

## CHAPTER 83.

[Engrossed House Bill No. 595.]

HIGHWAYS—FUEL TAX—DISTRIBUTIONS—URBAN  
ARTERIALS—BOND ISSUE—FEES.

AN ACT relating to highways; providing for the distribution of highway construction funds, to be derived from additional excise taxes on motor vehicle fuels and the sale of limited obligation bonds as authorized herein, to the state, counties and cities, pursuant to prescribed administrative procedures and conditions; creating an urban arterial board and an urban arterial trust account in the motor vehicle fund; prescribing vehicle fees; amending section 82.36.020, chapter 15, Laws of 1961 as last amended by section 2, chapter 79, Laws of 1965 extraordinary session and RCW 82.36.020; amending section 82.36.100, chapter 15, Laws of 1961 as amended by section 2, chapter 7, Laws of 1961 extraordinary session and RCW 82.36.100; amending section 3, chapter 22, Laws of 1963 extraordinary session and RCW 82.37.030; amending section 19, chapter 22, Laws of 1963 extraordinary session and RCW 82.37.190; amending section 82.40-.020, chapter 15, Laws of 1961 as amended by section 3, chapter 7, Laws of 1961 extraordinary session and RCW 82.40.020; amending section 82.40.290, chapter 15, Laws of 1961 as last amended by section 2, chapter 113, Laws of 1963 and RCW 82.40.290; amending section 46.68.100, chapter 12, Laws of 1961 as amended by section 6, chapter 7, Laws of 1961 extraordinary session and RCW 46.68.100; amending section 36.81.121, chapter 4, Laws of 1963 and RCW 36.81.121; amending section 35.77.010, chapter 7, Laws of 1965 and RCW 35.77.010; adding a new section to chapter 46.68 RCW; amending section 46.16.070, chapter 12, Laws of 1961 as last amended by section 11, chapter 7, Laws of 1961 extraordinary session and RCW 46.16.070; adding two new sections to chapter 12, Laws of 1961 and to chapter 46.16 RCW; amending section 46.16.040, chapter 12, Laws of 1961 and RCW 46.16.040; repealing section 46.16.072, chapter 12, Laws of 1961 as last amended by section 33, chapter 21, Laws of 1961 extraordinary session and RCW 46.16.072; repealing section 46.16.074, chapter 12, Laws of 1961 as last amended by section 3, chapter 137, Laws of 1965 and RCW 46.16.075; repealing section 46.16.110, chapter 12, Laws of 1961 and RCW 46.16.110; repealing section 46.16.120, chapter 12, Laws of 1961 as last amended by section 14, chapter 7, Laws of 1961 extraordinary session and RCW 46.16.120; declaring an emergency and providing effective dates.

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

Section 1. Due to unprecedented industrial development and population increases, the state of Washington is confronted with emergency needs for improvement of state highways, county roads, and city streets in urban areas. It is the intent of the legislature to provide sufficient new highway revenues to alleviate and prevent intolerable traffic congestion in urban areas without the disruption of the long range state-wide highway program essential to the economic well-being of the people of this state.

Motor vehicle fuel taxes—  
Urban arterials. Purpose.

Sec. 2. Section 82.36.020, chapter 15, Laws of 1961 as last amended by section 2, chapter 79, Laws of 1965 extraordinary session and RCW 82.36.020 are each amended to read as follows:

RCW 82.36.020 amended.

Every distributor shall pay, in addition to any other taxes provided by law, an excise tax to the director of nine cents for each gallon of motor vehicle fuel sold, distributed, or used by him in the state as well as on each gallon upon which he has assumed liability for payment of the tax under the provisions of RCW 82.36.100: *Provided*, That under such regulations as the director may prescribe sales or distribution of motor vehicle fuel may be made by one licensed distributor to another licensed distributor free of the tax. In the computation of the tax, one-quarter of one percent of the net gallonage otherwise taxable shall be deducted by the distributor before computing the tax due, on account of the losses sustained through handling. The tax herein imposed shall be collected and paid to the state but once in respect to any motor vehicle fuel. An invoice shall be rendered by a distributor to a purchaser for each distribution of motor vehicle fuel.

Motor vehicle fuel tax—  
Rate—Distribution.

Motor vehicle  
fuel tax—  
Rate—Distri-  
bution.

The proceeds of the nine cents excise tax collected on the net gallonage after the deduction provided for herein shall be distributed as follows:

(1) Seven and one-quarter cents shall be distributed between the state, cities, and counties under the provisions of RCW 46.68.090 and 46.68.100, as amended in section 8 of this 1967 amendatory act.

(2) Five-eighths of one cent shall be distributed to the state and expended pursuant to section 9 of this 1967 amendatory act.

(3) Five-eighths of one cent shall be paid into the motor vehicle fund and credited to the urban arterial trust account created by section 14 of this 1967 amendatory act.

(4) One-quarter cent shall be paid into the motor vehicle fund and credited to the Puget Sound reserve account created by RCW 47.60.350.

(5) One-half cent shall be distributed to the cities and towns directly and allocated between them as provided by RCW 46.68.110, subject to the provisions of RCW 35.76.050: *Provided*, That the funds allocated to a city or town which are attributable to such one-half cent of the additional tax imposed by this 1961 amendatory act shall be used exclusively for the construction, improvement and repair of arterial highways as that term is defined in RCW 46.04.030, or for the payment of any municipal indebtedness which may be incurred after June 12, 1963 in the construction, improvement and repair of arterial highways as that term is defined in RCW 46.04.030. All such sums shall first be subject to proper deductions for refunds and costs of collection as provided in RCW 46.68.090.

**Note:** See also section 75, chapter 145, Laws of 1967 ex. sess.

Sec. 3. Section 82.36.100, chapter 15, Laws of 1961 as amended by section 2, chapter 7, Laws of 1961

extraordinary session and RCW 82.36.100 are each amended to read as follows: RCW 82.36.100 amended.

Every person other than a distributor who acquires any motor vehicle fuel within this state upon which payment of tax is required under the provisions of this chapter, or imports such motor vehicle fuel into this state and sells, distributes, or in any manner uses it in this state shall, if the tax has not been paid, apply for a license to carry on such activities, file bond, make reports, comply with all regulations the director may prescribe in respect thereto, and pay a tax of nine cents for each gallon thereof so sold, distributed, or used in the manner provided for distributors, and the director shall issue a license to such person in the manner provided for issuance of licenses to distributors. The proceeds of the tax imposed by this section shall be distributed in the manner provided for the distribution of the motor vehicle fuel tax in RCW 82.36.020. However, a distributor licensed under the provisions of this chapter may deliver motor vehicle fuel to an importer in individual quantities of five hundred gallons or less and assume the liability for payment of the tax to this state. Under such conditions, the importer shall be exempt from the requirements of this section. For failure to comply with the terms of this chapter such person shall be subject to the same penalties imposed upon distributors. The director shall pursue against such persons the same procedure and remedies for audits, adjustments, collection, and enforcement of this chapter as is provided with respect to distributors. Nothing herein shall be construed as classifying such persons as distributors. Tax of persons other than distributors—Distribution of proceeds.

Sec. 4. Section 3, chapter 22, Laws of 1963 extraordinary session and RCW 82.37.030 are each amended to read as follows: RCW 82.37.030 amended.

In consideration of the use of the public highways of this state, motor carriers who import motor

Motor vehicle  
fuel importers  
tax—Rate.

vehicle fuel into the state of Washington in the fuel supply tank or tanks of commercial motor vehicles for use in propelling said vehicles on said highways shall be subject to a tax for such use of the highways as hereinafter provided. A tax at the rate of nine cents per gallon is hereby imposed upon every motor carrier measured and determined by the number of gallons of motor vehicle fuel so imported and actually used by such motor carrier in its operations within this state.

RCW 82.37.190  
amended.

Sec. 5. Section 19, chapter 22, Laws of 1963 extraordinary session and RCW 82.37.190 are each amended to read as follows:

Disposition of  
revenues.

All moneys collected by the director shall be transmitted forthwith to the state treasurer, together with a statement showing whence the moneys were derived, and shall be by him credited to the motor vehicle fund. A duplicate of such statement shall be sent to the state auditor.

The proceeds of the motor vehicle fuel importer use tax imposed by chapter 82.37 RCW shall be distributed in the manner provided for the distribution of the motor vehicle fuel tax in RCW 82.36.020, as amended in section 2 of this 1967 amendatory act.

RCW 82.40.020  
amended.

Sec. 6. Section 82.40.020, chapter 15, Laws of 1961 as amended by section 3, chapter 7, Laws of 1961 extraordinary session and RCW 82.40.020 are each amended to read as follows:

Motor vehicle  
users tax.

In addition to other taxes now provided by law, there is hereby imposed and levied an excise tax at the rate of nine cents per gallon on the use of fuel by any user thereof.

RCW 82.40.290  
amended.

Sec. 7. Section 82.40.290, chapter 15, Laws of 1961 as last amended by section 2, chapter 113, Laws of 1963 and RCW 82.40.290 are each amended to read as follows:

All moneys collected by the director shall be transmitted forthwith to the state treasurer, together with a statement showing whence the moneys were derived, and shall be by him credited to the motor vehicle fund. A duplicate of such statement shall be sent to the state auditor.

Allocation of proceeds of tax.

The proceeds of the use fuel tax imposed by chapter 82.40 RCW shall be distributed in the manner provided for the distribution of the motor vehicle fuel tax in RCW 82.36.020, as amended in section 2 of this 1967 amendatory act.

Sec. 8. Section 46.68.100, chapter 12, Laws of 1961 as amended by section 6, chapter 7, Laws of 1961 extraordinary session and RCW 46.68.100 are each amended to read as follows:

RCW 46.68.100 amended.

From the net tax amount in the motor vehicle fund there shall be paid sums as follows:

Motor vehicle fund—Net amount—Distribution.

(1) To the cities and towns of the state sums equal to ten percent of the net tax amount to be paid monthly as the same accrues;

(2) To the counties of the state sums equal to thirty-one and four-tenths percent of the net tax amount to be paid monthly as the same accrues;

(3) To the state to be expended as provided by RCW 46.68.130, sums equal to fifty-eight and six-tenths percent of the net tax amount to be paid monthly as the same accrues.

Nothing in this section or in RCW 46.68.090 or 46.68.130 shall be construed so as to violate any terms or conditions contained in any highway construction bond issues now or hereafter authorized by statute and whose payment is by such statute pledged to be paid from any excise taxes on motor vehicle funds.

**Note:** See also section 79, chapter 145, Laws of 1967 ex. sess.

Sec. 9. There is added to chapter 46.68 RCW a new section to read as follows:

New section

Motor vehicle fuel tax—allocation to urban areas.

The proceeds of five-eighths of one cent of motor vehicle fuel tax and use fuel tax distributed to the state pursuant to RCW 82.36.020(2), after proper deductions for refunds and costs of collection as provided in RCW 46.68.090, and the proceeds of bonds issued and sold pursuant to sections 37 through 44 of this 1967 amendatory act shall be expended by the state highway commission for construction and improvement of state highways in urban areas as provided for in sections 10 through 13 of this 1967 amendatory act or for payment of principal and interest on bonds issued pursuant to sections 37 through 44 of this 1967 amendatory act.

“Urban area” defined.

Sec. 10. The term “urban area” means every area of this state designated as an urban area by the state highway commission with the approval of the secretary of transportation or the federal highway administrator in accordance with federal law.

Urban state highway funds—Allocation by region.

Sec. 11. For the purpose of apportioning urban state highway funds, the urban areas of the state are grouped within five regions of the state as follows:

(1) Puget Sound region shall include those urban areas within the counties of King, Pierce and Snohomish.

(2) Northwest region shall include those urban areas within the counties of Clallam, Jefferson, Island, Kitsap, San Juan, Skagit and Whatcom.

(3) Northeast region shall include those urban areas within the counties of Adams, Chelan, Douglas, Ferry, Grant, Lincoln, Okanogan, Pend Oreille, Spokane, Stevens and Whitman.

(4) Southeast region shall include those urban areas within the counties of Asotin, Benton, Columbia, Franklin, Garfield, Kittitas, Klickitat, Walla Walla and Yakima.

(5) Southwest region shall include those urban areas within the counties of Clark, Cowlitz, Grays

Harbor, Lewis, Mason, Pacific, Skamania, Thurston and Wahkiakum.

Sec. 12. Funds available for expenditure by the state highway commission pursuant to section 9 of this 1967 amendatory act shall be apportioned to the five regions for expenditure upon state highways in urban areas in the following manner:

Highway tax funds—Allocation by region for urban highway construction.

(1) One-third in the ratio which the population of the urban areas of each region bears to the total population of all of the urban areas of the state as last determined by the state census board;

(2) One-third in the ratio which the vehicle-miles traveled on state highways (other than interstate highways) within the urban areas of each region bears to the total vehicle-miles traveled on all state highways (other than interstate highways) within all urban areas of the state as last determined by the department of highways; and

(3) One-third in the ratio which the state highway needs on state highways (other than interstate highways) within the urban areas of each region bears to the total needs on state highways (other than interstate highways) within all urban areas of the state as last revised by the state highway commission.

The state highway commission shall adjust the schedule for apportionment of such funds to the five regions in the manner provided herein prior to the commencement of each biennium.

Sec. 13. Funds available for expenditure by the state highway commission pursuant to section 9 of this act and apportioned to the five regions of the state shall be budgeted and expended, pursuant to proper appropriations, for specific state highway improvement projects within the urban areas of each region in accordance with the priority programming procedures established in chapter

Priority of allocations—Budgeting.



Highway construction—  
Tax source.

47.05 RCW. Such expenditures in urban areas shall be additional to expenditures from all other construction funds regularly programmed for state highway improvements throughout the state pursuant to chapter 47.05 RCW. The state highway commission is authorized to establish separate long range objectives in terms of the percentages of completion of construction needs for the several functional classes of highways within the urban areas of each region.

Urban arterial trust fund.

Sec. 14. There is hereby created in the motor vehicle fund the urban arterial trust account. All moneys deposited in the motor vehicle fund to be credited to the urban arterial trust account shall be expended for the construction and improvement of city arterial streets and county arterial roads within urban areas, for expenses of the urban arterial board, or for the payment of principal or interest on bonds issued for the purpose of constructing or improving city arterial streets and county arterial roads within urban areas.

“Arterial” defined.

Sec. 15. The term “arterial” as used in sections 14 through 35 and 46 through 55 of this 1967 amendatory act means any county road or city street so designated in accordance with criteria established by regulations of the urban arterial board.

“City” defined.

Sec. 16. The term “city” as used in this 1967 amendatory act shall include incorporated towns.

“Urban arterial” defined.

Sec. 17. The term “urban arterial” as used in this 1967 amendatory act means an arterial within an urban area.

Urban arterial board—Creation—Members.

Sec. 18. (1) There is hereby created an urban arterial board of thirteen members, six of whom shall be county members, six of whom shall be city

members. The chairman shall be the assistant director of highways for state aid.

(2) Of the county members of the board, one member shall be a county engineer from a county of the first class or larger; one member shall be a county engineer from a county of the second class or smaller; one member shall be an engineer occupying the position of county road administration engineer, created by RCW 36.78.060; one member shall be the chairman of the county road administration board created by RCW 36.78.030; one member shall be a county commissioner from a county of the first class or larger; one member shall be a county commissioner from a county of the second class or smaller. All county members of the board, except the county road administration engineer and the chairman of the county road administration board, shall be appointed. Not more than one county member of the board shall be from one county.

(3) Of the city members of the board two shall be chief city engineers of cities over twenty thousand population; one shall be a chief city engineer of a city of less than twenty thousand population; two shall be mayors of cities of more than twenty thousand population; and one shall be a mayor of a city of less than twenty thousand population. All of the city members shall be appointed. Not more than one city member of the board shall be from one city. For the purposes of this subsection the term chief city engineer shall mean the director of public works in any city in which such a position exists.

(4) Prior to July 1, 1967, the state highway commission shall appoint the first appointive county members of the board: Two members to serve two years and two members to serve four years from July 1, 1967.

Urban arterial  
board—Crea-  
tion—Mem-  
bers.

(5) Prior to July 1, 1967, the state highway commission shall appoint the first city members of the board: Three members to serve two years and three members to serve four years from July 1, 1967.

(6) Upon expiration of the original terms subsequent appointments shall be made by the same appointing authority for four year terms except in the case of a vacancy, in which event the appointment shall be only for the remainder of the unexpired term in which the vacancy has occurred. A vacancy shall be deemed to have occurred on the board when any member elected to public office completes his term of office or is removed therefrom for any reason or when any member employed by a political subdivision terminates such employment for whatsoever reason.

(7) Before appointing any member to the urban arterial board, the state highway commission shall request from the executive committee of the Washington state association of county commissioners, in the case of a county member appointment, and from the executive committee of the association of Washington cities, in the case of a city member appointment, recommendations of at least two eligible persons for each appointment to be made. The commission shall give due consideration to the recommendations submitted to it.

(8) Any member of the board, including the chairman, may designate an official representative to serve on the board in his place with the same authority as the member.

Expenses and  
per diem.

Sec. 19. Members of the urban arterial board shall receive no compensation for their services on the board, but shall be reimbursed for travel and other expenses incurred while attending meetings of the board or while engaged on other business of the

board when authorized by the board to the extent of twenty dollars per day plus ten cents per mile.

Sec. 20. The assistant director of highways for state aid shall furnish necessary staff services and facilities required by the urban arterial board. The cost of such services, together with travel expenses of the members and all other lawful expenses of the board, shall be paid from the urban arterial trust account in the motor vehicle fund.

Staff services  
and facilities.

Sec. 21. The urban arterial board shall first meet during the first week of July, 1967. Thereafter the board shall meet at least once quarterly and upon the call of its chairman and shall from time to time adopt rules and regulations for its own government and as may be necessary for it to discharge its duties and exercise its powers under this 1967 amendatory act.

Meetings.

Sec. 22. The urban arterial board shall:

(1) Adopt rules and regulations necessary to implement the provisions of this 1967 amendatory act relating to the allocation of funds in the urban arterial trust account of the motor vehicle fund to counties and cities.

Powers and  
duties of  
urban arterial  
board.

(2) Adopt reasonably uniform design standards for city and county arterials which meet the requirements for urban development.

(3) Report annually on the first day of July to the state highway commission and the joint committee on highways regarding progress of cities and counties in developing long range plans for their urban arterial construction and programming of urban arterial construction work and the allocation of urban arterial trust funds to the cities and counties.

Sec. 23. Prior to January 1, 1969, the legislative authority of each county or city lying within or

Highways—  
Counties and  
cities long  
range plan—  
Submission to  
urban arterial  
board.

having within its boundaries an urban area shall prepare, adopt and submit to the urban arterial board a long range plan for arterial construction, taking into account the comprehensive land use plan of each such jurisdiction and setting forth arterial construction needs through the year 1985. The long range arterial construction plans shall be revised by the counties and cities every two years to show the current arterial construction needs through 1985 and as revised shall be submitted to the urban arterial board during the first week of July of every even-numbered year. The long range plans shall be prepared pursuant to guidelines established by the urban arterial board and with the assistance of such board and the state highway commission. Upon receipt of the long range arterial construction plans of the several counties and cities the urban arterial board shall revise the construction needs for urban arterials set forth in such plans as necessary to conform with its uniform standards for establishing construction needs of the counties and cities.

Classification  
of streets and  
roads.

Sec. 24. The legislative authority of each county and city lying within or having within its boundaries an urban area shall with the advice and assistance of its chief engineer divide all of its roads or streets into arterial roads or streets and access roads or streets and shall further subdivide the arterials into three functional classes to be known as major arterials, secondary arterials, and collector arterials, all in accordance with uniform standards established by the urban arterial board. This classification of roads and streets shall be submitted to the urban arterial board by July 1, 1968. Upon receipt of the classification plans of the several counties and cities, the urban arterial board shall review and revise the classification for the urban arterials as necessary to conform with its uniform standards for classifying urban arterials.

Sec. 25. On or before April 1st of each year the urban arterial board shall apportion funds credited to the urban arterial trust account which are available for the construction and improvement of urban arterials among the five regions defined in section 11 of this 1967 amendatory act in the manner prescribed in section 12 of this 1967 amendatory act relating to the apportionment of state urban funds.

Apportionment of funds by board.

Sec. 26. Section 36.81.121, chapter 4, Laws of 1963 and RCW 36.81.121 are each amended to read as follows:

RCW 36.81.121 amended.

Prior to July 1, 1968, the board of county commissioners of each county with the advice and assistance of the county road engineer, and pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive road program for the ensuing six calendar years and shall file the same with the director of highways not more than thirty days after its adoption by the board. Annually thereafter each board shall review the work accomplished under the program and determine current county road needs. Based on these findings each board shall prepare and after public hearing thereon adopt a revised and extended comprehensive road program, and each one year extension and revision shall be filed with the director of highways not more than thirty days after its adoption by the board. The purpose of this section shall be to assure that perpetually each county shall have available advanced plans, looking to the future for not less than six years as a guide in carrying out a coordinated road construction program. Such program may at any time be revised by a majority of the board but only after a public hearing thereon.

Counties—  
Six year comprehensive road plan—  
Submission to urban arterial board.

The six year program of each county having an urban area within its boundaries shall contain a separate section setting forth the six year program

Counties—Six  
year compre-  
hensive road  
plan—Submis-  
sion to urban  
arterial board.

for arterial road construction based upon its long range construction plan and formulated in accordance with regulations of the urban arterial board. The six year program for arterial road construction shall be submitted to the urban arterial board forthwith after its annual revision and adoption by the board of county commissioners. The six year program for arterial road construction shall be based upon estimated revenues available for such construction together with such additional sums as the county commissioners may request for urban arterials only from the urban arterial trust account for the six year period. The arterial road construction program shall provide for a more rapid rate of completion of the long range construction needs of major arterial roads than for secondary and collector arterial roads, pursuant to regulations of the urban arterial board.

RCW 35.77.010  
amended.

Sec. 27. Section 35.77.010, chapter 7, Laws of 1965 and RCW 35.77.010 are each amended to read as follows:

Cities and  
towns—Six  
year road com-  
prehensive  
plan. Sub-  
mission to  
urban arterial  
board.

Prior to July 1, 1968, the legislative body of each city and town, pursuant to one or more public hearings thereon, shall prepare and adopt a comprehensive street program for the ensuing six calendar years and shall file the same with the director of highways not more than thirty days after its adoption. Annually thereafter the legislative body of each city and town shall review the work accomplished under the program and determine current city street needs. Based on these findings each such legislative body shall prepare and after public hearings thereon adopt a revised and extended comprehensive street program, and each one year extension and revision shall be filed with the director of highways not more than thirty days after its adoption. The purpose of this section shall be to assure that perpetually each city and town

shall have available advanced plans, looking to the future for not less than six years as a guide in carrying out a coordinated street construction program. Such program may at any time be revised by a majority of the legislative body of a city or town, but only after a public hearing.

The six year program of each city lying within an urban area shall contain a separate section setting forth the six year program for arterial street construction based upon its long range construction plan and formulated in accordance with regulations of the urban arterial board. The six year program for arterial street construction shall be submitted to the urban arterial board forthwith after its annual revision and adoption by the legislative body of the city. The six year program for arterial street construction shall be based upon estimated revenues available for such construction together with such additional sums as the legislative authority may request for urban arterials only from the urban arterial trust account for the six year period. The arterial street construction program shall provide for a more rapid rate of completion of the long range construction needs of major arterial streets than for secondary and collector arterial streets, pursuant to regulations of the urban arterial board.

Sec. 28. Counties and cities, in preparing their respective six year programs relating to urban arterial improvements, shall select specific priority improvement projects for each functional class of arterial based on the rating of each arterial section proposed to be improved in relation to other arterial sections within the same functional class, taking into account the following:

- (1) Its structural ability to carry loads imposed upon it;
- (2) Its capacity to move traffic at reasonable speeds without undue congestion;

Counties and cities—Selection of priority items in comprehensive road plan.



Counties and cities—Selection of priority items in comprehensive road plan.

- (3) Its adequacy of alignment and related geometrics;
- (4) Its accident experience; and
- (5) Its fatal accident experience.

The six year construction programs shall remain flexible and subject to annual revision as provided in sections 26 and 27 of this act.

Joint planning by city and county on urban arterials.

Sec. 29. Whenever an urban arterial in a city crosses into an unincorporated urban area or into an adjacent city, the proper city and county officials shall jointly plan the development of the arterial in their respective long range plans, arterial classification plans and six year construction programs. Whenever an urban arterial connects with and will be substantially affected by a programmed construction project on a state highway, the proper county or city officials shall jointly plan the development of such connecting arterial with the state highway department district engineer. The urban arterial board shall adopt regulations providing for the system development of county-city arterials and urban arterials with state highways.

Urban arterial board—Review of city and county plans.

Sec. 30. Upon receipt of a county's or city's revised six year program, the urban arterial board as soon as practicable shall review and may revise the construction program as it relates to urban arterials for which urban arterial trust account moneys are requested as necessary to conform to (1) the priority rating of the proposed project, based upon the factors in section 28 of this 1967 amendatory act, in relation to proposed projects in all other urban arterial construction programs submitted by the cities and counties in the same region, and (2) the amount of urban arterial trust account funds which the urban arterial board

estimates will be apportioned to the region in the ensuing six year period.

Sec. 31. At the time the urban arterial board reviews the six year program of each county and city each year, it shall act upon the urban arterial construction program for the first year of the six year program and may approve in whole or in part the program for the expenditure of funds from the urban arterial trust account in the ensuing calendar year. At such time the board may allocate urban arterial trust account funds for expenditure in future years as may be necessary for the completion of construction projects to be commenced in the ensuing calendar year. The board shall notify each county and city of its action as provided herein by September 15.

Action on first  
year plans  
after review.

Sec. 32. (1) Upon the completion of an approved urban arterial construction project, the county or city constructing the project shall submit to the urban arterial board its voucher for the payment of the trust account share of the cost. The chairman of the urban arterial board or his designated agent shall approve such voucher when proper to do so, for payment from the urban arterial trust account to the county or city submitting the voucher.

Payments for  
construction of  
urban arterials  
—Procedure,  
vouchers.

(2) The urban arterial board may adopt regulations providing for the approval of payments of funds in the urban arterial trust account to a county or city for costs of construction of an approved project from time to time as work progresses. These payments shall at no time exceed the urban arterial trust account share of the costs of construction incurred to the date of the voucher covering such payment.

Sec. 33. Counties and cities receiving funds from the urban arterial trust account for construction of arterials shall provide such matching funds as shall

Urban arterial  
construction—  
Matching  
funds by cities  
and counties.

be established by regulations recommended by the urban arterial board subject to review, revision and final approval by the state highway commission. Matching requirements shall be established after appropriate studies by the board taking into account (1) financial resources available to counties and cities to meet arterial needs, (2) the amounts and percentages of funds available for road or street construction traditionally expended by counties and cities on arterials, (3) in the case of counties, the relative needs of arterials lying outside urban areas, and (4) the requirements necessary to avoid diversion of funds traditionally expended for arterial construction to other street or road purposes or to nonhighway purposes.

Apportion-  
ment of funds  
during period  
ending De-  
cember 31,  
1969.

Sec. 34. Notwithstanding any other provisions in this 1967 amendatory act, for the period beginning July 1, 1967 and ending December 31, 1969, the urban arterial board shall once quarterly apportion the funds then credited to the urban arterial account among the five regions of the state defined in section 11 of this 1967 amendatory act in the manner provided in section 12 of this 1967 amendatory act for apportioning state urban funds. Commencing on October 1, 1967, the board at the time of making each quarterly apportionment shall allocate the funds apportioned to each region to specific counties and cities within the region for the construction of specific urban arterial projects. The board shall allocate such funds to the counties and cities based upon the priority rating of construction projects for which urban arterial trust account moneys are requested by the counties and cities. The board shall determine the priority of specific improvement projects based upon the rating of each urban arterial section proposed to be improved in relation to all other urban arterial sections proposed to be improved taking into account the following:

- (1) Its structural ability to carry loads imposed upon it;
- (2) Its capacity to move traffic at reasonable speeds without undue congestion;
- (3) Its adequacy of alignment and related geometrics;
- (4) Its accident experience; and
- (5) Its fatal accident experience.

Urban arterial trust account moneys allocated during such period shall be matched in the case of cities from local funds by an amount not less than ten percent of the total costs of the construction project. The matching fund requirements prescribed in RCW 82.36.020 may be considered in meeting the matching requirements of this section. Counties shall match such funds on the ratio of forty percent locally collected road funds to sixty percent urban arterial trust account moneys.

Urban arterial trust account funds allocated to a specific improvement project as provided in this section shall be paid to the county or city constructing the improvement on vouchers duly approved by the chairman of the urban arterial board or his agent in the manner provided in section 32 of this 1967 amendatory act.

The urban arterial board shall adopt regulations subject to the approval of the state highway commission providing for the implementation of this section.

Sec. 35. The legislative body of any county or city feeling aggrieved by any action or decision of the urban arterial board may appeal to the state highway commission by filing with the secretary of the commission a notice of appeal within ninety days after such action or decision of the urban arterial board. Such notice shall specify the action or decision complained of. The state highway commission shall fix a time for a hearing on said

Appeal.

Urban arterial  
construction.

appeal at the earliest convenient time and shall notify the county auditor or the city clerk as the case may be and the chairman of the urban arterial board by registered mail at least twenty days prior to the date of said hearing. At such hearing the state highway commission shall receive evidence from the county or city filing the appeal and from the urban arterial board. After such hearing the state highway commission shall make such order as in its judgment is just and proper.

Bonds for  
urban arterial  
construction.

Sec. 36. In order to provide funds necessary to meet the urgent needs for highway construction on state highways within urban areas, there shall be issued and sold limited obligation bonds of the state of Washington in the sum of two hundred million dollars or such amount thereof and at such times as determined to be necessary by the state highway commission. The amount of such bonds issued and sold under the provisions of sections 36 through 43 of this 1967 amendatory act in any biennium shall not exceed the amount of a specific appropriation therefor from the proceeds of such bonds, for the construction of state highways in urban areas. The issuance, sale and retirement of said bonds shall be under the supervision and control of the state finance committee which, upon request being made by the state highway commission, shall provide for the issuance, sale and retirement of coupon or registered bonds to be dated, issued, and sold from time to time in such amounts as shall be requested by the state highway commission.

Bonds—Form  
and terms.

Sec. 37. Each of such bonds shall be made payable at any time not exceeding twenty-five years from the date of its issuance, with such reserved rights of prior redemption, bearing such interest, and such terms and conditions, as the state finance committee may prescribe to be specified therein.

The bonds shall be signed by the governor and the state treasurer under the seal of the state, one of which signatures shall be made manually and the other signature may be in printed facsimile, and any coupons attached to such bonds shall be signed by the same officers whose signatures thereon may be in printed facsimile. Any bonds may be registered in the name of the holder on presentation to the state treasurer or at the fiscal agency of the state of Washington in New York City, as to principal alone, or as to both principal and interest under such regulations as the state treasurer may prescribe. Such bonds shall be payable at such places as the state finance committee may provide. All bonds issued hereunder shall be fully negotiable instruments.

Sec. 38. The bonds issued hereunder shall be in denominations to be prescribed by the state finance committee and may be sold in such manner and in such amounts and at such times and on such terms and conditions as the committee may prescribe. If the bonds are sold to any purchaser other than the state of Washington, they shall be sold at public sale, and it shall be the duty of the state finance committee to cause such sale to be advertised in such manner as it shall deem sufficient. Bonds issued under the provisions of sections 36 through 43 of this 1967 amendatory act shall be legal investment for any of the funds of the state, except the permanent school fund.

Bonds—Sale—  
—Legal investment.

Sec. 39. The money arising from the sale of said bonds shall be deposited in the state treasury to the credit of the motor vehicle fund and such money shall be available only for the construction of state highways within the urban areas of the state, and for payment of the expenses incurred in the printing, issuance, and sale of any such bonds.

Bonds—Sale—  
Deposit of funds.

Highway construction bonds—Contents—Pledge of taxes to repay.

Sec. 40. Bonds issued under the provisions of sections 36 through 43 of this 1967 amendatory act shall distinctly state that they are not a general obligation of the state, but are payable in the manner provided in sections 36 through 43 of this 1967 amendatory act from the proceeds of state excise taxes on motor vehicle fuels imposed by chapter 82.36 RCW and chapter 82.40 RCW. The proceeds of such excise taxes are hereby pledged to the payment of any bonds and the interest thereon issued under the provisions of sections 36 through 43 of this 1967 amendatory act, and the legislature hereby agrees to continue to impose the same excise taxes on motor vehicle fuels in amounts sufficient to pay, when due, the principal and interest on all bonds issued under the provisions of sections 36 through 43 of this 1967 amendatory act.

Motor vehicle fuel taxes to repay.

Sec. 41. Any funds required to repay such bonds, or the interest thereon when due, subject to the proviso of this section, shall be taken from that portion of the motor vehicle fund which results from the imposition of excise taxes on motor vehicle fuels and which is distributed to the state under the provisions of RCW 82.36.020(2) for construction of state highways in urban areas, and shall never constitute a charge against any allocations of any other such funds to the state, counties, cities and towns unless and until the amount of the motor vehicle fund arising from the excise taxes on motor vehicle fuels and available to the state for construction of state highways in urban areas proves insufficient to meet the requirements for bond retirement or interest on any such bonds.

State finance committee.

Sec. 42. At least one year prior to the date any interest is due and payable on such bonds or before the maturity date of any such bonds, the state finance committee shall estimate, subject to the

provisions of section 41 of this 1967 amendatory act, the percentage of the receipts in money of the motor vehicle fund, resulting from collection of excise taxes on motor vehicle fuels, for each month of the year which shall be required to meet interest or bond payments hereunder when due, and shall notify the state treasurer of such estimated requirement. The state treasurer shall thereafter from time to time each month as such funds are paid into the motor vehicle fund, transfer such percentage of the monthly receipts from excise taxes on motor vehicle fuels of the motor vehicle fund to the bond retirement fund, hereby created, which fund shall be available solely for payment of interest or bonds when due. If in any month it shall appear that the estimated percentage of money so made is insufficient to meet the requirements for interest or bond retirement, the treasurer shall notify the state finance committee forthwith and such committee shall adjust its estimates so that all requirements for interest and principal of all bonds issued shall be fully met at all times.

Sec. 43. Whenever the percentage of the motor vehicle fund arising from excise taxes on motor vehicle fuels payable into the bond retirement fund, shall prove more than is required for the payment of interest on bonds when due, or current retirement of bonds, any excess may, in the discretion of the state finance committee, be available for the prior redemption of any bonds or remain available in the fund to reduce the requirements upon the fuel excise tax portion of the motor vehicle fund at the next interest or bond payment period.

Disposition of surplus funds.

Sec. 44. Notwithstanding the provisions of section 12 of this 1967 amendatory act, the state highway commission is authorized in any biennium, subject to proper appropriations, to expend from funds

Expenditure of sums exceeding amount apportioned to region.



Highway construction bonds.

available pursuant to section 9 of this 1967 amendatory act, for urban state highway construction projects within a region, an amount including bond proceeds which may exceed the amount apportionable during the biennium to the region. The total amounts apportioned to each region through 1985 shall meet the apportionment requirements of section 12 of this 1967 amendatory act for such period.

Highway construction in urban areas—Bonds.

Sec. 45. In order to provide funds necessary to meet the urgent construction needs on county and city arterials within urban areas, there shall be issued and sold limited obligation bonds of the state of Washington in the sum of two hundred million dollars or such amount thereof and at such times as determined to be necessary by the state highway commission. The amount of such bonds issued and sold under the provisions of sections 45 through 52 of this 1967 amendatory act in any biennium shall not exceed the amount of a specific appropriation therefor, from the proceeds of such bonds, for the construction of county and city arterials in urban areas. The issuance, sale and retirement of said bonds shall be under the supervision and control of the state finance committee which, upon request being made by the state highway commission, shall provide for the issuance, sale and retirement of coupon or registered bonds to be dated, issued, and sold from time to time in such amounts as shall be requested by the state highway commission.

Terms and form.

Sec. 46. Each of such bonds shall be made payable at any time not exceeding twenty-five years from the date of its issuance, with such reserved rights of prior redemption, bearing such interest, and such terms and conditions, as the state finance committee may prescribe to be specified therein. The bonds shall be signed by the governor and the state treasurer under the seal of the state, one of

which signatures shall be made manually and the other signature may be in printed facsimile, and any coupons attached to such bonds shall be signed by the same officers whose signatures thereon may be in printed facsimile. Any bonds may be registered in the name of the holder on presentation to the state treasurer or at the fiscal agency of the state of Washington in New York City, as to principal alone, or as to both principal and interest under such regulations as the state treasurer may prescribe. Such bonds shall be payable at such places as the state finance committee may provide. All bonds issued hereunder shall be fully negotiable instruments.

Sec. 47. The bonds issued hereunder shall be in denominations to be prescribed by the state finance committee and may be sold in such manner and in such amounts and at such times and on such terms and conditions as the committee may prescribe. If the bonds are sold to any purchaser other than the state of Washington, they shall be sold at public sale, and it shall be the duty of the state finance committee to cause such sale to be advertised in such manner as it shall deem sufficient. Bonds issued under the provisions of sections 45 through 52 of this 1967 amendatory act shall be legal investment for any of the funds of the state, except the permanent school fund.

Bonds—Sale.

Sec. 48. The money arising from the sale of said bonds shall be deposited in the state treasury to the credit of the urban arterial trust account in the motor vehicle fund and such money shall be available only for the construction and improvement of county and city urban arterials, and for payment of the expense incurred in the printing, issuance and sale of any such bonds.

Urban arterial  
trust account  
—Deposits.

Sec. 49. Bonds issued under the provisions of sections 45 through 52 of this 1967 amendatory act

Urban arterial construction bonds—Pledge of taxes on motor vehicle fuel to repay.

shall distinctly state that they are not a general obligation of the state, but are payable in the manner provided in sections 45 through 52 of this 1967 amendatory act from the proceeds of state excise taxes on motor vehicle fuels imposed by chapter 82.36 RCW and chapter 82.40 RCW. The proceeds of such excise taxes are hereby pledged to the payment of any bonds and the interest thereon issued under the provisions of sections 45 through 52 of this 1967 amendatory act, and the legislature hereby agrees to continue to impose the same excise taxes on motor vehicle fuels in amounts sufficient to pay, when due, the principal and interest on all bonds issued under the provisions of sections 45 through 52 of this 1967 amendatory act.

Limited nature of obligation.

Sec. 50. Any funds required to repay such bonds or the interest thereon when due, subject to the proviso of this section, shall be taken from that portion of the motor vehicle fund which results from the imposition of excise taxes on motor vehicle fuels and which is distributed to the urban arterial trust account in the motor vehicle fund, and shall never constitute a charge against any allocations of any other such funds in the motor vehicle fund to the state, counties, cities and towns unless and until the amount of the motor vehicle fund arising from the excise tax on motor vehicle fuels and distributed to the urban arterial trust account proves insufficient to meet the requirements for bond retirement or interest on any such bonds.

State finance committee.

Sec. 51. At least one year prior to the date any interest is due and payable on such bonds or before the maturity date of any bonds, the state finance committee shall estimate, subject to the provisions of section 50 of this 1967 amendatory act, the percentage of the receipts in money of the motor vehicle fund, resulting from collection of excise taxes on

motor vehicle fuels, for each month of the year which shall be required to meet interest or bond payments hereunder when due, and shall notify the state treasurer of such estimated requirement. The state treasurer shall thereafter from time to time each month as such funds are paid into the motor vehicle fund, transfer such percentage of the monthly receipts from excise taxes on motor vehicle fuels of the motor vehicle fund to the bond retirement fund, hereby created, which fund shall be available solely for payment of interest or bonds when due. If in any month it shall appear that the estimated percentage of money so made is insufficient to meet the requirements for interest or bond retirement, the treasurer shall notify the state finance committee forthwith and such committee shall adjust its estimates so that all requirements for interest and principal of all bonds issued shall be fully met at all times.

Sec. 52. Whenever the percentage of the motor vehicle fund arising from excise taxes on motor vehicle fuels payable into the bond retirement fund, shall prove more than is required for the payment of interest on bonds when due, or current retirement of bonds, any excess may, in the discretion of the state finance committee, be available for the prior redemption of any bonds or remain available in the fund to reduce the requirements upon the fuel excise tax portion of the motor vehicle fund at the next interest or bond payment period.

Surplus funds  
—Disposition.

Sec. 53. Notwithstanding the provisions of sections 25 and 30 of this 1967 amendatory act, the urban arterial board may, in any biennium, subject to proper appropriations, approve expenditures from the urban arterial trust account for construction of projects on urban arterials within a region, the total amount of which including bond proceeds, exceeds

Expenditures  
exceeding  
amount allo-  
cated to re-  
gion.

Highway construction financing.

the amount apportionable during the biennium to the region. The total amounts apportioned to each region through 1985 shall meet the apportionment requirements of sections 25 and 30 of this 1967 amendatory act for such period.

Biennial budget request to highway commission.

Sec. 54. Not later than November 1 of each even numbered year the urban arterial board shall prepare and present to the state highway commission a recommended budget for expenditures from the urban arterial trust account during the ensuing biennium. The budget shall contain an estimate of the revenues to be credited to the urban arterial trust account and the amount, if any, of bond proceeds which the board determines should be made available to the urban arterial trust account through the sale of bonds in the ensuing biennium.

The state highway commission shall review the budget as recommended, revise the same as it deems proper and include the budget for the urban arterial board as revised as a separate section of the state highway commission budget which it shall submit to the governor and the legislature at the time of its convening.

Severability.

Sec. 55. If any provision of this 1967 amendatory act or the application thereof to any person, firm, or corporation or circumstance is held invalid, in whole or in part, such invalidity shall not affect other provisions of the act which can be given effect without the invalid provisions or application and to this end the provisions of this 1967 amendatory act are declared to be severable.

RCW 46.16.070 amended.

Sec. 56. Section 46.16.070, chapter 12, Laws of 1961 as amended by section 11, chapter 7, Laws of 1961 extraordinary session and RCW 46.16.070 are each amended to read as follows:

Gross vehicle weight fees.

In addition to other fees for the licensing of vehicles there shall be paid and collected annually for

each motor truck, truck tractor, and auto stage or for hire vehicle with seating capacity of six or more, based upon the maximum gross weight thereof, the following gross weight fees as indicated in column A: *Provided, however,* That in the case of each motor truck or truck tractor which is propelled by steam, electricity, natural gas, diesel oil, butane or propane, the fee shall be as provided in column B:

	A	B
Up to 4,000 lbs. ....	\$ 5.00	\$ 5.60
4,000 or more and less than 7,000 lbs. .....	\$ 10.00	\$ 11.25
6,000 or more and less than 8,000 lbs. .....	\$ 17.50	\$ 19.70
8,000 or more and less than 10,000 lbs. .....	\$ 22.50	\$ 25.30
10,000 or more and less than 12,000 lbs. .....	\$ 29.50	\$ 33.20
12,000 or more and less than 14,000 lbs. .....	\$ 36.50	\$ 41.10
14,000 or more and less than 16,000 lbs. .....	\$ 43.50	\$ 49.00
16,000 or more and less than 18,000 lbs. .....	\$ 73.00	\$ 82.10
18,000 or more and less than 20,000 lbs. .....	\$ 80.00	\$ 90.00
20,000 or more and less than 22,000 lbs. .....	\$ 88.00	\$ 99.00
22,000 or more and less than 24,000 lbs. .....	\$ 95.00	\$107.00
24,000 or more and less than 26,000 lbs. .....	\$102.00	\$114.75
26,000 or more and less than 28,000 lbs. .....	\$122.00	\$137.25
28,000 or more and less than 30,000 lbs. .....	\$140.00	\$157.50
30,000 or more and less than 32,000 lbs. .....	\$170.50	\$191.80

Gross vehicle weight fees.	32,000 or more and less than 34,000 lbs. .....	\$181.50	\$204.20
	34,000 or more and less than 36,000 lbs. .....	\$198.00	\$222.75
	36,000 or more and less than 38,000 lbs. .....	\$218.50	\$245.80
	38,000 or more and less than 40,000 lbs. .....	\$242.50	\$272.80
	40,000 or more and less than 42,000 lbs. .....	\$252.00	\$283.50
	42,000 or more and less than 44,000 lbs. .....	\$261.50	\$294.20
	44,000 or more and less than 46,000 lbs. .....	\$280.50	\$315.55
	46,000 or more and less than 48,000 lbs. .....	\$291.00	\$327.40
	48,000 or more and less than 50,000 lbs. .....	\$312.50	\$351.55
	50,000 or more and less than 52,000 lbs. .....	\$329.50	\$370.70
	52,000 or more and less than 54,000 lbs. .....	\$353.50	\$397.70
	54,000 or more and less than 56,000 lbs. .....	\$378.00	\$425.25
	56,000 or more and less than 58,000 lbs. .....	\$397.00	\$446.65
	58,000 or more and less than 60,000 lbs. .....	\$417.50	\$469.70
	60,000 or more and less than 62,000 lbs. .....	\$445.00	\$500.65
	62,000 or more and less than 64,000 lbs. .....	\$455.50	\$512.45
	64,000 or more and less than 66,000 lbs. .....	\$505.50	\$568.70
	66,000 or more and less than 68,000 lbs. .....	\$527.50	\$593.45
	68,000 or more and less than 70,000 lbs. .....	\$574.00	\$645.75

70,000 or more and less than 72,000 lbs.  
..... \$615.50 \$692.45:

*Provided, however,* That every motor truck shall be licensed for not less than one hundred fifty percent of its empty weight unless such an amount would be in excess of the legal limits prescribed for such a vehicle in RCW 46.44.040 in which event the vehicle shall be licensed for the maximum gross load specified for such a vehicle.

**Note:** See also section 1, chapter 118, Laws of 1967 ex. sess.

Sec. 57. There is added to chapter 12, Laws of 1961 and to chapter 46.16 RCW a new section to read as follows:

New section.

The maximum gross weight in the case of any motor truck or truck tractor shall be the scale weight of the motor truck or truck tractor, plus the scale weight of any trailer, semi-trailer or pole trailer to be towed thereby, to which shall be added the maximum load to be carried thereon or towed thereby as set by the licensee in his application or otherwise.

Gross vehicle weight—Computing.

The maximum gross weight in the case of any auto stage and for hire vehicle, except taxicabs, with seating capacity over six, shall be the scale weight of each auto stage and for hire vehicle plus an average load factor of fifty percent of the seating capacity computed at one hundred and fifty pounds per seat.

Sec. 58. There is added to chapter 12, Laws of 1961 and to chapter 46.16 RCW a new section to read as follows:

New section.

In addition to other fees for the licensing of vehicles, there shall be paid and collected annually, for each auto stage and for hire vehicle, except taxicabs, with a seating capacity of six or less the sum of fifteen dollars.

Auto stages, for-hire vehicles—Additional fees.



Motor ve-  
hicles.

RCW 46.16.040  
amended.

Vehicle li-  
censes—Appli-  
cation.

Sec. 59. Section 46.16.040, chapter 12, Laws of 1961 and RCW 46.16.040 are each amended to read as follows:

Application for original vehicle license shall be made on form furnished for the purpose by the director of licenses. Such application shall be made by the owner of the vehicle or his duly authorized agent over the signature of such owner or agent, and he shall certify that the statements therein are true to the best of his knowledge. The application must show:

(1) Name and address of the owner of the vehicle;

(2) Trade name of the vehicle, model, year, type of body, the motor number or identification number thereof if such vehicle be a motor vehicle, or the serial number thereof if such vehicle be a trailer;

(3) The power to be used—whether electric, steam, gas or other power;

(4) The purpose for which said vehicle is to be used and the nature of the license required;

(5) The maximum gross license for such vehicle which in case of for hire vehicles and auto stages shall be the maximum adult seating capacity thereof, exclusive of the operator, and in cases of motor trucks, truck tractors, trailers and semitrailers shall be the unladen weight of such vehicle to which shall be added the maximum gross load to be carried thereon or towed thereby, as the case may be, as set by the applicant, which maximum gross license shall in no event be less than the unladen weight thereof or more than the legal limit for such vehicle as allowed by law;

(6) The weight of such vehicle, if it be a motor truck or trailer, which shall be the shipping weight thereof as given by the manufacturer thereof unless another weight is shown by weight slip verified by a

certified weighmaster, which slip shall be attached to the original application;

(7) Such other information as shall be required upon such application by the director of licenses.

**Note:** See also section 16, chapter 32, Laws of 1967.

Sec. 60. Section 46.16.125, chapter 12, Laws of 1961 and RCW 46.16.125 are each amended to read as follows: RCW 46.16.125 amended.

In addition to the fees required by RCW 46.16.070, operators of auto stages with seating capacity over six shall pay quarterly, at the time they file gross earning returns with the public service commission, the sum of fifteen cents for each one hundred vehicle miles operated by each auto stage over the public highways of this state: *Provided*, That in the case of each auto stage propelled by steam, electricity, natural gas, diesel oil, butane or propane, the payment required hereunder shall be twenty cents per one hundred miles of such operation. The commission shall transmit all such sums so collected to the state treasurer, who shall deposit the same in the motor vehicle fund. Any person failing to make any payment required by this section shall be subject to a penalty of one hundred percent of the payment due hereunder, in addition to any penalty provided for failure to submit a quarterly report. Any penalties so collected shall be credited to the public service revolving fund. Mileage fees.

Sec. 61. Section 46.16.072, chapter 12, Laws of 1961 as last amended by section 33, chapter 21, Laws of 1961 extraordinary session and RCW 46.16.072; section 46.16.074, chapter 12, Laws of 1961 as last amended by section 3, chapter 137, Laws of 1965 and RCW 46.16.075; section 46.16.110, chapter 12, Laws of 1961 and RCW 46.16.110; and section 46.16.120, chapter 12, Laws of 1961 as last amended by section Repeal.

Motor vehicles.

14, chapter 7, Laws of 1961 extraordinary session and RCW 46.16.120 are each repealed.

Emergency—  
Effective date.

Sec. 62. This 1967 amendatory act is necessary for the immediate preservation of the public peace, health and safety, the support of the state government and its existing public institutions and sections 1 through 55 and section 56, renumbered "Sec. 62", shall take effect on the first day of the month following the approval of this act by the governor; sections 56 through 61 shall take effect on July 1, 1967 with respect to fees paid on or after July 1, 1967. Fees paid pursuant to RCW 46.16.070, 46.16.072, 46.16.075 or 46.16.120 prior to July 1, 1967 shall not be affected by this act.

Distribution of accumulated and undistributed funds.

Sec. 63. All funds heretofore accumulated and undistributed to any city and town by reason of the matching requirements of the 1961 amendatory provisions in RCW 82.36.020 and 82.40.290 shall be immediately disbursed and released for use in accordance with the 1967 amendatory provisions of RCW 82.36.020 and 82.40.290.

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

Passed the House April 21, 1967.

Passed the Senate April 19, 1967.

Approved by the Governor April 26, 1967.

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CHAPTER 84.

[Reengrossed House Bill No. 261.]

SUPERIOR COURT JUDGES.

AN ACT relating to the superior courts and the number of judges therein in certain counties; and amending section 3, chapter 125, Laws of 1951 as last amended by section 1, chapter 48, Laws of 1963, and RCW 2.08.061; and amend-