



# Referendum Bill 30

CHAPTER 132, LAWS OF 1972  
(42nd Leg., 2nd Ex. Session)

NOTE: New special toll-free telephone service offered to voters requesting in-depth information on state measures. See page 5 for details.

## Bonds for Public Transportation Improvements

AN ACT authorizing the issuance and sale of state general obligation bonds in the sum of \$50,000,000 to provide funds for the planning, acquisition, construction, and improvement of public transportation systems; designating the state department of highways as the agency responsible for disbursement of the bond proceeds, subject to prior legislative appropriations; and providing for payment of the bonds from unpledged state retail sales tax revenues or other means authorized by the legislature.

Vote cast by members of the 1972 Legislature on final passage:  
HOUSE: (99 members) Yeas, 63; Nays, 36; Absent or not voting, 0.  
SENATE: (40 members) Yeas, 25; Nays, 22; Absent or not voting, 2.

### Statement for

#### Let's Start Meeting Our Public Transportation Problems!

No Washington cities presently have integrated transportation systems. Only eight have bus systems at all. No residential service exists except where bus routes happen to pass through these areas. The routes are widely scattered and inflexible. Years of neglect have left us with virtually an automobiles-or-nothing system.

Large numbers of citizens are poorly served by a system of automobiles only. Students, senior citizens, the economically underprivileged and the physically handicapped have limited abilities to use automobiles. Furthermore, those who are able to use automobiles create, by their numbers alone, peak hour congestion in the central areas of most of our cities beyond the ability of our streets and highways to handle.

By its ability to serve larger numbers of people with far fewer vehicles, mass transportation could provide swift, convenient and economical transportation and permit a more intensive use of our existing large investment in transportation facilities.

#### What Referendum 30 will Provide

Referendum 30 will provide \$50 million in state funds, to be matched with about \$200 million federal and local funds, for public transportation vehicles, bus stops, off-street parking and other public transportation improvements.

The program is designed to provide public transportation improvements for which no other source of financing within the state is available. It is designed to provide funds for matching federal grants which exist or may become available for public transportation.

#### Who Will Benefit From Passage of Referendum 30?

Public transportation systems in small, medium, and large urban areas will all be eligible for assistance. Bonds authorized by Referendum 30, together with Referendums 26, 27, 28, 29 and 31, will require neither new taxes nor any increase in existing tax rates. They will be paid off by a portion of growth in state general fund revenues from existing state taxes (not property taxes). This growth will come from project expenditures in the program itself enlarged by federal grants that otherwise could be lost for lack of matching funds, and from new jobs and business stimulated by the program.

*Committee appointed to compose statement FOR Referendum Bill No. 30:*

ROBERT A. PERRY, State Representative; AL HENRY, State Senator; DUANE L. BERENTSON, State Representative.

*Advisory Committee:* WESLEY C. UHLMAN, Mayor of Seattle; FRANCIS MOORE, Washington State Good Roads Association; ROSE BESSERMAN, Councilwoman, City of Vancouver; A. A. SMICK, Washington State Council on Aging; A. CLEMENS GRADY, Automobile Club of Washington.

## The Law as it now exists:

Public transportation systems for urban mass transportation within the state are now provided by certain local governmental bodies and state agencies. New or improved systems are financed from whatever local, state or federal funds are available for that purpose.

At its 1972 special session, the legislature enacted a law providing for the issuance of state general obligation bonds in an amount up to \$50,000,000 in order to provide additional funds for the planning, acquisition, construction and improvement of such public transportation systems at both the state and local levels. Under the state constitutional debt limitation, however, this law cannot take effect until it has been referred to and approved by the people at a general election.

## Effect of Ref. Bill No. 30 if approved into Law:

If approved, this act will authorize the issuance and sale of the general obligation bonds described above at any time prior to January 1, 1980. However, these bonds will be offered for sale during this period only after the legislature has made an appropriation of the proceeds of the bonds to be sold. An appropriation of \$5,000,000 of these proceeds for the current (1971-73) biennium is contained in this act.

Public transportation systems to be financed from the proceeds of these bonds are defined by the act to mean urban mass transportation vehicles and equipment, supporting street improvements, exclusive or priority

rights-of-way for public transportation vehicles, loading facilities and off-street parking facilities. However, the act provides that those urban mass transportation facilities which may lawfully be financed by moneys in the state motor vehicle fund may not be financed from the proceeds of these bonds, except for water transportation facilities.

When the bonds are sold the funds derived therefrom will be administered by the state department of highways. This department will be authorized to use these funds to accomplish the purposes for which the bonds are issued either by means of direct expenditures or by grants or loans to qualified public bodies, including grants of "matching funds" to public bodies in any case where federal, local or other funds are made available on a matching basis for improvements which are within the purposes of the act. Among the "public bodies" which would be eligible for such grants or loans would be the state itself, or any agency, political subdivision, taxing district, or municipal corporation thereof; in addition, this term would include those Indian tribes which are recognized as such by the federal government for participation in the federal land and water conservation program and which may, constitutionally receive grants or loans from the state of Washington.

The act provides for payment of these bonds from a portion of the proceeds of the state retail sales tax and from such other sources as may be authorized by the legislature. In addition, it provides that the bonds shall pledge the full faith and credit of the state for payment of the principal and interest thereon when due.

*NOTE: Ballot title and the above explanatory comment were written by the Attorney General as required by state law. Complete text of Referendum Bill No. 30 starts on Page 79.*

## Statement against

No member of the 1972 Legislature could be enlisted by the Speaker, House of Representatives, or by the President, State Senate, to write a statement against Referendum Bill No. 30 for publication in this pamphlet.

ance with the provisions of section 3, Article VIII of the Constitution of the state of Washington, and in accordance with the provisions of section 1, Article II of the Constitution of the state of Washington, as amended, and the laws adopted to facilitate the operation thereof.

**NEW SECTION.** Sec. 7. The state finance committee is authorized to prescribe the form, terms, conditions, and covenants of the bonds, the time or times of sale of all or any portion of them, and the conditions and manner of their sale and issuance. None of the bonds herein authorized shall be sold for less than their par value.

**NEW SECTION.** Sec. 8. When the state finance committee has decided to issue such bonds or a portion thereof, it may, pending the issuing of such bonds, issue, in the name of the state, temporary notes in anticipation of the money to be derived from the sale of such bonds, which notes shall be designated as "anticipation notes." Such portion of the proceeds of the sale of such bonds as may be required for such purpose shall be applied to the payment of the principal of and interest on such anticipation notes which have been issued. The bonds and notes shall pledge the full faith and credit of the state of Washington and shall contain an unconditional promise to pay the principal and interest when due. The state finance committee may authorize the use of a printed facsimile of the seal of the state of Washington in the issuance of the bonds and notes.

**NEW SECTION.** Sec. 9. The social and health service facilities bond redemption fund is created in the state treasury. This fund shall be exclusively devoted to the payment of interest on and retirement of the bonds authorized by this act. The state finance committee shall, on or before June 30th of each year, certify to the state treasurer the amount needed in the ensuing twelve months to meet such bond retirement and interest requirements, and on July 1 of each year the state treasurer shall deposit such amount in the social and health service facilities bond redemption fund from moneys transmitted to the state treasurer by the state department of revenue and certified by the department to be sales tax collections. Such amount certified by the state finance committee to the state treasurer shall be a prior charge against all retail sales tax revenues of the state of Washington, except that portion thereof heretofore pledged for the payment of bond principal and interest. The owner and holder of each of the bonds or the trustee for any of the bonds may, by mandamus or other appropriate proceeding, require the transfer and payment of funds as directed herein.

**NEW SECTION.** Sec. 10. The legislature may provide additional means for raising moneys for the payment of the principal and interest of the bonds authorized herein, and this act shall not be deemed to provide an exclusive method for such payment.

**NEW SECTION.** Sec. 11. The bonds herein authorized shall be a legal investment for all state funds or for funds under state control and for all funds of any other public body.

**NEW SECTION.** Sec. 12. Sections 1 through 11 of this act shall be added to Title 43 RCW.

Passed the House February 18, 1972.

Passed the Senate February 17, 1972.

Approved by the Governor February 25, 1972.

COMPLETE TEXT OF

## Referendum Bill

# 30

CHAPTER 132, LAWS OF 1972

(42nd Leg., 2nd Ex. Session)

*Ballot Title as issued by the Attorney General:*

### Bonds for Public Transportation Improvements

AN ACT authorizing the issuance and sale of state general obligation bonds in the sum of \$50,000,000 to provide funds for the planning, acquisition, construction, and improvement of public transportation systems; designating the state department of highways as the agency responsible for disbursement of the bond proceeds, subject to prior legislative appropriations; and providing for payment of the bonds from unpledged state retail sales tax revenues or other means authorized by the legislature.

LEGISLATIVE TITLE  
(Sub. House Bill No. 324)

### PUBLIC TRANSPORTATION IMPROVEMENT BONDS

AN ACT relating to state and local government and the support thereof; authorizing the issuance and sale of state general obligation bonds to provide for needed public transportation improvements throughout the state; providing ways and means to pay said bonds; providing for submission of this act to a vote of the people; adding new sections to Title 43 RCW; making an appropriation; and creating a new section.

BE IT ENACTED, *By the Legislature*  
*of the State of Washington:*

**NEW SECTION.** Section 1. The long-range development goals for the state of Washington must include the development and improvement of systems of public transportation to serve the citizens, businesses, and industries of the state. To assist in the attainment of these goals, it is essential that innovative technology be developed and utilized in order to provide the most convenient service at the least possible cost. Employment of the knowledge, techniques and skills within the existing industrial, scientific and technical community of the state of Washington is hereby encouraged to be directed toward this end.

**NEW SECTION.** Sec. 2. For the purpose of providing funds for the planning, acquisition, construction, and improvement of public transportation systems in this state, the state finance committee is authorized to issue, at any time prior to January 1, 1980, general obligation bonds of the state of Washington in the sum of fifty million dollars or so much thereof as may be required to finance the improvements defined in this act and all costs incidental thereto. These bonds shall be paid and discharged within twenty years of the date of issuance or within thirty years should Article VIII of the Constitution of the state of Washington be amended to permit such longer term. No bonds authorized by this act shall be offered for sale

without prior legislative appropriation of the proceeds of such bonds to be sold.

NEW SECTION. Sec. 3. The proceeds from the sale of bonds authorized by this act, and any interest earned on the interim investment of such proceeds, shall be deposited in the state and local improvements revolving account hereby created in the general fund and shall be used exclusively for the purpose specified in this act and for payment of the expenses incurred in the issuance and sale of the bonds.

NEW SECTION. Sec. 4. The proceeds from the sale of the bonds deposited in the state and local improvements revolving account of the general fund under the terms of this act shall be administered, subject to legislative appropriation, by the state department of highways. The department may use or permit the use of any funds derived from the sale of bonds authorized under this act to accomplish the purpose for which said bonds are issued by direct expenditures and by grants or loans to public bodies, including grants to public bodies as matching funds in any case where federal, local, or other funds are made available on a matching basis for improvements within the purposes of this act. The legislature may provide for special grant incentives for public bodies which develop and operate regional or metropolitan area-wide public transportation systems.

NEW SECTION. Sec. 5. As used in this act, the term "public transportation systems" shall mean all property, facilities, and equipment which may be used for urban mass transportation systems which, except for property, facilities and equipment used for water transportation, by law may not be funded by moneys in the motor vehicle fund of the state treasury. The term "public transportation systems" shall include but shall not be limited to, public transportation vehicles and equipment, supporting street improvements, exclusive or priority rights-of-way for public transportation vehicles, loading and unloading facilities and structures, off-street parking facilities, all equipment, utilities, structures, real property, and interests in and improvements on real property, necessary for or incidental to such purpose.

As used in this act, the term "public body" means the state of Washington, or any agency, political subdivision, taxing district, or municipal corporation thereof, and those Indian tribes now or hereafter recognized as such by the federal government for participation in the federal land and water conservation program and which may constitutionally receive grants or loans from the state of Washington.

NEW SECTION. Sec. 6. This act shall be submitted to the people for their adoption and ratification, or rejection, at the general election to be held in this state on the Tuesday next succeeding the first Monday in November, 1972, in accordance with the provisions of section 3, Article VIII of the Constitution of the state of Washington, and in accordance with the provisions of section 1, Article II of the Constitution of the state of Washington, as amended, and the laws adopted to facilitate the operation thereof.

NEW SECTION. Sec. 7. The state finance committee is authorized to prescribe the form, terms, conditions, and convenants of the bonds, the time or times of sale of all or any portion of them, and the conditions and manner of their sale and issuance. None of the bonds herein authorized shall be sold for less than their par value.

NEW SECTION. Sec. 8. When the state finance committee has decided to issue such bonds or a portion thereof, it may, pending the issuing of such bonds, issue, in the name of the state, temporary notes in anticipation of the money to be derived from the sale of such bonds, which notes shall be designated as "anticipation notes". Such portion of the proceeds of

the sale of such bonds as may be required for such purpose shall be applied to the payment of the principal of and interest on such anticipation notes which have been issued. The bonds and notes shall pledge the full faith and credit of the state of Washington and shall contain an unconditional promise to pay the principal and interest when due. The state finance committee may authorize the use of a printed facsimile of the seal of the state of Washington in the issuance of the bonds and notes.

NEW SECTION. Sec. 9. The public transportation improvements bond redemption fund is created in the state treasury. This fund shall be exclusively devoted to the payment of interest on and retirement of the bonds authorized by this act. The state finance committee shall, on or before June 30th of each year, certify to the state treasurer the amount needed in the ensuing twelve months to meet such bond retirement and interest requirements, and on July 1 of each year the state treasurer shall deposit such amount in the transportation improvements bond redemption fund from moneys transmitted to the state treasurer by the state department of revenue and certified by the department to be sales tax collections. Such amount certified by the state finance committee to the state treasurer shall be a prior charge against all retail sales tax revenues of the state of Washington, except that portion thereof heretofore pledged for the payment of bond principal and interest. The owner and holder of each of the bonds or the trustee for any of the bonds may by mandamus or other appropriate proceeding require the transfer and payment of funds as directed herein.

NEW SECTION. Sec. 10. The legislature may provide additional means for raising moneys for the payment of the principal and interest of the bonds authorized herein, and this act shall not be deemed to provide an exclusive method for such payment.

NEW SECTION. Sec. 11. The bonds herein authorized shall be a legal investment for all state funds, or for funds under state control, and for all funds of any other public body.

NEW SECTION. Sec. 12. There is appropriated to the state department of highways, from the state and local improvements revolving account out of the proceeds of sale of the bonds or notes authorized herein, for the period from the effective date of this act through June 30, 1973, the sum of five million dollars for use by said department as state matching funds or direct expenditures for the planning, design, demonstration and development of public transportation systems and facilities.

NEW SECTION. Sec. 13. Sections 1 through 11 of this act are added to Title 43 RCW.

Passed the House February 19, 1972.

Passed the Senate February 19, 1972.

Approved by the Governor February 25, 1972.