

## SOUND TRANSIT

### RESOLUTION No. R2008-11

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 Regional Transit System Plan; describing the proposed high-capacity transportation system improvements; setting forth the ballot title and confirming and fixing the Authority's boundaries for said election.

WHEREAS, the Central Puget Sound Regional Transit Authority (hereinafter Sound Transit), is the duly authorized regional transit authority for the Pierce, King, and Snohomish County region under Chapters 81.104 and 81.112 RCW. Sound Transit is authorized to plan, develop, operate and fund a high-capacity transportation system within the Sound Transit region; and

WHEREAS, in 1996, voters within the Sound Transit district approved local funding to implement the *Sound Move* regional transit system plan as the first phase of a regional high-capacity transportation system for the Central Puget Sound region; and

WHEREAS, most of the transit projects and services identified in *Sound Move*, including, Link light rail, Sounder commuter rail, ST Express bus, and HOV access lanes, are either under construction, or have been completed and are serving the public. Sound Transit currently operates 238 express buses, 18 daily commuter trains, and the Tacoma Link light rail line. Additional commuter trains will begin service in 2008 and 2009, and the Link light-rail line is on schedule to begin operating between downtown Seattle and SeaTac Airport in 2009; and

WHEREAS, although *Sound Move* has effectively provided regional transportation alternatives to address the current and future mobility needs of the region, significant population and employment growth is predicted for the central Puget Sound region in the next several decades; and

WHEREAS, by Resolution No. R2007-05 (May 24, 2007), the Sound Transit Board adopted the Sound Transit 2 Regional Transit System Plan to fund the second phase of high-capacity

transportation system improvements. The regional transit plan and a regional roads plan were presented to voters as part of a joint ballot proposal as required by state law; and

WHEREAS, the November 6, 2007 ballot measure to fund both the Sound Transit 2 Regional Transit System Plan and a regional roads plan did not pass; and

WHEREAS, after conducting a significant outreach effort to seek input from citizens about their regional transportation needs, by Resolution No. R2008-10 (July 24, 2008), the Sound Transit Board adopted Sound Transit 2, A Mass Transit Guide, The Regional Transit System Plan ("Sound Transit 2 Plan") that includes transportation projects and services that cost less and will be completed and used by citizens in a shorter time frame, and it includes revised financial policies to guide the next phase of development of the regional system; and

WHEREAS, the Puget Sound Regional Council will review the revised Sound Transit 2 Plan for conformity with regional transportation and development plans, including Vision 2040 and Destination 2030, and the Expert Review Panel has provided and will continue to provide comments on the plan consistent with RCW 81.104.110; and

WHEREAS, the funding and implementation of the revised 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 "Sound Transit 2, A Mass Transit Guide, The Regional Transit System Plan for Central Puget Sound", "Mass Transit Guide" herein, adopted by Resolution No. 2008-10 (July 24, 2008), 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, system access improvements, and such other appurtenant facilities as may be necessary for the implementation of the regional light-rail system extensions as generally described in the revised Sound Transit 2 Plan.
- b) Souder Commuter-Rail Improvements. Sound Transit shall plan, develop and provide for the operation of an expanded 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, system access improvements, and such other appurtenant facilities as may be necessary for the implementation of the regional commuter-rail improvements as generally described in the revised 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, system access improvements, 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 revised Sound Transit 2 Plan.
- d) Corridor Planning Studies. Sound Transit shall study future potential system expansion options, including corridor planning studies to identify potential investments for a future phase of high-capacity transit investments, as generally described in the revised 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 revised 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 monies as between the various projects set forth above, consistent with the financial policies adopted as part of the revised 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 revised 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 estimated cost of the revised Sound Transit 2 Plan during the estimated fifteen-year implementation period, including costs incident thereto, is, as near as may be estimated, the sum of \$17.9 billion (including capital and operating costs and inflation).

Section 2. In the event the funds legally available to implement the revised Sound Transit 2 Plan, including, without limitation, the proceeds of local taxes, fares, revenue, bonds, federal grants, and other contributions from any source, exceed the amount required to pay the cost to fully implement the revised Sound Transit 2 Plan, including any 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, *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 reducing the total level of bonded indebtedness or reducing tax levies, and/or authorizing new improvements as the Board deems appropriate, consistent with Resolution No. R2008-10.

In the event that the funds legally available to implement the revised Sound Transit 2 Plan, including, without limitation, local taxes, revenue, fares, bond proceeds, federal grants, and other contributions from any source, are determined by the Board to be sufficient to accomplish the revised 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 revised Sound Transit 2 Plan and of the *Sound Move* plan.

In the event that the funds legally available to implement the revised Sound Transit 2 Plan, including, without limitation, local taxes, revenue, fares, bond proceeds, federal grants, and other contributions from any source, are determined by the Board to be insufficient to accomplish the revised Sound Transit 2 Plan, Sound Transit shall use the available funds for paying the cost of those improvements, or portions thereof, contained in the revised 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 revised Sound Transit 2 Plan. The Board may amend the revised 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 revised Sound Transit 2 Plan, this resolution, or by law.

In the event that the revised 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, in addition, and supplemental to, the authority granted above, the

Board may also elect to implement the steps authorized in the "adjustments to subarea projects and services" section of the financial policies, or amend the revised Sound Transit 2 Plan as otherwise permitted by law or as provided by this resolution, and use the available funds to pay principal or interest on bonds, and to pay for such affordable and feasible portions of the capital and/or service improvements identified in the revised Sound Transit 2 Plan and/or such other capital and/or service improvements that best achieve the stated goals of the revised Sound Transit 2 Plan, as the Board in its discretion shall determine to be appropriate or necessary in accordance with law and Board policies.

Section 3. Voter approval of this resolution and the revised Sound Transit 2 Plan incorporated herein 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 revised 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 revised Sound Transit 2 Plan or in *Sound Move*.

Section 4. For the sole purpose of providing funds for the planning, development, permanent operation, and maintenance of a high-capacity transportation system as provided in Chapters 81.104 and 81.112 RCW, and as described in the revised Sound Transit 2 Plan adopted in Resolution No. R2008-10 (July 24, 2008) (and fully incorporated herein by reference), and as described in Resolution 73, (May 31, 1996), Sound Transit shall do the following:

- (1) after allocating sufficient funds to pay the ongoing monetary obligations incurred to implement *Sound Move* as such obligations come due, Sound Transit shall allocate the remaining excess revenue generated by the taxes approved by the voters to fund *Sound Move*, including 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) to pay a portion of the cost to implement the revised Sound

Transit 2 Plan. The excess tax revenue estimated to be available to fund the revised Sound Transit 2 Plan is \$2.3 billion; and

(2) Sound Transit shall levy or impose and collect additional sales and use taxes of up to five-tenths of one percent as provided in RCW 81.104.170. This sales and use tax is in addition to the existing local-option taxes approved by voters in 1996 and described in subsection 4(1) above.

These additional and existing local-option taxes may be levied or imposed and collected for the purposes described herein if the taxes are approved for said purposes by the voters within the Authority's boundaries at the election called by this resolution pursuant to RCW 81.112.030.

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 additional five-tenths sales and use tax to begin on January 1, 2009.

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 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 revised Sound Transit 2 Plan occurs within the framework and intent of the financial policies adopted by Resolution No. R2008-10, 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 Sound Transit Board finds and declares that this Resolution No. R2008-11 is the proposition to be submitted to the voters to be voted upon at the general election to be held within the Authority's boundaries on November 4, 2008. 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 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 and 81.112 RCW, 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 No. R2008-11 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, the Snohomish County Auditor, and such other appropriate officials, within the time required by law, a copy of this Resolution No. R2008-11 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, the Snohomish County Auditor, and such other appropriate officials, within the time required by law, a copy of the ballot title for this Resolution No. R2008-11. The ballot title shall be in substantially the following form:



**SOUND TRANSIT (A REGIONAL TRANSIT AUTHORITY)**

**MASS TRANSIT EXPANSION**

**PROPOSITION \_\_\_\_\_**

To expand and coordinate light-rail, commuter-rail, and express bus service (beginning 2009), and improve access to transit facilities in King, Pierce and Snohomish Counties, shall Sound Transit impose an additional five-tenths of one percent sales and use tax, and use existing taxes to fund the local share of the \$17.9 billion estimated cost (includes construction, operations, maintenance, interest and inflation), with independent audits, as described in the Mass Transit Guide and Resolution R2008-11?

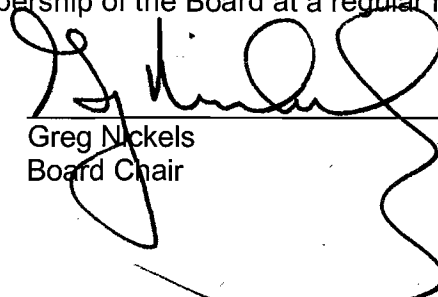
YES.....

NO.....

Section 11. The Sound Transit Board finds and declares that the boundary provided in Exhibit A-1 to this Resolution No. R2008-11 is hereby fixed as the final election boundaries for the Authority's election to be held on November 4, 2008. 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 12. 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. R2008-11.

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 24, 2008.



Greg Nickels  
Board Chair

ATTEST:

Marcia Walker  
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 47<sup>th</sup> Avenue SE,  
 Northeasterly on 47<sup>th</sup> Avenue SE to 112<sup>th</sup> Street SE,  
 Easterly on 112<sup>TH</sup> Street SE to 111<sup>th</sup> Place SE,  
 Southeasterly on 111<sup>TH</sup> 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 152<sup>nd</sup> Street SE.  
 Southeasterly on 152<sup>ND</sup> to 68<sup>th</sup> Avenue SE,  
 Northerly on 68<sup>TH</sup> Avenue SE to 150<sup>th</sup> Place SE,  
 South-easterly on 150<sup>th</sup> Place to 72<sup>nd</sup> Drive SE,  
 South on 72<sup>nd</sup> Drive SE to 70<sup>th</sup> Avenue SE,  
 South-easterly on 70<sup>TH</sup> Avenue SE to 156<sup>th</sup> Street SE,  
 East along 156<sup>th</sup> St. SE to 73<sup>rd</sup> Avenue SE,  
 South on 73<sup>rd</sup> Avenue SE to 160<sup>th</sup> SE,  
 West along 160<sup>TH</sup> 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 153<sup>rd</sup> Place SE,

West along 153<sup>rd</sup> Place SE to Silver Firs Road,  
North-westerly on Silver Firs Road to 152<sup>nd</sup> Street SE,  
Westerly on 152<sup>nd</sup> Street SE to 151 Place SE,  
South-westerly on 151 Street Place SE to 152<sup>ND</sup> Place SE,  
West on 152<sup>ND</sup> Place SE to 50<sup>TH</sup> Drive SE,  
South on 50<sup>th</sup> Drive SE to 156<sup>TH</sup> Street SE,  
West on 156<sup>TH</sup> 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 144<sup>th</sup> 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 147<sup>th</sup> St to 180<sup>th</sup> Avenue SE,  
Northerly on 180<sup>th</sup> Avenue SE to SE 146<sup>th</sup> Street,  
South-westerly on SE 146<sup>th</sup> St to 178<sup>th</sup> Avenue SE,  
North-easterly on 178<sup>th</sup> Avenue SE to SE 143<sup>rd</sup> Street,  
North-westerly on SE 143<sup>rd</sup> Street to 177th Avenue SE,  
South-westerly on 177<sup>th</sup> Avenue SE to SE 144<sup>th</sup> Street,  
Continue west on SE 144<sup>th</sup> St to 154<sup>th</sup> 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 9<sup>th</sup> Street E,  
East on 9<sup>th</sup> 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 234<sup>th</sup> Avenue E to South Prairie Road E,  
Northwesterly on South Prairie Road E to 230<sup>th</sup> Avenue E,  
South on 230<sup>th</sup> Avenue E to 128th Street E,  
West on 128<sup>th</sup> Street E to 228<sup>th</sup> Avenue E,  
Southerly on 228<sup>th</sup> 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 216<sup>th</sup> Avenue E. Continue south-easterly on 216<sup>th</sup> 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 251<sup>st</sup> Street E,  
West on 251<sup>st</sup> Street E to Mountain Highway E,  
South-easterly on Mountain Highway E to the south intersection of 260<sup>th</sup> Street E,  
West on 260<sup>th</sup> Street E to 8th Avenue E (Kinsman Road),  
South on 8th Avenue E to 288<sup>th</sup> Street E,  
West on 288<sup>th</sup> Street E to 288<sup>th</sup> Street S,  
Continue west on 288<sup>th</sup> 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.