
HOUSE BILL 3023

State of Washington

56th Legislature

2000 Regular Session

By Representatives Radcliff and Mitchell

Read first time 01/26/2000. Referred to Committee on Transportation.

1 AN ACT Relating to the transportation infrastructure financing act;
2 amending RCW 82.03.130; adding a new section to chapter 84.55 RCW;
3 adding a new chapter to Title 47 RCW; and repealing RCW 39.88.010,
4 39.88.020, 39.88.030, 39.88.040, 39.88.050, 39.88.060, 39.88.070,
5 39.88.080, 39.88.090, 39.88.100, 39.88.110, 39.88.120, 39.88.130,
6 39.88.900, 39.88.905, 39.88.910, 39.88.915, and 84.55.080.

7 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

8 NEW SECTION. **Sec. 1.** It is declared to be the public policy of
9 the state of Washington to encourage and facilitate the improvement of
10 transportation infrastructure. The construction of necessary
11 transportation improvements in accordance with local community planning
12 will encourage investment in job-producing economic development and
13 will expand the public tax base.

14 It is the purpose of this chapter to allocate a portion of regular
15 property taxes for limited periods of time to assist in the financing
16 of transportation improvements which are needed to encourage economic
17 development of urban areas; to improve transportation mobility in
18 congested urban areas due to the inability of existing financing
19 methods to provide needed transportation improvements; to encourage

1 local taxing districts to cooperate in the allocation of future tax
2 revenues arising in urban areas in order to facilitate the long-term
3 growth of their common tax base; and to encourage private investment
4 within congested urban areas.

5 NEW SECTION. **Sec. 2.** As used in this chapter the following terms
6 have the following meanings unless a different meaning is clearly
7 indicated by the context.

8 (1) "Apportionment district" means the geographic area, within an
9 urban area, from which regular property taxes are to be apportioned to
10 finance a transportation improvement contained therein.

11 (2) "Assessed value of real property" means the valuation of real
12 property as placed on the last completed assessment roll of the county.

13 (3) "City" means any city or town.

14 (4) "Ordinance" means any appropriate method of taking a
15 legislative action by a county or city, whether known as a statute,
16 resolution, ordinance, or otherwise.

17 (5) "Transportation improvement" means an undertaking to provide
18 transportation facilities in an urban area which the sponsor has
19 authority to provide.

20 (6) "Transportation improvement costs" means the costs of design,
21 planning, right of way acquisition, site preparation, construction,
22 reconstruction, rehabilitation, maintenance, preservation, and
23 installation of the transportation improvement; costs of relocation,
24 maintenance, and operation of property pending construction of the
25 transportation improvement; costs of utilities relocated as a result of
26 the transportation improvement; costs of financing, including interest
27 during construction, legal and other professional services, taxes, and
28 insurance; costs incurred by the assessor to revalue real property for
29 the purpose of determining the tax allocation base value that are in
30 excess of costs incurred by the assessor in accordance with his
31 revaluation plan under chapter 84.41 RCW, and the costs of apportioning
32 the taxes and complying with this chapter and other applicable law; and
33 administrative costs reasonably necessary and related to these costs.
34 These costs may include costs incurred prior to the adoption of the
35 transportation improvement ordinance, but subsequent to the effective
36 date of this section.

37 (7) "Transportation improvement ordinance" means the ordinance
38 passed under section 4(4) of this act.

1 (8) "Regular property taxes" means regular property taxes as now or
2 hereafter defined in RCW 84.04.140, except: (a) Regular property taxes
3 levied by port districts or public utility districts specifically for
4 the purpose of making required payments of principal and interest on
5 general indebtedness; and (b) regular property taxes levied by the
6 state for the support of the common schools under RCW 84.52.065.

7 (9) "Sponsor" means the legislative authority of any county or city
8 initiating and undertaking a transportation improvement.

9 (10) "Tax allocation base value of real property" means the true
10 and fair value of real property within an apportionment district for
11 the year in which the apportionment district was established.

12 (11) "Tax allocation bonds" means any bonds, notes, or other
13 obligations issued by a sponsor under section 10 of this act.

14 (12) "Tax allocation revenues" means those tax revenues allocated
15 to a sponsor under section 7(1)(b) of this act.

16 (13) "Taxing districts" means any governmental entity which levies
17 or has levied for it regular property taxes upon real property located
18 within a proposed or approved apportionment district.

19 (14) "Vacant land" means land that is not used for any purpose.
20 "Vacant land" does not include paved or unpaved revenue-generating
21 motor vehicle parking lots.

22 (15) "Value of taxable property" means value of taxable property as
23 defined in RCW 39.36.015.

24 (16) "Urban area" means an urban growth area designated under RCW
25 36.70A.110, a new fully contained community designated under RCW
26 36.70A.350, a major industrial development designated under RCW
27 36.70A.365, or a master planned location for major industrial
28 developments designated under RCW 36.70A.367.

29 NEW SECTION. **Sec. 3.** (1) Only transportation improvements which
30 are determined by the legislative authority of the sponsor to meet the
31 following criteria are eligible to be financed under this chapter:

32 (a) The transportation improvement is located within an urban area;

33 (b) The transportation improvement will stimulate economic
34 development within the apportionment district;

35 (c) The economic development within the apportionment district will
36 increase the assessed value of the apportionment district;

37 (d) The economic development which is anticipated to occur within
38 the apportionment district as a result of the transportation

1 improvement is consistent with an existing comprehensive land use plan
2 and approved growth policies of the jurisdiction within which it is
3 located;

4 (e) A transportation improvement located within a city has been
5 approved by the legislative authority of such city; and

6 (f) A transportation improvement located within an urban area in an
7 unincorporated area has been approved by the legislative authority of
8 the county within whose boundaries the area lies.

9 (2) Apportionment of regular property tax revenues to finance the
10 transportation improvements is subject to the following limitations:

11 (a) No apportionment of regular property tax revenues may take
12 place within a previously established apportionment district where
13 regular property taxes are still apportioned to finance public or
14 transportation improvements without the concurrence of the sponsor
15 which established the district;

16 (b) No apportionment district may be established which includes any
17 geographic area included within a previously established apportionment
18 district which has outstanding bonds payable in whole or in part from
19 tax allocation revenues;

20 (c) The total amount of outstanding bonds payable in whole or in
21 part from tax allocation revenues arising from property located within
22 a city shall not exceed two percent of the value of taxable property
23 within the city, and the total amount of outstanding bonds payable in
24 whole or in part from tax allocation revenues arising from property
25 located within the unincorporated areas of a county shall not exceed
26 two percent of the value of taxable property within the entire
27 unincorporated area of the county; and

28 (d) No taxes other than regular property taxes may be apportioned
29 under this chapter.

30 (3) Transportation improvements may be undertaken and coordinated
31 with other programs or efforts undertaken by the sponsor or others and
32 may be funded in whole or in part from sources other than those
33 provided by this chapter.

34 NEW SECTION. **Sec. 4.** Transportation improvements funded by tax
35 allocation revenues may only be located within an urban area. In order
36 to secure an allocation of regular property taxes to finance a
37 transportation improvement, a sponsor shall:

1 (1) Propose by ordinance a plan for the transportation improvement
2 which includes a description of the contemplated transportation
3 improvement, the estimated cost thereof, the boundaries of the
4 apportionment district, the estimated period during which tax revenue
5 apportionment is contemplated, and the ways in which the sponsor plans
6 to use tax allocation revenues to finance the transportation
7 improvement, and which sets at least three public hearings thereon
8 before the legislative authority of the sponsor or a committee thereof:
9 PROVIDED, That public hearings for the transportation improvement that
10 is undertaken in combination or coordination by two or more sponsors
11 may be held jointly; and public hearings, held before the legislative
12 authority or a committee of a majority thereof may be combined with
13 public hearings held for other purposes;

14 (2) At least fifteen days in advance of the hearing:

15 (a) Deliver notice of the hearing to all taxing districts, the
16 county treasurer, and the county assessor, which notice includes a map
17 or drawing showing the location of the contemplated transportation
18 improvement and the boundaries of the proposed apportionment district,
19 a brief description of the transportation improvement, the estimated
20 cost thereof, the anticipated increase in property values within the
21 apportionment district, the location of the sponsor's principal
22 business office where it will maintain information concerning the
23 transportation improvement for public inspection, and the date and
24 place of hearing; and

25 (b) Post notice in at least six public places located in the
26 proposed apportionment district and publish notice in a legal newspaper
27 of general circulation within the sponsor's jurisdiction briefly
28 describing the transportation improvement, the proposed apportionment,
29 the boundaries of the proposed apportionment district, the location
30 where additional information concerning the transportation improvement
31 may be inspected, and the date and place of hearing;

32 (3) At the time and place fixed for the hearing under subsection
33 (1) of this section, and at such times to which the hearing may be
34 adjourned, receive and consider all statements and materials as may be
35 submitted, and objections and letters filed before or within ten days
36 thereafter;

37 (4) Within one hundred twenty days after completion of the public
38 hearings, pass an ordinance establishing the apportionment district and
39 authorizing the proposed transportation improvement, including any

1 modifications which in the sponsor's opinion the hearings indicated
2 should be made, which includes the boundaries of the apportionment
3 district, a description of the transportation improvement, the
4 estimated cost thereof, the portion of the estimated cost thereof to be
5 reimbursed from tax allocation revenues, the estimated time during
6 which regular property taxes are to be apportioned, the date upon which
7 apportionment of the regular property taxes will commence, and a
8 finding that the transportation improvement meets the conditions of
9 section 3 of this act.

10 NEW SECTION. **Sec. 5.** Within fifteen days after enactment of the
11 public improvement ordinance, the sponsor shall publish notice in a
12 legal newspaper circulated within the designated apportionment district
13 summarizing the final transportation improvement, including a brief
14 description of the transportation improvement, the boundaries of the
15 apportionment district, and the location where the transportation
16 improvement ordinance and any other information concerning the
17 transportation improvement may be inspected.

18 Within fifteen days after enactment of the transportation
19 improvement ordinance, the sponsor shall deliver a certified copy
20 thereof to each taxing district, the county treasurer, and the county
21 assessor.

22 NEW SECTION. **Sec. 6.** (1) Any taxing district that objects to the
23 apportionment district, the duration of the apportionment, the manner
24 of apportionment, or the propriety of cost items established by the
25 transportation improvement ordinance of the sponsor may, within thirty
26 days after mailing of the ordinance, petition for review thereof by the
27 state board of tax appeals. The state board of tax appeals shall meet
28 within a reasonable time, hear all the evidence presented by the
29 parties on matters in dispute, and determine the issues upon the
30 evidence as may be presented to it at the hearing. The board may
31 approve or deny the transportation improvement ordinance as enacted or
32 may grant approval conditioned upon modification of the ordinance by
33 the sponsor. The decision by the state board of tax appeals shall be
34 final and conclusive but shall not preclude modification or
35 discontinuation of the transportation improvement.

36 (2) If the sponsor modifies the transportation improvement
37 ordinance as directed by the board, the transportation improvement

1 ordinance shall be effective without further hearings or findings and
2 shall not be subject to any further appeal. If the sponsor modifies
3 the transportation improvement ordinance in a manner other than as
4 directed by the board, the transportation improvement ordinance shall
5 be subject to the procedures established under sections 4 and 5 of this
6 act.

7 NEW SECTION. **Sec. 7.** (1) Upon the date established in the
8 transportation improvement ordinance, but not sooner than the first day
9 of the calendar year following the passage of the ordinance, the
10 regular property taxes levied upon the assessed value of real property
11 within the apportionment district shall be divided as follows:

12 (a) That portion of the regular property taxes produced by the rate
13 of tax levied each year by or for each of the taxing districts upon the
14 tax allocation base value of real property, or upon the assessed value
15 of real property in each year, whichever is smaller, shall be allocated
16 to and paid to the respective taxing districts; and

17 (b) That portion of the regular property taxes levied each year by
18 or for each of the taxing districts upon the assessed value of real
19 property within an apportionment district which is in excess of the tax
20 allocation base value of real property shall be allocated and paid to
21 the sponsor, or the sponsor's designated agent, until all
22 transportation improvement costs to be paid from the tax allocation
23 revenues have been paid, except that the sponsor may agree to receive
24 less than the full amount of such portion as long as bond debt service,
25 reserve, and other bond covenant requirements are satisfied, in which
26 case the balance of the taxes shall be allocated to the respective
27 taxing districts as the sponsor and the taxing districts may agree.

28 (2) The county assessor shall revalue the real property within the
29 apportionment district for the purpose of determining the tax
30 allocation base value for the apportionment district and shall certify
31 to the sponsor the tax allocation base value as soon as practicable
32 after the assessor receives notice of the transportation improvement
33 ordinance and shall certify to the sponsor the total assessed value of
34 real property within thirty days after the property values for each
35 succeeding year have been established. Nothing in this section
36 authorizes revaluations of real property by the assessor for property
37 taxation that are not made in accordance with the assessor's
38 revaluation plan under chapter 84.41 RCW.

1 (3) The date upon which the apportionment district was established
2 shall be considered the date upon which the transportation improvement
3 ordinance was enacted by the sponsor.

4 (4) The apportionment of regular property taxes under this section
5 shall cease when tax allocation revenues are no longer necessary or
6 obligated to pay transportation improvement costs or to pay principal
7 of and interest on bonds issued to finance transportation improvement
8 costs and payable in whole or in part from tax allocation revenues. At
9 the time of termination of the apportionment, any excess money and any
10 earnings thereon held by the sponsor shall be returned to the county
11 treasurer and distributed to the taxing districts which were subject to
12 the allocation in proportion to their regular property tax levies due
13 for the year in which the funds are returned.

14 NEW SECTION. **Sec. 8.** Tax allocation revenues may be applied as
15 follows:

16 (1) To pay transportation improvement costs;

17 (2) To pay principal of and interest on, and to fund any necessary
18 reserves for, tax allocation bonds;

19 (3) To pay into bond funds established to pay the principal of and
20 interest on general obligation bonds issued pursuant to law to finance
21 transportation facilities that are specified in the transportation
22 improvement ordinance and constructed following the establishment of
23 and within the apportionment district; or

24 (4) To pay any combination of the foregoing.

25 NEW SECTION. **Sec. 9.** General obligation bonds which are issued to
26 finance transportation facilities that are specified in the
27 transportation improvement ordinance, and for which part or all of the
28 principal or interest is paid by tax allocation revenues, shall be
29 subject to the following requirements:

30 (1) The intent to issue such bonds and the maximum amount which the
31 sponsor contemplates issuing are specified in the transportation
32 improvement ordinance; and

33 (2) A statement of the intent of the sponsor to issue such bonds is
34 included in all notices required by sections 4 and 5 of this act.

35 In addition, the ordinance or resolution authorizing the issuance
36 of such general obligation bonds shall be subject to potential
37 referendum approval by the voters of the issuing entity when the bonds

1 are part of the nonvoter approved indebtedness limitation established
2 under RCW 39.36.020. If the voters of the county or city issuing such
3 bonds otherwise possess the general power of referendum on county or
4 city matters, the ordinance or resolution shall be subject to that
5 procedure. If the voters of the county or city issuing such bonds do
6 not otherwise possess the general power of referendum on county or city
7 matters, the referendum shall conform to the requirements and
8 procedures for referendum petitions provided for code cities in RCW
9 35A.11.100.

10 NEW SECTION. **Sec. 10.** (1) A sponsor may issue such tax allocation
11 bonds as it may deem appropriate for the financing of transportation
12 improvement costs and a reasonable bond reserve and for the refunding
13 of any outstanding tax allocation bonds.

14 (2) The principal and interest of tax allocation bonds may be made
15 payable from:

16 (a) Tax allocation revenues;

17 (b) Project revenues which may include: (i) Nontax income,
18 revenues, fees, and rents from the transportation improvement financed
19 with the proceeds of the bonds, or portions thereof; and (ii)
20 contributions, grants, and nontax money available to the sponsor for
21 payment of costs of the transportation improvement or the debt service
22 of the bonds issued therefor;

23 (c) Any combination of the revenues under (a) and (b) of this
24 subsection.

25 (3) Tax allocation bonds shall not be the general obligation of or
26 guaranteed by all or any part of the full faith and credit of the
27 sponsor or any other state or local government, or any tax revenues
28 other than tax allocation revenues, and shall not be considered a debt
29 of the sponsor or other state or local government for general
30 indebtedness limitation purposes.

31 (4) The terms and conditions of tax allocation bonds may include
32 provisions for the following matters, among others:

33 (a) The date of issuance, maturity date or dates, denominations,
34 form, series, negotiability, registration, rank or priority, place of
35 payment, interest rate or rates which may be fixed or may vary over the
36 life of the tax allocation bonds, bond reserve, coverage, and such
37 other terms related to repayment of the tax allocation bonds;

1 (b) The application of tax allocation bond proceeds; the use, sale,
2 or disposition of property acquired; consideration or rents and fees to
3 be charged in the sale or lease of property acquired; consideration or
4 rents and fees to be charged in the sale or lease of property within a
5 transportation improvement; the application of rents, fees, and
6 revenues within a transportation improvement; the maintenance,
7 insurance, and replacement of property within a transportation
8 improvement; other encumbrances, if any, upon all or part of property
9 within a transportation improvement, then existing or thereafter
10 acquired; and the type of debts that may be incurred;

11 (c) The creation of special funds; the money to be so applied; and
12 the use and disposition of the money;

13 (d) The securing of the tax allocation bonds by a pledge of
14 property and property rights, by assignment of income generated by the
15 transportation improvement, or by pledging such additional specifically
16 described resources other than tax revenues as are available to the
17 sponsor;

18 (e) The terms and conditions for redemption;

19 (f) The replacement of lost and destroyed bond instruments;

20 (g) Procedures for amendment of the terms and conditions of the tax
21 allocation bonds;

22 (h) The powers of a trustee to enforce covenants and take other
23 actions in event of default; the rights, liabilities, powers, and
24 duties arising upon the breach of any covenant, condition, or
25 obligation; and

26 (i) When consistent with this chapter, such other terms,
27 conditions, and provisions which may make the tax allocation bonds more
28 marketable and further the purposes of this chapter.

29 (5) Tax allocation bonds may be issued and sold in such manner as
30 the legislative authority of the sponsor shall determine.

31 (6) The sponsor may also issue or incur obligations in anticipation
32 of the receipt of tax allocation bond proceeds or other money available
33 to pay transportation improvement costs.

34 NEW SECTION. **Sec. 11.** Tax allocation bonds authorized in this
35 chapter shall be legal investments for any of the funds of the state
36 and of municipal corporations, for trustees, and for other fiduciaries.

1 NEW SECTION. **Sec. 12.** Whenever notice is required to be given to
2 the state, notice shall be given to the director of revenue.

3 NEW SECTION. **Sec. 13.** No direct or collateral attack on any
4 transportation improvement, transportation improvement ordinance, or
5 apportionment district purported to be authorized or created in
6 conformance with applicable legal requirements, including the
7 requirements of this chapter, may be commenced more than thirty days
8 after publication of notice as required by section 5 of this act.

9 NEW SECTION. **Sec. 14.** This chapter supplements and neither
10 restricts nor limits any powers which the state or any municipal
11 corporation might otherwise have under any laws of this state.

12 NEW SECTION. **Sec. 15.** This chapter may be known and cited as
13 transportation infrastructure financing act.

14 **Sec. 16.** RCW 82.03.130 and 1998 c 54 s 1 are each amended to read
15 as follows:

16 (1) The board shall have jurisdiction to decide the following types
17 of appeals:

18 (a) Appeals taken pursuant to RCW 82.03.190.

19 (b) Appeals from a county board of equalization pursuant to RCW
20 84.08.130.

21 (c) Appeals by an assessor or landowner from an order of the
22 director of revenue made pursuant to RCW 84.08.010 and 84.08.060, if
23 filed with the board of tax appeals within thirty days after the
24 mailing of the order, the right to such an appeal being hereby
25 established.

26 (d) Appeals by an assessor or owner of an intercounty public
27 utility or private car company from determinations by the director of
28 revenue of equalized assessed valuation of property and the
29 apportionment thereof to a county made pursuant to chapter 84.12 and
30 84.16 RCW, if filed with the board of tax appeals within thirty days
31 after mailing of the determination, the right to such appeal being
32 hereby established.

33 (e) Appeals by an assessor, landowner, or owner of an intercounty
34 public utility or private car company from a determination of any

1 county indicated ratio for such county compiled by the department of
2 revenue pursuant to RCW 84.48.075: PROVIDED, That

3 (i) Said appeal be filed after review of the ratio under RCW
4 84.48.075(3) and not later than fifteen days after the mailing of the
5 certification; and

6 (ii) The hearing before the board shall be expeditiously held in
7 accordance with rules prescribed by the board and shall take precedence
8 over all matters of the same character.

9 (f) Appeals from the decisions of sale price of second class
10 shorelands on navigable lakes by the department of natural resources
11 pursuant to RCW 79.94.210.

12 (g) Appeals from urban redevelopment property tax apportionment
13 district proposals established by governmental ordinances pursuant to
14 (~~RCW 39.88.060~~) section 6 of this act.

15 (h) Appeals from interest rates as determined by the department of
16 revenue for use in valuing farmland under current use assessment
17 pursuant to RCW 84.34.065.

18 (i) Appeals from revisions to stumpage value tables used to
19 determine value by the department of revenue pursuant to RCW 84.33.091.

20 (j) Appeals from denial of tax exemption application by the
21 department of revenue pursuant to RCW 84.36.850.

22 (k) Appeals pursuant to RCW 84.40.038(3).

23 (2) Except as otherwise specifically provided by law hereafter, the
24 provisions of RCW 1.12.070 shall apply to all notices of appeal filed
25 with the board of tax appeals.

26 NEW SECTION. Sec. 17. A new section is added to chapter 84.55 RCW
27 to read as follows:

28 Pursuant to chapter . . . RCW (sections 1 through 15 of this act),
29 any increase in the assessed value of real property within an
30 apportionment district resulting from new construction, improvements to
31 property, or any increase in the assessed value of state-assessed
32 property shall not be included in the increase in assessed value
33 resulting from new construction, improvements, or any increase in the
34 assessed value of state-assessed property for purposes of calculating
35 any limitations upon regular property taxes under this chapter until
36 the termination of apportionment as set forth in section 7(4) of this
37 act, except to the extent a taxing district actually will receive the
38 taxes levied upon this value. Tax allocation revenues, as defined in

1 section 2 of this act, shall not be deemed to be "regular property
2 taxes" for purposes of this chapter.

3 NEW SECTION. **Sec. 18.** The following acts or parts of acts are
4 each repealed:

5 (1) RCW 39.88.010 (Declaration) and 1982 1st ex.s. c 42 s 2;

6 (2) RCW 39.88.020 (Definitions) and 1982 1st ex.s. c 42 s 3;

7 (3) RCW 39.88.030 (Authority--Limitations) and 1982 1st ex.s. c 42
8 s 4;

9 (4) RCW 39.88.040 (Procedure for adoption of public improvement)
10 and 1982 1st ex.s. c 42 s 5;

11 (5) RCW 39.88.050 (Notice of public improvement) and 1982 1st ex.s.
12 c 42 s 6;

13 (6) RCW 39.88.060 (Disagreements between taxing districts) and 1989
14 c 378 s 1 & 1982 1st ex.s. c 42 s 7;

15 (7) RCW 39.88.070 (Apportionment of taxes) and 1982 1st ex.s. c 42
16 s 8;

17 (8) RCW 39.88.080 (Application of tax allocation revenues) and 1982
18 1st ex.s. c 42 s 9;

19 (9) RCW 39.88.090 (General obligation bonds) and 1982 1st ex.s. c
20 42 s 10;

21 (10) RCW 39.88.100 (Tax allocation bonds) and 1982 1st ex.s. c 42
22 s 11;

23 (11) RCW 39.88.110 (Legal investments) and 1982 1st ex.s. c 42 s
24 13;

25 (12) RCW 39.88.120 (Notice to state) and 1982 1st ex.s. c 42 s 14;

26 (13) RCW 39.88.130 (Conclusive presumption of validity) and 1982
27 1st ex.s. c 42 s 15;

28 (14) RCW 39.88.900 (Supplemental nature of chapter) and 1982 1st
29 ex.s. c 42 s 16;

30 (15) RCW 39.88.905 (Short title) and 1982 1st ex.s. c 42 s 1;

31 (16) RCW 39.88.910 (Captions not part of law--1982 1st ex.s. c 42)
32 and 1982 1st ex.s. c 42 s 17;

33 (17) RCW 39.88.915 (Severability--1982 1st ex.s. c 42) and 1982 1st
34 ex.s. c 42 s 18; and

35 (18) RCW 84.55.080 (Adjustment to tax limitation) and 1982 1st
36 ex.s. c 42 s 12.

1 NEW SECTION. **Sec. 19.** Sections 1 through 15 of this act
2 constitute a new chapter in Title 47 RCW.

3 NEW SECTION. **Sec. 20.** If any provision of this act or its
4 application to any person or circumstance is held invalid, the
5 remainder of the act or the application of the provision to other
6 persons or circumstances is not affected.

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