

REGIONAL TRANSIT AUTHORITY

RESOLUTION NO. 53

A RESOLUTION of the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region calling a special election to approve local taxes to implement the initial phase of the regional transit system; describing the proposed high capacity transportation system improvements; declaring an emergency; setting forth the ballot title for said special election; revising the Authority's boundaries and amending Exhibit A of Resolution No. 37; and directing the Executive Director to deliver this Resolution to the election officials of the participating counties for such actions pursuant to RCW 81.104.140 and RCW 29.13.020 as may be necessary to conduct said election on March 14, 1995.

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

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

WHEREAS, the election officials of King County have proposed additional adjustments in the Authority's boundaries within King County to clarify the area within the Authority subject to such elections; and

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

WHEREAS, by Resolution No. 40 adopted October 29, 1994, the Board has adopted the Regional Transit System Master Plan and identified the Phase I System as described therein as the initial phase of the RTA's high capacity transportation plan; and

WHEREAS, the legislative authorities of the participating counties, having duly considered the Regional Transit System Master Plan and the Phase I System, have confirmed their continued participation in the RTA pursuant to RCW 81.112.030(6); and

WHEREAS, the Puget Sound Regional Council (the "PSRC"), acting as the regional transportation planning organization under state law, has found the Regional Transit System Master Plan and the Phase I System in conformance with the growth and transportation strategy of the PSRC's regional transportation plan VISION 2020; and

WHEREAS, pursuant to Chapters 81.104 and 81.112 RCW, the RTA is authorized to levy and collect certain voter-approved local option funding sources, including a special motor vehicle excise tax and a sales and use tax, to support implementation of the Phase I System and the Regional Transit System Master Plan; and

WHEREAS, RCW 81.112.030(8) requires the RTA to place a local option funding proposition on the ballot within two years of its formation; and

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

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

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

Section 1. The Board hereby finds and declares that the best interests and welfare of the citizens of the Pierce, King and Snohomish Counties region require the RTA to implement the

Phase I System as described in the Regional Transit System Master Plan which includes the following types of capital and service improvements:

- a) Regional rail system. The RTA shall plan, develop and provide for the operation of a regional rail system, composed of commuter rail and light rail technologies and necessary rail system improvements such as acquisition of rights of way and real property interests, rail lines and rolling stock, rail stations and appurtenant facilities.
- b) Regional transit bus service. The RTA shall plan, develop and provide for the operation of regional express trunk bus routes.
- c) Transportation facilities. The RTA shall plan, develop and provide for the operation of transportation facilities and services as may be necessary to support the regional rail and bus system. Such facilities include: rail stations; park and ride lots; bicycle facilities; fare integration programs; intergovernmental programs to coordinate transportation service with local and state agencies; features and services that increase passenger security, comfort and safety; and other facilities and services necessary to support or implement the Phase I System.
- d) Transit Development Fund. The RTA shall establish a Transit Development Fund ("TDF") to provide funding for capital and service improvements on a community level. The TDF will support improvements tailored to specific needs of communities that further the implementation of the RTA's regional rail and bus system.

The cost of all necessary architectural, design, engineering, permitting, legal, planning and other consulting services, inspection and testing, administrative and election expenses, operations and maintenance, debt service, and other costs incurred in connection with the authorization and implementation of the Phase I System improvements shall be deemed a part of the costs of such improvements. The RTA shall determine the exact extent and specifications for all improvements.

The Board shall determine the application of available moneys as between the various projects set forth above so as to accomplish, as nearly as may be, all improvements described or provided for in this section.

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

Section 2. For the sole purpose of providing funds for the planning, development, operation, and maintenance of a high capacity transportation system as provided in the Regional Transit System Master Plan and for the Phase I System, the RTA shall levy and collect a sales and use tax not to exceed four-tenths of one percent and levy and collect a motor vehicle excise tax of three-tenths of one percent as provided in RCW 81.104.160 and RCW 81.104.170 if and when such local option taxes are approved by the voters within the RTA boundaries pursuant to RCW 81.112.030.

Section 3. The RTA intends to acquire, construct or develop the capital and service improvements required for the Phase I System during a 16-year period. The Board finds and declares that the approximate cost of the 16-year Phase I System and all costs incidental thereto, is, as near as may be estimated, the sum of \$6,704,000,000 (in 1995 dollars).

Section 4. In the tenth year following voter approval of local taxes necessary to implement the Phase I System of the Regional Transit System Master Plan, the RTA will conduct a major program review. During the major program review, or any time through the 16th year, the Board will review whether: i) financial resources are adequate to complete the 16-year program; ii) additional projects may be undertaken with projected resources; iii) bonded indebtedness and operating assumptions can be altered to reduce tax levies or provide resources for Phase II projects; or iv) a vote of the people is appropriate to continue the levy of the authorized taxes for the Phase I System or is necessary to begin funding for a Phase II project.

Development of the Phase I System assumes annualized federal and state contributions of \$125 million for 16 years and a total bonded indebtedness of \$800,000,000. In the event that the RTA receives greater amounts of federal and/or state contributions than anticipated, the RTA will use such funds to offset the cost of the Phase I improvements and apply the savings to reduce debt service costs or the total level of bonded indebtedness or to reduce tax levies. If available

funds are sufficient from the proceeds of local taxes and/or bonds authorized for the above purposes, the RTA shall acquire, construct, equip, and make such improvements to the Phase I facilities of the RTA, all as the Board finds necessary.

In the event that the proceeds of state and/or federal contributions, plus any other moneys of the RTA legally available, are insufficient to accomplish all of the capital improvements provided by this Resolution, the RTA shall use the available funds for paying the cost of those improvements that are contained in the Phase I System and are deemed by the Board to be most necessary and in the best interests of the RTA. In the event that the Phase I System improvements, or some portion thereof, are impractical to accomplish due to changed conditions or force majeure events, the RTA may use the available funds to pay principal of or interest on bonds, to reduce tax levies, or to pay for other capital and/or service improvements that achieve the stated goals of the Phase I System, as the Board in its discretion shall determine as appropriate or necessary in accordance with law and Board policy.

Section 5. The Board finds and declares that an emergency exists requiring that the proposition hereinafter set forth be submitted to the voters at a special election to be held within the RTA district on March 14, 1995. The Board requests the Pierce County Auditor, the King County Manager of Records and Elections, and the Snohomish County Auditor to also find the existence of such emergency and to assume jurisdiction of and to call and conduct such special election and to submit to the voters the proposition set forth in Section 6 of this Resolution.

RCW 81.104.140(9) requires that a local voter's pamphlet shall be produced as provided in Chapter 29.81A RCW. Accordingly, the Board directs the Executive Director to request the county elections officials to jointly produce and distribute a single local voter's pamphlet, pursuant to such arrangements as the county election officials deem appropriate and necessary.

Section 6. The Executive Director is authorized and directed to certify to the Pierce County Auditor, the King County Manger of Records and Elections and the Snohomish County Auditor, at least 45 days prior to March 14, 1995, a copy of this Resolution and the proposition to be submitted at said special election in the following form:

REGIONAL TRANSIT AUTHORITY (RTA)
PROPOSITION #1

REGIONAL TRANSIT SYSTEM

For developing a regional rail and express bus system to reduce the growth of traffic congestion and link Tacoma, Seattle, Bellevue, Everett, other cities, Sea-Tac airport, and major employment and retail areas, as described in "The Regional Transit System Proposal" dated February 1995, shall the RTA impose a sales and use tax up to four-tenths of one percent and a motor vehicle excise tax of three-tenths of one percent, as provided in Resolution No. 53?

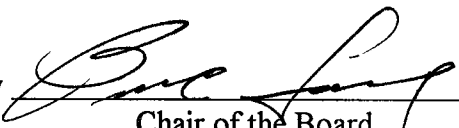
YES

NO

Section 7. Exhibit A of Resolution No. 37 fixing the boundaries of the Authority as the final election boundaries for the RTA special election to be held on March 14, 1994 is hereby amended as provided in Exhibit A-1 to this Resolution. The Board directs and authorizes the Executive Director to deliver, within the time required by law, said revised final election boundaries to the Pierce County Auditor, the King County Manger of Records and Elections, and the Snohomish County Auditor.

Section 8. The Board further authorizes the Executive Director to take any actions necessary to implement the policies and determinations of the Board pursuant to this Resolution.

ADOPTED by the Board of the Regional Transit Authority for the Pierce, King and Snohomish Counties region at its meeting held on January 13, 1995.

By 
Chair of the Board

ATTEST:


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 1994 Regional Transit Authority as approved by Resolution No. 37 on September 23, 1994, and as amended by resolution No. 53 adopted January 13, 1995. The names for the physical features are those contained in the 1994 Thomas Guide. All references to City Limit boundaries and Corporation boundaries are those that were in force as of January 1994. All references to precinct boundaries are to those in effect as of the date of adoption of resolution No. 53. 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 1994,

Northerly, northwesterly and northerly following the Everett City Limits to the north shore of Smith Island on Possession Sound,

Easterly through Possession Sound to Steamboat Slough,

Easterly along Steamboat Slough to Interstate 5,

Southerly on Interstate 5 to 12th Street SE,

East on 12th Street SE to 51st Avenue NE and the east boundary of Section 16, Township 29N, Range 5E,

South along the east boundary of Section 16, Township 29N, Range 5E to Union Slough,

Southwesterly following Union Slough to the intersection with the Snohomish River,

Southwesterly, southerly and easterly following the Snohomish River to the Everett City Limits near the east boundary of Section 5, Township 28N, Range 5E,

South and west along the Everett City Limits to the west boundary of Section 4, Township 28N, Range 5E,

South along the west boundary of Section 4, Township 28N, Range 5E to the E-W centerline of Section 4, Township 28N, Range 5E,

East along the E-W centerline of Section 4, Township 28N, Range 5E to the N-S centerline of Section 4, Township 28N, Range 5E,

South along the N-S centerline of Sections 4 and 9, Township 28N, Range 5E to the north boundary of Section 16, Township 28N, Range 5E,

West along the north boundary of Section 16, Township 28N, Range 5E to Lowell-Larimer Road,

Southeasterly on Lowell-Larimer Road to the northern boundary of Section 21, Township 28N, Range 5E and the southern boundary of the Peak Precinct in force as of 1994,

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West along the northern boundary of Section 21, Township 28N, Range 5E and the southern boundary of the Peak Precinct to the eastern boundary of the Hiltons Lake Precinct in force as of 1994,
Southerly along the eastern boundary of the Hiltons Lake Precinct to the north boundary of the Pointe Precinct in force as of 1994,
East, south, east and south along the northerly and easterly boundaries of Pointe Precinct to the Marsh Precinct boundary in force as of 1994,
Northeasterly along the northwest boundary of the Marsh Precinct to Lowell-Larimer Road,
Southeasterly on Lowell-Larimer Road to Marsh Road,
South on Marsh Road to Seattle Hill Road,
Southwesterly on Seattle Hill Road to 132nd Street SE and the north boundary of Section 33, Township 28N, Range 5E,
East along the north boundary of Sections 33 and 34, Township 28N, Range 5E, following the Silver Firs 3 Precinct boundary in force as of 1994 to the northwest corner of Section 35, Township 28N, Range 5E,
East along the north boundary of Section 35, Township 28N, Range 5E following the Totem Falls Precinct boundary in force as of 1994 to the northeast corner of the Totem Falls Precinct,
Southerly along the eastern boundaries of Totem Falls, Puget Park and Totem Falls Precinct boundaries in force as of 1994 to the Southeast corner of Totem Falls Precinct,
Westerly along the Totem Falls Precinct boundary to 156th Street SE and the Oaks Precinct boundary in force as of 1994,
West on 156th Street SE along the Oaks Precinct boundary to the southwest corner of the Oaks Precinct,
Northerly along the Oaks Precinct boundary to 144th Street SE and the southern boundary of the Seattle Hill Precinct in force as of 1994,
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,

King County

East along the Snohomish-King County Boundary to 170th Avenue NE,
Southerly on 170th Avenue NE to NE 195th Street,
West on NE 195th Street to 170th Avenue NE extended,
Southerly on 170th Avenue NE extended to NE 190th Street,
East on NE 190th Street to 171st Place NE,

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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 1994,
South and west following the Woodinville Corporation Boundary to 140th Avenue NE,
Northerly on 140th Avenue NE to NE 171st Street,
Westerly on NE 171st Street to the Woodinville Corporation Boundary in force as of 1994,
South along the Woodinville Corporation Boundary to the Sammamish River,
Southeasterly following the Sammamish River to NE 145th Street,
East on NE 145th Street to the Woodinville Corporation Boundary in force as of 1994,
North, east and north along the Woodinville Corporation Boundary to 147th Place NE extended,
Easterly on 147th Place extended and 147th Place NE and the Woodinville Corporation Boundary in force as of 1994,
South and southwest following the Woodinville Corporation Boundary to Woodinville Redmond Road,
Southeast on Woodinville Redmond Road to NE 143rd Street,
Southwest on NE 143rd Street to the Sammamish River,
Northwest following the Sammamish River to NE 145th Street,
West on NE 145th Street to the west track of the Burlington Northern Railroad Right of Way,
Southerly following the west track of the Burlington Northern Railroad Right of Way to the E-W center line of Section 22, Township 26N, Range 5E,
East along the E-W centerline of Sections 22 and 23, Township 26N, Range 5E to Woodinville Redmond Road (156th Avenue NE),
Southeasterly on Woodinville Redmond Road to NE 132nd Street extended,
East on NE 132nd Street and NE 132nd Street extended to 172nd Avenue NE,
North and northeast on 172nd Avenue NE to NE 141st Street,
Southeast on NE 141st Street to NE 139th Street,
East on NE 139th Street to 180th Avenue NE,
Southeasterly on 180th Avenue NE to the east boundary of Range 5E,
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 1994,
East along the Redmond Corporation Boundary to Bear Creek,
Southeasterly following Bear Creek to the Redmond Corporation Boundary in force as of 1994,
Southeasterly along the Redmond Corporation Boundary to NE Union Hill Road,
Easterly on NE Union Hill Road to 196th Avenue NE and the Redmond Corporation Boundary in force as of 1994,

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South, westerly, southerly, west, northerly and east following the Redmond Corporation Boundary to NE Union Hill Road,
Northwesterly on NE Union Hill Road to the west boundary of Tax Lot 41, Section 6, Township 25N, Range 6E and the Redmond Corporation Boundary in force as of 1994,
South, east, southerly, west, southwesterly and southeasterly following the Redmond Corporation Boundary to Redmond Fall City Road (State Route 202),
Easterly on Redmond-Fall City Road to 192nd Drive NE,
South on 192nd Drive NE to 192nd Place NE,
Southeasterly on 192nd Place NE to NE 50th Street,
Easterly on NE 50th Street to Sahalee Way NE,
Southeasterly on Sahalee Way NE to the south boundary of Section 22, Township 25N, Range 6E,
East along the south boundary of Section 22, Township 25N, Range 6E to the N-S centerline of the west one-half of Section 22, Township 25N, Range 6E,
North along the N-S centerline of the west one-half of Section 22, Township 25N, Range 6E to NE 25th Way,
Easterly on NE 25th Way to 236th Avenue NE,
South on 236th Avenue NE to NE 20th Street,
East on NE 20th Street to 244th Avenue NE,
Northerly on 244th Avenue NE to Redmond Fall City Road,
Southeasterly on Redmond Fall City Road to the west boundary of Range 7E,
South along the west boundary of Range 7E to the E-W centerline of Section 12, Township 24N, Range 6E,
West along the E-W centerline of Section 12, Township 24N, Range 6E to Issaquah-Beaver Lake Road,
Southeasterly on Issaquah-Beaver Lake Road to SE Duthie Hill Road (264th Place SE),
Southwesterly on SE Duthie Hill Road to Issaquah Fall City Road,
Southwesterly on Issaquah Fall City Road to SE 48th Street extended,
West on SE 48th Street extended and SE 48th Street to 236th Avenue SE extended,
South on 236th Avenue SE extended and 236th Avenue SE to SE 56th Street,
East on SE 56th Street to Issaquah Fall City Road,
Southwest on Issaquah Fall City Road to the south boundary of the Overdale Precinct in force as of 1993,
West along the south boundary of Overdale Precinct to 228th Avenue SE extended,
South on 228th Avenue SE extended to the Issaquah Corporation Boundary in force as of 1994,
Easterly, south, west and south following the Issaquah Corporation Boundary to Interstate 90,
Easterly on Interstate 90 to the east boundary of the Issaquah Corporation Boundary in force as of 1994,
Southerly and westerly following the Issaquah Corporation Boundary to the east boundary of Section 34, Township 24N, Range 6E,
North along the east boundary of Section 34, Township 24N, Range 6E to the northeast corner of Section 34, Township 24N, Range 6E,
West along the north boundary of Section 34, Township 24N, Range 6E to the Burlington Northern Railroad Right of Way,
Southwesterly following the Burlington Northern Railroad Right of Way to SE Darst Street extended and the Issaquah Corporation Boundary in force as of 1994,

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East, south, southeast, south, west and south following the Issaquah Corporation Boundary to SE 96th Street,

West on SE 96th Street to 6th Avenue SE,

South on 6th Avenue SE extended to Issaquah Creek,

Southerly following Issaquah Creek to the south boundary of the Issaquah Corporation Boundary in force as of 1994,

Northwesterly along the Issaquah Corporation Boundary to the east boundary of Section 32, Township 24N, Range 6E,

North along the east boundary of Sections 32 and 29, Township 24N, Range 6E to the 12th Avenue NW and the Issaquah Corporation Boundary in force as of 1994,

Westerly along the Issaquah Corporation Boundary to 17th Avenue NW,

Southerly on 17th Avenue NW to Renton Issaquah Road (State Route 900),

Southwesterly on Renton Issaquah Road to the east boundary of Section 6, Township 23N, Range 6E,

North along the east boundary of Section 6, Township 23N, Range 6E and Sections 31, 30 and 19, Township 24N, Range 6E to the south boundary of Tax Lot 17, Section 19,

Township 24N, Range 6E and the Issaquah Corporation Boundary in force as of 1994,

Northwesterly along the Issaquah Corporation Boundary to 184th Avenue SE extended,

South on 184th Avenue SE extended and 184th Avenue SE to SE 60th Street,

West on SE 60th Street to the Bellevue Corporation Boundary in force as of 1994,

Southwesterly along the Bellevue Corporation Boundary to 168th Avenue SE extended,

South on 168th Avenue SE extended and 168th Avenue SE to the Bellevue Corporation Boundary in force as of 1994,

Northwest along the Bellevue Corporation Boundary to the N-S centerline of Section 27,

Township 24N, Range 5E and the Newcastle Corporation Boundary in force as of 1994,

South, east, south, southeasterly, south, west, south, east, south and westerly following the Newcastle Corporation Boundary 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 134th Street extended,

East on SE 134th Street extended and SE 134th Street to 175th Avenue SE,

Southerly on 175th Avenue SE to SE 136th Street,

East on SE 136th Street and SE 136th Street extended to 182nd Avenue SE,

Southerly on 182nd Avenue SE to 183rd Avenue SE,

South on 183rd Avenue SE to SE 147th Street,

Westerly on SE 147th Street to the east boundary of Census Tract 319.03 in force as of 1993,

Southwesterly along the east boundary of Census Tract 319.03 in force as of 1993 to the 100 meter elevation level,

Westerly along the 100 meter elevation level to 154th Place SE,

Southerly on 154th Place SE to Jones Road,

Westerly on Jones Road to the Cedar River,

Northwesterly along the Cedar River to the Renton Corporation Boundary,

Southwesterly along the Renton Corporation Boundary to Renton Maple Valley Road,

Southeasterly on Renton Maple Valley Road to 161st Avenue SE,

Southerly on 161st Avenue SE to the west boundary of Census Tract 319.06 in force as of 1993,

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Southeasterly along the west boundary of Census Tract 319.06 to the east boundary of Section 26, Township 23N, Range 5E,
South along the east boundary of Section 26, Township 23N, Range 5E to SE Petrovitsky Road,
Westerly on SE Petrovitsky Road to 148th Ave SE extended, -
South on 148th Avenue SE extended and 148th Avenue SE to SE 208th Street,
West on SE 208th Street to 132nd Avenue SE,
South on 132nd Avenue SE to SE 224th Street,
Easterly on SE 224th Street and SE 224th Street extension to Big Soos Creek,
Southeasterly following Big Soos Creek to 148th Avenue SE,
Southerly on 148th Ave SE to the E-W centerline of Section 23, Township 22N, Range 5E,
East along the E-W centerline of Section 23, Township 22N, Range 5E to 164th Avenue SE,
South on 164th Avenue SE to SE 252nd Street extended,
East on SE 252nd Street extended and SE 252nd Street to 180th Avenue SE,
South on 180th Avenue SE to SE Wax Road,
Southwest on SE Wax Road to SE 272nd Street (Kent Kangley Road/State Route 516),
West on SE 272nd Street to State Highway 18,
Southwest on State Highway 18 to 152nd Avenue SE,
Southerly on 152nd Avenue SE to SE 288th Street,
Westerly on SE 288th Street to State Highway 18,
Southwesterly on State Highway 18 to SE 312th Street extended,
West on SE 312th Street extended and SE 312th Street to SE 312th Way,
Southeast on SE 312th Way to State Highway 18 (Auburn Echo Lake Cutoff Road),
Southwest 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 1994,
Southeasterly along the Auburn Corporation Boundary in force as of 1994 to Auburn Black Diamond Road,
Easterly on Auburn Black Diamond Road to the N-S centerline of the west one-half of Section 21, Township 21N, Range 5E and the Auburn City Limits in force as of 1994 ,
Southeasterly along the Auburn City Limits to the Green River,
Southeasterly along the Green River to 148th Avenue SE extended,
South on 148th Avenue SE extended and 148th Avenue SE to SE 368th Street and the southeast corner of Section 27, Township 21N, Range 5E,
West along the south boundary of Section 27, Township 21N, Range 5E to the White River,
Southeasterly along the White River to the King/Pierce County Boundary,

Pierce County

Westerly along the King/Pierce County Boundary to 182nd Avenue E,
South on 182nd Avenue East and 182nd Avenue E extended to Lake Tapps,
Southeasterly along the eastern shoreline of Lake Tapps to Island Park Way,
Southeasterly on Island Park Way to 214th Avenue E,
Southerly on 214th Avenue E to 210th Avenue E,
Southerly on 210th Avenue E to 40th Street E,
East on 40th Street E to 230th Avenue E,
South on 230th Avenue E to Buckley Tapps Highway,

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Southeasterly on Buckley Tapps Highway to 242nd Avenue E,
Northerly on 242nd Avenue E to 70th Street E,
Easterly on 70th Street E to the east boundary of Range 5E,
South along the east boundary of Range 5E to Old Sumner Buckley Highway,
West on Old Sumner Buckley Highway to 234th Avenue E (Werron Road),
South on 234th Avenue E to 96th Street E (Bagnal),
West on 96th Street E to 233rd Avenue E (Werron Road),
South on 233rd Avenue E to State Route 410 (Sumner-Buckley Highway),
Easterly on State Route 410 to 234th Avenue E (South Prairie-Connell),
Southerly on 234th Avenue E and 234th Avenue E extended to the south boundary of
Section 10, Township 19N, Range 5E,
West along the south boundary of Sections 10 and 11, Township 19N, Range 5E to 129th
Street E,
Southwesterly on 129th Street East to Cedarview Drive E,
Southwesterly on Cedarview Drive E to 133rd Street E,
Southwesterly on 133rd Street E to Prairie Ridge Drive E,
Southwest on Prairie Ridge Drive E to Cedar Circle,
Southwesterly on Cedar Circle to Prairie Ridge Drive E,
Northeasterly on Prairie Ridge Drive E to Ridgewood Drive,
Northwesterly on Ridgewood Drive to 215th Avenue E,
Southerly on 215th Avenue E to Prairie Ridge Drive E,
Southerly on Prairie Ridge Drive E to 143rd Street E,
Southwesterly on 143rd Street E to 215th Avenue,
Southerly on 215th Avenue to 148th Street E,
Easterly on 148th Street E to 147th Street E,
East on 147th Street E extended to State Route 162 (Pioneer Way),
Southwesterly on State Route 162 to 184th Street E (Easy Street) extended,
West on 184th Street E (Easy Street) extended and 184th Street E (Easy Street) to 197th
Avenue E,
South on 197th Avenue E to the Burlington Northern Railroad Right of Way,
Westerly following the Burlington Northern Railroad Right of Way to the first
intersection with a southbound branch of the Burlington Northern Railroad Right of Way,
South following the southbound branch of the Burlington Northern Railroad Right of
Way to State Route 162 (Pioneer Way),
Southeast on State Route 162 to Orville Road E (Kapowsin Highway),
Southerly on Orville Road E to 240th Street E extended,
West on 240th Street E extended and 240th Street E to Country Drive E,
Northerly on Country Drive E to 224th Street E (Muck-Kapowsin),
West on 224th Street E to 46th Avenue E,
South on 46th Avenue E to 232nd Street E,
West on 232nd Street E to the closest Transmission Line Right of Way,
South following the Transmission Line Right of Way to 260th Street E,
West on 260th Street E to the Fort Lewis Military Reservation boundary,
South and west along the Fort Lewis Military Reservation boundary to 260th Street E,
West on 260th Street E to 8th Avenue E (Kinsman Road),
South on 8th Avenue E to 288th Street S extended (Roy Pettit),
West on 288th Street S extended and 288th Street S to 56th Avenue S (Ledford),
North on 56th Avenue S to 280th Street S (Rondo Road),

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West on 280th Street S to the Fort Lewis Military Reservation boundary,
Westerly and southwesterly following the Fort Lewis Military Reservation boundary to the
Pierce/Thurston County boundary and the Nisqually River,
Northwesterly along the Pierce/Thurston County Boundary to the Fort Lewis Military
Reservation northwest boundary,
Northeasterly along the west boundary of the Fort Lewis Military Reservation to the
Burlington Northern Railroad Right of Way,
Northerly following the Burlington Northern Right of Way to the Fort Lewis Military
Reservation west boundary,
North along the west boundary of the Fort Lewis Military Reservation to Mounts Road,
West on Mounts Road to the west boundary of the Dupont City Limits in force as of 1994,
Northerly along the Dupont City Limits to the shore of Puget Sound,
Northerly through Puget Sound passing east of Anderson Island, Ketron Island, McNeil
Island, and Fox Island, and west of Day Island to The Narrows,
Northerly through The Narrows to Dalco Passage,
Easterly through Dalco Passage and East Passage passing south of Vashon Island and Maury
Island to Puget Sound,
Northerly through Puget Sound passing east of Maury Island, Vashon Island, and Blake
Island to the west boundary of King County,
Northerly following the west boundary of King County and passing east of Bainbridge
Island to the Snohomish County boundary,
Northerly following the west boundary of Snohomish County and passing east of
Whidbey Island to Possession Sound,
Northerly through Possession Sound passing east of Hat Island (Gedney Island) and Jetty
Island to the point of beginning.