

and sold upon the request of the department general obligation bonds of the state of Washington in the sum of one hundred thirty-five million dollars or such amount thereof as may be required (together with other funds available therefor). If the state of Washington is able to obtain matching funds from the urban mass transportation administration or other federal government agencies for the acquisition of ~~((four-high-speed;))~~ passenger-only vessels capable of operating as an integral part of the Washington state ferries on Puget Sound and the Straits of Juan de Fuca, a sufficient amount of the proceeds of the bonds authorized herein shall be used to pay the state's share of the acquisition cost of the ~~((high-speed;))~~ passenger-only vessels. ~~((The high-speed, passenger-only vessels shall be of existing design currently manufactured in the United States, shall have a normal cruising speed in excess of forty knots, and shall have a passenger capacity of two hundred fifty to three hundred fifty passengers;))~~ Upon request being made by the department, the state finance committee shall supervise and provide for the issuance, sale, and retirement of the bonds in accordance with chapter 39.42 RCW. The bonds may be sold from time to time in such amounts as may be necessary for the orderly progress in constructing the ferries.

Passed the House February 11, 1985.

Passed the Senate April 12, 1985.

Approved by the Governor April 25, 1985.

Filed in Office of Secretary of State April 25, 1985.

CHAPTER 177

[House Bill No. 80]

STATE HIGHWAY ROUTES REVISED

AN ACT Relating to state highway routes; amending RCW 47.17.055, 47.17.060, 47.17-.455, and 47.17.575; adding a new section to chapter 47.17 RCW; and repealing RCW 47.17-.281 and 47.17.867.

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

Sec. 1. Section 12, chapter 51, Laws of 1970 ex. sess. as amended by section 1, chapter 180, Laws of 1983 and RCW 47.17.055 are each amended to read as follows:

A state highway to be known as state route number 12 is established as follows:

Beginning at a junction with state route number 101 at Aberdeen, thence easterly by way of Montesano and Elma to a junction with state route number 8 in the vicinity of Elma; also

From that junction with state route number 8 in the vicinity of Elma, thence southeasterly to a junction with state route number 5 in the vicinity north of Centralia; also

Beginning at a junction with state route number 5 in the vicinity south of Chehalis, thence easterly by way of Morton and White Pass to a junction with state route number 410 northwest of Yakima; also

From that junction with state route number 410 northwest of Yakima, thence southeasterly to a junction with state route number 82 at Yakima; also

Beginning at a junction with state route number ~~((82 near Prosser))~~ 182 near Pasco, thence southeasterly by the most feasible route by way of ~~((Pasco and))~~ Wallula to Walla Walla, thence northerly by way of Dayton to a junction with state route number 127 at Dodge; also

From that junction with state route number 127 in the vicinity of Dodge, thence easterly by the most feasible route by way of Pomeroy and Clarkston to the Washington-Idaho boundary line.

Sec. 2. Section 13, chapter 51, Laws of 1970 ex. sess. and RCW 47-17.060 are each amended to read as follows:

A state highway to be known as state route number 14 is established as follows:

Beginning at a junction with state route number 5 at Vancouver, thence easterly by way of Stevenson to a junction with state route number 97 in the vicinity of Maryhill; also

Beginning at a junction with state route number 97 in the vicinity of Maryhill, thence easterly along the north bank of the Columbia river to a junction with state route number 82 in the vicinity of Plymouth~~((thence northeasterly to a junction with state route number 12 in the vicinity of Kennewick))~~.

Sec. 3. Section 92, chapter 51, Laws of 1970 ex. sess. as amended by section 135, chapter 7, Laws of 1984 and RCW 47.17.455 are each amended to read as follows:

A state highway to be known as state route number 240 is established as follows:

Beginning at a junction with state route number 24 in the vicinity east of Cold Creek, thence southeasterly by the most feasible route across the Atomic Energy Commission Reservation to a junction with state route number 224 at Richland; also

From that junction with state route number 224 at Richland, thence ~~((southeasterly))~~ southerly to a ~~((wye))~~ junction with state route number ~~((+2))~~ 182 at Richland; also

From a junction with state route number 182 at Richland southeasterly to a junction with state route number 395 at Kennewick. The secretary may enter into negotiations with appropriate federal agencies to secure right of way for the highway over and across the Atomic Energy Commission Reservation.

Sec. 4. Section 116, chapter 51, Laws of 1970 ex. sess. as amended by section 13, chapter 33, Laws of 1979 ex. sess. and RCW 47.17.575 are each amended to read as follows:

A state highway to be known as state route number 395 is established as follows:

Beginning at ~~((the Washington-Oregon boundary line, thence northeasterly to a junction with state route number 12 at Wallula))~~ a junction with state route number 82 at Kennewick, northerly to a junction with state route number 182 at Pasco; also

From a junction with state route number ~~((+2))~~ 182 at Pasco, thence northeasterly by way of the vicinity of Mesa and Connell to a junction with state route number 90 at Ritzville; also

From a junction with state route number 2 in the vicinity north of Spokane, thence northerly by way of the vicinity of Colville and Kettle Falls to the international boundary line in the vicinity of Laurier.

NEW SECTION. Sec. 5. There is added to chapter 47.17 RCW a new section to read as follows:

A state highway to be known as state route number 730 is established as follows:

Beginning at the Washington-Oregon boundary line, thence northeasterly to a junction with state route number 12 south of Wallula.

NEW SECTION. Sec. 6. The following acts or parts of acts are each repealed:

- (1) Section 5, chapter 151, Laws of 1973 1st ex. sess., section 7, chapter 33, Laws of 1979 ex. sess. and RCW 47.17.281; and
- (2) Section 13, chapter 63, Laws of 1975 and RCW 47.17.867.

Passed the House February 11, 1985.

Passed the Senate April 11, 1985.

Approved by the Governor April 25, 1985.

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CHAPTER 178

[Substitute House Bill No. 86]

DEPARTMENT OF TRANSPORTATION—CIVIL SERVICE EXEMPT POSITIONS MODIFIED

AN ACT Relating to department of transportation personnel exempted from civil service; and amending RCW 41.06.079.

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

Sec. 1. Section 13, chapter 151, Laws of 1977 ex. sess. and RCW 41.06.079 are each amended to read as follows:

In addition to the exemptions set forth in RCW 41.06.070, the provisions of this chapter shall not apply in the department of transportation to