

Emergency.

SEC. 6. This 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 shall take effect immediately.

Passed the House February 12, 1957.

Passed the Senate March 12, 1957.

Approved by the Governor March 21, 1957.

CHAPTER 172.

[H. B. 627.]

HIGHWAYS.

AN ACT relating to highways and the operation of vehicles thereon; describing powers and duties of the Washington state highway commission, the Washington state toll bridge authority, and the interim committees on highways, streets and bridges; establishing and designating certain highways; providing for surveys and studies of proposed highway additions and proposed toll facilities; prescribing fees for certain motor vehicles; amending section 1, chapter 190, Laws of 1937 and RCW 47.16.010, section 1, chapter 280, Laws of 1953 and RCW 47.16.080, section 12, chapter 247, Laws of 1951 and RCW 43.27.180, section 1, chapter 136, Laws of 1941 and RCW 47.16.110, sections 4, 5, 7, 9, 12, 17, 20, 21, 24, 33 and 38, chapter 383, Laws of 1955 and RCW 47.16.140, 47.16.190, 47.20.010, 47.20.030, 47.20.060, 47.20.110, 47.20.170, 47.20.180, 47.20.210, 47.20.320, and 47.20.380, section 7, chapter 239, Laws of 1943, as amended by section 6, chapter 280, Laws of 1953 and RCW 47.20.130 through 47.20.160, section 12, chapter 207, Laws of 1937, as amended by section 9, chapter 239, Laws of 1943, and section 10, chapter 273, Laws of 1951, section 11, chapter 280, Laws of 1953 and section 2, chapter 285, Laws of 1953 and RCW 47.20.410, 47.20.420 and 47.20.430, and section 9, chapter 254, Laws of 1953, as amended by section 26, chapter 384, Laws of 1955 (uncodified), and adding three new sections to RCW 47.20; making appropriations; and declaring an emergency.

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

Short title.

SECTION 1. This act shall be known as the Washington state highway act of 1957.

SEC. 2. Section 1, chapter 190, Laws of 1937 and RCW 47.16.010 are each amended to read as follows:

RCW 47.16.010
amended.

A primary state highway to be known as primary state highway No. 1, or the Pacific highway, is established as follows: Beginning at the international boundary line in the vicinity of Blaine, in Whatcom county, thence in a southerly direction by way of Bellingham, thence to the east of Lake Samish, thence in a southerly direction by way of Mt. Vernon, Everett, Seattle, Tacoma, Olympia, Centralia, Chehalis, Kelso, and Vancouver to the Washington-Oregon boundary line on the interstate bridge over the Columbia river; also beginning at Bellingham on primary state highway No. 1, thence in an easterly direction to a point in the vicinity of Austin Pass in Whatcom county; also beginning at Bellingham on primary state highway No. 1, thence in a southerly direction by way of Blanchard to a junction with primary state highway No. 1, in the vicinity of Mt. Vernon; also beginning at Mt. Vernon on primary state highway No. 1, thence in a westerly direction to Anacortes; also beginning at Everett in the vicinity of Broadway Avenue, thence in a southwesterly direction to a junction with primary state highway No. 1, in the vicinity south of Everett; also beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northeasterly direction to Renton, thence northerly east of Lake Washington to primary state highway No. 1 north of Seattle; and also until the federal aid interstate route No. 1 through Seattle is open to through traffic, beginning on primary state highway No. 1 in the vicinity south of Seattle, thence in a northwesterly direction west of the Duwamish river to Seattle.

No. 1 Pacific
highway.

SEC. 3. Section 12, chapter 383, Laws of 1955 and RCW 47.20.060 are each amended to read as follows:

RCW 47.20.060
amended.

Highway act
of 1957.
Highways
1K, 1L.

Secondary state highways as branches of primary state highway No. 1, are established as follows:

Secondary state highway No. 1K; beginning at Seattle on primary state highway No. 1, thence in a southerly direction to Des Moines, thence in a southeasterly direction to a junction with primary state highway No. 1;

Secondary state highway No. 1L; beginning on primary state highway No. 1 in the vicinity of Seattle, thence in a westerly direction to a junction with secondary state highway No. 1K near Sunnydale.

Division and
amendment.

SEC. 4. Section 7, chapter 239, Laws of 1943, as amended by section 6, chapter 280, Laws of 1953 (heretofore divided and codified as RCW 47.20.130, 47.20.140, 47.20.150, and 47.20.160) is divided and amended as set forth in sections 4, 5, 6, and 7 of this act.

RCW 47.20.130
amended.

SEC. 5. (RCW 47.20.130) Secondary state highways as branches of primary state highway No. 2 are established as follows:

Branches,
state highway
No. 2. High-
ways 2A, 2B.

Secondary state highway No. 2A; beginning on primary state highway No. 2 in the vicinity of Woodinville, thence in a southerly direction to a junction with primary state highway No. 1 in the vicinity north of Kirkland.

Secondary state highway No. 2B; beginning at a junction with primary state highway No. 2 in the vicinity of Lake Forest Park, thence in a north-westerly direction to a junction with primary state highway No. 1 in the vicinity of the Snohomish county line.

RCW 47.20.140
amended.
Highways
2D, 2E.

SEC. 6. (RCW 47.20.140) Secondary state highways as branches of primary state highway No. 2 are established as follows:

Secondary state highway No. 2D; beginning at a junction with primary state highway No. 2 in the vicinity west of Issaquah, thence in a northerly direc-

tion to the west of Lake Sammamish to Redmond on primary state highway No. 2, thence in a westerly direction to Kirkland on primary state highway No. 1;

Secondary state highway No. 2E; beginning at a junction with primary state highway No. 2 west of Cle Elum, thence in a northwesterly direction by way of Roslyn to the National Forest boundary in the vicinity of Lake Cle Elum.

SEC. 7. (RCW 47.20.150) Secondary state highways as branches of primary state highway No. 2 are established as follows:

RCW 47.20.150
enacted
without
amendment.

Secondary state highway No. 2F; beginning at a junction with primary state highway No. 2 in the vicinity north of Coulee City, thence in a northeasterly direction to the boundary of the federal reservation at the Grand Coulee dam;

Secondary state highway No. 2G; beginning at a junction with primary state highway No. 2 in the vicinity west of Reardon, thence in a southerly direction by way of Edwall to a junction with secondary state highway No. 11F in the vicinity northwest of Sprague.

SEC. 8. (RCW 47.20.160) Secondary state highways as branches of primary state highway No. 2 are established as follows:

RCW 47.20.160
enacted
without
amendment.

Secondary state highway No. 2H; beginning at Spokane on primary state highway No. 2, thence in an easterly direction by way of Millwood to a junction with primary state highway No. 2 in the vicinity of the Washington-Idaho boundary line;

Secondary state highway No. 2I; beginning at a junction with primary state highway No. 2 in the vicinity of Virden, thence southeasterly to a junction with primary state highway No. 3 in the vicinity of Woldale.

SEC. 9. Section 1, chapter 280, Laws of 1953 and RCW 47.16.080 are each amended to read as follows:

RCW 47.16.080
amended.

Highway act
of 1957. No. 8
Evergreen
highway.

A primary state highway to be known as primary state highway No. 8, or the Evergreen highway, is established as follows: Beginning at Vancouver on primary state highway No. 1, thence in easterly direction by way of Stevenson to Goldendale, thence in a northeasterly direction by way of Satus Pass to junction with primary state highway No. 3, south-east of Yakima; also beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to connect with the approach to the Biggs Rapids toll bridge across the Columbia river; also, beginning in the vicinity of Maryhill, running thence easterly along the north bank of the Columbia river to a point in the vicinity of Plymouth, thence in a northeasterly direction to a junction with primary state highway No. 3, in the vicinity of Kennewick; also, beginning at a junction with primary state highway No. 8 in the vicinity of Paterson, thence in a northerly direction to a junction with primary state highway No. 3 in the vicinity of Prosser.

The route of primary state highway No. 8 beginning at a junction with primary state highway No. 8, in the vicinity of Maryhill, thence in a southerly direction to the ferry landing of the Maryhill ferry on the Columbia river shall remain a part of such highway until the Biggs Rapids toll bridge and approaches are connected and opened to traffic.

RCW 47.16.140
amended.

SEC. 10. Section 5, chapter 383, Laws of 1955 and RCW 47.16.140 are each amended to read as follows:

No. 14 Navy
Yard highway.

A primary state highway to be known as primary state highway No. 14, or the Navy Yard highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 21 near the southwest end of Sinclair Inlet, thence northeasterly by way of Port Orchard to Manchester and Point Southworth; also begin-

ning at a junction with primary state highway No. 14 in the vicinity of Port Orchard, as herein described, thence in a southeasterly direction by way of the Tacoma Narrows Bridge to a junction with primary state highway No. 1 in Tacoma.

The route of primary state highway No. 14 extending to Harper as provided by section 5, chapter 383, Laws of 1955 shall remain a part of such highway until a ferry landing is constructed and opened to public use at Point Southworth.

SEC. 11. Section 4, chapter 383, Laws of 1955 and RCW 47.16.190 are each amended to read as follows:

RCW 47.16.190 amended.

A primary state highway to be known as primary state highway No. 21, or the Kitsap Peninsula highway, is hereby established according to description as follows: Beginning at a junction with primary state highway No. 9 near the mouth of the Skokomish river, thence in a northeasterly direction along the southeast shore of Hood Canal to the vicinity of Belfair, thence northeasterly by the most feasible route to Bremerton, thence northerly and easterly by the most feasible route in the vicinity of Poulsbo to Port Gamble, thence southerly and easterly to Kingston; also beginning at Keyport, thence in a westerly direction by the most feasible route to a junction with primary state highway No. 21, as herein described.

No. 21 Kitsap Peninsula highway.

The route of primary state highway No. 21, beginning at Lofall established by section 4, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and opened to traffic.

SEC. 12. Section 38, chapter 383, Laws of 1955 and RCW 47.20.380 are each amended to read as follows:

RCW 47.20.380 amended.

Highway act of 1957. Branches, state highway No. 9. Highways 9E, 9F.

Secondary state highways as branches of primary state highway No. 9 are established as follows:

Secondary state highway No. 9E; beginning at a junction with primary state highway No. 9 in the vicinity south of Discovery Bay, thence in a southeasterly direction to the vicinity of Shine on Hood Canal;

The route of secondary state highway No. 9E to South Point established by section 38, chapter 383, Laws of 1955 shall remain a part of such highway to service ferry traffic and shall not be superseded by this section until the Hood Canal bridge and approaches are constructed and open to traffic.

Secondary state highway No. 9F; beginning at Sequim on primary state highway No. 9, thence in a northerly direction to Dungeness.

RCW 47.16.110 amended.

SEC. 13. Section 1, chapter 136, Laws of 1941 and RCW 47.16.110 are each amended to read as follows:

No. 11 Columbia Basin highway.

A primary state highway to be known as primary state highway No. 11, or the Columbia Basin highway, is established as follows: Beginning at Pasco on primary state highway No. 3, thence in a northeasterly direction by way of Connell, Lind, Ritzville, Sprague, and Cheney, to a junction with primary state highway No. 2, in the vicinity west of Spokane: *Provided*, That the Washington state highway commission is authorized to construct as a part of primary state highway No. 11 and the federal interstate system a bypass in the vicinity of Cheney.

RCW 47.20.010 amended.

SEC. 14. Section 7, chapter 383, Laws of 1955 and RCW 47.20.010 are each amended to read as follows:

Branches, state highway No. 1. Highways 1A, 1B.

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1A; beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Lawrence, thence

in a northerly direction to the international boundary in the vicinity west of Sumas; also beginning at a junction with secondary state highway No. 1A in the vicinity of Nooksack, thence southwesterly by way of Everson to a junction with secondary state highway No. 1B in the vicinity of Wiser Lake; also beginning at a junction with the Mt. Baker branch of primary state highway No. 1 in the vicinity of Deming, thence in a southerly direction by way of Sedro Woolley, Arlington and Snohomish to a junction with primary state highway No. 2 in the vicinity of Woodinville;

Secondary state highway No. 1B; beginning at Bellingham on primary state highway No. 1, thence in a northerly direction to the international boundary in the vicinity east of Delta; also beginning at a junction with secondary state highway No. 1B approximately 2.7 miles south of the international boundary, thence easterly by way of Van Buren to a junction with secondary state highway No. 1A.

SEC. 15. Section 9, chapter 383, Laws of 1955 and RCW 47.20.030 are each amended to read as follows:

RCW 47.20.030
amended.

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Highways
1E, 1F.

Secondary state highway No. 1E; beginning at Conway on Primary state highway No. 1, thence in a southerly direction by way of East Stanwood, thence in a southeasterly direction to a junction with primary state highway No. 1, thence in an easterly direction to Arlington on secondary state highway No. 1A; also from the junction of secondary state highway No. 1A at Arlington in a northeasterly and easterly direction to Darrington;

Secondary state highway No. 1F; beginning at a junction with primary state highway No. 1 in the vicinity of Burlington, thence in a northeasterly

direction to a junction with secondary state highway No. 1A in the vicinity of Sedro Woolley.

RCW 47.20.110 amended.

SEC. 16. Section 17, chapter 383, Laws of 1955 and RCW 47.20.110 are each amended to read as follows:

Highway act of 1957. Branches, state highway No. 1. Highways 1V, 1W.

Secondary state highways as branches of primary state highway No. 1 are established as follows:

Secondary state highway No. 1V; beginning at Tacoma on primary state highway No. 1, thence in a northeasterly direction west of primary state highway No. 1 by way of Redondo to Des Moines on secondary state highway No. 1K;

Secondary state highway No. 1W; beginning at a junction with primary state highway No. 1 in the vicinity of Snohomish-King county line, thence in a northwesterly direction to Edmonds, thence in a northeasterly direction to a junction with primary state highway No. 1 in the vicinity of Lynnwood.

New section.

SEC. 17. There is added to chapter 47.20 RCW, a new section to read as follows:

Branches, state highway No. 2. Highway 2J.

Secondary state highway No. 2J is established as a branch of primary state highway No. 2, according to the following designation and description:

Beginning on primary state highway No. 2 in the vicinity of Bothell, thence in a northerly direction to a junction with primary state highway No. 1 in a vicinity south of Everett.

RCW 47.20.170 amended.

SEC. 18. Section 20, chapter 383, Laws of 1955 and RCW 47.20.170 are each amended to read as follows:

Branches, state highway No. 3. Highways 3A, 3B.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Secondary state highway No. 3A; beginning at Union Gap on primary state highway No. 3, thence in a southeasterly direction to the south of the Yakima river to Toppenish on primary state highway No. 8, thence in a southeasterly direction by

way of Mabton to Prosser on primary state highway No. 3;

Secondary state highway No. 3B; beginning at Toppenish on primary state highway No. 8, thence in a westerly direction to White Swan, thence in a southwesterly direction to old Fort Simcoe.

SEC. 19. Section 21, chapter 383, Laws of 1955 and RCW 47.20.180 are each amended to read as follows:

RCW 47.20.180 amended.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Highways 3C, 3D.

Secondary state highway No. 3D; beginning at a junction with primary state highway No. 3 in the vicinity of Burbank, thence in a northeasterly direction by the most feasible route to a point in the vicinity of Eureka, thence in an easterly direction by the most feasible route to a junction with secondary state highway No. 3E in the vicinity of Prescott.

SEC. 20. Section 24, chapter 383, Laws of 1955 and RCW 47.20.210 are each amended to read as follows:

RCW 47.20.210 amended.

Secondary state highways as branches of primary state highway No. 3 are established as follows:

Highways 3J, 3K.

Secondary state highway No. 3J; beginning at a junction with primary state highway No. 3 in the vicinity of Chewelah, thence by way of Springdale in a southwesterly direction across the Spokane river to Long lake: *Provided*, That until such time as the relocation and construction of primary state highway No. 3 from Loon Lake to Chewelah is completed, secondary state highway No. 3J shall begin at a junction with primary state highway No. 3 in the vicinity of Springdale;

Secondary state highway No. 3K; beginning at Pomeroy on primary state highway No. 3, thence in a southeasterly direction to Peola, thence in a northeasterly direction to a junction with primary state highway No. 3 in the vicinity west of Clarkston.

RCW 47.20.320
amended.

SEC. 21. Section 33, chapter 383, Laws of 1955 and RCW 47.20.320 are each amended to read as follows:

Highway act
of 1957.
Branches,
state high-
way No. 7.
Highway 7C.

Secondary state highways as branches of primary state highway No. 7 are established as follows:

Secondary state highway No. 7C; beginning in the vicinity of the east end of the Vantage bridge on primary state highway No. 7, thence in a southerly direction parallel to the east bank of the Columbia river for a distance of approximately two and one-half miles, thence southeasterly in the vicinity of Othello, thence easterly to a junction with primary state highway No. 11, thence easterly to a junction with secondary state highway No. 11B in the vicinity of Washtucna; also, beginning at a junction with secondary state highway No. 7C south of the Columbia river bridge at Vantage, thence southerly and easterly by way of Beverly and Arrowsmith to a junction with secondary state highway No. 11A north of its crossing of the Columbia river: *Provided*, That until such time as secondary state highway No. 7C is actually constructed on the location adopted by the director of highways, no existing county roads shall be maintained or improved by the state department as a temporary route of said secondary state highway No. 7C.

Division and
amendment.

SEC. 22. Section 12, chapter 207, Laws of 1937, section 9, chapter 239, Laws of 1943, section 10, chapter 273, Laws of 1951, section 11, chapter 280, Laws of 1953, section 2, chapter 285, Laws of 1953 (heretofore divided and codified as RCW 47.20.410, 47.20.420 and 47.20.430) are divided and amended to read as set forth in sections 23 through 25 of this act.

RCW 47.20.410
amended.

SEC. 23. (RCW 47.20.410) 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 director 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:

Branches,
state highway
No. 11,
Highways
11A, 11B.

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

SEC. 24. (RCW 47.20.420) Secondary state highways as branches of primary state highway No. 11 are established as follows:

RCW 47.20.420
enacted
without
amendment.

Secondary state highway No. 11C; beginning at Sprague on primary state highway No. 11, thence in a southeasterly direction to a point in the vicinity of Ewan;

Secondary state highway No. 11D; beginning at a junction with primary state highway No. 11 at a point approximately three miles northeast of Four Lakes, thence in a westerly and southwesterly direction to the town of Medical Lake, thence in a southerly direction to the vicinity of the state custodial school;

Highway act of 1957.

Secondary state highway No. 11E; beginning at Ritzville on primary state highway No. 11, thence in a southerly direction to Washtucna on secondary state highway No. 11B.

RCW 47.20.430 amended.

SEC. 25. (RCW 47.20.430) Secondary state highways as branches of primary state highway No. 11 are established as follows:

Branches, state highway No. 11. Highways 11F, 11G.

Secondary state highway No. 11F; beginning at Sprague on primary state highway No. 11, thence in a northwesterly direction to Harrington on primary state highway No. 7;

Secondary state highway No. 11G; beginning in the vicinity of Eltopia on primary state highway No. 11, thence in a northwesterly direction to a junction with primary state highway No. 18 in the vicinity of Moses Lake, thence northwesterly to a junction with primary state highway No. 7 in the vicinity of Soap Lake with a wye connection from the vicinity of Rocky Ford creek to the vicinity of Ephrata.

New section.

SEC. 26. There is added to chapter 47.20 RCW, a new section to read as follows:

Branches, state highway No. 12. Highway 12H.

A secondary state highway as a branch of primary state highway No. 12 is established as follows:

Secondary state highway No. 12H; beginning at a junction with primary state highway No. 12 in West Kelso, thence northerly to a junction with secondary state highway No. 1P in the vicinity of Vader.

New section.

SEC. 27. There is added to chapter 47.20 RCW a new section to read as follows:

Branches, state highway No. 21. Highway 21C.

Secondary state highway No. 21C as a branch of primary state highway No. 21 is established as follows:

Secondary state highway No. 21C; beginning at a junction with primary state highway No. 21 at Belfair, thence in a general westerly direction to the westerly boundary of the Belfair state park.

SEC. 28. The joint fact-finding committee on highways, streets and bridges, jointly with the Washington state highway commission, shall, pursuant to the provisions of this act, consider the following highway additions and deletions by undertaking a comprehensive and definitive study, with necessary reconnaissance surveys, including location, reconstruction cost and roadway design, to accomplish their evaluation with respect to their being a part of the modern integrated state highway system. All studies shall be completed by June 1, 1958.

Highway additions or deletions studied—Appropriations.

(1) An extension of secondary state highway No. 1S from Amboy westerly to a junction with primary state highway No. 1 at Woodland. This highway section shall be evaluated as to state interest with respect to other branches of secondary state highway No. 1S on the north side of Lewis river serving the traffic in hauling of logs and log products. This study shall also include cooperation with the United States forest service with respect to the source of logs and log products being hauled from the United States forest area. (Reference in H.B. 204)

Extension highway No. 1S.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(2) An extension of secondary state highway No. 12D from the west fork of the Elokommin river northeasterly to a connection with secondary state highway No. 1P at Ryderwood; and also, a highway from primary state highway No. 12 in the vicinity of Grays River northeasterly to a junction with primary state highway No. 12 in the vicinity of PeEll. These two highway locations shall be studies [studied] with respect to their relationship as serving as the most logical route to connect with the lower

Extension highway No. 12D—Highway from No. 12, Grays River to 12, Pe Ell.

Highway act of 1957. Highway additions or deletions studied—Appropriations.

Columbia river crossing being investigated by the Washington toll bridge authority as required by S.B. 321 and H.B. 529, and making recommendation as to the feasible route with respect to serving the financial feasibility of the toll bridge location. (Reference H.B. 122 and H.B. 123)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Realigning No. 21B to connection with 21A.

(3) Realigning secondary state highway No. 21B between Bremerton and Keyport and thence crossing Liberty Bay to a connection with secondary state highway No. 21A southeast of Poulsbo. (Reference H.B. 238)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of three thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Old Columbia river bridge route from Kennewick to Pasco.

(4) A highway from primary state highway No. 3 at the south approach to the new Columbia river bridge west of Kennewick, thence easterly and northerly by way of Kennewick and the old Columbia river bridge to a junction with primary state highway No. 3 at Pasco. (Reference H.B. 401)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Extension of Highway No. 3R.

(5) An extension of secondary state highway No. 3R from the west boundary of the government

reservation northeasterly and easterly to a junction with primary state highway No. 11 in the vicinity of Glade. (Reference H.B. 402)

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(6) A highway beginning at a junction with primary state highway No. 11 in the vicinity of Lind, thence westerly by way of Warden to a junction with secondary state highway No. 11G. (Reference H.B. 486)

Highway from No. 11, Lind, to highway No. 11G.

This study shall include the possible deletion by legislative act of that portion of secondary state highway No. 4B from Lind northerly.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(7) A highway beginning at a junction of primary state highway No. 5 and Renton avenue in the vicinity of the Renton municipal airport, thence northwesterly on Renton avenue to its junction with primary state highway No. 2 at Webster street in the city of Seattle. (Reference H. B. 505)

Renton avenue route from highway No. 5 to highway No. 2.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(8) A highway relocation of primary state highway No. 14 as follows: Beginning at a junction with

Relocation of highway No. 14.

Highway act
of 1957.
Highway addi-
tions or dele-
tions studied
—Appropri-
ations.

primary state highway No. 21 near the southwest end of Sinclair Inlet, thence southeasterly by way of the Tacoma Narrows bridge to a junction with primary state highway No. 1 in Tacoma; also beginning at a junction with primary state highway No. 14 in the vicinity of Fernwood, thence northeasterly to Port Orchard, thence southerly and easterly to Point Southworth. (Reference H.B. 448)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of ten thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Highway from
No. 8, Lyle
to No. 8,
Goldendale.

(9) A highway beginning at a junction with primary state highway No. 8 in the vicinity of Lyle, thence northeasterly and easterly by way of Klickitat to a junction with primary state highway No. 8 in the vicinity of Goldendale. (Reference S.B. 157)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of fifteen thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Highway
locations.

(10) Highway locations as follows:

- (a) Three Tree point to White Center to Renton;
- (b) From Normandy park via south side of Seattle-Tacoma airport in the vicinity of Bow lake, Orillia, Lake Youngs, Maple Valley to Hobart;
- (c) From primary state highway No. 1 in the vicinity of Midway easterly to a connection with primary state highway No. 5 in the vicinity of Kent;
- (d) From Lakota to Federal Way, Auburn, Black Diamond to Palmer. (Reference S.B. 388)

Appropri-
ations.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on high-

ways, streets and bridges the sum of forty thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

(11) A highway relocation of primary state highway No. 4 between Republic and Wilbur to reroute traffic over the Columbia river bridge at Coulee Dam in lieu of operating a ferry for such traffic across the Columbia river at Keller.

Relocation of highway No. 4.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of five thousand dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(12) Continue the location study of a highway from Spokane westerly along the north bank of the Spokane river to connect with primary state highway No. 22 in the vicinity of the junction of the Columbia and Spokane rivers. (Reference S.B. 272)

Highway from Spokane to No. 22, junction Spokane and Columbia rivers.

This study shall be undertaken in cooperation with the Bureau of Indian Affairs as related to the location of this highway through the Spokane Indian reservation and also the city of Spokane as to its relationship in its development of a comprehensive city street plan.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation.

(13) A highway beginning at a junction with primary state highway No. 10 south of the Okanogan river in the vicinity of Malott, thence northerly following the course of Loup Loup creek to a junction with primary state highway No. 16. (Reference S.B. 445)

Highway from No. 10, Malott, to No. 16.

Highway act
of 1957.
Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Extension of
highway
No. 15B.

(14) An extension to secondary state highway No. 15B from Fall City southerly to a junction with primary state highway No. 2 in the vicinity of Preston. (Reference S.B. 362 and H.B. 583)

Appropriation.

There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges the sum of two thousand five hundred dollars, or so much thereof as may be necessary to carry out the provisions of this subsection.

Appropriation
—Location
survey on
highway
No. 17.

SEC. 29. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the period beginning July 1, 1957 and ending June 30, 1959 the sum of seventy-five thousand dollars, or so much thereof as shall be necessary, to conduct a location survey on primary state highway No. 17, Marblemount to Mazama. This survey shall be undertaken in cooperation with the United States forest service to promote the orderly development of this highway section in order to serve the needs of the state and the development of the forest area.

Commission
to report to
legislature—
Effect, federal
highway
policy.

SEC. 30. The state highway commission shall report to the legislature through the joint fact-finding committee on highways, streets and bridges on the highway needs of the state in the light of the new federal highway policy, taking into consideration the needs of the existing state highway system and such extensions thereto as may be warranted by the expanding economy of the state.

SEC. 31. Section 12, chapter 247, Laws of 1951 and RCW 43.27.180 are each amended to read as follows:

RCW 43.27.180 amended.

The salary of the director of highways shall be ten thousand dollars per year: *Provided*, That the commission may increase said salary.

Director of highways—
Salary.

SEC. 32. The joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, and continued in chapter 213, Laws of 1949, continued by section 44, chapter 269, Laws of 1951, continued by section 4, chapter 254, Laws of 1953 and continued by section 21, chapter 384, Laws of 1955, is hereby continued until April 1, 1959. It shall consist of seven senators to be appointed by the president of the senate and eight members of the house of representatives to be appointed by the speaker thereof. The list of appointees shall be submitted before the close of the 1957 session for confirmation of senate members, by the senate, and the house members by the house. Vacancies occurring shall be filled by the appointing authority.

Joint fact-finding committee continued—
Membership—
—Vacancies.

SEC. 33. The committee is authorized and directed to continue its studies and for that purpose shall have all the powers and duties set forth in chapter 111, Laws of 1947, and in addition thereto is authorized and directed to ascertain, study, analyze, report on and make recommendations to the 1959 legislature, prior to its convening, concerning:

Committee on highways, streets and bridges—
Powers and duties.

(a) The orderly development of state highways by classification and necessity with recommendations of additions and deletions to accomplish a modern integrated highway system;

(b) The operations of the license department in connection with the licensing of all motor vehicles;

(c) The desirability of the preemption of motor vehicle licensing;

(d) The existing and proposed exemptions from motor vehicle licensing and taxation and its impact

Highway act
of 1957.
Committee
on highways,
streets and
bridges.
Powers and
duties.

on revenues for highway purposes, and the use of motor vehicle funds to finance margin revenue bond projects;

(e) The revaluation of highway needs in the light of federal interstate highway legislation and appropriations, and appear before such bodies as may be required;

(f) The tax structure in connection with the financing of necessary highway and related construction, hearings in connection with this study, to begin not later than September 1, 1957, and in connection therewith the committee shall review the benefits study of the Highway Research council with specific attention to the ton-mile and incremental cost methods and other related highway use and gas taxes.

(g) Existing laws relating to the collection of overweight penalties, and in conjunction with the attorney general, prepare the necessary legislation to facilitate the collection of such penalties;

(h) A redefinition of rural and urban vehicles which better reflects the use of said vehicles on county roads and in connection therewith, the feasibility of total traffic counts in counties as an alternative for the registered vehicle formula in making county gas tax allocations, and the committee is authorized to make sample test counts;

(i) The proper subsidy, if any, to be paid from the motor vehicle fund toward the operation of an integrated Puget Sound transportation system, including the operation of ferries and bridges constructed to replace ferries; this study shall begin prior to July 1, 1957 and be pursued in cooperation with the Washington toll bridge authority;

(j) In cooperation with the legislative budget committee and the director of the budget to study the proper budgeting and appropriation of motor vehicle funds;

(k) To cooperate with any other agencies in the study of the state's responsibility in determining the equitable obligation of the state with respect to the construction of highways through irrigation districts where highway rights of way are taken from the irrigation district lands. (Reference H.B. 6)

Powers and duties.

(l) Highway safety, including remedial legislation, which will tend to lower the toll of highway accidents. This study shall be made in conjunction with the Washington state patrol and other law enforcement agencies.

(m) The equitable policy to be established between the state and counties as to portions of existing primary and secondary state highways affected by highway relocations. (Reference H.B. 662)

(n) The impact of monthly licensing of motor vehicles engaged in logging and the hauling of agricultural products in cooperation with the employment security department. (Reference H.B. 643)

(o) The future development and financing of urban freeways, in the light of the findings of the highway cost allocation study. In this study the interim committee shall appoint advisory committees of lay consultants in each of the four metropolitan areas of the state to consider the practicality of contribution from benefited property.

(p) The submission of necessary amendments to highway laws and to all laws relating to motor vehicles suggested by its studies and recommended by it, and in such connection the committee shall prepare drafts of bills with the aid of the attorney general.

SEC. 34. In addition to the powers and duties heretofore conferred upon it, the committee is further authorized and directed to continue its participations in the activities of the "Western Interstate Committee on Highway Policy Problems" of the eleven western states in its study of highway prob-

Highway
act of 1957.
Committee
on highways,
streets and
bridges.

lems upon a state and regional basis; participate in or make joint studies with relation to the design and construction of highways and the use and equitable cost thereof; and participate in any interstate reciprocity or proration meetings designated by the Washington reciprocity commission.

Council for
highway
research.

SEC. 35. The committee is also authorized to avail themselves of the services of the Washington state council for highway research and to cooperate with said body.

Committee
expenses—
Reimburse-
ment—
Vouchers.

SEC. 36. The members of the joint fact-finding committee on highways, streets and bridges shall be reimbursed for their expenses incurred while attending sessions of the committee or meetings of any subcommittees of the committee or while engaged on other committee business authorized by the committee to the extent of twenty dollars per day plus ten cents per mile in going and coming from committee sessions or subcommittee meetings or for travel on other committee business authorized by the committee. All expenses incurred by the committee, including salaries of employees, shall be paid upon voucher forms as provided by the state auditor and signed by the chairman or vice chairman of the committee and attested by the secretary of the committee, and the authority of said chairman and secretary to sign vouchers shall continue until their successors are selected. Vouchers may be drawn upon funds appropriated for the expenses of the committee.

1955 c 384 § 26
amended.

SEC. 37. Section 9, chapter 254, Laws of 1953, as amended by section 26, chapter 384, Laws of 1955 (uncodified) is amended to read as follows:

Additional
fees on motor
vehicles—
Disposition
of fees.

In addition to all other fees prescribed by law, there shall be paid for each motor vehicle the following amounts at the time of the payment of the registration fee as provided by law:

For each truck under 12,000 lbs.....	.25
For each truck over 12,000 lbs. and under 20,000 lbs.	1.00
For each truck over 20,000 lbs.....	2.00
For each trailer 4,000 lbs. to 12,000 lbs....	.25
For each trailer 12,000 lbs. to 20,000 lbs....	1.00
For each trailer, semi-trailer or pole trailer over 20,000 lbs.....	2.00
For each diesel truck	4.00
For each auto stage	2.00
For each for hire vehicle over 4,000 lbs....	.50
For each motor vehicle not otherwise taxed herein10

Such fees shall be collected for the calendar years 1957, 1958 and 1959 only, and shall be deposited in the motor vehicle fund, and shall be used by the joint fact-finding committee on highways, streets and bridges and the state highway commission to help defray the costs of special highway use and weight studies and tests upon highways as provided for in this act and for other necessary expenses of such committee.

SEC. 38. There is hereby appropriated from the motor vehicle fund to the joint fact-finding committee on highways, streets and bridges, created by chapter 111, Laws of 1947, continued by chapter 213, Laws of 1949, chapter 269, Laws of 1951, chapter 280, Laws of 1953, chapter 384, Laws of 1955 and continued by the 1957 legislative session the sum of forty thousand dollars for the biennium ending June 30, 1959, or so much thereof as shall be necessary.

Appropriation to committee.

SEC. 39. The Washington toll bridge authority, the Washington state highway commission, and any county or other political subdivision of the state of Washington, are each authorized to enter into any agreements with each other, the Oregon state highway commission, Port of Astoria, Oregon,

Agreements respecting Columbia river toll bridge authorized.

Highway act
of 1957.
Agreements
respecting
Columbia
river toll
bridge
authorized.

or any other governmental agency or political subdivision of either Oregon or Washington for the purpose of continuing traffic, engineering and financial studies, and surveys for the planning of a toll bridge to be constructed at a feasible site on the lower Columbia river. Such studies and surveys shall include but shall not be confined to the following:

- (1) The most desirable design and bridge approaches;
- (2) The most desirable location;
- (3) The cost of construction and the length of construction time required; and
- (4) The financial feasibility of the bridge together with any supplementary aid which may be available to finance it.

In order to carry out the provisions of this section the Washington toll bridge authority, the Washington state highway commission and any political subdivision of the state of Washington may:

- (1) Consult, cooperate and enter into agreements with the government of the United States or any of its agencies, the state of Oregon or any of its agencies or political subdivisions, or any other governmental agency, person, or corporation.
- (2) Accept and expend moneys from any public or private source, including the government of the United States, which is now or may be made available for the carrying out of the purposes contained in this section.

Appropriation.

There is appropriated from the motor vehicle fund to the Washington toll bridge authority for the biennium commencing July 1, 1957 and ending June 30, 1959 the sum of one hundred thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section. 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. 40. For the period beginning July 1, 1957, and ending June 30, 1959, there is hereby reappropriated from the motor vehicle fund to the Washington toll bridge authority, the sum of four hundred seventy-six thousand five hundred dollars or so much thereof as may be necessary, for conducting further engineering surveys and financial studies, and for designing feasible bridges and securing the necessary permits for the construction of a bridge or bridges across Puget Sound or Hood Canal, such sum being the unexpended balance of the appropriation contained in section 62, chapter 383, Laws of 1955: *Provided*, That no expenditure under the authority of this section shall exceed the unexpended balance of the appropriation contained in section 62, chapter 383, Laws of 1955 as shown in the state auditor's records as of June 30, 1957.

Reappropriation—Puget Sound-Hood Canal bridges.

Proviso.

If the total project, or any part thereof, is deemed feasible by the authority as an integral part of the public highway system and has been approved by the highway commission, the authority shall further utilize the funds herein appropriated to do all things necessary to accomplish the sale of revenue bonds to finance the proposed project, or any part thereof as may be determined feasible, and for the payment of all preliminary expenses incident to the issuance and sale of said bonds.

The appropriation herein authorized shall be considered a loan from the motor vehicle fund, and the motor vehicle fund shall be reimbursed in full for any portion of those funds which may be expended, from the proceeds of the sale of any revenue bonds issued for the purpose of financing said project or any part thereof.

SEC. 41. There is hereby appropriated from the authority revolving fund to the Washington toll

Appropriation (1951 c 259 §§ 14, 15).

Highway act
of 1957.

bridge authority for the biennium ending June 30, 1959, the sum of four hundred thousand dollars to carry out the provisions of sections 14 and 15, chapter 259, Laws of 1951 and RCW 47.60.180 and RCW 47.60.190.

Toll tunnel
through
Cascades.

SEC. 42. The Washington toll bridge authority is hereby authorized and directed to complete pending location surveys and studies, and make such further studies and surveys as it deems proper to determine the feasibility of financing and constructing a toll tunnel through the Cascade mountains, together with the necessary connections with existing highways. Said toll tunnel shall be located on an alternate to primary state highway No. 5 beginning at a point thereon in the vicinity of the junction of the Greenwater and White rivers, thence in an easterly direction to a junction with primary state highway No. 5 in the vicinity of Cliffdell. The authority shall report to the next regular session of the legislature its conclusions as to the feasibility of constructing such toll tunnel.

Appropriation.

There is appropriated to the authority from the motor vehicle fund the sum of twenty-five thousand dollars, or so much thereof as may be necessary, to carry out the purposes of this section.

Appropriation
to continue
highway
equipment
fund under
RCW 47.08.120.

SEC. 43. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the biennium ending June 30, 1959, the sum of ten million nine hundred eight thousand five hundred five dollars, or so much thereof as may be necessary, to continue the highway equipment fund as established by RCW 47.08-.120 and amendments thereto.

Appropriation
to highway
commission for
salaries and
operations.

SEC. 44. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, for salaries, wages and operations of the offices of the commission, director and district offices of the

department of highways, including the office of the research and planning engineer, the traffic engineer, including traffic training; and the administration of state aid to cities and counties as provided by RCW 46.68 and amendments thereof, the sum of four million five hundred ninety-seven thousand seven hundred fifty dollars, or so much thereof as shall be necessary.

SEC. 45. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission and the joint fact-finding committee on highways, streets and bridges, for the biennium ending June 30, 1959, the sum of three hundred eighty-five thousand dollars, or so much thereof as shall be necessary, to be used for the costs of special studies, tests and research relative to highway problems and any other necessary expenses jointly authorized.

Appropriation for special studies on highway problems.

SEC. 46. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of three million nine hundred two thousand one hundred forty-six dollars twenty-three cents, the same being the unexpended balance of the appropriation contained in section 13, chapter 311, Laws of 1955 as shown on the records of the state auditor January 31, 1957: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 13, chapter 311, Laws of 1955, as of June 30, 1957.

Reappropriation for unpaid obligations. Balance of appropriation (1955 c 311 § 13).

Proviso.

SEC. 47. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of eight million one hundred nineteen thousand six hundred twenty-six dollars forty-two

Balance of appropriation (1955 c 383 § 53).

Highway act of 1957.

Proviso.

Appropriation for state highways through cities and towns—Emergencies.

Reappropriation for unpaid obligations. Balance of appropriation (1955 c 383 § 56).

cents, the same being the unexpended balance of the appropriation contained in section 53, chapter 383, Laws of 1955, as shown on the records of the state auditor January 31, 1957: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 53, chapter 383, Laws of 1955, as of June 30, 1957.

SEC. 48. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of ninety eight million eight hundred seventy-one thousand five hundred thirty-five dollars, or so much thereof as shall be necessary, for state highways and designated routes through cities and towns, including location, engineering, engineering supervision and training, improvement, rights of way, construction and damages, bridges, reconstruction, maintenance including road signs, traffic signals and devices, radio, ferries, toll bridges, extraordinary maintenance, non-reimbursable federal aid off the state system, emergencies and for any and all proper highway purposes not specifically set forth in this act, emergencies being defined as damages to highways, structures, ferries, and/or other conditions involving public safety or welfare, which could not with the exercise of reasonable judgment have been foreseen.

SEC. 49. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid the sum of seven million five hundred fifty-eight thousand eight hundred eighty nine dollars and eighty-eight cents, the same being the unexpended balance of the appropriation contained in section 56, chapter 383, Laws of 1955, as shown on the records

of the state auditor for January 31, 1957: *Provided*,
That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 56, chapter 383, Laws of 1955, as of June 30, 1957.

Proviso.

SEC. 50. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of ninety-four million two hundred thirty-six thousand dollars, or so much thereof as shall be necessary, to be expended and reimbursed under specific project agreements executed or to be executed under the federal aid road acts and the state acts assenting thereto; and for any other expenditures of any kind by the department of highways upon public highways, or for services to other public agencies, for which reimbursement is anticipated; and for inventories and salary suspense.

Appropriation for projects under federal and state acts providing reimbursement.

SEC. 51. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, for the maintenance and construction of roads within state parks the sum of one hundred fifty thousand dollars, which sum shall be deducted from the net tax amount of the motor vehicle fuel tax in the motor vehicle fund before credits are made to the incorporated cities and towns and to counties of the state.

Appropriation for roads in state parks.

SEC. 52. There is hereby appropriated from the highway equipment fund to the Washington state highway commission for the period beginning April 1, 1957 and ending June 30, 1957, the sum of five hundred twenty-five thousand ninety-eight dollars for the purchase, repair and replacement of equipment, which sum is the amount estimated for the three months period in the 1955-1957 budget re-

Appropriation for equipment not covered by 1955 c 383 § 46.

Highway act
of 1957.

quest but was not included in the appropriation made in section 46, chapter 383, Laws of 1955.

Appropriation
for capital
outlay.

SEC. 53. There is hereby appropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of one million nine hundred eighty-three thousand two hundred dollars, or so much thereof as may be necessary for capital outlay, which shall include the purchase and improvement of land, erection of buildings and structures, major repairs and equipment, including fees, salaries and wages incident thereto.

Reappropriation for unpaid obligations. Balance of appropriation (1955 c 383 § 52).

SEC. 54. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, and for obligations incurred and not yet paid, the sum of two million seven hundred six thousand five hundred seventy-five dollars and thirty-three cents, the same being the unexpended balance of the appropriation contained in section 52, chapter 383, Laws of 1955, as shown on the records of the state auditor January 31, 1957: *Provided*, That no expenditure under the authority of this act shall exceed the unexpended balance of the appropriation contained in section 52, chapter 383, Laws of 1955, as of June 30, 1957.

Proviso.

Appropriation to cities and towns under chapter 46.68 RCW.

SEC. 55. There is hereby appropriated from the motor vehicle fund to the incorporated cities and towns of the state, for the biennium ending June 30, 1959, the sum of thirteen million one hundred eighty-five thousand seven hundred dollars, or so much thereof as shall become available under RCW 46.68 and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

SEC. 56. There is hereby appropriated from the motor vehicle fund to the counties of the state, including counties composed of islands, for the biennium ending June 30, 1959, the sum of forty-one million two hundred fifty-two thousand dollars, or so much thereof as may become available under RCW 46.68 and RCW 82.36 and amendments thereto, including supplemental amounts due and sums reserved by resolutions to the state, to be paid out and expended in the manner provided by law.

Appropriation to counties under chapter 46.68 and 82.36 RCW.

SEC. 57. There is hereby appropriated from the motor vehicle fund the sum of eleven million five hundred thousand dollars, for the biennium ending June 30, 1959, for transfer to the highway bond retirement fund as provided in chapter 121, Laws of 1951, chapter 154, Laws of 1953, and chapter 311, Laws of 1955.

Appropriation to highway bond retirement fund.

SEC. 58. There is hereby reappropriated from the motor vehicle fund to the Washington state highway commission for the biennium ending June 30, 1959, the sum of twelve thousand dollars, the same being the appropriation contained in section 2, chapter 15, Laws of 1955 extraordinary session to the Corbin Water District (Greenacres), for disruption of water pipe lines. Payment to be made upon completion of work and determination of cost by the department of highways.

Reappropriation (1955 ex.s. c 15 § 2).

SEC. 59. (1) If any provision of this 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 or applications of the act which can be given effect without the invalid provisions or application and to this end the provisions of this act are declared to be severable.

Severability

(2) If any provision of this act shall be declared unconstitutional or ineffective in whole or in part by a court of competent jurisdiction, then to the ex-

Highway act
of 1957.

tent that it is unconstitutional or ineffective, such provision shall not be enforced, nor shall such determination be deemed to invalidate the remaining provisions of this act.

Emergency—
Exceptions.

SEC. 60. This 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 section 52 shall take effect April 1, 1957, and sections 1, 28, 30 through 36 and 38 shall take effect immediately.

Sections 14 through 19, 26 and 27 shall take effect January 1, 1958.

Passed the House March 8, 1957.

Passed the Senate March 13, 1957.

Approved by the Governor March 21, 1957.

CHAPTER 173.

[H. B. 679.]

CITIES AND TOWNS—INCORPORATION.

AN ACT relating to incorporation of cities and towns; amending section 2, page 133, Laws of 1890 as amended by sections 1, 2, 3, 4 and 5, chapter 219, Laws of 1953, and RCW 35.02-.020, 35.02.030, 35.02.040, 35.02.050, 35.02.060, 35.02.070, 35.02.080, 35.02.100 and 35.02.110 and declaring an emergency.

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

Division and
amendment.

SECTION 1. Section 2, page 133, Laws of 1890, as amended by sections 1, 2, 3, 4 and 5, chapter 219, Laws of 1953 (heretofore divided and codified as RCW 35.02.020, 35.02.030, 35.02.040, 35.02.050, 35.02-.060, 35.02.070, 35.02.080, 35.02.100 and 35.02.110) is divided and amended to read as set forth in sections 2 through 10 of this act.

RCW 35.02.020
enacted with-
out amend-
ment.

SEC. 2. (RCW 35.02.020) A petition for incorporation must be signed by qualified voters resident