States of the present standard of value and fineness, at such place or places as the state highway board may provide, and to levy sufficient taxes each year to pay the interest and principal of said bonds as they become due. All bonds issued under the provisions of this act shall be sold to the highest and best bidder or bidders, on such terms and conditions and on open competitive bidding after public advertisement and at such times as may be prescribed by the state highway board, but not for a sum so low as to make the net interest returned to the purchaser exceed five per cent per annum, payable semi-annually, as computed by standard tables, upon such sum.

Sec. 9. The money arising from the sale of each issue of bonds shall be deposited in the state treasury to the credit of a special fund to be known as the "State Trunk Line Highway Fund," which shall be used in carrying out the provisions of this act.

Sec. 10. All moneys paid to the state under the provisions of chapter 142 of the Session Laws of 1915, commonly known as the Motor Vehicle Code, and all acts amendatory thereof, over and above such moneys as shall be estimated by the secretary of state to be necessary for the purpose of administering said chapter 142, shall be first appropriated and used for the purpose of paying and discharging annually the principal and interest on such bonded indebtedness then due and payable, and shall from time to time be deposited in a special fund to be known as the "State Trunk Line Highway Bond Redemption Fund." Each year after this act becomes effective, and until all of said bonds have been retired, it shall be the duty of the state board of equalization to include in the tax levied for state purposes a direct annual tax for such amount as shall be necessary and sufficient, in addition to the moneys collected under said chapter 142 and paid into the said state trunk line highway bond redemption fund, to pay the interest annually as it shall accrue on each and every bond issued under the provisions of this act and also to pay and discharge the principal of such bonds at par value as such bonds shall respectively fall due: *Provided*, that no such direct annual tax shall be levied for any year in which sufficient money is collected under said chapter 142 and paid into said bond redemption fund to pay the interest as it shall accrue on said bonds for that year and also to pay and discharge the principal of all of said bonds falling due during such year.

Any surplus of moneys collected under said chapter 142 after the payment of the expenses of administering said law by the secretary of state and providing for the payment of the principal of and the payment of the interest on bonds falling due during that year, as aforesaid, shall be paid into a fund to be known as the "State Trunk Line Highway Maintenance Fund" and

used for the purpose of maintaining the roads herein described in pursuance of appropriations therefor by the legislature.

Any surplus remaining in the state trunk line highway maintenance fund over and above that expended in pursuance of appropriations for the maintenance of roads as herein provided, shall annually be distributed to the various counties, cities and towns of the state in the following manner:

To the various counties of the state in which are located primary highways the improvement and maintenance of which is not provided for by this act, for the maintenance of such highways; and to the various cities and towns of the state in which are located streets forming a part of the route of any primary highway through such city or town, for the maintenance and improvement of such streets, a sum not to exceed two hundred dollars (\$200.00) per mile for each mile of such primary highway and streets.

Primary highways and city and town streets, in order to come under the provisions of this act for maintenance purposes, must be of a character equal and up to the standard of permanent highway construction. All sums apportioned to counties shall be placed in the permanent highway maintenance fund of such county. All sums distributed to cities and towns shall be remitted by the state auditor to the cities and towns entitled thereto and shall be expended by such cities or towns only for the maintenance or improvement of such streets. The state highway board shall determine what streets in cities and towns form a part of the route of any primary highway through such city or town, and what primary highways the improvement and maintenance of which is not provided for by this act, and shall between the 15th day of February and the 15th day of March of each year certify in triplicate, one copy to the state treasurer, one copy to the county commissioners of each of such counties, and one copy to the clerk of each city or town affected by the provisions of this act, the number of miles of primary highway, or city and town streets entitled to apportionments as provided by this act. Any surplus remaining in the state trunk

line highway maintenance fund after the making of such apportionments shall be distributed to the various counties of the state in proportion to the amounts paid into the permanent highway fund by the various counties of the state and placed in the permanent highway maintenance fund.

SEC. 11. Whenever any county shall have expended any moneys from the road and bridge fund or from the proceeds of bonds in the improvement or construction of any of the highways described in this act by paving such highway, the state highway board shall, if such paved highway is of proper and durable hard surface type to make it practicable to do so, utilize such paved highway in the system of highways provided for in this act. If any highway so paved by any county be so utilized, the state highway board shall determine the amount by which the utilization of such paved highway lessens the cost of improving and constructing the state trunk line system of highways provided for in this act, and such amount (in no event to exceed the actual amount of the first cost of construction paid from the funds of such county) shall be placed to the

credit of such county in the permanent highway fund in six annual installments, beginning on the first day of January, 1922, or, if the board of county commissioners of any county so elect, such payment, instead of being credited to such county in the permanent highway fund, shall be paid to such county to be used in the payment of any county bonds issued by said county for the improvement of any such highway.

SEC. 12. This act shall be submitted to the people for their ratification at the next general election in accordance with the provisions of section 3 of article VIII of the state constitution; and in accordance with the provisions of section 1 of article II of the state constitution, as amended at the general election held in November, 1912, and the laws adopted to facilitate the operation thereof.

Passed the Senate March 3, 1919.—
P. H. Carlyon, President.

Passed the House March 8, 1919.—
Fred A. Adams, Speaker.

Approved March 12, 1919.—Louis F.
Hart, Acting Governor.

STATE OF WASHINGTON—ss.

Filed in the office of Secretary of State March 13, 1919, at 8:49 A. M.

I. M. HOWELL, Secretary of State.