

An Amendment to the State Constitution

To Be Submitted to the Qualified Electors of the State for Their Approval or Rejection at the

GENERAL ELECTION

TO BE HELD ON

Tuesday, November 7, 1944

CONCISE STATEMENT

PROPOSED amendment to Article II of the Constitution, by adding a new section to be known as Section 40, limiting exclusively to highway purposes the use of motor vehicle license fees, excise taxes on motor fuels and other revenue intended for highway purposes only; providing for their payment into a special fund of the State Treasury; defining highway purposes; and excepting from its provisions certain other designated fees and taxes.

HOUSE JOINT RESOLUTION NO. 4

Be it Resolved by the Senate and the House of Representatives of the State of Washington in Legislative Session Assembled:

That, at the general election to be held in this state on the Tuesday next succeeding the first Monday in November, 1944, there shall be submitted to the qualified voters of this state for their adoption and approval or rejection an amendment to Article II of the Constitution of the State of Washington, by adding thereto a new section to be known as section 40 to read as follows:

Section 40. All fees collected by the State of Washington as license fees for motor vehicles and all excise taxes collected by the State of Washington on the sale, distribution or use of motor vehicle fuel and all other state revenue intended to be used for highway purposes, shall be paid into the state treasury and placed in a special fund to be used exclusively for highway purposes, such highway purposes shall be construed to include the following:

(a) The necessary operating, engineering and legal expenses connected with the administration of public highways, county roads and city streets;

(b) The construction, reconstruction, maintenance, repair, and betterment of public highways, county roads, bridges and city streets: including the cost and expense of (1) acquisition of rights-of-way, (2) installing, maintaining and operating traffic signs and signal lights, (3) policing by the State of public highways, (4) operation of movable span bridges, and (5) operation of ferries which are a part of any public highway, county road, or city street;

(c) The payment or refunding of any obligation of the State of Washington, or any political subdivision thereof, for which any of the revenues described in section 1 may have been legally pledged prior to the effective date of this act;

(d) Refunds authorized by law for taxes paid on motor vehicle fuels;

(e) The cost of collection of any revenues described in this section:

Provided, That this section shall not be construed to include revenue from

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general or special taxes or excises not levied primarily for highway purposes, or apply to vehicle operator's license fees or any excise tax imposed on motor vehicles or the use thereof in lieu of a property tax thereon, or fees for certificates of ownership of motor vehicles.

Be It Further Resolved, The Secretary of State shall cause the foregoing proposed amendment to be published for at least three (3) months next preceding the election in a weekly newspaper in every county where a

newspaper is published throughout the state.

Passed the House March 8, 1943.

EDWARD J. REILLY,
Speaker of the House.

Passed the Senate March 8, 1943.

VICTOR A. MEYERS,
President of the Senate.

STATE OF WASHINGTON—ss.

Filed in the office of the Secretary of State, March 13, 1943.

BELLE REEVES,
Secretary of State.

ARGUMENT FOR HOUSE JOINT RESOLUTION NO. 4

We believe the Good Roads Amendment to Article II of the State Constitution should be adopted for the following reasons:

At the request of farm, civic, labor, business, officials, motor owners, and Good Roads organizations, the Legislature approved and referred to the voters a Constitutional Amendment to limit definitely the use of gasoline taxes and automobile registration fees to street and highway construction, maintenance and safety. This does not include the excise taxes levied for school purposes.

There are 467 towns and communities in Washington which have no rail service and which are completely dependent upon highway transportation for their existence.

Their ability to expand, to accommodate new industries, to support bigger payrolls, is dependent upon good roads—upon the ability of trucks, buses and passenger automobiles to transport people and products to and from these communities. By insuring good roads, the amendment will assure the continued existence and prosperity of these communities.

Between 1933 and 1943 in this state, in excess of \$10,000,000 of your gas

tax money was diverted away from street and highway improvement and maintenance for other uses. Several hundred miles of good, paved, safe highway would have been built to save money in motor vehicle operation had this special motor tax money been used as it was intended. These were highways and streets we paid for, but didn't get! Now you can stop further diversion.

Growing acceptance of such amendments is revealed by the fact that fourteen states have adopted such legislation. These include the western states of Nevada, Colorado, Idaho, Oregon and California.

By conserving highway funds motor vehicle taxes will be kept down, making property and other taxes for highway construction unnecessary. Vote yes on the proposed amendment.

WASHINGTON STATE GOOD ROADS ASSOCIATION

By *S. M. MORRIS, President,*
DOUGLAS A. SHELOR, Secretary

STATE OF WASHINGTON—ss.

Filed in the office of the Secretary of State, September 10, 1943.

BELLE REEVES,
Secretary of State.