

any court having jurisdiction thereof; and all male prisoners who may be removed from any other penal institution of the state as provided by law.

Passed the Senate February 17, 1955.

Passed the House March 7, 1955.

Approved by the Governor March 17, 1955.

CHAPTER 243.

[S. B. 421.]

MOTOR VEHICLE FUND—DISTRIBUTION OF COUNTY ALLOCATION.

AN ACT relating to the motor vehicle fund; providing for payments and allocation to counties therefrom; prescribing duties of the highway commission, joint fact-finding committee on highways, streets and bridges, superintendent of public instruction, director of licenses, state treasurer and state tax commission; amending section 5, chapter 181, Laws of 1939, as last amended by section 2, chapter 143, Laws of 1949, and RCW 46.68.120, and declaring this act shall take effect on March 1, 1956.

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

Amendment.

SECTION 1. Section 5, chapter 181, Laws of 1939, as last amended by section 2, chapter 143, Laws of 1949, and RCW 46.68.120 are each amended to read as follows:

Funds to be paid counties, subject to deduction and distribution.
For director of highways use on county roads.

Funds to be paid to the counties of the state shall be subject to deduction and distribution as follows:

(1) Three-fourths of one percent of such sums shall be deducted monthly as such sums accrue and set aside for the use of the director of highways for the supervision of work and expenditures of such counties on the county roads thereof: *Provided*, That any moneys so retained and not expended shall be credited in the succeeding biennium to the counties in proportion to deductions herein made;

(2) All sums required to be repaid to counties composed entirely of islands shall be deducted;

Counties composed entirely of islands.

(3) The balance remaining to the credit of counties after such deductions shall be paid to the several counties monthly, as such funds accrue, upon the basis of the following formula:

Balance re-
paid monthly
to counties as
accrued under
following
formula.

(a) Ten percent of such sum shall be divided equally among the several counties;

(b) Thirty percent shall be paid to each county in direct proportion that the sum of the total number of private automobiles and trucks licensed by registered owners residing in unincorporated areas and seven percent of the number of private automobiles and trucks licensed by registered owners residing in incorporated areas within each county bears to the total of such sums for all counties. The number of registered vehicles so used shall be as certified by the director of the department of licenses for the year next preceding the date of calculation of the allocation amounts. The director of the department shall first supply such information not later than the 15th day of February, 1956, and on the 15th day of February each two years thereafter.

Total number
of private
auto and
truck license,
basis.

Number of
registered ve-
hicles certified
by director of
department of
licenses.

(c) Thirty percent shall be paid to each county in direct proportion that the product of the county's trunk highway mileage and its prorated estimated annual cost per trunk mile as provided in subsection (e) is to the sum of such products for all counties.

Product of the
counties trunk
highway mile-
age, basis.

County trunk highways are defined as county roads regularly used by school buses and/or rural free delivery mail carriers of the United States post office department, but not foot carriers. Determination of the number of miles of county roads used in each county by school buses shall be based solely upon information supplied by the superintendent of public instruction, who shall on October 1, 1955 and on October 1st of each odd-numbered year thereafter furnish the director of highways with a map of each county upon which is indicated the county roads used by school buses at the close of the preceding

County trunk
highways
defined.

Information
supplied by
superintendent
of public
instruction.

school year, together with a detailed statement showing the total number of miles of county highway over which school buses operated in each county during such year. Determination of the number of miles of county roads used in each county by rural mail carriers on routes serviced by vehicles during the year shall be based solely upon information supplied by the United States postal department as of January 1st of the even-numbered years.

Information supplied by U. S. postal department.

(d) Thirty percent of such sum shall be paid to each of the several counties in the direct proportion that the product of the trunk highway mileage of the county and its "money need factor" as defined in subsection (f) is to the total of such products for all counties.

Re-examination every four years.

(e) Every four years the highway commission and the joint fact-finding committee on highways, streets and bridges shall re-examine or cause to be re-examined all the factors on which the estimated annual costs per trunk mile for the several counties have been based and shall make such adjustments as may be necessary. The following formula shall be used: One twenty-fifth of the estimated total county road replacement cost, plus the total annual maintenance cost, divided by the total miles of county road in such county, and multiplied by the result obtained from dividing the total miles of county road in said county by the total trunk road mileage in said county. For the purpose of allocating funds from the motor vehicle fund, a county road shall be defined as one established as such by resolution or order of establishment of the board of county commissioners. The first two allocations of funds shall be based on the following prorated estimated annual costs per trunk mile for the several counties as follows:

Formula.

Prorated estimated annual cost per trunk mile.

Adams	\$1,227.00
Asotin	1,629.00

Benton	\$1,644.00
Chelan	2,224.00
Clallam	2,059.00
Clark	1,710.00
Columbia	1,391.00
Cowlitz	1,696.00
Douglas	1,603.00
Ferry	1,333.00
Franklin	1,612.00
Garfield	1,223.00
Grant	1,714.00
Grays Harbor.....	2,430.00
Island	1,153.00
Jefferson	2,453.00
King	2,843.00
Kitsap	1,938.00
Kittitas	1,565.00
Klickitat	1,376.00
Lewis	1,758.00
Lincoln	1,038.00
Mason	1,748.00
Okanogan	1,260.00
Pacific	2,607.00
Pend Oreille.....	1,753.00
Pierce	2,276.00
San Juan	1,295.00
Skagit	1,966.00
Skamania	2,023.00
Snohomish	2,269.00
Spokane	1,482.00
Stevens	1,068.00
Thurston	1,870.00
Wahkiakum	2,123.00
Walla Walla.....	1,729.00
Whatcom	1,738.00
Whitman	1,454.00
Yakima	1,584.00

Provided, however, That the prorated estimated annual costs per trunk mile in this subsection shall be adjusted biennially by the highway commission on the basis of changes in the trunk and total county road mileage based on information supplied by the superintendent of public instruction, the United States postal department and the annual reports of the county road departments.

Biennial adjustment of prorated estimated costs per trunk mile.

"Money need factor."

(f) The "money need factor" for each of the several counties shall be the difference between the prorated estimated annual costs as listed above and the sum of the following three amounts divided by the county trunk highway mileage:

Taxable property.

(1) The equivalent of a ten mill tax levy on the valuation, as equalized by the state tax commission for state purposes, of all taxable property in the county road districts;

Federal forest reserve fund.

(2) One-fourth the sum of all funds received by the county from the federal forest reserve fund during the two calendar years next preceding the date of the adjustment of the allocation amounts as certified by the state treasurer; and

Motor vehicle license fee and motor vehicle fuel tax.

(3) One-half the sum of motor vehicle license fees and motor vehicle fuel tax refunded to the county during the two calendar years next preceding the date of the adjustment of the allocation amounts, as provided in paragraph 9, chapter 181, Laws of 1939; RCW 46.68.080. These shall be as supplied to the highway commission by the state treasurer for that purpose. The tax commission and the state treasurer shall supply the information herein requested on or before January 1, 1956 and on said date each two years thereafter.

Formula to obtain "money need factor" of the several counties.

The following formula shall be used for the purpose of obtaining the "money need factor" of the several counties: The prorated estimated annual cost per trunk mile multiplied by the trunk miles will equal the total need of the individual county.

The total need minus the sum of the three resources set forth in subsection (f) shall equal the net need. The net need of the individual county divided by the total of net needs for all counties shall equal the "money need factor" for that county.

(g) The director of highways shall adjust the allocations of the several counties on March 1st of every even-numbered year based solely upon the sources of information hereinbefore required.

Allocations adjusted every even numbered year.

(h) The highway commission and the joint fact-finding committee on highways, streets and bridges shall relog or cause to be relogged the total road mileages upon which the prorated estimated annual costs per trunk mile are based and shall recalculate such costs on the basis of such relogging and shall report their findings and recommendations to the legislature at its next regular session.

Relogging total road mileages.

(i) The highway commission and the joint fact-finding committee on highways, streets and bridges shall study and report their findings and recommendations to the legislature concerning the following problems as they affect the allocation of "motor vehicle fund" funds to counties:

Report findings and recommendations on following problems affecting allocation of "motor vehicle fund" funds.

(1) Comparative costs per trunk mile based on federal aid contracts versus those herein advocated.

(2) Average costs per trunk mile.

(3) The advisability of using either "trunk mileage" or "county road" mileage exclusively as the criterion instead of both as in this plan adopted.

(4) Reassesment of bridge costs based on current information and relogging of bridges.

(5) The items in the list of resources used in determining the "need factor."

(6) The development of a uniform accounting system for counties with regard to road and bridge construction and maintenance costs.

(7) A redefinition of rural and urban vehicles which better reflects the use of said vehicles on county roads.

To avoid hardships in individual counties reductions prescribed, minimized for limited period.

SEC. 2. (1) In order to avoid sharp decreases in the economy of any single county, a sudden reduction in its labor forces, and extreme hardship to the inhabitants of any such county, and in order to avoid the disruption of the orderly ten-year county road programs in said counties as directed by the 1949 legislature and subsequently established by the various boards of county commissioners, it is the policy of the legislature that reductions prescribed in this act to such counties shall be minimized for a limited period, as follows:

The sum of two hundred fifty thousand dollars (\$250,000.00) is deducted from the net gains to counties whose percent of allocation is increased by the provisions of this act over and above the percentages presently in effect, which sum shall be deducted in direct proportion to their percent of gain and distributed to those counties with decreased percentages in direct proportion to their percent of loss, as provided for in this act, such deduction to be made in equal monthly amounts of such sum of two hundred and fifty thousand dollars (\$250,000.00) during the period March 1, 1956 to April 1, 1957.

Deduction from net tax amount expended by department of highways for counties with decreased percentages of allocations.

(2) There shall be deducted from the net tax amount to be expended by the department of highways under the provisions of RCW 46.68.130, the sum of two hundred fifty thousand dollars (\$250,000.00), which sum shall be deducted in equal monthly amounts during the period March 1, 1956 to April 1, 1957, and distributed to those counties with decreased percentages of allocations under the provisions of this act in direct proportion to their percentage of loss under such allocations.

SEC. 3. This act shall take effect March 1, 1956.

Passed the Senate February 23, 1955.

Passed the House March 7, 1955.

Approved by the Governor March 17, 1955.