

state government and its existing public institutions, and shall take effect immediately.

Passed the House March 31, 1975.

Passed the Senate May 30, 1975.

Approved by the Governor July 1, 1975.

Filed in Office of Secretary of State July 1, 1975.

CHAPTER 272

[Substitute House Bill No. 1141]
BELLEVUE-SEATTLE SEGMENT OF
I-90—DECISION SCHEDULE

AN ACT Relating to transportation; creating new sections; and declaring an emergency.

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

NEW SECTION. Section 1. The legislature finds that the Washington department of highways initiated route studies for the location of that segment of the national system of interstate and defense highways (interstate system) between south Bellevue and state route No. 5 in Seattle in 1957 culminating in a corridor public hearing and adoption of a corridor in 1963; that thereafter the department utilizing a multidisciplinary design team and soliciting the broadest public participation developed a series of designs culminating in a public design hearing in 1970, a public limited access hearing in 1971 and adoption of a design and limited access plan for the facility in 1971; that commencing in 1970 the proposed facility has been the subject of numerous lawsuits and administrative proceedings which have prevented advancement of the project to construction; that since further development of the project was enjoined by federal courts in 1971 the cost of constructing the project has increased by more than one hundred million dollars; that the traffic congestion and traffic hazards existing in the existing highway corridor between south Bellevue, Mercer Island and the city of Seattle are no longer tolerable; that after more than seventeen years of studies the public interest now requires that final decisions regarding the appropriate system for meeting the transportation requirements between south Bellevue and the city of Seattle be made promptly and in accordance with a prescribed schedule.

It is therefore the sense of the legislature that further protracted delay in establishing the transportation system to be constructed between south Bellevue and state route No. 5 in the city of Seattle is contrary to the interest of the people of this state and can no longer be tolerated as acceptable public administration. Accordingly the schedule for finally determining the character of transportation modes between south Bellevue and state route No. 5 in the city of Seattle as set forth in this act is adopted as the public policy of this state.

NEW SECTION. Sec. 2. (1) The Puget Sound council of governments (until July 1, 1975, known as the Puget Sound governmental conference) now engaged in a study of the withdrawal from the interstate system of that segment of state route No. 90 between the south Bellevue interchange and the Connecticut street

interchange on state route No. 5 and the substitution of public mass transit projects in lieu thereof as authorized by section 103(e)(4) of Title 23, United States Code, is directed to complete all phases of the study by November 1, 1975.

(2) No later than January 15, 1976, the city councils of Seattle, Mercer Island and Bellevue and the county council of King County shall each by resolution either approve or disapprove a request to withdraw from the interstate system the segment of state route No. 90 between south Bellevue interchange and the Connecticut street interchange on state route No. 5. Nothing in this subsection shall be construed as requiring the city or county councils to adopt by January 15, 1976 any proposal for substitute mass transit projects.

(3) If at least three of the four city and county councils request withdrawal from the interstate system of the designated segment of state route No. 90 by January 15, 1976, and such request is thereafter concurred in by the governor and the Puget Sound council of governments, such determination shall be final as it relates to the state of Washington and except as may be required to terminate the project in an orderly manner, no moneys shall thereafter be expended from the motor vehicle fund for further development of the designated section of highway as an interstate highway without further express authorization of the legislature.

(4) If fewer than three of the four city and county councils request withdrawal from the interstate system of the designated segment of state route No. 90 by January 15, 1976, or if the governor does not concur in the withdrawal request, then no tax revenues collected by the state of Washington shall thereafter be expended for the construction of substitute public mass transit projects in the Seattle metropolitan area pursuant to section 103(e)(4) of Title 23, United States Code, without further express authorization of the legislature.

NEW SECTION. Sec. 3. In the event that fewer than three of the four councils of the cities of Seattle, Mercer Island and Bellevue and King County pass resolutions requesting withdrawal from the interstate system of the segment of state route No. 90 between south Bellevue and state route No. 5 by January 15, 1976, the Washington department of highways shall conduct a public hearing as required by federal law and regulations relating to the location and design of the designated segment of the interstate system commencing no later than February 1, 1976.

NEW SECTION. Sec. 4. In the event public hearings are conducted as described in section 3 of this 1975 act, and the department of highways determines that the segment of the interstate system along state route No. 90 between south Bellevue and state route No. 5 in Seattle should be constructed, then the department, in cooperation with the federal highway administration, shall complete a final environmental impact statement on such proposal in compliance with the national environmental policy act and chapter 43.21C RCW by May 1, 1976, and file the same with appropriate federal and state offices.

NEW SECTION. Sec. 5. State court proceedings instituted to challenge the validity of any steps taken in pursuance of the construction of the segment of the interstate system between south Bellevue and state route no. 5 in Seattle, or the construction of substitute public mass transit projects in lieu thereof, shall take precedence over all other causes not involving the public interest in all courts of

this state to the end construction of such facilities may be expedited to the fullest. The legislature of the state of Washington respectfully requests of the federal judiciary that challenges instituted in the federal courts relating to the validity of steps leading to the construction of the designated interstate highway or substitute public mass transit projects in lieu thereof be expedited to the fullest.

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

NEW SECTION. Sec. 7. 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 May 1, 1975.

Passed the Senate May 29, 1975.

Approved by the Governor July 1, 1975.

Filed in Office of Secretary of State July 1, 1975.

CHAPTER 273

[House Bill No. 12]

VIET NAM VETERANS' BONUSES

AN ACT Relating to veterans benefits; amending section 2, chapter 154, Laws of 1972 ex. sess. and RCW 73.34.020; amending section 10, chapter 154, Laws of 1972 ex. sess. and RCW 73.34.090; amending section 13, chapter 154, Laws of 1972 ex. sess. as amended by section 2, chapter 173, Laws of 1974 ex. sess. and RCW 73.34.120; making an appropriation; and declaring an emergency.

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

Section 1. Section 2, chapter 154, Laws of 1972 ex. sess. and RCW 73.34.020 are each amended to read as follows:

(1) There shall be paid to each person who has received the Viet Nam Service Medal or Armed Forces Expeditionary Medal (Viet Nam) or who has been on active federal service as a member of the armed military or naval forces of the United States between a period commencing August 5, 1964, and ~~((ending on such date as shall thereafter be determined by presidential proclamation or concurrent resolution of the congress terminating the conflict involving United States forces battling in South Viet Nam, or in the case of a reduction in hostilities, on a date determined by proclamation of the governor,))~~ March 28, 1973, and who has been honorably separated or discharged from such service, and who for a period of one year immediately prior to the date of his entry into such service~~(;)~~ was a bona fide citizen or resident of the state of Washington, ~~((and received the Viet Nam Service Medal, the sum of two hundred and fifty dollars))~~ for such service between said dates~~((: PROVIDED, HOWEVER, That persons otherwise eligible who have been continuously in said armed services for a period of five years or more immediately prior to August 5, 1964, shall not be eligible to receive compensation under the terms of this chapter. PROVIDED FURTHER))~~ the sum of two hundred fifty dollars for service in the Viet Nam combat zone and said person received the Viet Nam service medal or Armed Forces Expeditionary Medal (Viet Nam): PROVIDED HOWEVER, That persons otherwise eligible who have