

CHAPTER 197.

[S. B. 243.]

VERNITA TOLL BRIDGE AND APPROACHES.

AN ACT relating to a toll bridge across the Columbia river in the vicinity of Vernita and a highway approach thereto from the vicinity of Richland; amending section 47.20.410, chapter 13, Laws of 1961 as last amended by section 14, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.410; amending section 47.20.415, chapter 13, Laws of 1961 and RCW 47.20.415; and making appropriations.

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

Vernita toll bridge. Authorized.

SECTION 1. If the Washington toll bridge authority shall conclude that the construction of a toll bridge across the Columbia river in the vicinity of Vernita, including approaches, and a highway approach from the vicinity of Richland to said toll bridge, are feasible, the authority is hereby authorized to make all surveys, design and construct said toll bridge and approaches.

—Bonds.

SEC. 2. The Washington toll bridge authority is hereby authorized by resolution to issue and sell its revenue bonds in an amount sufficient to provide funds to pay all the costs of construction of such bridge and approaches thereto, and the highway approach from the vicinity of Richland to said bridge, including but not limited to all costs of survey, acquisition of rights of way, design, engineering, all expenses of issuance and sale of such bonds, and to pay interest on said bonds during construction and for six months after tolls are first imposed.

Except as may be otherwise specifically provided in this amendatory act the provisions of RCW 47.56-.130 through 47.56.245 shall govern the issuance and sale of said revenue bonds, the execution thereof, the disbursement of the proceeds of sale thereof, the interest rate or rates thereon, their form, terms, con-

ditions, covenants, negotiability, denomination, maturity date or dates, the creation of special funds or accounts safeguarding and providing for the payment of the principal therefor and interest thereon, and their manner of redemption and retirement.

Said revenue bonds shall constitute obligations only of the Washington toll bridge authority and shall be payable both principal and interest from the tolls and revenues derived from the operation of said toll bridge and from that portion of the motor vehicle fund as provided in section 3 of this amendatory act. Said bonds shall not constitute an indebtedness of the state of Washington and shall contain a recital on the face thereof to that effect, and shall be negotiable instruments under the law merchant. Such bonds shall include a covenant that the payment or redemption thereof and the interest thereon are secured by a first and direct charge and lien on all of the tolls and other revenues received from the operation of said toll bridge and from any interest which may be earned from the deposit or investment of any such revenues and such sums as are pledged from the motor vehicle fund as provided in section 3 of this amendatory act, except for payment of costs of operation, maintenance and necessary repairs of said facility. The tolls and charges to be imposed shall be fixed in such amounts so that when collected they, together with said pledge from the motor vehicle fund, will produce revenues that shall be at least equal to expenses of operating, maintaining and repairing said toll facility, including all insurance costs, amounts for adequate reserves and coverage of annual debt service on said bonds, and all payments necessary to pay the principal thereof and interest thereon.

Until all of said bonds are fully paid and until the motor vehicle fund is fully reimbursed for all sums advanced therefrom to pay principal and

Vernita toll bridge. Bonds.

interest on said bonds or any subsequent refunding bond issue, the tolls charged for the use of said facility shall never be reduced below the sums specified in the following schedule:

- For every combination of vehicles and for buses having a seating capacity for over fifteen persons \$0.75
- For all trucks licensed for a maximum gross load of over 8,000 lbs. other than a combination of vehicles and all buses having a seating capacity for less than sixteen persons. . . \$0.50
- For all other motor vehicles not specified above and for motorcycles. \$0.25

—Pledge of taxes to guarantee bonds authorized.

SEC. 3. The state highway commission may, at the request of the toll bridge authority, pledge the proceeds of all excise taxes imposed on motor vehicle fuels now directed by law to be deposited in the motor vehicle fund and which are available for appropriation to the state highway commission for state highway purposes in the sum of one hundred thousand dollars per year for the purpose of guaranteeing the payment of principal and interest on bonds issued by the authority as authorized in section 2 of this act or for sinking fund requirements or reserves established by the authority with respect thereto or for guaranteeing the payment of principal and interest on any subsequent refunding bond issues. To the extent of any such pledge the state highway commission shall use such moneys to meet such obligations as they arise but only to the extent that net revenues of the project are insufficient therefor.

—Pledge to continue taxes.

SEC. 4. Whenever the state highway commission shall have made a pledge of motor vehicle funds as authorized in section 3 of this act the legislature agrees to continue to impose excise taxes on motor vehicle fuels, and there is imposed a first and prior charge thereon, in amounts sufficient to provide the

state highway commission with funds necessary to enable it to comply with such pledge.

SEC. 5. Any money from the motor vehicle fund used by the state highway commission for payment of expenses of location, maintenance, repair and operation of said bridge and approaches and highway approach, and principal or interest on any bonds issued pursuant to section 2 of this act or any subsequent refunding bond issue shall be repaid to the motor vehicle fund to be used for state highway purposes from revenues of such project and tolls shall be continued for any additional length of time necessary for this purpose.

—Motor vehicle fund moneys to be repaid.

SEC. 6. The toll facility, when completed, shall become a part of the state highway system and the Washington state highway commission is hereby authorized to operate and to assume the full control of said toll bridge with full power to collect tolls from the users of such bridge as established by the toll bridge authority for the purpose of providing revenue which, with the pledge from the motor vehicle fund provided for in section 3 of this amendatory act, shall be sufficient to pay all costs and incidental expenses of location, construction, maintenance, repair and operation of said bridge and approaches and highway approach from the vicinity of Vernita to said bridge, for the repayment of the principal and interest on its revenue bonds, and reimbursement to the motor vehicle fund of all sums expended therefrom under this amendatory act.

—Operation upon completion.

SEC. 7. Except as specifically provided in this amendatory act the provisions of RCW 47.56.010 through 47.56.257 shall govern and be controlling in all matters and things necessary to carry out the purposes of this amendatory act. Nothing in this amendatory act is intended to amend, alter, modify or repeal any of the provisions of any statute relating to the

—RCW sections applicable—Construction.

powers and duties of the Washington toll bridge authority except as such powers and duties are amplified or modified by the special provisions of this amendatory act for the uses and purposes herein set forth, and the provisions of this amendatory act shall be additional to such existing statutes and concurrent therewith.

RCW 47.20.410 amended.

SEC. 8. Section 47.20.410, chapter 13, Laws of 1961 as last amended by section 14, chapter 21, Laws of 1961 extraordinary session and RCW 47.20.410 are each amended to read as follows:

Secondary highways—
Highways
11A, 11B, 11C.

Secondary state highways as branches of primary state highway No. 11 are established as follows:

Secondary state highway No. 11A; beginning at Connell on primary state highway No. 11, thence in a westerly direction to Yakima on primary state highway No. 3: The highway commission shall provide and maintain suitable facilities for vehicles and pedestrian crossing of the Columbia river at the point where secondary state highway No. 11A crosses the river, at the expense of the state and without charge to the public until such time as the toll facility provided for in this act shall be completed and open to the public: *Provided*, That upon the completion of secondary state highway No. 11C from Vernita Ferry to Richland, that portion of secondary state highway No. 11A from the vicinity of Mesa to White Bluffs Ferry shall revert to Franklin county;

Proviso.

Secondary state highway No. 11B; beginning at a junction with primary state highway No. 11 in the vicinity of Connell, thence northeasterly by way of Kahlotus, Washtucna and LaCrosse to a junction with primary state highway No. 3 in the vicinity of Dusty; also beginning at a junction with secondary state highway No. 11B in the vicinity of Washtucna, thence southeasterly to a junction with primary state highway No. 3 at Delaney: *Provided*, That until such time as secondary state highway No. 11B between

Proviso.

Washtucna and Delaney is actually constructed on the location adopted by the highway commission no existing county roads shall be maintained or improved by the highway commission as a temporary route of said secondary state highway No. 11B.

Secondary state highway No. 11C beginning at a junction with secondary state highway No. 11A near the southerly approach to the Vernita Ferry, thence southeasterly by the most feasible route across the Atomic Energy Commission Reservation to a junction with secondary state highway No. 3R at Richland. The director may enter into negotiations with appropriate federal agencies to secure right of way for said highway over and across the Atomic Energy Commission Reservation.

SEC. 9. Section 47.20.415, chapter 13, Laws of 1961 and RCW 47.20.415 are each amended to read as follows:

RCW 47.20.415 amended.

The highway commission shall relocate and reconstruct secondary state highway No. 11A from a point in the vicinity of Cold creek, thence northerly to Vernita, thence crossing the Columbia river, thence easterly, by the most feasible route north of the Columbia river, to a point intersecting secondary state highway No. 11A, in the vicinity of Connell: *Provided*, That nothing in this section shall prohibit such relocation and reconstruction through the control zone of the Hanford atomic energy project as the atomic energy commission and the highway commission may agree.

Highway 11A—Relocation—Columbia river crossing.

Proviso.

SEC. 10. There is hereby appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium ending June 30, 1965, the sum of one hundred seventy-five thousand dollars, or so much thereof as may be necessary for the purpose of location, design, and all other things preliminary to the construction of the toll bridge and

Appropriation.

highway approach provided for in this amendatory act. This appropriation shall be considered a loan and repaid to the motor vehicle fund by the authority upon the sale of bonds as provided for under section 2 of this amendatory act at the discretion of the toll bridge authority from tolls on the Vernita toll bridge.

Passed the Senate February 21, 1963.

Passed the House March 12, 1963.

Approved by the Governor March 26, 1963.

CHAPTER 198.

[S. B. 262.]

UNIFORM WASHINGTON FOOD, DRUG AND
COSMETIC ACT.

AN ACT relating to the Uniform Washington Food, Drug and Cosmetic Act; amending section 39, chapter 257, Laws of 1945 and RCW 69.04.210; amending section 57, chapter 257, Laws of 1945 and RCW 69.04.390; amending section 58, chapter 257, Laws of 1945 and RCW 69.04.400; and adding ten new sections to chapter 69.04 RCW; and repealing section 41, chapter 257, Laws of 1945 and RCW 69.04.230; and repealing section 94, chapter 257, Laws of 1945 and RCW 69.04.760.

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

RCW 69.04.210 amended.

SECTION 1. Section 39, chapter 257, Laws of 1945 and RCW 69.04.210 are each amended to read as follows:

Food—Adulteration by poisonous or deleterious substance.

A food shall be deemed to be adulterated:

(1) If it bears or contains any poisonous or deleterious substance which may render it injurious to health; but in case the substance is not an added substance such food shall not be considered adulterated under this clause if the quantity of such substance in such food does not ordinarily render it injurious to health; or