

CHAPTER 74.

[S. B. 238.]

APPROPRIATION FOR CONSTRUCTION AND MAINTENANCE
OF PERMANENT HIGHWAYS.

AN ACT appropriating the sum of three million nine hundred forty-two thousand eighteen dollars (\$3,942,018.00) from the permanent highway fund to complete contracts and construction work now in force on permanent highways, for the purpose of making payments on new contracts on permanent highways and for the maintenance of permanent highways, and declaring that this act shall take effect immediately.

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

SECTION 1. That the sum of three million nine hundred forty-two thousand eighteen dollars (\$3,942,018.00), or as much thereof as may be necessary, be, and the same is hereby appropriated from the permanent highway fund for completing work already under contract and construction on permanent highways, and for the purposes of new contracts on and the maintenance of permanent highways.

Appropriation,
\$3,942,018.

SEC. 2. This act is necessary for the immediate support of the state government and its existing public institutions and shall take effect immediately.

Emergency.

Passed the Senate February 19, 1917.

Passed the House March 5, 1917.

Approved by the Governor March 10, 1917.

CHAPTER 75.

[H. B. 394.]

APPROPRIATION FOR PRIMARY AND SECONDARY
HIGHWAYS.

AN ACT relating to the public highways and making an appropriation for the engineering, construction and maintenance of state roads and declaring an emergency.

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

SECTION 1. For the engineering, construction and maintenance of primary and secondary highways of the

Appropriation,
\$1,812,052.

state, there is hereby appropriated out of the public highway fund the sum of \$1,812,052.00.

The Pacific Highway, for engineering and construction, from Chehalis to Vancouver.....	\$248,878 00
The Pacific Highway, for engineering and construction, from Seattle to Olympia.....	57,350 00
The Pacific Highway, for engineering and construction, from Bellingham to Everett.....	134,125 00
The Pacific Highway, for engineering and construction, from Blaine to Ferndale.....	9,250 00
The Olympic Highway, for engineering and construction, from Thurston county line to Clallam county line	100,825 00
The Olympic Highway, for engineering and construction, from Mud Bay to Elma.....	53,187 00
The Olympic Highway, for engineering and construction, from Lake Quinault northwest.....	37,614 00
The Olympic Highway, for engineering and construction, from Forks south to Jefferson county line....	27,750 00
The McClellan Pass Highway, for engineering, construction and bridging between Horse Shoe Bend and the summit of the Cascade mountains.....	32,375 00
The McClellan Pass Highway, for engineering, construction and bridging between Enumclaw and the summit of the Cascade mountains.....	69,375 00
The National Park Highway (mountain road), for clearing to a width of forty feet, grading and surfacing, with cuts and fills, retaining walls, culverts and bridges; to start south on said highway from the common corner of sections nineteen, twenty-four, twenty-five and thirty in township seventeen north, range three and four, E. W. M., and continuing southerly on said highway so far as the amount here appropriated will permit towards Ashford: <i>Provided, however,</i> That thirty thousand (\$30,000.00) dollars or as much thereof as may be necessary shall be used for the clearing, grubbing, grading and draining of this section between Elbe and Ashford	92,500 00
The National Park Highway, for engineering and construction, Nemah to Ocean Beach.....	46,250 00
The National Park Highway, for engineering and construction, Riffe bridge, Lewis county, bridge and approaches	11,100 00
The Inland Empire Highway, for engineering, construction and improvement, from the end of the permanent highway at Benton City, eastward....	23,598 00
The Sunset Highway, for engineering and construction, from North Bend to Vantage Ferry.....	106,375 00

State Road No. 7, for engineering and construction, Blewett Pass	\$18,500 00
State Road No. 8, for engineering and construction, from Skamania county line eastward in Klickitat county	15,000 00
State Road No. 8, for engineering and construction, between Prindle and Cook in Skamania county...	40,500 00
For construction work on state road called "Cascade Road" established under chapter 168 of the Laws of 1895, commencing at the Skagit river, opposite Marblemount, in Skagit county, Washington, and extending up Cascade river.....	4,625 00
To gravel portions, State Road No. 11 hereafter to be known as the Skagit Highway, as at present con- structed from Marblemount in Skagit county up the Skagit river covering a distance of about eight miles, and continuing the construction of said road to the government station 10½ miles from Marble- mount	4,625 00
State Road No. 10, for engineering and construction, Chelan to Okanogan county line.....	18,500 00
State Road No. 18, for engineering and construction, Lewis county	9,250 00
<i>Provided, however, That if there is any money un- used after the completion of the engineering and construction of State Road No. 18, Lewis county, said money or any part thereof may be used by the highway commissioner on State Road No. 5 from Kosmos eastward.</i>	
State Road No. 21, for engineering and construction, from Bremerton to Union City.....	46,250 00
State Road No. 10, hereafter to be known as Lake Chelan and Okanogan Highway for engineering and construction, Okanogan county.....	20,000 00
State Road No. 22, for engineering and construction, Stevens county, from Myers Falls via Kettle Falls, south	10,000 00
State Road No. 23, hereafter to be known as Pend Oreille Highway, between Newport and Mead....	40,000 00
The Sunset Highway, for engineering and construc- tion between Creston and Waterville, said construc- tion to be continuous from Creston west.....	84,000 00
Vantage Ferry to Wilson Creek, for engineering and construction	80,000 00
The Central Washington Highway, for engineering and construction, Sprague to Cheney.....	50,000 00
The Central Washington Highway, for engineering and construction, Connell south.....	60,000 00

The Inland Empire Highway, eastern division, Whitman county, for engineering and construction, Oakesdale south	\$25,000 00
The Inland Empire Highway, eastern division, Whitman county, for engineering and construction, and improvement, Pullman to Idaho line.....	25,000 00
The Inland Empire Highway, Whitman county, for engineering, construction and improvement, Colfax north and south.....	45,000 00
The Inland Empire Highway, for engineering and construction, Clayton towards Colville.....	20,000 00
The Inland Empire Highway, for engineering and construction, Laurier south.....	30,000 00
The Inland Empire Highway, for engineering and construction, Dayton north.....	40,000 00
The Inland Empire Highway, for engineering and construction, Walla Walla west.....	40,000 00
State Road No. 4, for engineering and construction, Okanogan county, from Ferry county line west....	15,000 00
The following sum is hereby appropriated for finishing work remaining incomplete by reason of the insufficiency of appropriations hereinabove made; for construction and improvement of state roads and the securing of federal aid on primary and secondary roads on the east side.....	20,250 00
(The east side shall mean all territory east of the Columbia river up to its junction with the line dividing Okanogan and Chelan counties, thence following the west line of Okanogan county to the international boundary line.)	

Application of federal aid road act.

SEC. 2. Whereas, the preceding schedule of appropriations is based on a program budget and estimate contemplating certain apportionments and co-operative expenditures of United States funds to be secured under the "Federal Aid Road Act," approved July 11, 1916, which amounts are necessary, in addition to the state appropriations, for the completion of the several sections of state highways upon which federal aid has been estimated; and whereas, the actual apportionment of federal aid funds can only be determined after the presentation of specific project plans and their qualification under the provisions of the federal act by the approval of the United States secretary of agriculture; and whereas, one or more of the sections proposed for co-operative construction with federal aid may fail to become qualified under the federal act,

thereby rendering inadequate the state appropriation intended for the completion of such section of highway; and whereas, the effect of any such disqualification may be offset and overcome by the qualification for federal aid of some other section of state highway for which a completing state appropriation is hereinbefore made, without any federal aid being contemplated therefor in the program and budget estimate upon which the appropriation schedule is based;

It is, therefore, expressly provided that the state highway board may, and is hereby authorized, in its discretion, to transfer from any section of state highway for which an appropriation item is hereinbefore included, such portion thereof as is equivalent to the amount of federal aid which may be secured for said section in excess of the budget estimate therefor, and to apply the amount thus authorized to be transferred to any other section of the same state highway whose appropriation may be rendered inadequate by failure to secure federal aid as contemplated in said budget estimate; such transfers to be made only between sections of the same state highway, so that the aggregate of the amounts appropriated for all the sections of each state highway shall be unaffected by the transfers between sections hereby authorized. It is the full intent and purpose of this transfer proviso to authorize the state highway board to meet contingencies which may arise in the application of the "Federal Aid Road Act" and to secure for the state highways the maximum benefit of the United States appropriation to be available under said act during the ensuing biennium, and to that end the aggregate of the several items hereinbefore specified for designated sections of any state highway shall be deemed to be appropriated for said state highway as a whole, and the various items shall be subject to transfers and adjustments by the state highway board under the terms of this proviso: *Provided*, The aggregate amount of combined state and federal money available for expenditure upon each of the hereinbefore designated sec-

Transfer of appropriation by highway board authorized.

tions of state highway is not reduced below the amount separately set out in this act opposite said designated section. Every such transfer shall be made by resolution of said board which shall include a statement of the reason therefor.

Emergency.

SEC. 3. This act is necessary for the immediate preservation of the public peace, health and safety, and for the support of the state government and its existing institutions, and shall take effect immediately.

Passed the House March 2, 1917.

Passed the Senate March 5, 1917.

Approved by the Governor March 10, 1917.

CHAPTER 76.

[S. B. 60.]

STATE AND FEDERAL CO-OPERATION IN CONSTRUCTION OF RURAL POST ROADS.

AN ACT relating to public highways, rural post roads, assenting to the provisions of an act of Congress entitled "An act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes," approved July 11, 1916; authorizing and directing the state highway commissioner, the state highway board and the state treasurer to perform certain duties in connection therewith; providing for the apportionment of certain funds therefor; and declaring an emergency.

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

State's assent to federal aid road act.

SECTION 1. The State of Washington hereby assents to the purposes, provisions, terms and conditions of the grant of money provided in an act of Congress entitled "An act to provide that the United States shall aid the states in the construction of rural post roads, and for other purposes," approved July 11, 1916.

State highway department to enter into agreement with United States.

SEC. 2. The state highway commissioner and the state highway board, constituting the state highway department as provided by law, are hereby authorized and directed to act for and on behalf of the State of Washing-