

(5) Section 11, chapter 194, Laws of 1927, as amended by section 1, chapter 104, Laws of 1945 and RCW 19.92.210.

Passed the Senate February 26, 1959.

Passed the House March 9, 1959.

Approved by the Governor March 24, 1959.

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## CHAPTER 292.

[ Sub. S. B. 363. ]

### NACHES PASS TUNNEL.

AN ACT relating to public highways; authorizing a Naches Pass tunnel and authorizing studies, surveys, planning, location, design, financing and construction thereof; and making an appropriation.

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

SECTION 1. The Washington state highway commission and the Washington toll bridge authority are hereby authorized and directed, acting jointly with the joint fact-finding committee on highways, streets and bridges, to retain an independent engineering firm to prepare traffic, engineering and financial studies, and surveys to determine the feasibility of undertaking the construction of a Naches cut-off and tunnel on primary state highway No. 5 through the Cascade Mountains, together with the necessary approaches connecting to existing highways in whole or in part as an improvement on the state highway system, or as a toll tunnel project, in either case making use of federal agency funds as appropriate and available and funds contributed or advanced by any political subdivisions which it is determined will be economically benefited by construction of the project, said cut-off shall start on state highway No. 5 near the junction of the White

Feasibility  
study of  
tunnel  
directed.

and Greenwater rivers; thence in an easterly direction through Greenwater River drainage area to the west portal of the tunnel under Pyramid Park, a distance of 1.85 miles to the east portal, thence following the north fork of the Little Naches River to the Little Naches River, thence down it to its junction with the Bumping River at state primary highway No. 5.

Features  
of study.

SEC. 2. Such studies and surveys shall include but shall not be confined to the following:

- (1) The most desirable design, tunnel approaches, and connecting roads;
- (2) The most desirable location;
- (3) The cost of construction and the length of construction time required;
- (4) The financial feasibility of the tunnel and the amount, if any, of supplementary aid required to finance it;
- (5) The relative economic benefit to counties, cities, or other political subdivisions to be principally served by construction of the tunnel;
- (6) The benefit to the state highway system, taking into account the statewide interest in the tunnel and the estimated additional motor vehicle fuel tax revenue which would accrue to the motor vehicle fund as a result of the construction of the tunnel.

Financing  
plan.

SEC. 3. Upon the completion of such studies and surveys, the highway commission and the toll bridge authority, in cooperation with the joint fact-finding committee on highways, streets and bridges, shall prepare a plan for financing the project. The plan shall include the cost of the entire project; the portion of such total cost which can be financed by the issuance of toll bridge authority revenue bonds; the portion of such total cost and the amount of guarantee funds which should be contributed or advanced by any political subdivisions to be economically

benefited by construction of the project; and the portion of such total cost and the amount of guarantee funds which should be contributed from that portion of the motor vehicle fund available to the department of highways for state highway purposes. When completed, the financing plan shall be adopted by resolution of the commission and the authority.

SEC. 4. Upon adoption of the financing plan the commission and the authority, acting jointly, shall forthwith proceed to make the design for the entire project. Project design.

SEC. 5. After adoption of the financing plan, the authority and the highway commission, acting jointly, shall request any political subdivision which will be benefited by the construction of the project, to advance or contribute money or bonds toward the expenses of construction or to guarantee toll bridge authority revenue bonds to be issued to finance the project. Contributions of political subdivisions sought.

SEC. 6. There is appropriated from the motor vehicle fund jointly to the Washington state highway commission and the Washington toll bridge authority for the period beginning July 1, 1959 and ending June 30, 1961, the sum of one hundred thousand dollars or so much thereof as shall be necessary to carry out the provisions of this Act. Appropriation.

SEC. 7. All funds herein appropriated from the motor vehicle fund to the Washington State Highways Commission and the Washington toll bridge authority shall be considered as a loan and shall be repaid by the commission and the authority to the motor vehicle fund upon the sale of bonds for this project. Reimbursement.

Passed the Senate March 11, 1959.

Passed the House March 10, 1959.

Approved by the Governor March 24, 1959.