

SOUND TRANSIT

RESOLUTION NO. R2007-15

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority calling an election to approve local taxes to implement the Sound Transit 2 Plan for improvements to the regional rail and transit system for Pierce, King and Snohomish Counties; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election; and directing the chief executive officer to deliver this Resolution to the election officials of the participating counties for such actions pursuant to RCW 81.104.140, RCW 81.112.030, Substitute House Bill 1396, and RCW 29A.04.330 as may be necessary to conduct said election on November 6, 2007

WHEREAS, the Central Puget Sound Regional Transit Authority, hereinafter referred to as Sound Transit, has been created for the Pierce, King and Snohomish Counties region by action of their respective county councils pursuant to RCW 81.112.030 and is duly authorized under Chapters 81.104 and 81.112 RCW to plan, develop, operate and fund a high-capacity transportation system for said region; and

WHEREAS, in 1996, voters within the Central Puget Sound Regional Transit Authority district approved local funding for implementation of a Ten-Year Regional System Plan entitled "*Sound Move*" to provide a first phase plan for a regional high-capacity transportation system for the central Puget Sound region; and

WHEREAS, at the same time that *Sound Move* was adopted in 1996, the Sound Transit Board also adopted the Regional Transit Long-Range Vision as the agency's statement of goals, policies and strategies to guide long-range development of such system; and

WHEREAS, *Sound Move* included the development of Link light rail, Sounder commuter rail, ST Express bus and supportive services and facilities to be funded through the voter-approved local option taxes, federal grants, bonds, fares and other operating revenues; and

WHEREAS, in the ensuing decade, Sound Transit designed, funded, built and commenced operations of the planned system authorized by the voters and state law and has now completed or has under design most of the first-phase projects identified in *Sound Move*; and

WHEREAS, at various junctures in the development of the first phase of the regional high-capacity transportation system, the legality of Sound Transit's decisions to make necessary adjustments to facility locations and design, construction budgets and schedules were challenged and upheld by the courts; and

WHEREAS, although the implementation of *Sound Move* has positively addressed the current and future mobility needs of the region, even more significant population and employment growth is predicted for the central Puget Sound region in the next several decades; and

WHEREAS, in response to such information, and after a rigorous public involvement, planning and environmental review process, the Sound Transit Board by Resolution No. R2005-14 (July 7, 2005) updated its Long-Range Plan and affirmed its commitment to a high-capacity transportation system built on a regional spine of Link light rail from Tacoma to Seattle to Everett, and including a direct rail connection to east King County; and

WHEREAS, said updated Long-Range Plan served as the basis for more extensive planning and public discussions to identify projects for the next phase of development of the region's high-capacity transportation system; and

WHEREAS, in 2006, the State Legislature enacted Engrossed Substitute House Bill 2871 which requires Sound Transit and the Regional Transportation Investment District ("RTID") to propose separate ballot measures to fund regional investments in roads and transit to the voters in November 2007, and conditioned the authority to implement the roads

plan proposed by the RTID and the transit plan proposed by Sound Transit on voter approval of both ballot measures; and

WHEREAS, in 2007, the State Legislature, enacted Substitute House Bill 1396, which requires Sound Transit and RTID to submit their proposed transportation plans in a single ballot question in order to provide voters with an easier and more efficient method of expressing their will, and which included findings that transportation improvements proposed by Sound Transit and RTID form integral parts of, and are naturally and necessarily related to, a single regional transportation system; and

WHEREAS, Sound Transit and RTID have worked together on a combined single ballot, conducted extensive public outreach and confirmed that a comprehensive investment package of regional road and transit improvements form integral parts of, and are naturally and necessarily related to, a single regional transportation system that will help increase road and transit capacity and provide significant benefits to the public; and

WHEREAS, as a result of such planning and collaborative efforts, and to address the region's continuing need for additional transportation improvements to respond to growth, the Sound Transit Board by Resolution No. R2007-05 (May 24, 2007) adopted the Sound Transit 2 Regional Transit System Plan for Central Puget Sound (hereinafter "Sound Transit 2 Plan") together with related appendices that include financial policies to guide the next phase of development of the regional system; and

WHEREAS, the Sound Transit 2 Plan has been reviewed by the Puget Sound Regional Council which found that the plan is in conformity with regional transportation and development plans, including Vision 2020 and Destination 2030, and by an expert review panel which provided comments on the plan consistent with RCW 81.104.110; and

WHEREAS, the funding and implementation of the Sound Transit 2 Plan will provide improved high-capacity transportation services, including express bus, light rail and commuter

rail, necessary for the continued mobility of the citizens of Pierce, King and Snohomish Counties and for the maintenance of both the environment and economy.

NOW THEREFORE BE IT RESOLVED by the Board of the Central Puget Sound 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 Sound Transit to implement the Sound Transit 2 Plan, as described in the document entitled "Making Connections, The Regional Transit System Plan for Central Puget Sound" adopted May 24, 2007 by Resolution No. R2007-05, which includes the following types of capital and service improvements to further develop and expand high-capacity transportation corridors and services for the region:

- a) Light-Rail Extensions. Sound Transit shall plan, develop and provide for the operation of an expanded regional light-rail system and other associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rail lines and rolling stock, rail stations, parking facilities, and such other appurtenant facilities as may be necessary for the implementation of the regional light-rail system extensions as generally described in the Sound Transit 2 Plan.
- b) Souder Commuter-Rail Improvements. Sound Transit shall plan, develop and provide for the operation of a regional commuter-rail system and other associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rail lines and rolling stock, rail stations, parking facilities and such other appurtenant facilities as may be necessary for the implementation of the regional commuter-rail improvements as generally described in the Sound Transit 2 Plan.
- c) ST Express Improvements. Sound Transit shall plan, develop and provide for a better coordinated and more efficient regional express bus system and other

associated or necessary system improvements, including the acquisition of rights-of-way and real property interests, rolling stock, transit centers, parking facilities and such other appurtenant facilities as may be necessary for the implementation of an improved and expanded regional express bus system as generally described in the Sound Transit 2 Plan.

d) Corridor Planning Studies. Sound Transit shall study future system expansion options by conducting a series of corridor planning studies to help identify potential investments to consider in a future phase of high-capacity transit investments in the region as generally described in the Sound Transit 2 Plan.

The cost of all necessary property acquisition, relocation, equipment; construction, architectural, design, engineering, permitting, legal, planning, and other related 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 Sound Transit 2 Plan improvements shall be deemed a part of the costs of such improvements. Sound Transit shall determine the exact extent, specifications and procurement methods for all such improvements.

The Board shall determine the application of available moneys as between the various projects set forth above, consistent with the financial policies adopted as part of the Sound Transit 2 Plan, and provide legislative direction as may be necessary to respond to changed conditions and circumstances so as to accomplish, as nearly as may be, all improvements described or provided for in this section.

In accordance with the Sound Transit 2 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 cost of the Sound Transit 2 Plan implementation is, as near as may be estimated, the sum of \$14,112,000,000 (in 2006 dollars).

Section 2. In the event Sound Transit receives greater amounts of local taxes, other local revenue, bond proceeds, and/or greater federal and/or other contributions than required to pay for the cost to fully implement the Sound Transit 2 Plan, including unfunded projects, Sound Transit will use such excess funds as may be determined by the Board to be in the best interests of the region, which may include, but not be limited to, the application of such funds to existing or new fund accounts, and *Sound Move* plan improvements, right-of-way preservation, expanded transit services and associated capital and operating and maintenance costs, capital replacement costs, reserve fund accounts for future operating and capital costs, reducing debt service costs or the total level of bonded indebtedness or tax levies, and/or authorizing new improvements as the Board deems appropriate, consistent with applicable resolutions of the Board.

In the event that the proceeds of local taxes and revenue, and/or bonds, federal and/or other contributions, plus any other moneys legally available and authorized for the transportation purposes described in this Resolution No. R2007-15 are determined by the Board to be sufficient to accomplish the Sound Transit 2 Plan, Sound Transit shall acquire, construct, equip, operate, maintain, replace, or make such improvements to the facilities and equipment of the Authority as the Board deems necessary to implement and achieve the objectives of the Sound Transit 2 Plan (including construction of the unfunded high-priority light-rail extension and other unfunded projects) and of the *Sound Move* plan.

In the event that the proceeds of local taxes, other local revenue, bonds, and federal and/or other contributions, plus any other moneys of Sound Transit legally available, are determined by the Board to be insufficient to accomplish the Sound Transit 2 Plan, Sound

Transit shall use the available funds for paying the cost of those improvements, or portions thereof, contained in the Sound Transit 2 Plan or *Sound Move* that are deemed by the Board, in its discretion, to be most necessary and in the best interests of Sound Transit after consideration of the financial policies adopted as part of the Sound Transit 2 Plan. The Board may amend the Sound Transit 2 Plan accordingly to reflect such adjustments to the plan as the Board, in its discretion, deems appropriate under the circumstances and as may be authorized by the Sound Transit 2 Plan, this Resolution No. R2007-15, or by law. In the event that the Sound Transit 2 Plan improvements, or some portion thereof, are for any reason determined to be unaffordable due to increased cost or insufficient revenue, or impractical or infeasible to accomplish due to changed or unforeseen conditions or to force majeure events, the Board may implement the steps authorized in the “adjustments to subarea projects and services” section of the financial policies, or amend the Sound Transit 2 Plan as otherwise permitted by law or as provided herein, and use the available funds to pay principal of or interest on bonds, and to pay for such affordable and feasible portions of the capital and/or service improvements identified in the Sound Transit 2 Plan and/or such other capital and/or service improvements that best achieve the stated goals of the Sound Transit 2 Plan, as the Board in its discretion shall determine to be appropriate or necessary in accordance with law and Board plans and policies.

Section 3. Voter approval of this Resolution No. R2007-15 and the Sound Transit 2 Plan shall authorize taxes to fund the planning, design, construction, and ongoing costs to operate and maintain the projects and transportation services that are part of the Sound Transit 2 Plan and the *Sound Move* plan making up the voter-approved regional transportation system. Additional voter approval shall be required to use the taxes authorized herein for the construction of any future program of capital phase improvements not authorized in the Sound Transit 2 Plan or *Sound Move*.

Section 4. 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. R2007-05, adopted May 24, 2007, and incorporated herein by reference, Sound Transit shall (1) use the existing four-tenths of one percent sales and use tax, and the existing three-tenths of one percent motor-vehicle excise tax (which motor-vehicle excise tax shall not be imposed after 2028) approved by the voters as local-option taxes in 1996 if the existing taxes are approved for said purposes by the voters within the Authority's boundaries, and (2) in addition to said existing local-option taxes, Sound Transit shall levy or impose, and collect an additional sales and use tax of up to five-tenths of one percent as provided in RCW 81.104.170 if such additional local-option taxes are approved by the voters within the Authority's boundaries pursuant to RCW 81.112.030, and Substitute House Bill 1396.

Section 5. The local-option taxes approved by the voters shall be levied or imposed 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, imposition, and collection of the sales and use tax to begin on January 1, 2008.

Section 6. The existing four-tenths of one percent sales and use tax, and the existing three-tenths of one percent motor-vehicle excise tax approved by the voters as local-option taxes in 1996 shall continue to be levied or imposed for the purposes set forth in Resolution 75 and as provided in *Sane Transit v. Sound Transit*, 151 Wn.2d 60, 85 P.3d 346 (2004) notwithstanding the outcome of the election provided for herein.

Section 7. To ensure that implementation of the Sound Transit 2 Plan occurs within the framework and intent of the financial policies adopted by Resolution No. R2007-05, Sound Transit's financial statements will be subjected to a financial audit each year by an independent auditing firm, and Sound Transit shall appoint and maintain an advisory citizen

oversight committee for the construction period. The oversight committee will be charged with an annual review of Sound Transit's performance and financial plan, for reporting and providing recommendations to the Board.

Section 8. The Board finds and declares that this Resolution No. R2007-15 is the proposition to be submitted to the voters as part of a single ballot question with the related RTID proposition as part of a comprehensive transportation package to be voted upon at the general election to be held within the Authority's district and the RTID's district on November 6, 2007. 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 and to submit this Resolution No. R2007-15 as the Sound Transit proposition to the voters, and to use regular polling place or other authorized voting ballot procedures as provided in Chapters 81.104, 81.112, and 36.120 RCW, Substitute House Bill 1396, and other applicable law.

RCW 81.104.140(9) requires that a local voters' pamphlet be produced as provided in Chapter 29A.32 RCW. Accordingly, the Board directs the chief executive officer to request the county elections officials to print a complete and accurate copy of this resolution in the voters' pamphlet, and to coordinate on production and distribution of the local voters' pamphlet, pursuant to such arrangements as the county elections officials deem appropriate and necessary.

Section 9. The chief executive officer is authorized and directed to certify to the Pierce County Auditor, the King County Manager of Records and Elections and the Snohomish County Auditor, within the time required by law, a copy of this Resolution No. R2007-15 as the proposition to be submitted and voted upon at said election.

Section 10. The chief executive officer is further authorized and directed to certify to the Pierce County Auditor, the King County Manager of Records and Elections and the

Snohomish County Auditor, within the time required by law, a copy of the ballot title for Resolution No. R2007-15. The ballot title shall be in substantially the following form:

SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY)

AND

RTID (A REGIONAL TRANSPORTATION INVESTMENT DISTRICT)

PROPOSITION ____

REGIONAL ROADS AND TRANSIT SYSTEM

To reduce transportation congestion, increase road and transit capacity, promote safety, facilitate mobility, provide for an integrated regional transportation system, and improve the health, welfare, and safety of the citizens of Washington, shall Sound Transit (a regional transit authority) implement a regional rail and transit system linking Lynnwood, Shoreline, Northgate, Seattle, Bellevue, Redmond, SeaTac airport, Kent, Federal Way and Tacoma as described in the Sound Transit 2 plan, financed by the existing taxes approved by the voters in 1996 and an additional sales and use tax of up to five-tenths of one percent imposed by Sound Transit, all as provided in Resolution No. R2007-15 and shall a regional transportation investment district (RTID) be formed and authorized to implement and invest in improving the regional transportation system by replacing vulnerable bridges, improving safety, and increasing capacity on state and local roads to further link major education, employment, and retail centers as described in Moving Forward Together: A Blueprint for Progress – King Pierce Snohomish Counties, financed by a sales and use tax of up to one-tenth of one percent and a local motor vehicle excise tax of up to eight-tenths of one percent imposed by the RTID, all as provided in Resolution No. PC-2007-02; and further provided that the Sound Transit taxes shall be imposed only within the boundaries of Sound Transit, and the RTID taxes shall be imposed only within the boundaries of the RTID?

YES.....
NO.....

Section 11. As required by RCW 81.112.030, the proposition shall not be considered approved unless both a majority of the persons voting on the proposition residing within the Regional Transportation Investment District vote in favor of the proposition and a majority of

the persons voting on the proposition residing within the Sound Transit district vote in favor of the proposition.

Section 12. The Board finds and declares that the boundaries provided in Exhibit A to this Resolution No. R2007-15 are hereby fixed as the final election boundaries for the Authority's election to be held on November 6, 2007. The Board directs and authorizes the chief executive officer 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.

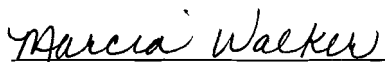
Section 13. The Board hereby authorizes the chief executive officer to take any other and further actions deemed necessary to implement the policies and determinations of the Board pursuant to this Resolution No. R2007-15.

ADOPTED by the Board of the Central Puget Sound Regional Transit Authority by not less than a two-thirds affirmative vote of the entire membership of the Board at a regular meeting thereof held on July 12, 2007.



John W. Ladenburg
Board Chair

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, as amended by resolution No. 75 adopted August 23, 1996, and as amended by resolution No. 10 adopted June 13, 2002. The names for the physical features are those contained in the 2001 Thomas Guide. All references to City Limit boundaries and Corporation boundaries are those that were in force as of August 1996, unless otherwise stated. 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 in force as of 1996 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 NE,
East on 12th Street NE 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 in force as of 1996 near the east boundary of Section 5, Township 28N, Range 5E,
South and west along the Everett City Limits in force as of 1996 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,
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,

West along the northern boundary of Section 21, Township 28N, Range to the NW corner of the NW Quarter of the NE Quarter of Section 21, Township 28N, Range 5E,
 South along the west boundary of the NW Quarter of the NE Quarter of Section 21, Township 28N, Range 5E,
 East along the south boundary of the NW Quarter of the NE Quarter of Section 21, Township 28N, Range 5E to Lowell Larimer Road,
 Follow south-east along Lowell Larimer Road to the intersection of the west boundary of the SE Quarter of the NE Quarter of Section 21, Township 28N, Range 5E,
 Follow south along the west boundary to the SW corner of the NE Quarter of the SE Quarter of Section 21, Township 28N, Range 5E,
 East along the south boundary of the NE Quarter of the SE Quarter of Section 21, Township 28N, Range 5E to 47th Avenue SE,
 Northeasterly on 47th Avenue SE to 112th Street SE,
 Easterly on 112th Street SE to 111th Place SE,
 Southeasterly on 111th Place SE to the east boundary of the NE Quarter of the SE Quarter of Section 21, Township 28N, Range 5E,
 Follow south to the SE corner of the NE Quarter of the SE Quarter of Section 21, Township 28N, Range 5E,
 East along the south boundary to the SE corner of the NW Quarter of the SW Quarter of Section 22, Township 28N, Range 5E,
 North along the east boundary of NW Quarter of the SW Quarter of Section 22, Township 28N, Range 5E 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 to the northwest corner of Section 35, Township 28N, Range 5E,
 East along the north boundary of Section 35, Township 28N, Range 5E to the NE corner of the NW Quarter of the NW Quarter of section 35,
 South along the east boundary of the NW Quarter of the NW Quarter of Section 35, Township 28, Range 5E to the SE corner of the NW Quarter of the SW Quarter of Section 35, Township 28, Range 5E,
 West along the south boundary to the SW corner of the NW Quarter of the SW Quarter of Section 35, Township 28, Range 5E,
 South along the west boundary of the SW Quarter of Section 35, Township 28, Range 5E and the west boundary of the NW Quarter of Section 2, Township 27N, Range 5E to 152nd Street SE.
 Southeasterly on 152nd to 68th Avenue SE,
 Northerly on 68th Avenue SE to 150th Place SE,
 South-easterly on 150th Place to 72nd Drive SE,
 South on 72nd Drive SE to 70th Avenue SE,
 South-easterly on 70th Avenue SE to 156th Street SE,
 East along 156th St. SE to 73rd Avenue SE,
 South on 73rd Avenue SE to 160th SE,
 West along 160th Street SE to the east boundary line of the SW Quarter of Section 3, Township 27N, Range 5E,
 Follow north along the east boundary of the SW Quarter of Section 3, Township 27N, Range 5E to 153rd Place SE,

West along 153rd Place SE to Silver Firs Road,
North-westerly on Silver Firs Road to 152nd Street SE,
Westerly on 152nd Street SE to 151 Place SE,
South-westerly on 151 Street Place SE to 152ND Place SE,
West on 152ND Place SE to 50TH Drive SE,
South on 50th Drive SE to 156TH Street SE,
West on 156TH Street SE to the west boundary line of the SE Quarter of the NE Quarter of Section 4,
Township 27N, Range 5E,
North along west boundaries of the SE and NE Quarters of the NE Quarter of Section 4, Township 27N,
Range 5E,
North along west boundary of the SE Quarter of the SE Quarter of Section 33, Township 28, Range 5E
to 144th Street SE,
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 in force as of 1996.

King County

East along the Snohomish-King County Boundary in force as of 1996, 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 in force as of 1996, 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 in force as of 1996 to the Sammamish River, Southeastly 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 in force as of 1996, 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 in force as of 1996, 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 north boundary line of the SE Quarter of Section 22, Township 26N, Range 5E. East along the north boundary line of the SE Quarter of Section 22, Township 26N, Range 5E, and the SW Quarter of Section 23, Township 26N, Range 5E to Woodinville Redmond Road (156th Avenue NE), Southeastly 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, Southeastly on 180th Avenue NE to the east boundary of Range 5E, 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 in force as of 1996, to Bear Creek, Southeastly following Bear Creek to the Redmond Corporation Boundary in force as of 1996, Southeastly along the Redmond Corporation Boundary in force as of 1996, 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 in force as of 1996, 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 in force as of 1996, 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, Southeastly on 192nd Place NE to NE 50th Street, Easterly on NE 50th Street to Sahalee Way NE, Southeastly 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 south boundary of the north half of Section 12, Township 24N, Range 6E,
West along the south boundary of the north half of Section 12, Township 24N, Range 6E,
West along the south boundary of the north half of Section 11, Township 24N, Range 6E to SE Issaquah-Beaver Lake Road,
Southeasterly on SE 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 the North Sammamish Plateau Access Road (SPAR),
Southerly on the North SPAR to the north boundary of the Issaquah Corporation Boundary in force as of November 2001,
Easterly along the north boundary of the Issaquah Corporation Boundary in force as of November 2001,
Southerly along the east boundary of the Issaquah Corporation Boundary in force as of November 2001,
Westerly along the south boundary of the Issaquah Corporation Boundary in force as of November 2001 to South SPAR,
Southerly on South SPAR to Interstate 90,
Easterly on Interstate 90 to the east boundary of the Issaquah Corporation Boundary in force as of November 2001,
Southerly and westerly following the Issaquah Corporation Boundary in force as of November 2001 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 November 2001,
East, south, southeast, south, west and south following the Issaquah Corporation Boundary in force as of November 2001 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 November 2001,
West, north, west, north and west along the Issaquah Corporation Boundary in force as of November 2001 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 in force as of 1996 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 in force as of 1996 to the west boundary line of the NE Quarter 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 in force as of 1996 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 in force as of 1996 to the west boundary line of the NE Quarter of the SE Quarter of Section 3, Township 23N, Range 5E,
South along the west boundaries of the NE and SE Quarters of the SE Quarter of Section 3, 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,
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,
West on SE 147th St to 180th Avenue SE,
Northerly on 180th Avenue SE to SE 146th Street,
South-westerly on SE 146th St to 178th Avenue SE,
North-easterly on 178th Avenue SE to SE 143rd Street,
North-westerly on SE 143rd Street to 177th Avenue SE,
South-westerly on 177th Avenue SE to SE 144th Street,
Continue west on SE 144th St 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 in force as of 1996,
Southwesterly along the Renton Corporation Boundary in force as of 1996 to Renton Maple Valley Road,
Southeasterly on Renton Maple Valley Road to the east boundary line of Section 23, Township 23N, Range 5E,
South along the east boundary of Sections 23, 26 and 35, 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 Avenue SE to the north boundary of the south half of Section 23, Township 22N, Range 5E,
East along the north boundary of the south half 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, Easterly on Auburn Black Diamond Road to the east boundary of the NW Quarter of the NW Quarter of Section 21, Township 21N, Range 5E and the Auburn City Limits in force as of 1996,
Southeasterly along the Auburn City Limits in force as of 1996 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 in force as of 1996.

Pierce County

Westerly along the King/Pierce County Boundary in force as of 1996 to 182nd Avenue E,
South on 182nd Avenue East, also the west boundary line of Section 4, Township 20N, Range 5E,
Continue south along the west boundary of Section 4, Township 20N, Range 5E to the shoreline of Lake Tapps,
Follow south-easterly along the shoreline of Lake Tapps to the west boundary line of the SE Quarter of Section 4, Township 20N, Range 5E,
North on the west boundary line of the SE Quarter of Section 4, Township 20N, Range 5E to 9th Street E,
East on 9th Street E to Dike Road E,
South on Dike Road E to the south boundary of Section 4, Township 20N, Range 5E,
West on the south boundary of Section 4, Township 20N, Range 5E to the shoreline of Lake Tapps,
Southeasterly along the eastern shoreline of Lake Tapps to Island Park Way,
East, then southeasterly on Island Park Way to 214th Avenue E,
Southerly on 214th 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 Court E,

Northerly on 242nd Avenue Court 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 Sumner Buckley Highway,
West on 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),
South on 234th Avenue E to South Prairie Road E,
Northwesterly on South Prairie Road E to 230th Avenue E,
South on 230th Avenue E to 128th Street E,
West on 128th Street E to 228th Avenue E,
Southerly on 228th Avenue E 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 216th Avenue E. Continue south-easterly on 216th Avenue E to
Prairie Ridge Drive E,
Southerly on Prairie Ridge Drive E to the north boundary line of the SW Quarter of the NW
Quarter of Section 23, Township 19N, Range 05E,
East along the north boundaries of SW and SE Quarters of the NW Quarter of Section 23, Township
19N, Range 05E,
East along the SW Quarter of the NE Quarter of Section 23, Township 19N, Range 5E to State
Route 162 (Pioneer Way East),
Southwesterly on State Route 162 (Pioneer Way East) to the south boundary line of the NW
Quarter of Section 34, Township 19N, Range 5E,
West along the south boundary line of said section, to the Burlington Northern Railroad Right-of-
Way (abandoned),
Westerly following the Burlington Northern Railroad Right-of-Way (abandoned) to the
intersection of the west boundary line of Section 33, Township 19N, Range 5E,
South along the west boundary of Section 33, Township 19N, Range 05E to Orville Road E,
South on Orville Road E to the south line of Section 17, Township 18N, Range 5E,
West along south line of Sections 17 and Section 18, Township 18N, Range 05E to an intersection of a
creek,
Follow along the creek south-westerly, then north-westerly 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 the north boundary line of the SW Quarter of Section 13, Township
18N, Range 3E,
West along the north boundary line of the SW Quarter of Section 13, Township 18N, Range 3E,
to the west boundary line of the NE Quarter of the SW Quarter of Section 13, Township 18N,
Range 3E,
South along the west boundary line of the NE and SE Quarters of the SW Quarter of Section 13,
Township 18N, Range 3E,

Continue South along the west boundary line of the NE and SE Quarters of the NW Quarter of Section 24, Township 18N, Range 3E,
Continue South along the west boundary of the NE Quarter of the SW Quarter of Section 24, Township 18N, Range 3E to 251st Street E,
West on 251st Street E to Mountain Highway E,
South-easterly on Mountain Highway E to the south intersection of 260th Street E,
West on 260th Street E to 8th Avenue E (Kinsman Road),
South on 8th Avenue E to 288th Street E,
West on 288th Street E to 288th Street S,
Continue west on 288th St 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,
North-westerly and then 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 Burlington Northern Railroad Right of Way,
Northerly following the Burlington Northern Right of Way to the east boundary of Section 04, Township 18N, Range 1E,
North along the east boundary of Section 04, Township 18N, Range 1E,
North along the east boundary of Section 33, Township 19N, Range 1E 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 in force as of 1996 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 the Puget Sound,
Northerly through Puget Sound passing east of Maury Island, Vashon Island, and Blake Island to the west boundary of King County in force as of 1996,
Northerly following the west boundary of King County in force as of 1996 and passing east of Bainbridge Island to the Snohomish County boundary in force as of 1996,
Northerly following the west boundary of Snohomish County in force as of 1996 and passing east of Whidbey Island to Possession Sound,
Northerly through Possession Sound Passing east of Hat Island (Gedney Island) and Jetty Island to the point of beginning.