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## MOTION NO.

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A MOTION endorsing the 4-2T-4 design for I-90, rejecting the alternative to withdraw the interstate designation in the I-90 corridor.

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WHEREAS, Substitute House Bill 1141, signed July 2, 1975, directed the Puget Sound Council of Governments to complete any authorized phases of mass transit substitution study by November 1, 1975, and

WHEREAS, the King County Council (7/21/75), and the City Councils of Bellevue (7/14/75) and Seattle (7/7/75) officially supported the authorization of a mass transit substitution alternatives study, and

WHEREAS, the Phase 2 study, "I-90: Highway/Transit Alternatives" was released on December 19, 1975, and

WHEREAS, the Ninth Circuit Court of appeals in San Francisco on June 12, 1974, upheld its earlier ruling which required a new corridor/design hearing, the availability of an Environmental Impact Statement prior to and at the hearing, and the preparation of a final EIS following the hearing, and

WHEREAS, the Washington State Department of Highways released its "Draft Environmental Impact/Section 4(f) Statement" on December 12, 1975, and

WHEREAS, Substitute House Bill 1141 requires each of the four involved local jurisdictions by January 15, 1976, to officially "approve or disapprove a request to withdraw from the interstate system the segments of state route no. 90 between (the) south Bellevue interchange and the Connecticut Street interchange on state route no. 5",

NOW THEREFORE, BE IT MOVED by the Council of King County: The Council endorses a design of 4-2T-4, with an initial configuration of 3-2T-3 which allows for the future expansion of capacity to a 4-2T-4 or other configuration, to accomodate public transit if such a facility is required, and The Council rejects the alternative to withdraw the interstate designation in the I-90 corridor between the south Bellevue interchange and the Connecticut Street interchange on I-5. PASSED this 5th day of January KING COUNTY COUNCIL KING COUNTY, WASHINGTON ATTEST: -2-