

## REGIONAL TRANSIT AUTHORITY

### RESOLUTION NO. 75

A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region calling an election to approve local taxes to implement a Ten-Year Regional Transit System Plan; describing the proposed high capacity transportation system improvements; setting forth the ballot title for said election; fixing the Authority's boundaries; and directing the Executive Director to deliver this Resolution to the election officials of the participating counties for such actions pursuant to RCW 81.104.140 and RCW 29.13.020 as may be necessary to conduct said election on November 5, 1996.

WHEREAS, the Regional Transit Authority for the Pierce, King and Snohomish Counties region (the "RTA") is a duly organized regional transit authority existing under Chapters 81.104 and 81.112 RCW; and

WHEREAS, state law provides that the RTA's mission is to plan, develop, operate and fund a regional high capacity transportation system, which is to be integrated and coordinated with other public transportation services; and

WHEREAS, by Resolution No. 37 adopted September 23, 1994, and by Resolution No. 53 adopted January 13, 1995, the Board of the Regional Transit Authority (the "Board") fixed the boundaries of the Authority to facilitate, among other things, future elections to authorize the imposition of taxes as required by RCW 81.112.030 and RCW 81.104.140; and

WHEREAS, by Resolution No. 40, adopted October 28, 1994, the Board adopted a Phase I System Plan for initial implementation and authorized necessary review steps, and by Resolution No. 53, adopted January 13, 1995, called for a special election to approve local taxes to implement said plan; and

WHEREAS, the election held on March 14, 1995, to fund a Phase I Regional Transit System plan did not pass; and

WHEREAS, after considering the results of the election and comments received in numerous community meetings, regional forums and public hearings, the Board determined that it was in the best interests of the citizens of the region to develop a new high capacity transportation plan for the RTA as well as a long range vision; and

WHEREAS, by Resolution No. 73, adopted May 31, 1996 the Board of the RTA adopted the Ten-Year Regional Transit System Plan, entitled "Sound Move", together with related Appendices, and a Regional Transit Long-Range Vision, after considering additional public input, and rescinded Resolution No. 40 having determined that such plan and long-range vision are in the best interests of the citizens of the Central Puget Sound region and are capable of providing the high capacity transportation system as contemplated by Chapters 81.104 and 81.112 RCW; and

WHEREAS, by Resolution No. 72, adopted May 31, 1996, and pursuant to RCW 81.112.040 and Section 7 of Resolution No. 1 adopted September 17, 1993, the Board adopted as a major decision certain financial policies to guide funding of high capacity transportation services and facilities in the Ten-Year Regional Transit System Plan and to achieve equity among the subareas in the RTA district; and

WHEREAS, the RTA has submitted the Ten-Year Regional Transit System Plan to an expert review panel for review pursuant to RCW 81.104.110; and

WHEREAS, the Puget Sound Regional Council (the "PSRC"), acting as the regional transportation planning organization under state law, has found the Ten-Year Regional Transit System Plan and the Regional Transit Long-Range Vision consistent with the region's adopted transportation plan, the 1995 Metropolitan Transportation Plan (MTP); and

WHEREAS, pursuant to Chapters 81.104 and 81.112 RCW, the RTA is authorized to levy and collect certain voter-approved local option funding sources, including a special motor vehicle excise tax and a sales and use tax, to support implementation of the RTA's high capacity transportation system plan; and

WHEREAS, by Resolution No. 50 adopted December 16, 1994 (amending Resolution No. 41, adopted October 29, 1994), the Board recommended to the Pierce County Auditor, the King County Manager of Records and Elections, and the Snohomish County Auditor that the initial election on the RTA proposition be conducted using regular polling place balloting procedures, and the Board continues to support the use of such procedures; and

WHEREAS, the funding and implementation of the Ten-Year Regional Transit System Plan, including improved bus and new rail lines, will provide high capacity transportation services necessary for the continued mobility of our citizens and for the maintenance of both our environment and economy;

NOW THEREFORE BE IT RESOLVED by the Board of the Regional Transit Authority as follows:

Section 1. The Board hereby finds and declares that the best interests and welfare of the citizens of the Pierce, King and Snohomish Counties region require the RTA to implement the Ten-Year Regional Transit System Plan, as described in the document entitled "Sound Move," adopted May 31, 1996 by Resolution No. 73, which includes the following types of capital and service improvements to develop high capacity transportation corridors and gateways to the region through community connections:

- a) Regional rail system. The RTA shall plan, develop and provide for the operation of a regional rail system composed of commuter rail and light rail technologies and necessary rail system improvements, such as acquisition of rights of way and real property interests, rail lines and rolling stock, rail stations and appurtenant facilities.
- b) High-occupancy-vehicle expressway with regional express buses. The RTA shall plan, develop and provide for the operation of regional express bus routes, linking urban and suburban centers, operating primarily in the existing and in an expanded high-occupancy-vehicle (HOV) lane system. The HOV expressway will be developed through a partnership between the RTA and the state Department of Transportation. The RTA

will fund special access ramps to make it easier for transit and carpools to reach and use the HOV expressways.

c) Transportation facilities and community connections. The RTA shall plan, develop and provide for the operation of transportation facilities and services as may be necessary to support the regional rail and bus system. Such facilities and services will include: rail stations; transit centers; park and ride lots; bicycle facilities; fare integration programs; intergovernmental programs with local and state agencies to coordinate transportation service and to provide a uniform, single-ticket fare system; features and services that increase passenger security, comfort and safety; and other facilities and services necessary to support or implement the Ten-Year Regional Transit System Plan.

d) Innovation fund. The RTA will establish an innovation fund, within the Board's regional fund, to provide resources to evaluate and develop technological innovations, environmental benefits and incentive programs to encourage public transit use, including, but not limited to, uniform passes or tickets and integrated fares for regional, multi-system services.

The cost of all necessary property acquisition, relocation, equipment; construction, architectural, design, engineering, permitting, legal, planning, and other consulting services; inspection and testing; administrative expenses; operations and maintenance; capital replacement; debt service; and other costs incurred in connection with the implementation of the Ten-Year Regional Transit System Plan improvements shall be deemed a part of the costs of such improvements. The RTA shall determine the exact extent, specifications and procurement methods for all improvements.

The Board shall determine the application of available moneys as between the various projects set forth above, consistent with the provisions of Resolution No. 72, so as to accomplish, as nearly as may be, all improvements described or provided for in this section.

In accordance with the Ten-Year Regional Transit System Plan, the Board may issue bonds from time to time to finance the Plan and use the proceeds of the taxes approved by the voters as provided for herein to pay principal and interest on said bonds.

The Board finds and declares that the approximate estimated cost of system plan implementation during the ten-year period and all costs incidental thereto, is, as near as may be estimated, the sum of \$3,914,000,000 (in 1995 dollars).

Section 2. In the event that the RTA receives greater amounts of federal and/or other contributions than anticipated, the RTA will use such funds as may be in the best interests of the RTA and as determined by the Board, including application to existing or new fund accounts, offsetting the cost of the Ten-Year Regional Transit System Plan improvements and applying the savings to reduce debt service costs or the total level of bonded indebtedness, reducing tax levies, and/or authorizing new improvements consistent with Resolution 73. If available funds are sufficient from the proceeds of local taxes and/or bonds authorized for the above purposes, the RTA shall acquire, construct, equip, and make such improvements to the facilities of the RTA, all as the Board finds necessary.

In the event that the proceeds of federal contributions, plus any other moneys of the RTA legally available, are insufficient to accomplish all of the capital improvements provided by this Resolution, the RTA shall use the available funds for paying the cost of those improvements that are contained in the Ten-Year Regional Transit System Plan and are deemed by the Board to be most necessary and in the best interests of the RTA after consideration of the financial policies approved by Resolution No. 72. In the event that the Ten-Year Regional Transit System Plan improvements, or some portion thereof, are impractical to accomplish due to changed conditions or force majeure events, the RTA may use the available funds to pay principal of or interest on bonds, to reduce tax levies, or to pay for other capital and/or service improvements that achieve the stated goals of said plan, as the Board in its discretion shall determine as appropriate or necessary in accordance with law and Board policy.

Section 3. For the sole purpose of providing funds for the planning, development, operation, and maintenance of a high capacity transportation system as provided in Chapters 81.104 and 81.112 RCW and in Resolution No. 73, adopted May 31, 1996 and incorporated herein by reference, the RTA shall levy and collect a sales and use tax not to exceed four-tenths of one percent and levy and collect a motor vehicle excise tax of three-tenths of one percent as provided in RCW 81.104.160 and RCW 81.104.170 if such local option taxes are approved by the voters within the RTA boundaries pursuant to RCW 81.112.030.

Section 4. The local option taxes approved by the voters shall be levied at such rates and collected as of such dates as may be determined by the Board pursuant to law. The Board intends for the levy and collection of the motor vehicle excise tax and the sales and use tax to begin on January 1, 1997.

Section 5. To ensure that the ten-year development and implementation program occurs within the framework and intent of the financial policies approved by Resolution 72, the RTA will conduct an annual comprehensive performance audit through independent audit services and appoint and maintain a citizens' oversight committee for the ten-year construction period. The oversight committee is charged with an annual review of the RTA's performance audit and financial plan and for reporting and recommendations to the Board.

Section 6. The Board finds and declares that the proposition hereinafter set forth be submitted to the voters at the general election to be held within the RTA district on November 5, 1996. The Board requests the Pierce County Auditor, the King County Manager of Records and Elections, and the Snohomish County Auditor to assume jurisdiction of and to call and conduct such election, to submit to the voters the proposition set forth in Section 7 of this Resolution, and to use regular polling place ballot procedures.

RCW 81.104.140(9) requires that a local voter's pamphlet be produced as provided in Chapter 29.81A RCW. Accordingly, the Board directs the Executive Director to request the county elections officials to coordinate on production and distribution of the local voter's

pamphlet, pursuant to such arrangements as the county elections officials deem appropriate and necessary.

Section 7. The Executive Director is authorized and directed to certify to the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor, at least 45 days prior to November 5, 1996, a copy of this Resolution and the proposition to be submitted at said election in the following form:

REGIONAL TRANSIT AUTHORITY (RTA)  
PROPOSITION #1

REGIONAL TRANSIT SYSTEM

For implementing a regional rail and express bus system to respond to traffic congestion growth and linking Tacoma, Seattle, Bellevue, Everett, other cities, Sea-Tac airport, and major education, employment and retail centers, as described in "Sound Move, the Ten-Year Regional Transit System Plan", shall the RTA impose a sales and use tax up to four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent, as provided in Resolution No. 75?


YES

NO

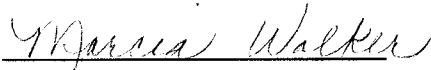
Section 8. Exhibit A-1 of Resolution No. 53 fixing the election boundaries of the Authority is hereby amended as provided in Exhibit A attached hereto. The Board declares that the boundaries provided in Exhibit A to this Resolution are hereby fixed as the final election boundaries for RTA election to be held on November 5, 1996. The Board directs and authorizes the Executive Director to deliver, within the time required by law, said final election boundaries to the Pierce County Auditor, the King County Manager of Records and Elections, and the Snohomish County Auditor.

Section 9. The Board further authorizes the Executive Director to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region at its meeting held on August 23, 1996.

By   
Paul Miller  
Vice Chair of the Board

ATTEST:

  
Marcia Walker  
Board Administrator



**EXHIBIT A-1  
NARRATIVE DESCRIPTION  
REGIONAL TRANSIT AUTHORITY BOUNDARY**

The following description provides a listing of the features that were used as the boundary for the Regional Transit Authority as approved by Resolution No. 37 on September 23, 1994, as amended by resolution No. 53 adopted January 13, 1995, and as amended by resolution No. 75 adopted August 23, 1996. The names for the physical features are those contained in the 1997 Thomas Guide. All references to City Limit boundaries and Corporation boundaries are those that were in force as of August 1996. All references to precinct boundaries are to those in effect as of the date of adoption of resolution No. 75. All references to roads and highways refer to the Right of Way of that road or highway which is farthest from the center of the Regional Transit Authority district as described in this text, unless otherwise stated in the text. All references to railroad, power line and pipeline Right of Ways refer to the Right of Way which is farthest from the center of the Regional Transit Authority district as described in this text, unless otherwise stated in the text. All references to rivers, creeks and other waterways refer to the center or the centerline of the water body, unless otherwise described.

**Snohomish County**

Beginning at the intersection of the shore of Possession Sound and the Snohomish River proceeding easterly following the Snohomish River to the Everett City Limits in force as of 1996,  
 Northerly, northwesterly and northerly following the Everett City Limits to the north shore of Smith Island on Possession Sound,  
 Easterly through Possession Sound to Steamboat Slough,  
 Easterly along Steamboat Slough to Interstate 5,  
 Southerly on Interstate 5 to 12th Street SE,  
 East on 12th Street SE to 51st Avenue NE and the east boundary of Section 16, Township 29N, Range 5E,  
 South along the east boundary of Section 16, Township 29N, Range 5E to Union Slough,  
 Southwesterly following Union Slough to the intersection with the Snohomish River,  
 Southwesterly, southerly and easterly following the Snohomish River to the Everett City Limits near the east boundary of Section 5, Township 28N, Range 5E,  
 South and west along the Everett City Limits to the west boundary of Section 4, Township 28N, Range 5E,  
 South along the west boundary of Section 4, Township 28N, Range 5E to the E-W centerline of Section 4, Township 28N, Range 5E,  
 East along the E-W centerline of Section 4, Township 28N, Range 5E to the N-S centerline of Section 4, Township 28N, Range 5E,  
 South along the N-S centerline of Sections 4 and 9, Township 28N, Range 5E to the north boundary of Section 16, Township 28N, Range 5E,

8/23/96

West along the north boundary of Section 16, Township 28N, Range 5E to Lowell-Larimer Road,  
Southeasterly on Lowell-Larimer Road to the northern boundary of Section 21, Township 28N, Range 5E and the southern boundary of the Peak Precinct in force as of 1996,  
West along the northern boundary of Section 21, Township 28N, Range 5E and the southern boundary of the Peak Precinct to the eastern boundary of the Hiltons Lake Precinct in force as of 1996,  
Southerly along the eastern boundary of the Hiltons Lake Precinct to the north boundary of the Pointe Precinct in force as of 1996,  
East, south, east and south along the northerly and easterly boundaries of Pointe Precinct to the Marsh Precinct boundary in force as of 1996,  
Northeasterly along the northwest boundary of the Marsh Precinct to Lowell-Larimer Road,  
Southeasterly on Lowell-Larimer Road to Marsh Road,  
South on Marsh Road to Seattle Hill Road,  
Southwesterly on Seattle Hill Road to 132nd Street SE and the north boundary of Section 33, Township 28N, Range 5E,  
East along the north boundary of Sections 33 and 34, Township 28N, Range 5E, following the Silver Firs 3 Precinct boundary in force as of 1996 to the northwest corner of Section 35, Township 28N, Range 5E,  
East along the north boundary of Section 35, Township 28N, Range 5E following the Totem Falls Precinct boundary in force as of 1996 to the northeast corner of the Totem Falls Precinct,  
Southerly along the eastern boundaries of Totem Falls, Puget Park and Totem Falls Precinct boundaries in force as of 1996 to the Southeast corner of Totem Falls Precinct,  
Westerly along the Totem Falls Precinct boundary to 156th Street SE and the Oaks Precinct boundary in force as of 1996,  
West on 156th Street SE along the Oaks Precinct boundary to the southwest corner of the Oaks Precinct,  
Northerly along the Oaks Precinct boundary to 144th Street SE and the southern boundary of the Seattle Hill Precinct in force as of 1996,  
West on 144th Street SE to Seattle Hill Road,  
Southwesterly on Seattle Hill Road to 35th Avenue SE,  
Southerly on 35th Avenue SE to York Road,  
Southeasterly on York Road to Jewell Road,  
South on Jewell Road to Maltby Road,  
Southeasterly on Maltby Road to the eastern boundary of Section 21, Township 27N, Range 5E,  
South along the eastern boundary of Section 21, Township 27N, Range 5E, to the southeast corner of said section,  
West along the southern boundary of Section 21, Township 27N, Range 5E, to 45th Avenue SE extended,  
South on 45th Avenue SE extended and 45th Avenue SE to 240th Street SE,  
East on 240th Street SE to 47th Avenue SE,  
South on 47th Avenue SE to the Snohomish-King County Boundary,

8/23/96

### King County

East along the Snohomish-King County Boundary to 170th Avenue NE,  
Southerly on 170th Avenue NE to NE 195th Street,  
West on NE 195th Street to 170th Avenue NE extended,  
Southerly on 170th Avenue NE extended to NE 190th Street,  
East on NE 190th Street to 171st Place NE,  
South on 171st Place NE to NE Woodinville-Duvall Road (NE 185th Street),  
West on NE Woodinville-Duvall Road to 167th Avenue NE,  
South on 167th Avenue NE to NE 180th Place,  
Southwesterly on NE 180th Place to NE 180th Street,  
West on NE 180th Street to 164th Avenue NE,  
South on 164th Avenue NE to NE 175th Street,  
Westerly on NE 175th Street to 155th Place NE,  
Southerly on 155th Place NE to NE 173rd Street,  
Westerly on NE 173rd Street to 146th Place NE,  
Southerly on 146th Place NE to NE 171st Street,  
Westerly on NE 171st Street to the Woodinville Corporation Boundary in force as of  
1996,  
South and west following the Woodinville Corporation Boundary to 140th Avenue  
NE,  
Northerly on 140th Avenue NE to NE 171st Street,  
Westerly on NE 171st Street to the Woodinville Corporation Boundary in force as of  
1996,  
South along the Woodinville Corporation Boundary to the Sammamish River,  
Southeasterly following the Sammamish River to NE 145th Street,  
East on NE 145th Street to the Woodinville Corporation Boundary in force as of  
1996,  
North, east and north along the Woodinville Corporation Boundary to 147th Place  
NE extended,  
Easterly on 147th Place extended and 147th Place NE and the Woodinville  
Corporation Boundary in force as of 1996,  
South and southwest following the Woodinville Corporation Boundary to  
Woodinville Redmond Road,  
Southeast on Woodinville Redmond Road to NE 143rd Street,  
Southwest on NE 143rd Street to the Sammamish River,  
Northwest following the Sammamish River to NE 145th Street,  
West on NE 145th Street to the west track of the Burlington Northern Railroad  
Right of Way,  
Southerly following the west track of the Burlington Northern Railroad Right of  
Way to the E-W center line of Section 22, Township 26N, Range 5E,  
East along the E-W centerline of Sections 22 and 23, Township 26N, Range 5E to  
Woodinville Redmond Road (156th Avenue NE),  
Southeasterly on Woodinville Redmond Road to NE 132nd Street extended,  
East on NE 132nd Street and NE 132nd Street extended to 172nd Avenue NE,  
North and northeast on 172nd Avenue NE to NE 141st Street,  
Southeast on NE 141st Street to NE 139th Street,  
East on NE 139th Street to 180th Avenue NE,  
Southeasterly on 180th Avenue NE to the east boundary of Range 5E,

8/23/96

North on the east boundary of Range 5E to NE 145th Street extended,  
East on NE 145th Street and NE 145th Street extended to Avondale Road NE,  
Southwesterly on Avondale Road NE to the north boundary of Tax Lot 80, Section  
31, Township 26N, Range 6E and the Redmond Corporation Boundary in force as of  
1996,  
East along the Redmond Corporation Boundary to Bear Creek,  
Southeasterly following Bear Creek to the Redmond Corporation Boundary in force  
as of 1996,  
Southeasterly along the Redmond Corporation Boundary to NE Union Hill Road,  
Easterly on NE Union Hill Road to 196th Avenue NE and the Redmond  
Corporation Boundary in force as of 1996,  
South, westerly, southerly, west, northerly and east following the Redmond  
Corporation Boundary to NE Union Hill Road,  
Northwesterly on NE Union Hill Road to the west boundary of Tax Lot 41, Section 6,  
Township 25N, Range 6E and the Redmond Corporation Boundary in force as of  
1996,  
South, east, southerly, west, southwesterly and southeasterly following the  
Redmond Corporation Boundary to Redmond Fall City Road (State Route 202),  
Easterly on Redmond-Fall City Road to 192nd Drive NE,  
South on 192nd Drive NE to 192nd Place NE,  
Southeasterly on 192nd Place NE to NE 50th Street,  
Easterly on NE 50th Street to Sahalee Way NE,  
Southeasterly on Sahalee Way NE to the south boundary of Section 22, Township  
25N, Range 6E,  
East along the south boundary of Section 22, Township 25N, Range 6E to the N-S  
centerline of the west one-half of Section 22, Township 25N, Range 6E,  
North along the N-S centerline of the west one-half of Section 22, Township 25N,  
Range 6E to NE 25th Way,  
Easterly on NE 25th Way to 236th Avenue NE,  
South on 236th Avenue NE to NE 20th Street,  
East on NE 20th Street to 244th Avenue NE,  
Northerly on 244th Avenue NE to Redmond Fall City Road,  
Southeasterly on Redmond Fall City Road to the west boundary of Range 7E,  
South along the west boundary of Range 7E to the E-W centerline of Section 12,  
Township 24N, Range 6E,  
West along the E-W centerline of Section 12, Township 24N, Range 6E to Issaquah-  
Beaver Lake Road,  
Southeasterly on Issaquah-Beaver Lake Road to SE Duthie Hill Road (264th Place  
SE),  
Southwesterly on SE Duthie Hill Road to Issaquah Fall City Road,  
Southwesterly on Issaquah Fall City Road to Issaquah Pine Lake Road,  
Northwesterly on Issaquah Pine Lake Road to SE 48th Street,  
West on SE 48th Street to 236th Avenue SE extended,  
South on 236th Avenue SE extended and 236th Avenue SE to SE 56th Street,  
East on SE 56th Street to Issaquah Fall City Road,  
Southwest on Issaquah Fall City Road to the south boundary of the Overdale  
Precinct in force as of 1996,  
West along the south boundary of Overdale Precinct to 228th Avenue SE extended,

8/23/96

South on 228th Avenue SE extended to the Issaquah Corporation Boundary in force as of 1996,  
Easterly, south, west and south following the Issaquah Corporation Boundary to Interstate 90,  
Easterly on Interstate 90 to the east boundary of the Issaquah Corporation Boundary in force as of 1996,  
Southerly and westerly following the Issaquah Corporation Boundary to the east boundary of Section 34, Township 24N, Range 6E,  
North along the east boundary of Section 34, Township 24N, Range 6E to the northeast corner of Section 34, Township 24N, Range 6E,  
West along the north boundary of Section 34, Township 24N, Range 6E to the Burlington Northern Railroad Right of Way,  
Southwesterly following the Burlington Northern Railroad Right of Way to SE Darst Street extended and the Issaquah Corporation Boundary in force as of 1996,  
East, south, southeast, south, west and south following the Issaquah Corporation Boundary to SE 96th Street,  
West on SE 96th Street to Front Street S,  
Southeasterly on Front Street S to Issaquah Hobart Road,  
Southeasterly and south on Issaquah Hobart Road to the south boundary of the Issaquah Corporation Boundary in force as of 1996,  
West, north, west, north and west along the Issaquah Corporation Boundary to the east boundary of Sections 32 and 29, Township 24N, Range 6E,  
North along the east boundary of Sections 32 and 29, Township 24N, Range 6E to the Issaquah Corporation Boundary in force as of 1996,  
Westerly along the Issaquah Corporation Boundary to 17th Avenue NW,  
Southerly on 17th Avenue NW to Renton Issaquah Road (State Route 900),  
Southwesterly on Renton Issaquah Road to the east boundary of Section 6, Township 23N, Range 6E,  
North along the east boundary of Section 6, Township 23N, Range 6E and Sections 31 and 30, Township 24N, Range 6E to the south boundary of Section 19, Township 24N, Range 6E,  
West along the south boundary of Section 19, Township 24N, Range 6E to the Bellevue Corporation Boundary in force as of 1996,  
West along the Bellevue Corporation Boundary and following the Bellevue Corporation Boundary to the N-S centerline of Section 27, Township 24N, Range 5E and the Newcastle Corporation Boundary in force as of 1996,  
South, east, south, southeasterly, south, west, south, east, south and westerly following the Newcastle Corporation Boundary to 148th Avenue SE and the Renton Corporation Boundary in force as of 1996,  
South, west, southwesterly, south, west, south and west following the Renton Corporation Boundary to the N-S centerline of the E 1/2 of Sections 3 and 10, Township 23N, Range 5E,  
South on the N-S centerline of the E 1/2 of Sections 3 and 10, Township 23N, Range 5E to SE Renton Issaquah Road,  
Easterly on SE Renton Issaquah Road to 148th Avenue SE,  
South on 148th Avenue SE to SE 128th Street,  
East on SE 128th Street to 162nd Avenue SE,  
South on 162nd Avenue SE and 162nd Avenue SE extended to SE 136th Street,

8/23/96

East on SE 136th Street extended to 164th Avenue SE,  
North on 164th Avenue SE to SE 132nd Street extended,  
East on SE 132nd Street extended to 175th Avenue SE,  
Southerly on 175th Avenue SE to SE 136th Street and SE 136th Street extended,  
East on SE 136th Street and SE 136th Street extended to 182nd Avenue SE,  
Southerly on 182nd Avenue SE to 183rd Avenue SE,  
South on 183rd Avenue SE to SE 147th Street,  
Westerly on SE 147th Street to the east boundary of Census Tract 319.03 in force as of 1993,  
Southwesterly along the east boundary of Census Tract 319.03 in force as of 1993 to the 100 meter elevation level,  
Westerly along the 100 meter elevation level to 154th Place SE,  
Southerly on 154th Place SE to Jones Road,  
Westerly on Jones Road to the Cedar River,  
Northwesterly along the Cedar River to the Renton Corporation Boundary,  
Southwesterly along the Renton Corporation Boundary to Renton Maple Valley Road,  
Southeasterly on Renton Maple Valley Road to 161st Avenue SE,  
Southerly on 161st Avenue SE to the west boundary of Census Tract 319.06 in force as of 1993,  
Southeasterly along the west boundary of Census Tract 319.06 to the east boundary of Section 26, Township 23N, Range 5E,  
South along the east boundary of Section 26, Township 23N, Range 5E to SE Petrovitsky Road,  
Westerly on SE Petrovitsky Road to 148th Ave SE extended,  
South on 148th Avenue SE extended and 148th Avenue SE to SE 208th Street,  
West on SE 208th Street to 132nd Avenue SE,  
South on 132nd Avenue SE to SE 224th Street,  
Easterly on SE 224th Street and SE 224th Street extension to Big Soos Creek,  
Southeasterly following Big Soos Creek to 148th Avenue SE,  
Southerly on 148th Ave SE to the E-W centerline of Section 23, Township 22N, Range 5E,  
East along the E-W centerline of Section 23, Township 22N, Range 5E to 164th Avenue SE,  
South on 164th Avenue SE to SE 252nd Street extended,  
East on SE 252nd Street extended and SE 252nd Street to 180th Avenue SE,  
South on 180th Avenue SE to SE Wax Road,  
Southwest on SE Wax Road to SE 272nd Street (Kent Kangley Road/State Route 516),  
West on SE 272nd Street to State Highway 18,  
Southwesterly on State Highway 18 to the Green River,  
Northwesterly along the Green River to Main Street E extended,  
West on Main Street E extended and Main Street E to "R" Street SE,  
South on "R" Street SE to the Auburn Corporation Boundary in force as of 1996,  
Southeasterly along the Auburn Corporation Boundary in force as of 1996 to Auburn Black Diamond Road,

8/23/96

Easterly on Auburn Black Diamond Road to the N-S centerline of the west one-half of Section 21, Township 21N, Range 5E and the Auburn City Limits in force as of 1996,

Southeasterly along the Auburn City Limits to the Green River,

Southeasterly along the Green River to 148th Avenue SE extended,

South on 148th Avenue SE extended and 148th Avenue SE to SE 368th Street and the southeast corner of Section 27, Township 21N, Range 5E,

West along the south boundary of Section 27, Township 21N, Range 5E to the White River,

Southeasterly along the White River to the King/Pierce County Boundary,

#### Pierce County

Westerly along the King/Pierce County Boundary to 182nd Avenue E,

South on 182nd Avenue East and 182nd Avenue E extended to Lake Tapps,

Southeasterly along the eastern shoreline of Lake Tapps to Island Park Way,

Southeasterly on Island Park Way to 214th Avenue E,

Southerly on 214th Avenue E to 210th Avenue E,

Southerly on 210th Avenue E to 40th Street E,

East on 40th Street E to 230th Avenue E,

South on 230th Avenue E to Buckley Tapps Highway,

Southeasterly on Buckley Tapps Highway to 242nd Avenue E,

Northerly on 242nd Avenue E to 70th Street E,

Easterly on 70th Street E to the east boundary of Range 5E,

South along the east boundary of Range 5E to Old Sumner Buckley Highway,

West on Old Sumner Buckley Highway to 234th Avenue E (Werron Road),

South on 234th Avenue E to 96th Street E (Bagnal),

West on 96th Street E to 233rd Avenue E (Werron Road),

South on 233rd Avenue E to State Route 410 (Sumner-Buckley Highway),

Easterly on State Route 410 to 234th Avenue E (South Prairie-Connell),

Southerly on 234th Avenue E and 234th Avenue E extended to the south boundary of Section 10, Township 19N, Range 5E,

West along the south boundary of Sections 10 and 11, Township 19N, Range 5E to 129th Street E,

Southwesterly on 129th Street East to Cedarview Drive E,

Southwesterly on Cedarview Drive E to 133rd Street E,

Southwesterly on 133rd Street E to Prairie Ridge Drive E,

Southwest on Prairie Ridge Drive E to Cedar Circle,

Southwesterly on Cedar Circle to Prairie Ridge Drive E,

Northeasterly on Prairie Ridge Drive E to Ridgewood Drive,

Northwesterly on Ridgewood Drive to 215th Avenue E,

Southerly on 215th Avenue E to Prairie Ridge Drive E,

Southerly on Prairie Ridge Drive E to 143rd Street E,

Southwesterly on 143rd Street E to 215th Avenue,

Southerly on 215th Avenue to 148th Street E,

Easterly on 148th Street E to 147th Street E,

East on 147th Street E extended to State Route 162 (Pioneer Way),

Southwesterly on State Route 162 to 184th Street E (Easy Street) extended,

8/23/96

West on 184th Street E (Easy Street) extended and 184th Street E (Easy Street) to 197th Avenue E,  
South on 197th Avenue E to the Burlington Northern Railroad Right of Way,  
Westerly following the Burlington Northern Railroad Right of Way to the first intersection with a southbound branch of the Burlington Northern Railroad Right of Way,  
South following the southbound branch of the Burlington Northern Railroad Right of Way to State Route 162 (Pioneer Way),  
Southeast on State Route 162 to Orville Road E (Kapowsin Highway),  
Southerly on Orville Road E to 240th Street E extended,  
West on 240th Street E extended and 240th Street E to Country Drive E,  
Northerly on Country Drive E to 224th Street E (Muck-Kapowsin),  
West on 224th Street E to 46th Avenue E,  
South on 46th Avenue E to 232nd Street E,  
West on 232nd Street E to the closest Transmission Line Right of Way,  
South following the Transmission Line Right of Way to 260th Street E,  
West on 260th Street E to the Fort Lewis Military Reservation boundary,  
South and west along the Fort Lewis Military Reservation boundary to 260th Street E,  
West on 260th Street E to 8th Avenue E (Kinsman Road),  
South on 8th Avenue E to 288th Street S extended (Roy Pettit),  
West on 288th Street S extended and 288th Street S to 56th Avenue S (Ledford),  
North on 56th Avenue S to 280th Street S (Rondo Road),  
West on 280th Street S to the Fort Lewis Military Reservation boundary,  
Westerly and southwesterly following the Fort Lewis Military Reservation boundary to the Pierce/Thurston County boundary and the Nisqually River,  
Northwesterly along the Pierce/Thurston County Boundary to the Fort Lewis Military Reservation northwest boundary,  
Northeasterly along the west boundary of the Fort Lewis Military Reservation to the Burlington Northern Railroad Right of Way,  
Northerly following the Burlington Northern Right of Way to the Fort Lewis Military Reservation west boundary,  
North along the west boundary of the Fort Lewis Military Reservation to Mounts Road,  
West on Mounts Road to the west boundary of the Dupont City Limits in force as of 1996,  
Northerly along the Dupont City Limits to the shore of Puget Sound,  
Northerly through Puget Sound passing east of Anderson Island, Ketron Island, McNeil Island, and Fox Island, and west of Day Island to The Narrows,  
Northerly through The Narrows to Dalco Passage,  
Easterly through Dalco Passage and East Passage passing south of Vashon Island and Maury Island to Puget Sound,  
Northerly through Puget Sound passing east of Maury Island, Vashon Island, and Blake Island to the west boundary of King County,  
Northerly following the west boundary of King County and passing east of Bainbridge Island to the Snohomish County boundary,  
Northerly following the west boundary of Snohomish County and passing east of Whidbey Island to Possession Sound,



8/23/96

Northerly through Possession Sound passing east of Hat Island (Gedney Island) and Jetty Island to the point of beginning.