

insurance for its commissioners with the same coverage: *Provided*, That commissioners may not be compensated for services performed of ministerial or professional nature. Each commissioner shall be reimbursed for reasonable expenses actually incurred in connection with such business and meetings, including his subsistence and lodging and travel while away from his place of residence. Proviso.

Passed the Senate February 23, 1957.

Passed the House March 10, 1957.

Approved by the Governor March 20, 1957.

CHAPTER 141.

[S. B. 235.]

TOLL BRIDGE AUTHORITY—LOPEZ ISLAND— SAN JUAN ISLAND.

AN ACT relating to the Washington toll bridge authority; making an appropriation for feasibility studies, design, and construction if feasible, of a toll bridge between Lopez Island and San Juan Island; providing for the financing of such bridge by bond issue.

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

SECTION 1. There is appropriated to the Washington toll bridge authority from the motor vehicle fund the sum of one hundred seventy-five thousand dollars or so much thereof as thereafter may be necessary for the following purposes:

(1) Twenty-five thousand dollars of the appropriation shall be available to study and make surveys, including traffic studies acceptable to prospective bond purchasers or investment firms, of the feasibility of the construction of a toll bridge between Lopez Island and San Juan Island in San Juan county so as to permit ferry runs from the mainland to Upright Head, overland travel from Upright Head to Roche Harbor, and ferry runs from Roche Har-

Appropriation to toll bridge authority.

Purposes.

Lopez Island
—San Juan
Island bridge.

Appropriation
to toll bridge
authority.
Lopez Island
—San Juan
Island bridge.

bor to Sidney, British Columbia. It shall be understood in such feasibility studies that San Juan county shall construct and maintain all road connections between the proposed bridge and the ferry landings at Upright Head and Roche Harbor.

(2) If as a result of the studies referred to above the toll bridge authority determines the project is feasible, and if San Juan county shall agree to sponsor such project and to conduct and maintain the road connections referred to above, one hundred fifty thousand dollars shall be available for the location, foundation exploration, and design of such bridge.

Procedure up-
on authority
approved—
Revenue bonds
authorized.

SEC. 2. If the project is deemed feasible by the authority, the authority shall enter into final design plans, and construction thereof, issue revenue bonds to pay all costs of the project and let contracts in connection with the proposed project. Such revenue bonds shall be issued in accordance with the applicable provisions of RCW 47.56.080 through 47.56-.250, and in addition to the purposes above stated may be issued to provide funds for paying all costs of issuance and sale of such bonds, and to pay interest on said bonds during construction and for six months thereafter.

Priority on
revenue ob-
tained from
tolls—Reim-
bursement to
motor vehicle
fund.

SEC. 3. All operation and maintenance on any project while tolls are collected thereon shall be paid as they are incurred as a prior charge upon the revenue and tolls collected upon such project. Any funds herein appropriated from the motor vehicle fund to the Washington toll bridge authority shall be considered as a loan and repaid by the authority to the motor vehicle fund upon the sale of bonds for this project.

SEC. 4. Nothing authorized by this act shall be undertaken or done in any manner not in accord with any of the covenants and conditions contained in resolution No. 295 passed by the toll bridge au-

thority on February 9, 1955, providing for the sale of Washington state ferry system refunding revenue bonds; and all things authorized by this act, including but not limited to feasibility, studies, location, design, construction and financing, shall be performed in accordance with the covenants and conditions of said resolution. If the terms of such resolution shall require that tolls on the bridge authorized by this act be used to redeem outstanding bonds issued pursuant to said resolution, such tolls shall be so used.

Resolution No. 295 of authority limitation on act.

Passed the Senate February 28, 1957.

Passed the House March 8, 1957.

Approved by the Governor March 20, 1957.

CHAPTER 142.

[S. B. 302.]

TOLL BRIDGES—COLUMBIA RIVER, BIGGS RAPIDS.

AN ACT relating to a toll bridge across the Columbia river in the vicinity of Biggs Rapids; making an appropriation for the design of such bridge; providing for the financing of such bridge by bond issue; providing for and authorizing an agreement between the Washington toll bridge authority and other governmental agencies for the design, construction, maintenance, repair, operation and financing of such bridge.

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

SECTION 1. If the Washington toll bridge authority should conclude that the construction of a toll bridge across the Columbia river in the vicinity of Biggs Rapids is feasible as a result of studies presently being conducted, the authority is hereby authorized, in conjunction with Klickitat county, the Washington state highway commission, the Oregon state highway commission, and Sherman county, Oregon, to design and construct a toll bridge at such

Biggs Rapids bridge authorized. Cooperation with other agencies.