

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 393 Stating the City Council's Support for Sound Transit's Light Rail, Commuter-Rail, and Bus Service Expansion Proposition No. 1
DEPARTMENT:	City Manager's Office
PRESENTED BY:	Scott MacColl, Intergovernmental Relations Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing <input type="checkbox"/> Proclamation

PROBLEM/ISSUE STATEMENT:

On June 23, 2016, the Sound Transit Board unanimously approved a measure for the November 2016 ballot to expand their regional mass transit system by connecting cities in King, Pierce and Snohomish counties with light rail, bus rapid transit, express busses and commuter rail. Known as Sound Transit 3 (ST3), the measure would cost \$53.8 billion and would be funded through new voter-approved sales tax, motor vehicle excise tax (MVET) and property tax.

The City has strongly and consistently advocated for Bus Rapid Transit (BRT) service along 145th Street in coordination with capital improvements to the corridor to ensure transit success in conjunction with the future light rail station at 145th Street. The Council has recognized that the 145th Street Corridor is a major east-west corridor that is key to connecting transit riders to the light rail spine and making the overall transit system successful. As the Sound Transit SR 522/145th BRT line was included in the final ST3 package, the Council has shown support for the ST3 plan.

Tonight, Council is considering proposed Resolution No. 393 (Attachment A), which would state the City Council's formal support for the ST3 ballot measure. As this is a proposed Action Item in front of the Council for the first time, as per Council rule, public comment on this resolution shall follow the staff report but precede Council review. As well, as per RCW 42.17A.555, the Council must allow equal opportunity for the public to express views in support and opposition to this resolution. Providing for dedicated public comment following the presentation of the resolution by staff allows for this opportunity.

FINANCIAL IMPACT:

While there is no financial impact to adopting proposed Resolution No. 393, the ST3 measure would impact Shoreline residents. The measure includes new regional taxes through a 0.05% sales tax increase (in addition to the 0.9% already collected), a 0.8% increase of vehicle value car tab fee (in addition to the 0.3% Sound Transit is collecting through 2028) and 25 cents for each \$1,000 of assessed value in property taxes.

Sound Transit estimates that for a typical adult living in the Sound Transit district, the measure would cost that individual approximately \$169 more per year, or a \$14 monthly costs increase.

RECOMMENDATION

Staff recommends Council adopt proposed Resolution No. 393 based on the City's continued support of the ST3 package and inclusion of the SR522/145th Street BRT project in the package.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

The initial phase of the regional mass transit system, called Sound Move, was approved by voters in 1996. The second phase, Sound Transit 2 (ST2), was approved in 2008. Under those plans, the regional light rail system will more than double in length from just over 20 miles today to over 50 miles by 2023. The City's light rail stations at 145th and 185th Streets were part of the ST2 plan approved in 2008.

Sound Transit began crafting the third phase expansion plan roughly three and half years ago and has worked with member jurisdictions during that time to create the Sound Transit 3 (ST3) plan approved by the board in June. The ST3 Plan's 23-year, \$53.8 billion in investments would be funded through new voter-approved sales tax, motor vehicle excise tax (MVET) and property tax.

DISCUSSION

The ST3 plan (Attachment B) provides the next phase of high-capacity transit improvements for central Puget Sound. With this plan, the light rail system will more than double again to 116 miles with over 70 stations. Light rail will expand north to Everett, south to Federal Way and Tacoma, east to downtown Redmond, south to Kirkland and Issaquah, and west to Ballard and West Seattle. ST3 will also invest in Bus Rapid Transit (BRT) in two corridors: connecting Lynnwood to Burien via I-405 and SR 518 to serve Eastside cities, as well as Tukwila and Burien; and on SR 522 between Bothell and Shoreline with service extending to Woodinville and connecting to Link light rail via 145th Street.

The ST3 plan was developed through an open public process over a three-year period. During that time, Sound Transit coordinated closely with cities and counties, the state of Washington, the Puget Sound Regional Council (PSRC), and local transit agencies. In addition, Sound Transit received tens of thousands of public comments that helped shape the plan.

The Sound Transit Board adopted Resolution R2016-17 (Attachment C) on June 23, 2016, submitting the adopted ST3 plan to the ballot for the November 8, 2016 election.

City Support for SR 522/145th Street Bus Rapid Transit Service

The City has strongly and consistently advocated for BRT service along 145th Street in coordination with capital improvements to the corridor to ensure transit success in conjunction with the light rail station at 145th Street. The City Council recognized that the SR523/145th Street Corridor is a major east-west corridor that is key to connecting riders to the light rail spine and to make the overall transit system successful. To this end, the City worked with Sound Transit staff through the 145th Street Corridor Study process to find a corridor solution that would work for both the City and Sound Transit.

The City also joined with the other cities on the SR 522/523 corridors (Bothell, Kenmore, Lake Forest Park and Woodinville) to form a five-city coalition to provide a joint request to the ST Board for the ST3 package. The cities jointly submitted a letter on January 19, 2016 (Attachment D) to the ST Board requesting BRT on SR 522 and NE 145th Street, structured parking on the SR 522 Corridor, and a study for future light rail on the

SR 522 corridor be included in the draft ST3 plan. The City subsequently submitted a letter along with the other coalition cities to the ST Board dated April 6, 2016 supporting the inclusion of the projects requested (Attachment E), along with an individual Shoreline letter to the ST Board dated April 22, 2016 (Attachment F) supporting the draft plan.

Proposed Resolution No. 393

Proposed Resolution No. 393 (Attachment A) signifies Council's full support of the ST3 ballot measure. As this is a proposed Action Item in front of the Council for the first time, as per Council rule, public comment on this resolution shall follow the staff report but precede Council review. As well, as per RCW 42.17A.555, the Council must allow equal opportunity for the public to express views in support and opposition to this resolution. Providing for dedicated public comment following the presentation of the resolution by staff allows for this opportunity. If adopted by Council, proposed Resolution No. 393 will be shared with the Sound Transit Board and staff.

FINANCIAL IMPACT

While there is no financial impact to adopting proposed Resolution No. 393, the ST3 measure would impact Shoreline residents. The measure includes new regional taxes through a 0.05% sales tax increase (in addition to the 0.9% already collected), a 0.8% increase of vehicle value car tab fee (in addition to the 0.3% Sound Transit is collecting through 2028) and 25 cents for each \$1,000 of assessed value in property taxes.

Sound Transit estimates that for a typical adult living in the Sound Transit district, the measure would cost that individual approximately \$169 more per year, or a \$14 monthly costs increase. Specifically, a typical adult would pay the following:

- **Motor Vehicle Excise Tax (MVET):** An adult owning the median value motor vehicle would pay an additional \$43 per year in MVET if ST3 were passed. This calculation reflects an annual median value \$5,333 of vehicles in the Sound Transit District. MVET taxes are determined by a state of Washington depreciation schedule for a specific vehicle's model and production year.
- **Property Tax:** An adult with a median home value would pay an additional \$47 per year in property tax if ST3 were passed. This calculation is based on a median \$360,658 assessed value for the Sound Transit District, and 1.93 adults per household. This calculation uses actual median assessed home values for 2015 which are inflated by 9.6 percent to estimate what people would pay in 2017 following the passage of ST3.
- **Sales Tax:** An adult at the median income level would pay an additional \$79 per year in sales and use taxes if ST3 were passed. This is based on an updated median household income level of \$73,359 according to 2015 data from the Washington State Office of Financial Management (OFM) for Snohomish, King and Pierce counties, and 1.93 adults per household. The OFM-estimated amount that a household of that income level pays in sales taxes was then adjusted to an estimate for 2017 by adding two years of inflation at approximately 2.25% annually.

RECOMMENDATION

Staff recommends Council adopt proposed Resolution No. 393 based on the City's continued support of the ST3 package and inclusion of the SR522/145th Street BRT project in the package.

ATTACHMENTS

- Attachment A – Proposed Resolution No. 393
- Attachment B – ST3 System Plan List
- Attachment C – Sound Transit Board Resolution R2016-17
- Attachment D – Coalition ST3 Request Letter
- Attachment E – Coalition ST3 Support Letter
- Attachment F – Shoreline ST3 Support Letter

RESOLUTION NO. 393

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON,
STATING THE CITY COUNCIL'S SUPPORT FOR SOUND TRANSIT'S
ST3 BALLOT PROPOSITION NUMBER 1 TO PROVIDE THE
EXPANSION OF LIGHT RAIL, COMMUTER RAIL AND BUS RAPID
TRANSIT SERVICE THROUGHOUT THE REGION**

WHEREAS, the Central Puget Sound Regional Transit Authority (Sound Transit) is the regional authority for King, Pierce and Snohomish Counties and is authorized to plan, construct, and permanently operate a high-capacity transit system; and

WHEREAS, in general elections held on November 5, 1996 and November 4, 2008, voters approved local funding to implement plans for a regional high-capacity transportation system serving the central Puget Sound region, known as Sound Move (1996) and Sound Transit 2 (2008); and

WHEREAS, the local funding approved to implement the Sound Move and ST2 regional transportation plans has been used to plan, build, and operate Link light rail, Tacoma Link light rail, Sounder commuter rail, ST Express buses, and high occupancy vehicle (HOV) access lanes in Pierce, King, and Snohomish Counties; and

WHEREAS, although Sound Move and ST2 address current and future regional mobility needs by implementing effective transportation alternatives, local planning agencies predict continued significant population and employment growth for the Central Puget Sound region in the next several decades; and

WHEREAS, after a comprehensive outreach process, the Sound Transit Board passed Resolution No. R2016-17 (June 23, 2016), adopting "Sound Transit 3: The Regional Transit System Plan for Central Puget Sound" (ST3 Plan), and including expanded transportation projects and services to be implemented over an estimated 25-year time frame, along with revised financial and other policies to guide Plan implementation; and

WHEREAS, the five-city coalition of the Cities of Shoreline, Lake Forest Park, Bothell, Woodinville and Kenmore worked together in a community-driven effort to encourage South Transit to include in the ST3 Plan projects that address the HCT needs of the North King County area; and

WHEREAS, the ST3 Plan includes projects requested by the five-city partnership, which are described in the Plan as "Bus Rapid Transit, SR 522 and NE 145th Street BRT: 145th Street Link station (from Lake Forest Park)" and "New stations/added parking in Lake Forest Park Town Center, Kenmore and Bothell"; and

WHEREAS, to implement the ST3 Plan, the Sound Transit Board passed Resolution No. R2016-17 (June 23, 2016), declaring its intent to implement the ST3 Plan, to continue to develop regional HCT corridors and services by expanding Link light rail, Sounder commuter rail, and bus rapid transit, and to continue interim ST Express bus service; and

WHEREAS, Resolution No. R2016-17 declared the approximate cost of the ST3 Plan to be \$53.8 billion and stated that voter approval of the Resolution and the ST3 Plan incorporated by reference in the Resolution will authorize the imposition, levy, and collection of certain taxes to fund the planning, design, construction, and ongoing operations and maintenance of the transportation projects and services that are part of the ST3 Plan, ST2 and Sound Move; and

WHEREAS, in Resolution No. R2016-17, the Sound Transit Board designated Resolution No. R2016-17 to be the Proposition that will be submitted to the voters at the general election on November 8, 2016; and

WHEREAS, in Section 12 of Resolution No. R2016-17, the Sound Transit Board directed the Chief Executive Officer of Sound Transit to certify to the Pierce County and Snohomish County Auditors and to the King County Elections Director, a copy of the ballot title for Resolution No. R2016-17, which will be in substantially the following form:

*Sound Transit (A Regional Transit Authority)
Light-Rail, Commuter-Rail, and Bus Service Expansion
Proposition No. 1*

The Sound Transit Board passed Resolution No. R2016-17 concerning expansion of mass transit in King, Pierce, and Snohomish counties. This measure would expand light-rail, commuter-rail, and bus rapid transit service to connect population, employment and growth centers, and authorize Sound Transit to levy or impose: an additional 0.5% sales and use tax; a property tax of \$0.25 or less per \$1,000 of assessed valuation; an additional 0.8% motor-vehicle excise tax, and continue existing taxes to fund the local share of the \$53.8 billion estimated cost (including inflation), with independent audits, as described in the Mass Transit Guide and Resolution R2016-17. Should this measure be:

Approved
Rejected

and;

WHEREAS, in compliance with RCW 42.17.130, the public meeting notice included the title and number of the King County Sound Transit 3 measure and members of the public were given equal opportunity to give testimony on the measure;

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, HEREBY RESOLVES AS FOLLOWS:**

Section 1: The City Council supports the ballot proposition stated in Section 12 of Sound Transit Resolution No. R2016-17, relating to the expansion of light-rail, commuter rail, and bus rapid transit with Sound Transit's boundaries known as the Sound Transit 3 plan to be placed on the November 8th, 2016 ballot.

ADOPTED BY THE CITY COUNCIL ON AUGUST 8, 2016.

Mayor Christopher Roberts

ATTEST:

Jessica Simulcik Smith,
City Clerk

SOUND TRANSIT 3 SYSTEM PLAN PROJECT LIST

The following list describes projects approved as part of the Sound Transit 3 Plan adopted by the Sound Transit Board of Directors on June 23, 2016.

PROJECT NAME	MODE	DESCRIPTION
LIGHT RAIL TRANSIT PROJECTS		
Redmond Technology Center Station to Downtown Redmond	Light Rail	This project extends East Link to downtown Redmond, as described in Sound Transit Board Resolution R2013-09 and the FTA and FHWA Record of Decision. The project would include two new stations, one with parking at southeast Redmond and a second in downtown Redmond. Project completion: 2024
Kent/Des Moines to Federal Way Transit Center	Light Rail	This project extends light rail south from Kent/Des Moines to Federal Way, with stations serving South 272 nd Street and the Federal Way Transit Center. The scheduled opening from Angle Lake to Kent/Des Moines has been adjusted to open at the same time as the extension to Federal Way. Project completion: 2024
Federal Way Transit Center to Tacoma Dome	Light Rail	This project extends light rail from the Federal Way Transit Center to Tacoma via I-5 with four new stations in the south Federal Way, Fife and east Tacoma areas, and at the Tacoma Dome Station. Project completion: 2030
Downtown Seattle to West Seattle	Light Rail	This project builds light rail from downtown Seattle to the vicinity of West Seattle's Alaska Junction neighborhood with an alignment primarily on an elevated guideway, and a new rail-only fixed span crossing of the Duwamish River. This project includes five new or expanded stations at the Stadium, Delridge, Avalon, and Alaska Junction areas, with a transfer connection at SODO. Project completion: 2030
Ballard to Downtown Seattle	Light Rail	This project builds light rail from downtown Seattle to Ballard's Market Street area with a new rail-only subway through Seattle Center/Uptown and South Lake Union. The project will be constructed in conjunction with a new downtown Seattle light rail tunnel, which will extend from International District/Chinatown to the Denny Station. The Ballard to downtown Seattle project includes elevated light rail on 15 th Avenue West and Elliott Avenue West and a rail-only movable bridge over Salmon Bay. Five new stations serve the areas of South Lake Union, Seattle Center, Smith Cove, Interbay and Ballard. Project completion: 2035
Downtown Seattle Light Rail Tunnel	Light Rail	This project builds a second light rail tunnel in downtown Seattle that provides capacity for the entire system to move through this area. The tunnel will be constructed as part of the Ballard to downtown Seattle light rail project, which includes a subway that extends from downtown Seattle through the Seattle Center/Uptown and South Lake Union neighborhoods. The downtown tunnel will extend from International District/Chinatown to the Denny Station with four new and expanded stations at International District/Chinatown, Midtown, Westlake and Denny. Project Completion: 2035
Lynnwood to Everett	Light Rail	This project extends light rail from the Lynnwood Transit Center to Everett Station via the Southwest Everett Industrial Center with both elevated and at-grade sections. The project includes six new stations at West Alderwood Mall, Ash Way, Mariner, Southwest Everett Industrial Center, SR 526/Evergreen and Everett Station. The project also includes one provisional station, at SR 99/Airport Road. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2036
South Kirkland to Issaquah	Light Rail	This project builds light rail from south Kirkland to Issaquah with four new stations at south Kirkland, the Richards Road area, Eastgate near Bellevue College, and central Issaquah, with one provisional station in the Lakemont area. This provisional station would require identification of additional funding not currently included in the ST3 System Plan in order to be built. Project completion: 2041
Infill Light Rail Station: South Graham Street	Light Rail	This project builds a new infill station on the Link light rail line in the vicinity of South Graham Street. Project completion: 2031
Infill Light Rail Station: South Boeing Access Road	Light Rail	This project builds a new infill station on the Link light rail line in the vicinity of South Boeing Access Road and I-5. Project completion: 2031
Infill Light Rail Station: Northeast 130 th Street	Light Rail	This project builds a new infill station at I-5 and NE 130 th Street along the Lynnwood Link Extension. Project completion: 2031
Tacoma Link Extension to Tacoma Community College	Light Rail	This project extends Tacoma Link system farther west to Tacoma Community College, adding six new stations. Project completion: 2039
BUS RAPID TRANSIT (BRT) & BUS PROJECTS		
I-405 Bus Rapid Transit	Bus Rapid Transit	This project establishes Bus Rapid Transit (BRT) from the Lynnwood Transit Center to the Burien Transit Center via I-405 and SR 518. The project relies on the I-405 express toll system where available, and Business Access Transit (BAT) lanes on SR 518 from Tukwila to Burien. Project elements include parking, station access improvements, and 11 stations, including a new transit center in South Renton and new stations at Northeast 85 th Street with BAT lanes extending toward Downtown Kirkland and at Northeast 44 th Street in Renton. Project completion: 2024
Northeast 145 th Street and SR 522 Bus Rapid Transit	Bus Rapid Transit	This project establishes BRT from the Link station at I-5 and Northeast 145 th Street to UW Bothell, with service continuing at lower frequencies to Woodinville. On Northeast 145 th Street, this project includes transit priority spot treatments to facilitate BRT movement through corridor bottlenecks. On SR 522 the majority of the corridor through Lake Forest Park, Kenmore and Bothell will feature BAT lanes, with transit-supportive enhancements on arterials from downtown Bothell to UW Bothell. This project includes nine pairs of stations with additional parking at Lake Forest Park, Kenmore and Bothell and an expanded transit center at UW Bothell. Project completion: 2024
King County Metro Rapid Ride C and D and Madison Street Capital Improvements	Bus Rapid Transit	This project provides a capped contribution to help design and implement transit priority improvements along King County Metro's Rapid Ride C and D lines that provide BRT service to Ballard and West Seattle as early deliverables to provide improved speed and reliability in advance of light rail starting operations to these areas. The project also includes a contribution to funding for Madison Street BRT in Seattle. Project completion: 2024

PROJECT NAME	MODE	DESCRIPTION
ST Express Service	Express Bus	This project funds operations for ST Express regional bus service maintaining interim express bus service in future High Capacity Transit (HCT) corridors, with an emphasis on long-haul connections between population and employment centers and providing riders with access to rail hubs. Frequent service between Lakewood and Tacoma Dome Station is included. Project completion: ongoing
Proposed Bus on Shoulder Program: Opportunities along I-5, I-405, I-90, SR 518, and SR 167	Bus	This program provides opportunities for buses to use shoulders on freeway and state route facilities during periods of congestion in general traffic and/or HOV lanes. This program will require coordination and further study with transit partners, WSDOT and Federal Highway Administration in order to determine locations that may be feasible. Project completion: 2019-2024
Capital Enhancements to Improve Bus Speed and Reliability between East Pierce County Cities and Sumner Sounder Station	Bus	This project provides capital improvements to facilitate the efficient flow of new and expanded bus connections to Sumner Station. Project completion: 2019-2024
Bus Capital Enhancements for Speed, Reliability and Convenience along Pacific Avenue (Tacoma)	Bus	This project provides a capital contribution to Pierce Transit for bus capital enhancements for speed, reliability and convenience along Pacific Avenue in Tacoma. Project completion: 2019-2024
North Sammamish Park-and-Ride	Bus parking	This project builds a surface park-and-ride in north Sammamish. The site for the park-and-ride will be determined in coordination with the City of Sammamish. Project completion: 2024

SOUNDER COMMUTER RAIL PROJECTS

Sounder South Capital Improvements Program	Commuter Rail	This project establishes a program of capital elements that would be used to meet growing demand for Sounder South. Access elements could include improvements for pedestrians, bicyclists, buses, and private vehicles, prioritized per Sound Transit's Access Policy. Additional program elements include extending platforms to accommodate trains up to 10 cars in length, track and signal upgrades, and other related infrastructure to facilitate additional capacity. Project completion: 2024-2036
Sounder Expansion to DuPont	Commuter Rail	This project extends Sounder commuter rail service from Lakewood to DuPont with two new stations with parking at Tillicum and DuPont. Project completion: 2036
Sounder North Parking	Commuter Rail	This project would provide an early deliverable within the ST3 System Plan by providing additional parking at Mukilteo and Edmonds Sounder Stations. Project completion: 2024

HIGH CAPACITY TRANSIT (HCT) STUDIES, POLICIES & PROGRAMS

Future System Planning	Policies and Programs	This project includes funds for planning efforts supporting continued progress toward implementing Sound Transit's Long-Range Plan.
HCT Study: Light rail extending from West Seattle to Burien, Tukwila and Renton	Light Rail	This study examines a light rail extension from West Seattle to Burien and to Renton via Tukwila International Boulevard Station. The study would be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Northern Lake Washington	Light Rail	This study would examine options for expanding light rail transit connections across northern Lake Washington that may be needed when ridership demand exceeds available capacity. This study would examine alternatives including and parallel to SR 522 and SR 520, as well as connections from Ballard to Kirkland, Sand Point to Kirkland, and Redmond and/or Bellevue. This study would also examine connections to the University of Washington. This study can consider potential upgrades in existing service and/or improved connections. It should be completed in coordination with local transit partners to examine a variety of options for service provision and to maximize opportunities for regional integration.
HCT Study: Commuter Rail to Orting	Commuter Rail	This study examines a future commuter rail connection from Orting to Sounder south line service.
HCT Study: Connections from Everett to North Everett	Light Rail	This study examines a future light rail extension from Everett to north Everett.
HCT Study: Tacoma Dome Station to Tacoma Mall	Light Rail	This study examines a future light rail extension from Tacoma Dome Station to the Tacoma Mall area.
HCT Environmental Study: Bothell to Bellevue	HCT	This study would complete an environmental study to examine HCT options from Bothell to Bellevue.
System Access Program (Pedestrian and bicycle access, bicycle parking, transit)	Policies and Programs	This program would fund access improvements for Sound Transit stations and facilities including non-motorized access, bicycle parking and facilities, bus transit access, and expanded drop-off/pick-up as needed. This program includes a mode of access data collection program and station area access studies. Funds would be prioritized per Sound Transit's System Access Policy. This program would provide funding in addition to the non-motorized access funds included for individual projects.
Innovation and Technology Program	Policies and Programs	This program would fund research, analysis and implementation of innovative best practices, partnerships and technologies to increase ridership, improve service and enhance efficiency of regional mobility outside of new investments in large capital projects.
Transit-Oriented Development Planning Program	Policies and Programs	This program would fund Transit Oriented Development (TOD) analysis and support beyond the planning phase of transit capital project development in anticipation of sale, lease, or transfer of surplus properties or air rights to third parties. All analysis and property disposition would be conducted in accordance with applicable board policy including TOD Policy (Resolution No. R2012-24). This program would provide funding in addition in the ST3 funds assumed for regional equitable TOD strategy.
Light Rail Operations and Maintenance Facilities	Light Rail	This project would construct two new light rail operations and maintenance facilities to accommodate additional fleet capacity; one in the Lynnwood to Everett corridor and one in the Federal Way to Tacoma corridor. Specific locations will be determined as part of light rail development in each corridor.
Bus Operations and Maintenance Facility	Bus	This project would construct a new bus operations and maintenance facility to accommodate a portion of the existing and future bus fleet required for ST3 BRT and ST Express bus service. The facility would be located in the vicinity of the I-405/SR 522 corridors.
Light Rail Vehicles	Light Rail	This project would purchase 226 new light rail vehicles required to operate the ST3 light rail system.

RESOLUTION NO. R2016-17

A RESOLUTION of the Board of the Central Puget Sound Regional Transit Authority calling an election to approve certain local taxes to implement Sound Transit 3: The Regional Transit System Plan for Central Puget Sound; 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 (Sound Transit) is the duly-organized regional transit authority for Pierce, King, and Snohomish counties pursuant to Chapters 81.104 and 81.112 RCW, and is authorized to plan, construct, and permanently operate a regional high-capacity system of transportation infrastructure and services; and

WHEREAS, in general elections held on November 5, 1996 and November 4, 2008, voters approved local funding to implement plans for a regional high-capacity transportation (HCT) system serving the central Puget Sound region. The 1996 system plan is commonly known as *Sound Move*, and the 2008 system plan is commonly known as Sound Transit 2 (or ST2); and

WHEREAS, the local funding approved to implement the *Sound Move* and ST2 regional transportation plans has been used to plan, build, and operate Link light rail, Tacoma Link light rail, Sounder commuter rail, ST Express buses, and high occupancy vehicle (HOV) access lanes in King, Pierce, and Snohomish counties; and

WHEREAS, as a result of *Sound Move* and ST2, Link light rail now serves 15 stations (from University of Washington/Husky Stadium to SeaTac Airport), with a new station scheduled to open at South 200th Street (Angle Lake Station) in Fall 2016.

The Tacoma Link light rail line connects 6 stations from the Tacoma Dome to downtown Tacoma.

Sounder commuter rail runs 28 trains each weekday, with a south line serving Lakewood, South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent, Tukwila, and Seattle; and a north line serving Everett, Mukilteo, Edmonds, and Seattle.

ST Express operates 28 regional bus routes serving 27 cities, including Everett, Lynnwood, Bothell, Mountlake Terrace, Lake Forest Park, Kenmore, Woodinville, Seattle, Kirkland, Redmond, Sammamish, Bellevue, Issaquah, Mercer Island, Renton, SeaTac, Burien, Kent, Des Moines, Auburn, Federal Way, Sumner, Puyallup, Bonney Lake, Tacoma, Lakewood, and DuPont.

Sound Move and ST2 also funded two-way HOV lanes between Seattle and Bellevue on Interstate 90; HOV direct access ramps between HOV lanes and transit facilities in Lynnwood, Federal Way, Totem Lake, Bellevue, Eastgate, and Mercer Island; transit centers in 28 cities, including Auburn, Bellevue, Bothell, Burien, Des Moines, DuPont, Edmonds, Everett, Federal Way, Issaquah, Kenmore, Kent, Kirkland, Lakewood, Lynnwood, Mercer Island, Mountlake Terrace, Mukilteo, Newcastle, Puyallup, Redmond, Sammamish, SeaTac, Seattle, Shoreline, Sumner, Tacoma, and Tukwila; freeway bus stations in Bothell, Mountlake Terrace, Totem Lake, and Eastgate; and other transit-supportive services and facilities; and

WHEREAS, although *Sound Move* and ST2 address current and future regional mobility needs by implementing effective transportation alternatives, local planning agencies predict

continued significant population and employment growth for the central Puget Sound region in the next several decades; and

WHEREAS, after conducting a comprehensive outreach effort to obtain input from the region's residents about their transportation needs, the Sound Transit Board passed Resolution No. R2016-16 (June 23, 2016) adopting Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (Sound Transit 3 Plan or Plan). The Plan responds to the region's predicted growth by offering expanded transportation projects and services to be implemented over an estimated 25-year time frame, along with revised financial and other policies to guide Plan implementation; and

WHEREAS, the Puget Sound Regional Council will review the Sound Transit 3 Plan for conformity with regional transportation and development plans, including Vision 2040 and Transportation 2040, and an independent Expert Review Panel has provided and will continue to provide comments on the plan consistent with RCW 81.104.110; and

WHEREAS, funding the Sound Transit 3 Plan will provide the improved light rail, commuter rail, bus rapid transit, and express bus services necessary for the continued mobility of the residents of Pierce, King, and Snohomish counties, and for the maintenance of both the environment and the 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 residents within the Sound Transit district require Sound Transit to implement the Sound Transit 3 Plan as described in the document entitled "Sound Transit 3: The Regional Transit System Plan for Central Puget Sound" adopted by Resolution No. R2016-16, and as described below. Pursuant to the Plan, Sound Transit will continue to develop regional HCT corridors and services by expanding Link light rail, Sounder commuter rail, and bus rapid transit, and by continuing interim ST Express bus service to connect the region's population, employment, and growth centers, as generally described in the Plan and as follows:

- a) Light Rail. Sound Transit will plan, develop, and provide for the operation of an expanded regional light rail system, including new rail lines and extensions to existing rail lines. This expansion will necessitate the acquisition or construction of rail lines and rolling stock, rail stations, system access improvements, and other appurtenant facilities, as well as the acquisition of necessary rights-of-way and real property interests.
- b) Sounder Commuter Rail. Sound Transit will plan, develop, and provide for the operation of an expanded regional commuter rail system. This expanded service is deemed a reasonable alternative transit mode, and will require the acquisition or construction of rail lines and rolling stock, rail stations, system access improvements, and other appurtenant facilities, as well as the acquisition of necessary rights-of-way and real property interests.
- c) ST Express Bus Service. Sound Transit will plan, develop, and provide for the continued operation of a coordinated and efficient interim regional express bus system. To implement this system, Sound Transit will acquire or construct rolling stock, transit capital infrastructure, system access improvements, and other appurtenant facilities, and will acquire necessary rights-of-way and real property interests.

d) Bus Rapid Transit (BRT). Sound Transit will plan, develop, and provide for the operation of a coordinated and efficient BRT system. To implement this system, Sound Transit will acquire or construct rolling stock, transit centers, parking facilities, system access improvements, and other appurtenant facilities, and will acquire necessary rights-of-way and real property interests.

The Sound Transit 3 Plan also provides funding to support the development of affordable housing opportunities, as well as a strategy to implement regional equitable transit-oriented development (TOD) for diverse, vibrant, mixed-use and mixed-income communities consistent with TOD plans developed with community input. In addition, the Plan will fund HCT planning and other studies to identify potential candidates for future HCT investments and other expansion options.

Sound Transit will determine the exact extent, specifications, and procurement methods for all such expansion and improvements. The cost of all necessary property acquisition and any associated relocation; construction, architectural, design, engineering, permitting, legal, planning, and other related consulting services; inspection and testing; administrative expenses; taxes and fees, including the sales and use tax offset fee; equipment, operations and maintenance, and capital replacement; debt service; and other costs incurred in connection with the implementation of the Sound Transit 3 Plan improvements is hereby deemed a part of the costs of such improvements.

The Board will determine the application of available monies as between the various projects set forth above, consistent with the financial policies adopted as part of the Sound Transit 3 Plan. The Board will 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 and in the Sound Transit 3 Plan.

In accordance with the Sound Transit 3 Plan, Sound Transit may from time to time issue bonds, receive loans, incur other financial obligations, including, without limitation, either tax-backed or non-tax-backed financial and other arrangements with public or private entities, to fund and carry out the Plan, and subject to such terms and conditions as are determined by the Board consistent with Chapter 81.112 RCW. The Board may use the proceeds of the voter-approved taxes as described herein to pay principal and interest on said bonds, loans, or obligations for which Sound Transit voter-approved taxes are pledged.

The Board finds and declares that the approximate estimated cost of the Sound Transit 3 Plan during the estimated twenty-five-year implementation period, including costs incident thereto, is, as near as may be estimated, the sum of \$53.8 billion (year-of-expenditure dollars) (including capital, operating, and maintenance costs, as well as accounting for inflation).

Section 2. In the event the funds legally available to implement the Sound Transit 3 Plan, including, without limitation, local taxes, fares, other revenue, bonds, loans, federal grants, and other contributions from any source, exceed the amount required to fully implement the Plan (including unfunded provisional projects identified in the Plan), Sound Transit will use such excess funds as the Board may determine to be in the best interests of the region. Such uses may include, but would not be limited to, the application of funds to existing or new fund accounts; *Sound Move* or ST2 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 or other indebtedness, or reducing tax levies; and/or authorizing new improvements affordable within the financial plan, as the Board deems appropriate, consistent with Resolution No. R2016-16.

In the event that funds legally available to implement the Sound Transit 3 Plan, including, without limitation, local taxes, other revenue, fares, bond proceeds, loan proceeds, federal grants, and other contributions from any source, are determined by the Board to be sufficient to implement the Plan, Sound Transit will acquire, construct, equip, operate, maintain, replace, or make such improvements to existing or new facilities and equipment to implement and achieve the objectives of the Plan, all as the Board finds necessary. Such improvements may include ST2 and *Sound Move* improvements.

In the event the Sound Transit 3 Plan improvements, or some portion thereof, are for any reason determined to be unaffordable due to increased cost or insufficiency of legally available funds, or are deemed impracticable or infeasible due to changed or unforeseen conditions or *force majeure* occurrence or event, or otherwise impracticable or infeasible for any other reason, Sound Transit will use the available funds to pay for the cost of those improvements, or portions thereof, contained in the Plan, or in ST2 or *Sound Move*, that the Board deems, in its discretion, to be most necessary and in the best interests of Sound Transit after consideration of the Plan and the financial policies adopted as part of the Plan. The Board may amend the Plan accordingly to reflect such adjustments to the Plan as the Board, in its discretion, deems appropriate under the circumstances, and as permitted by law or as provided by this Resolution. In addition, or alternatively, the Board may, in its discretion, implement the steps authorized in the "Adjustments to Subarea Projects and Services" section of the Financial Policies adopted in Resolution No. R2016-16 (Appendix B), and use the resulting available funds (1) to pay for such portions of the capital and/or service improvements identified in the Sound Transit 3 Plan, or in ST2 or in *Sound Move*, or such other capital and/or service improvements, that are affordable, practical, and feasible, and that the Board in its discretion determines best achieve the stated goals of the Plan; and/or (2) to pay principal or interest on bonds, loans, or other obligations; all as the Board in its discretion determines to be most necessary and in the best interests of Sound Transit after consideration of the Plan and the financial policies adopted as part of the Plan, or otherwise appropriate or necessary in accordance with law and Board policies.

Section 3. Voter approval of this Resolution and the Sound Transit 3 Plan incorporated herein by reference authorizes the imposition, levy, and collection of taxes to fund the planning, design, construction, and ongoing operations and maintenance of the transportation projects and services that are part of the Sound Transit 3 Plan, ST2, or *Sound Move*. The construction of any future capital phase improvements program not authorized in the Sound Transit 3 Plan, ST2, or *Sound Move*, or in this resolution, will require additional voter approval.

Section 4. For the sole purpose of providing funds for the planning, development, construction and permanent operation and maintenance of an HCT system as provided in Chapters 81.104 and 81.112 RCW, and as described in the Sound Transit 3 Plan adopted in Resolution No. R2016-16 (and fully incorporated herein by reference), and as described in Resolution No. 73 (May 31, 1996) and in Resolution No. R2008-10 (July 24, 2008), and if approved by the voters, Sound Transit will do the following:

(1) after first allocating sufficient funds to pay the ongoing monetary obligations incurred to implement *Sound Move* and ST2 as such obligations come due, Sound Transit will use revenue generated by the taxes approved by voters to fund *Sound Move* and ST2 to pay a portion of the cost to implement the Sound Transit 3 Plan. These voter-approved taxes include the existing nine-tenths of one percent (0.9%) sales and use tax and the existing three-tenths of one percent (0.3%) motor-vehicle excise tax (which motor-vehicle excise tax will not be imposed after 2028). The tax revenue estimated to be available from these existing voter-approved taxes to fund the Sound Transit 3 Plan is \$8.488 billion (year-of-expenditure dollars); and

(2) in addition to the existing taxes described in subsection 4(1) above, Sound Transit will fix, levy, or impose, and collect the following:

(a) as provided in RCW 81.104.170, an additional sales and use tax of up to five-tenths of one percent (0.5%);

(b) as provided in RCW 81.104.175, a property tax of twenty-five cents (\$0.25) or less per \$1,000 of assessed valuation commencing in 2017, and thereafter in annual amounts that include the statutorily permitted annual increases to the aggregate amount of the property tax collected as required to comply with Chapter 84.55 RCW. But in no case will the rate applied to determine the levy amount exceed twenty-five cents (\$0.25) per \$1,000 of assessed valuation of the property; and

(c) as provided in RCW 81.104.160, an additional motor-vehicle excise tax of up to eight-tenths of one percent (0.8%).

One or more of the taxes described in this Section 4 will be levied and imposed for the period of time required to pay the cost to plan, design, construct, and permanently operate, maintain, and replace the transit improvements, facilities, and services comprising the Sound Transit HCT system described in the Sound Transit 3 Plan adopted in Resolution No. R2016-16, and in Resolution No. 73, and in Resolution No. R2008-10, including the period of time required to repay bonds or other financial obligations. After completing the capital projects in the *Sound Move*, ST2, and the Sound Transit 3 Plan, the sales and use tax and/or the property tax and/or the motor-vehicle excise tax will collectively or individually be either terminated or reduced to the level required to operate, maintain, and/or replace the improvements, transit facilities, and services. The Sound Transit Board will determine, in its discretion, whether the sales and use tax, property tax, or motor-vehicle excise tax, or some combination thereof, should be terminated or reduced, and the amount of any reduction.

Sound Transit may levy or impose and collect these existing and additional taxes for the purposes described herein if the voters within Sound Transit's district approve such taxes at the election called by this Resolution No. R2016-17 pursuant to RCW 81.112.030, subject to Section 7 herein. Notwithstanding any other provision of this resolution, Sound Transit may apply any proceeds from any sales and use taxes, property taxes, and/or motor-vehicle excise taxes imposed by Sound Transit to the repayment of bonds issued to finance the Sound Transit 3 Plan, or ST2 or *Sound Move*, in accordance with covenants made by Sound Transit in connection with the issuance of those bonds.

Section 5. The additional voter-approved taxes will be levied or imposed at such rates and collected as of such dates as may be determined by the Board pursuant to law. Subject to voter approval in accordance with this Resolution No. R2016-17, the Board hereby fixes, levies, and imposes on November 29, 2016, for collection commencing January 1, 2017, the additional five-tenths of one percent (0.5%) sales and use tax, and the additional eight-tenths of one percent (0.8%) motor-vehicle excise tax. The Board intends to fix, levy, or impose the property tax in November 2016 after receiving the assessed property valuation for 2017.

If this Resolution No. R2016-17 is approved by voters, the voter-approved taxes fixed, levied, imposed, and collected by Sound Transit will be as follows: the motor-vehicle excise tax rate will be up to one and one-tenth of one percent (1.1%) until 2028, and up to eight-tenths of one percent (0.8%) thereafter; the property tax will be twenty-five cents (\$0.25) per \$1,000 of assessed valuation commencing in 2017, and thereafter at the rate (not to exceed twenty-five cents (\$0.25)

per \$1,000 of assessed valuation) and at the amount required to comply with Chapter 84.55 RCW; and the sales and use tax rate will be up to one and four-tenths of one percent (1.4%).

Section 6. An exemption from that portion, if any, of the additional five-tenths of one percent (0.5%) sales and use tax fixed, levied, and imposed by this Resolution No. R2016-17 is hereby provided for those sales of lodging for which, but for the exemption, the total sales tax rate imposed on sales of lodging as of the date of the taxable event would exceed the maximum total sales tax rate allowed by RCW 82.14.410. The exemption is limited to that portion of the additional sales tax imposed by this Resolution No. R2016-17 equal to the amount, if any, by which the total sales tax rate imposed on sales of lodging as of the date of the taxable event would otherwise exceed the maximum total sales tax rate authorized by RCW 82.14.410. For purposes of this resolution, "sale of lodging" and "total sales tax rate" are defined as provided in RCW 82.14.410.

Section 7. Notwithstanding the outcome of the election called herein, Sound Transit will continue to levy or impose the existing voter-approved nine-tenths of one percent (0.9%) sales and use tax and the existing three-tenths of one percent (0.3%) motor-vehicle excise tax for the purposes set forth in Resolution Nos. 75 and R2008-11, and as provided in *Sane Transit v. Sound Transit*, 151 Wn.2d 60, 85 P.3d 346 (2004), and *Pierce County v. State*, 159 Wn.2d 16, 148 P.3d 1002 (2006).

Section 8. To ensure that implementation of the Sound Transit 3 Plan occurs within the framework and intent of the financial policies adopted by Resolution No. R2016-16, Sound Transit's financial statements will be subjected to a financial audit each year by an independent auditing firm. In addition, Sound Transit will appoint and maintain an advisory citizen oversight panel to perform annual reviews of Sound Transit's performance and financial plans throughout the construction period. The oversight panel will provide reports and recommendations to the Board.

Section 9. Each of the Sound Transit 3 Plan's HCT projects and services have independent utility and should be completed notwithstanding any inability to complete or implement other Plan projects and services for any reason, including the invalidity of any provision in Resolution No. R2016-16, this Resolution No. R2016-17, or in the Sound Transit 3 Plan. If any provision in either of these resolutions or in the Plan, or their application in any particular circumstance, is held invalid for any reason, the remaining provisions, and the application of such invalid provision to other circumstances, are not affected. Notwithstanding the invalidity of one or more provisions in the resolutions or in the Plan, the remaining provisions in each resolution and in the Plan will remain valid in all respects to fund and implement the continued planning, development, construction and permanent operation and maintenance of each transit project and service identified in the Sound Transit 3 Plan, ST2, and *Sound Move*.

Section 10. The Sound Transit Board finds and declares that this Resolution No. R2016-17 is the proposition to be submitted to the voters to be voted upon at the general election to be held within Sound Transit's boundaries on November 8, 2016. The Board requests that the Pierce County Auditor, the King County Elections Director, and the Snohomish County Auditor assume jurisdiction over and call and conduct such election, and submit this Resolution No. R2016-17 as the Sound Transit proposition to the voters, and use regular polling places or other authorized voting ballot procedures as provided in Chapters 81.104 and 81.112 RCW and other applicable law.

The Board directs the chief executive officer to request these county elections officials to print a complete and accurate copy of this Resolution No. R2016-17 in the local voters' pamphlet, and to coordinate the production and distribution of the voters' pamphlet, pursuant to such

arrangements as the county elections officials deem appropriate and necessary, all as required by RCW 81.104.140(9) and Chapter 29A.32 RCW.

Section 11. The chief executive officer is authorized and directed to certify to the Pierce County Auditor, the King County Elections Director, the Snohomish County Auditor, and such other appropriate officials, within the time required by law, a copy of this Resolution No. R2016-17 as the proposition to be submitted and voted upon at said election.

Section 12. The chief executive officer is further authorized and directed to certify to the Pierce County Auditor, the King County Elections Director, 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. R2016-17. The ballot title will be in substantially the following form:

Sound Transit (A Regional Transit Authority)
Light-Rail, Commuter-Rail, and Bus Service Expansion
Proposition No. __

The Sound Transit Board passed Resolution No. R2016-17 concerning expansion of mass transit in King, Pierce, and Snohomish counties. This measure would expand light-rail, commuter-rail, and bus rapid transit service to connect population, employment and growth centers, and authorize Sound Transit to levy or impose: an additional 0.5% sales and use tax; a property tax of \$0.25 or less per \$1,000 of assessed valuation; an additional 0.8% motor-vehicle excise tax; and continue existing taxes to fund the local share of the \$53.8 billion estimated cost (including inflation), with independent audits, as described in the Mass Transit Guide and Resolution No. R2016-17. Should this measure be:

Approved.....
Rejected.....

Section 13. At least 20 days before the election called herein, Sound Transit will mail a description of the Sound Transit 3 Plan entitled "Mass Transit Guide" to each registered voter in the Sound Transit district.

Section 14. The Sound Transit Board finds and declares that the boundaries provided in Exhibit A-1 to this Resolution No. R2016-17 are hereby fixed as the final election boundaries for the Authority's election to be held on November 8, 2016. The Board directs and authorizes the chief executive officer to deliver these final election boundaries to the Pierce County Auditor, the King County Elections Director, and the Snohomish County Auditor within the time required by law.

Section 15. The Board hereby authorizes the chief executive officer to pay Sound Transit's proportionate share of the costs of the election and to take any other and further actions deemed necessary to implement the policies and determinations of the Board pursuant to this Resolution No. R2016-17.

Section 16. Any action taken consistent with the authority granted by, but before the effective date of this Resolution No. R2016-17, is ratified, approved, and confirmed.

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 June 23, 2016.



Dow Constantine
Board Chair

ATTEST:



Kathryn Flores
Board Administrator

**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, as amended by resolution No. 10 adopted June 13, 2002 and as amended by resolution No. R2013-10, adopted May 23, 2013. Additionally, the boundary of the Regional Transit Authority has been amended by annexations pursuant to Substitute Senate Bill 6271. 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 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 western boundary of the area annexed to Everett by Everett City Ordinance 942-83,
Continuing northerly, following the western boundary of the area annexed to Everett by Everett City Ordinance 942-83 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,
Generally southerly, following the Snohomish River to the east line of Section 5, 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 said Section and the western boundary of the Marshland Annexation to Everett, as approved by Everett City Ordinance 3227-11,
North, thence southeasterly, thence west, thence southeasterly, thence southwesterly, thence southerly, thence west along the Marshland Annexation to Everett boundary to west line of the SE Quarter of Section 4, Township 28N, R5E,
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 5E 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, to the south 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,
Southeasterly on Lowell-Larimer Road to west boundary of the SE quarter of the NE quarter of Section 21, Township 28N, Range 5E,
South along the west boundary of the SE quarter of the NE quarter of Section 21, Township 28N, Range 5E, and the west boundary of the NE of the SE quarter of Section 21, Township 28N, Range 5E to the north boundary of the south half of the SE quarter of Section 21, Township 28N, Range 5E,
East along the southern boundary of the north half of the SE Quarter, Section 21, Township 28N, Range 5E to 47th Ave SE
Northeasterly along 47th Avenue SE to 112th Street SE,
Easterly along 112th Street SE to 111th Place SE,
Easterly along 111th Place SE to the north boundary of the Waldenwood 5 plat,
Easterly along the north boundary of the Waldenwood 5 plat 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 the northern margin of 132nd Street SE,
East along the northern margin of 132nd Street SE to the centerline of 55th Ave SE,
South along the centerline of 55th Ave SE to the north boundary of Section 34, Township 28N, Range 5E,
East along the north boundary of Section 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 and SW Quarters of the NW Quarter of Section 35, Township 28N, Range 5E, and the east boundary of the NW Quarter of the SW Quarter of the Section 35, Township 28N, Range 5E to the SE corner of the NW Quarter of the SW Quarter of Section 35, Township 28N, Range 5E,
West to the SW corner of the NW Quarter of the SW Quarter of Section 35, Township 28N, Range 5E,
South along the eastern boundary of the SW Quarter of Section 35, Township 28N, Range 5E and the NW Quarter of Section 2, Township 27N, Range 5E to the northern boundary of the south 1/2 of NW Quarter of the NW Quarter of Section 2, Township 27N, Range 5E,
East along the northern boundary of the south 1/2 of NW Quarter of the NW Quarter of Section 2, Township 27N, Range 5E to the eastern boundary of the west 1/2 of the NW Quarter of Section 2, Township 27N, Range 5E,
South along the eastern boundary of the west 1/2 of the NW and the SW Quarters of Section 2, Township 27N, Range 5E to the northern boundary of the southern 1/2 of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E,

West along the northern boundary of the southern 1/2 of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E to the eastern boundary of the west 1/2 of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E,
South along the eastern boundary of the west 1/2 of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E to south boundary of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E,
West along the south boundary of the NW Quarter of the SW Quarter of Section 2, Township 27N, Range 5E, and the south boundary of the north half of the SE Quarter, Section 3, Township 27N, Range 5E, to the east line of the SE Quarter, Section 3, Township 27N, Range 5E,
North along the western boundary of the eastern 1/2 of Section 3, Township 27N, Range 5E to the southern boundary of the north half of the south half of the NW Quarter of Section 3, Township 27N, Range 5E,
West along the southern boundary of the north half of the south half of the NW Quarter of Section 3, Township 27N, Range 5E to eastern boundary of Section 4, Township 27N, Range 5E,
South along the eastern boundary of Section 4, Township 27N, Range 5E to 156th Street SE,
West on 156th Street SE to the southwest corner of SE Quarter of the NE Quarter of Section 4, Township 27N, Range 5E,
North along the eastern boundary of the west half of the NE Quarter of Section 4, Township 27N, Range 5E to the northern boundary of said Quarter Section,
North along the eastern boundary of the west half of the SE Quarter of Section 33, Township 28N, Range 5E to the north line of the south half of the south half of the SE Quarter, Section 33, Township 28N, Range 5E,
West along the north line of the south half of the south half of the SE Quarter, Section 33, Township 28N, Range 5E to the western boundary of the Olympic Pipeline right of way,
Northerly along the western boundary of the Olympic Pipeline right of way 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,

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,
Southerly on 170th Avenue NE and extension 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 western margin of 140th Court NE,
South following the western margin of 140th Court NE and 140th Court NE extended to the south boundary of the Kyes Annexation to Woodinville, approved by Woodinville City Ordinance No. 132,
Westerly, following the south boundary of the Kyes Annexation to Woodinville to 140th Avenue NE,
Northerly on 140th Avenue NE to NE 171st Street,
Westerly on NE 171st Street to the 1992 Woodinville Corporation Boundary, established by King County Ordinance No. 10306,
South along the 1992 Woodinville Corporation Boundary, established by King County Ordinance No. 10306 to the Sammamish River,
Southeasterly following the Sammamish River to NE 145th Street,
East on NE 145th Street to the 1992 Woodinville Corporation Boundary, established by King County Ordinance No. 10306,
North, thence east, thence north, thence east, thence south, thence east, thence south along the 1992 Woodinville Corporation Boundary to south line of the SW Quarter, Section 14, Township 26N, Range 5E,
South, thence southwesterly, thence southeasterly, thence southwest 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 east margin of the Burlington Northern Railroad Right of Way and the 1992 Woodinville Corporation Boundary,
Southerly following the east margin 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, thence northeast on 172nd Avenue NE to NE 141st Street,
Southeast on NE 141st Street to 178th Ave NE,
Southerly on 178th Ave NE to NE 139th Street,

East on NE 139th Street to 180th Avenue NE,
 Southeasterly on 180th Avenue NE to the west line of the SW quarter, Section 19, Township 26N, Range 6E,
 North along the west line of Section 19, Township 26N, Range 6E to the southwest corner of Section 18, Township 26N, Range 6E,
 East along the south line of Section 18, Township 26N, Range 6E to Avondale Road NE,
 Southwesterly on Avondale Road NE to NE 100th Court extended,
 East along the extended centerline of NE 100th Court to Bear Creek,
 Southeasterly following Bear Creek to NE Novelty Hill Road,
 Southwesterly along NE Novelty Hill Road to the western boundary of the Elm Court plat, as recorded by the King County Auditor under recording number 20050222001562,
 South along the western boundary of the Elm Court plat to the northwestern corner of Lot 7 of said plat, as recorded by the King County Auditor under recording number 20050222001562,
 Easterly along the northern boundary said Lot 7 and the northern boundary of Elm Court plat Tract B, as recorded by the King County Auditor under recording number 20050222001562 to the northeast corner of said Tract B,
 South along the east line of Tract B and extension to the northern margin of NE 95th Street,
 East to west line of the NE quarter, Section 6, Township 25N, Range 6E,
 East along the northern margin of NE 95th Street for a distance of 630 feet,
 South to the southern margin of NE 95th Street,
 East along the southern margin of NE 95th Street to the east line of the west half of the of the west half of the NE quarter, Section 6, Range 25N, Range 6E,
 South along east line of the west half of the west half of the NE quarter, Section 6, Range 25N, Range 6E to the south line of the NE quarter, Section 6, Township 25N, Range 6E,
 East along the south line of the NE quarter, Section 6, Township 25N, Range 6E to the east line of the west half of the SE quarter, Section 6, Township 25N, Range 6E,
 South along east line of the west half of the SE quarter, Section 6, Township 25N, Range 6E to the north line of the south half of the SE quarter, Section 6, Township 25N, Range 6E,
 East along the north line of the south half of the SE quarter, Section 6, Township 25N, Range 6E to the east line of the west half of the east half of the SE quarter, Section 6, Township 25N, Range 6E,
 South along the east line of the west half of the east half of the SE quarter, Section 6, Township 25N, Range 6E to NE Union Hill Road,
 East on NE Union Hill Road to 196th Avenue NE,
 South, thence west, thence southerly, thence east, thence southeasterly following the eastern boundary of the Arthur Johnson Park annexation to Redmond, as approved by Redmond City Ordinance 822, to the boundary of the SE Redmond Neighborhood Annexation to Redmond, as approved by Redmond City Ordinance 1846,
 Southeasterly along the eastern boundary of the SE Redmond Neighborhood Annexation 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 NW corner of the SW Quarter of Section 06, Township 24N, Range 7E,
East, thence southeasterly, thence southwesterly, thence westerly, thence southerly along the eastern boundary of the Aldarra/Montaine Annexation to the City of Sammamish, as approved by Sammamish City Ordinance O2010-280 to the north boundary of the SW Quarter of Section 7, Township 24 N, Range 7E,
West along the E-W centerline of Section 7, Township 24N, Range 7E to western boundary of said section,
West along the south line of the north half of Sections 12 and 11, Township 24N, Range 6E to SE Issaquah-Beaver Lake Road,
Southeasterly on SE Issaquah-Beaver Lake Road to the intersection with SE Duthie Hill Road (264th Place SE),
Southeasterly from the intersection of SE Issaquah-Beaver Lake Road and SE Duthie Hill Road (264th Place SE) to the eastern edge of the SE Duthie Hill right of way,
Southwesterly along the eastern edge of the SE Duthie Hill right of way to the boundary of the Klahanie Annexation to Sammamish, approved by City of Sammamish Ordinance R2014-602,
Southwesterly on SE Duthie Hill Road to SE Issaquah Fall City Road to the intersection with the west line of Section 23, Township 24N, Range 6E,
Thence south along said west line to the south line of the Klahanie Annexation to Sammamish,
Thence following the boundary of the Klahanie Annexation to Sammamish to the boundary of the North Issaquah Annexation to Issaquah, approved by City of Issaquah Ordinance No. 2255,
Thence following the easterly boundary of the North Issaquah Annexation to the east line of the SE quarter of Section 22, Township 24N, Range 6E and the boundary of the Grand Ridge Annexation to Issaquah, approved by City of Issaquah Ordinance No. 2112,
Northerly, thence easterly, thence southerly, thence easterly, thence westerly along the boundary of the Grand Ridge Annexation to Issaquah, to the boundary of the Issaquah Pointe Annexation to Issaquah, approved by City of Issaquah Ordinance No. 2606, located on the south line of the SE quarter, Section 23, Township 24N, Range 6E,
Southerly, thence westerly along the boundary of the Issaquah Pointe Annexation to Issaquah to the boundary of the Grand Ridge Annexation to Issaquah,
Southerly, thence westerly along the boundary of the Grand Ridge Annexation to Issaquah to the boundary of the SPAR Annexation to Issaquah, approved by Issaquah City Ordinance No. 2227,
Southerly along the boundary of the SPAR Annexation to Issaquah to Interstate 90,
Easterly on Interstate 90 to the east line of the SW quarter of the SW quarter of Section 25, Township 24N, Range 6E,
South along the east line of the SW quarter of the SW quarter of Section 25, Township 24N, Range 6E to the south line of Section 25, Township 24N, Range 6E,

West along the south line of Section 25, Township 24N, Range 6E to the NE corner of Section 35, Township 24N, Range 6E,

South along the east line of the Section 35, Township 24N, Range 6E to the SE corner of the NE quarter of Section 35, Township 24 N, Range 6E,

West along the south line of the NE quarter of Section 35, Township 24N, Range 6E to the SW corner of the NE quarter of Section 35, Township 24N, Range 6E,

North along the west line of the NE quarter of Section 35, Township 24N, Range 6E, to the south line of the north half of the NW quarter of Section 35, Township 24 N, Range 6E,

West along the south line of the north half of the NW quarter of Section 35, Township 24 N, Range 6E, to the NE corner of the SW quarter of the NW quarter of Section 35, Township 24N, Range 6E,

South along east line of the west half of the west half of Section 35, Township 24 N, Range 6 E to the south line of the north half of the NW quarter of the SW quarter of Section 35, Township 24 N, Range 6E,

West along south line of the north half of the NW quarter of the SW quarter of Section 35, Township 24N, Range 6E 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 the south line of the north half of the NW quarter, Section 34, Township 24N, Range 6E,

East along the south line of the north half of the NW quarter, Section 34, Township 24N, Range 6E to the east line of the NW quarter, Section 34, Township 24N, Range 6E,

South along the east line of the NW quarter, Section 34, Township 24N, Range 6E, to the boundary of the ParkPointe Annexation to Issaquah, approved by Issaquah City Ordinance No. 2113,

East, thence northeasterly along the boundary of the ParkPointe Annexation to Issaquah to the east line of the west half of the east half of Section 34, Township 24N, Range 6E,

South along the east line of the west half of the east half of Section 34, Township 24N, Range 6E to south line of the north half of the SE quarter, Section 34, Township 24N, Range 6E,

West along the south line of the north half of the SE quarter, Section 34, Township 24N, Range 6E to the east line of west half of the east half of the west half of the SE quarter, Section 34, Township 24N, Range 6E,

South along the east line of west half of the east half of the west half of the SE quarter, Section 34, Township 24N, Range 6E to SE 96th Street,

West on SE 96th Street to Issaquah Hobart Road,

Southeasterly, thence south on Issaquah Hobart Road to the south line of NE quarter, Section 3, Township 23N, Range 6E,

West along south line of the NE quarter and the NW quarter of Section 03, Township 23N, Range 6E to the west line of the east half of the NW quarter, Section 03, Township 23N, Range 06E,

North along the west line of the east half of the NW quarter, Section 03, Township 23N, Range 6E to the south line of the north half of the NW quarter, Section 03, Township 23N, Range 6E,

West along the south line of the north half of the NW quarter, Section 03, Township 23N, Range 6E. to the west line of Section 03, Township 23N, Range 6E,

North along the west line of Section 03, Township 23N, Range 6E to the south line of Section 33, Township 24N, Range 6E,

West along the south line of Section 33, Township 24N, Range 6E to the SW corner of said section,

North along the west boundary of Section 33, Township 24N, Range 6E to the southeast corner of the McCarry Woods annexation to Issaquah, as approved by City ordinance 2694, West, thence north, thence east along the boundary of the McCarry Woods annexation to the east boundary of Section 32, Township 24N, Range 6E,

North along the east boundary of Section 32, Township 24N, Range 6E to the northeast corner of said section,

North along the east boundary of Section 29, Township 24N, Range 6E to the SE corner of the NE quarter of the SE quarter of said section, Northerly along the east boundary of Section 29, Township 24N, Range 6E for a distance of 1.371.00 feet,

Westerly, parallel with the south line of the NE quarter of the SE quarter of Section 29, Township 24N, Range 6E, to 17th Ave NW,

Southwesterly on 17th Ave 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 line of Section 19, Township 24N, Range 6E to the southwest corner of said section,

Continuing west along the south line of Section 19, Township 24N, Range 6E and the southern boundary of the Cougar Glen Annexation to Bellevue approved by Bellevue City Ordinance 4150,

Thence following the course of the Cougar Glen Annexation northerly, westerly, and southerly to its intersection with the south line of Section 24, Township 24N, Range 6 E,

West along the south line of Section 24, Township 24N, Range 6 E and the Cougar Glen Annexation boundary to a point 1266.66 feet more or less from the southeast corner of said section,

Thence northerly along the boundary of the Cougar Glen Annexation to the south margin of SE Cougar Mountain Dr.,

Thence north to the north margin of SE Cougar Mountain Dr.,

Thence easterly along the north margin of SE Cougar Mountain Dr. to its intersection with the boundary of the Cougar Glen Annexation,

North then following the boundary of the Cougar Glen Annexation in a westerly and southerly direction to its intersection with the north line of SE Cougar Mountain Dr,

Easterly along the north margin of SE Cougar Mountain Dr to a point on a line at right angles to the south line of Section 24, Township 24N, Range 6 E and being 158 feet east of the west line of the SW quarter of the SW quarter of the SE quarter of said Section 24, Township 24N, Range 6 E,

Thence south along said line to the south line of Section 24, Township 24N, Range 6 E,

West along said south line and following the south line of the Cougar Glen Annexation to the Intersection with the south line of the Calhill Annexation to Bellevue, approved by Bellevue City Ordinance 4307,

Westerly along the southern boundary of the Calhill Annexation to the eastern boundary of the Mortensen Annexation to Bellevue, as approved by Ordinance 4339,

Southerly along the eastern boundary of the Mortensen Annexation to the northern boundary of the Mortensen II Annexation to Bellevue, as approved by Bellevue City Ordinance 4756,

East, thence south along the eastern boundary of the Mortensen II Annexation to the boundary of the Mortensen Annexation to Bellevue,

South, thence east, thence south, thence west, thence north, thence west along the southern boundary of the Mortensen Annexation to the eastern boundary of the Cougar Ridge Annexation to Bellevue, as approved by Bellevue City Ordinance 4425,
South along the eastern boundary of the Cougar Ridge Annexation as approved by Bellevue City Ordinance 4425 to the northern boundary of the Cougar Ridge II Annexation, as approved by Bellevue City Ordinance 4733,
South, west and southwesterly along the boundary of the Cougar Ridge II Annexation to the east boundary of the Lakemont Blvd. SE Right of Way Annexation, as approved by Bellevue City Ordinance 6069,
Northerly and following the east boundary of the Lakemont Blvd. SE Right of Way Annexation to its intersection with the west boundary of the Cougar Ridge II Annexation,
North, thence easterly, thence north along the boundary of the Cougar Ridge II Annexation to the southerly boundary of the Cougar Ridge Annexation, as approved by Bellevue City Ordinance 4425,
Westerly along the southern boundary of the Cougar Ridge Annexation, as approved by Bellevue City Ordinance 4425 to the Forest Ridge Estates Annexation to Bellevue, as approved by Bellevue City Ordinance 3493,
South then generally westerly, thence north along the southern boundary of the Forest Ridge Estates Annexation to Bellevue to the southern boundary of Section 22, Township 24N, Range 5E,
West along the southern boundary of Section 22, Township 24N, Range 5E to the N-S centerline of Section 27, Township 24N, Range 5E,
South along the N-S centerline of Section 27, Township 24N, Range 5E to the north line of the south half of the NE quarter, Section 27, Township 24N, Range 5E,
East along the north line of the south half of the NE quarter, Section 27, Township 24N, Range 5E to the east line of said quarter section,
South along the east line of the NE quarter, Section 27, Township 24N, Range 5E to Newcastle Golf Club Road,
East along Newcastle Golf Club Road to the east line of the SW quarter, Section 26, Township 24N, Range 5E,
South along the east line of the SW quarter, Section 26, Township 24N, Range 5E, and the east line of the NW quarter, Section 35, Township 24N, Range 5E to the north line of the south half of the NW quarter, Section 35, Township 24N, Range 5E,
West along the north line of the south half of the NW quarter, Section 35, Township 24N, Range 5E to the east line of the NE quarter, Section 34, Township 24N, Range 5E,
South along the east line of the NE quarter, Section 34, Township 24N, Range 5E, to the SE corner of the NE quarter, Section 34, Township 24N, Range 5E,
East along the north line of the SW quarter, Section 35, Township 24N, Range 5E to the east line of the west half of said quarter section,
South along the east line of the west half of the SW quarter, Section 35, Township 24N, Range 5E to south line of said quarter section,
West along the south line of the SW quarter, Section 35, Township 24N, Range 5E to SE May Valley Road,
Northwest along SE May Valley Road to east line of SE quarter, Section 34, Township 24N, Range 5E,
South along the east line of the SE quarter, Section 34, Township 24N, Range 5E to the south line of said Quarter Section,
West along the south line of SE Quarter, Section 34, Township 24N, Range 5E to the eastern boundary of the Stonegate Annexation to Renton, approved by Renton City Ordinance 4510,

Generally southerly along the eastern boundary of the Stonegate Annexation to Renton, to the south line of the NE quarter, Section 3, Township 23N, Range 5E,
 West along the south line of the NE quarter, Section 3, Township 23N, Range 5E to the SW corner of the Stonegate Annexation to Renton, said point also being on the N-S centerline of the east half of Section 3, Township 23N, Range 5E,
 Thence south on the N-S centerline of the E 1/2 Section 3, Township 23N, Range 5E of the NW corner of the Maertins Annexation to Renton, as approved by Renton City Ordinance 5713,
 Thence east, thence south, thence west, thence northwest, thence north, thence west along the boundary of the Maertins Annexation to the N-S centerline of the E 1/2 of Section 3, Township 23N, Range 5E,
 South on the N-S centerline of the E 1/2 of Section 3, Township 23N, Range 5E to SE Renton Issaquah Road,
 Easterly on SE Renton Issaquah Road to boundary of the Windstone V annexation to Renton, as approved by Renton City Ordinance no. 5665,
 Northerly, thence easterly, thence southerly along the boundary of the Windstone V annexation to Renton to SE Renton Issaquah Road,
 Easterly on SE Renton Issaquah Road to 148th Avenue SE,
 South on 148th Avenue SE and Nile Ave NE to NE 4th Street,
 East on NE 4th Street and SE 128th Street to 162nd Avenue SE,
 South on 162nd Avenue SE to northerly margin of SE 132nd Street,
 East along the northerly margin of SE 132nd Street to the easterly margin of 164th Avenue SE,
 Thence southerly on said easterly margin of 164th Avenue SE to the north line of the south half of the Northwest quarter of Section 13, Township 23N, Range 5E,
 Thence easterly on the north line of said south half of the Northwest quarter of Section 13, Township 23N, Range 5E to 175th Avenue SE,
 Southerly on 175th Avenue SE to SE 136th Street and SE 136th Street extended,
 East on SE 136th Street and SE 136th Street extended to 182nd Avenue SE,
 Southerly on 182nd Avenue SE to 183rd Avenue SE,
 South on 183rd Avenue SE to SE 147th Street,
 Westerly on SE 147th Street and northerly along 180th Avenue SE to the southeast corner of Lot 30, Renton Suburban Tracts Div. No. 6 plat,
 Westerly along the southern boundary of Lots 30 and 29, Renton Suburban Tracts Div. No. 6 plat to the SW corner of lot 29, and the southern boundary of the Renton Suburban Tracts Div. No. 6 plat,
 Continuing Westerly along the south boundary of the Renton Suburban Tracts Div. No. 6 plat to west line of the east half of the NE quarter, Section 24, Township 23N, Range 5E,
 South along the west line of the east half of the NE quarter, Section 24, Township 23N, Range 5E to the boundary of the Renton Suburban Tracts Div. No. 7 plat,
 Westerly along the southern boundary of the Renton Suburban Tracts Div. No. 7 plat to the eastern boundary of the Briarwood South No. 6 plat,
 North along the boundary of the Briarwood South No. 6 plat to SE 149th Street and the corner of Tract A of the Briarwood South No. 6 plat,
 Westerly along the northern boundary of Tract A of the Briarwood South No. 6 plat to the eastern boundary of the Skyfire Ridge Div. No. 1 plat,
 North along the eastern boundary of the Skyfire Ridge Div. No. 1 plat to corner of Tract C, Skyfire Ridge Div. No. 1,
 Westerly along the northern boundary of Tract C, Skyfire Ridge Div. No. 1 to the western boundary of said plat,

Northerly along the western boundary of the Skyfire Ridge Div. No. 1 plat to the NE corner of Lot C and the SE corner of Lot B, King County Boundary Line Adjustment No. L97L0112, as recorded by King County Auditor under recording number 199712031593,
West along the south boundary of Lot B, King County Boundary Line Adjustment No. L97L0112 to the SW corner of said Lot B,
North following the west boundary of the Lot B, King County Boundary Line Adjustment No. L97L0112, continuing north along the west boundary of Lot A of said King County Boundary Line Adjustment to the north line of the south half of the NE quarter, Section 23, Township 23N, Range 5E,
Thence west on said north line of the south half of the NE quarter, Section 23, Township 23N, Range 5E to the boundary of the Briarwood West plat,
Westerly along the southern boundary of the Briarwood West plat to the eastern boundary of Tract A, Briarwood West plat,
Northerly along the eastern boundary of Tract A, Briarwood West Plat to the northern boundary of said plat,
West along the northern boundary of said plat to 154th Place SE,
Southerly on 154th Place SE to Jones Road,
Northwesterly on Jones Road and Jones Place to the Cedar River,
Northwesterly along the Cedar River to the Maplewood Golf Course Expansion Annexation to Renton, as approved by Renton City Ordinance 4156,
Southwesterly along the eastern boundary of the Maplewood Golf Course Expansion Annexation to Renton to SE Renton Maple Valley Highway (State Route 169),
Southeasterly on SE Renton Maple Valley Highway (State Route 169) to 161st Avenue SE,
Southerly on 161st Avenue SE to the north boundary of the Valley Faire II plat,
Easterly along the north boundary of the Valley Faire II plat to the west line of Section 24, Township 23N, Range 5E,
South along the east line of Sections 23, 26 and 35, Township 23N, Range 5E to SE Petrovitsky Road,
Westerly on SE Petrovitsky Road to the east line of Section 34, Township 23N, Range 5E,
South along the east line of Section 34, Township 23N, Range 5E, continuing south along the east line of Section 3 Township 22N, Range 5E to SE 208th Street,
West on SE 208th Street to the eastern boundary of the Panther Lake Annexation to Kent, as approved by Kent City Ordinance 3936,
Southerly and southeasterly following the boundary of Panther Lake Annexation to Kent to the north boundary of the Meridian Valley Annexation to Kent, as approved by Kent City Ordinance 3344,
Southeasterly, thence south along the boundary of the Meridian Valley Annexation to the Meridian Annexation to Kent, as approved by Kent City Ordinance 3241,
Generally southerly, following the east boundary of the Meridian Annexation to Kent to State Highway 18,
Southwesterly on State Highway 18 to the Green River,
Northwesterly along the Green River to E Main Street extended,
West on E Main Street extended and E Main Street to "R" Street SE,
South on "R" Street SE to the southern boundary of the Steelhead South District Annexation to Auburn, as approved by Auburn City Ordinance 5732,
Easterly, thence south along the southern boundary of the Steelhead South Annexation to 2nd St SE,
West along 2nd Street SE to T Street SE,

South along T Street SE to the southern boundary of the Rippey Annexation to Auburn as approved by Auburn City Ordinance 5350,
East along to the southern boundary of the Rippey Annexation to the northwest corner of the Ward Annexation to Auburn, as approved by Auburn City Ordinance 4605,
Thence east along the north line of said Ward Annexation to the east boundary of said annexation,
Thence southeasterly along the east boundary of the Ward Annexation to northern boundary of the Fenster Annexation to Auburn, as approved by Auburn City Ordinance 4998,
West, thence south, thence southeasterly along the boundary of the Fenster Annexation to the eastern line of the SW Quarter, Section 17, Township 21N, Range 5E,
South along the eastern line of the SW Quarter, Section 17, Township 21N, Range 5E 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,
South along the N-S centerline of the west one-half of Section 21, Township 21N, Range 5E to the boundary of the Nevitt-Danielson Annexation to Auburn, as approved by Auburn City Ordinance No. 4716,
Generally southeasterly along the boundary of the Nevitt-Danielson Annexation to Auburn, to the north line of the south half of the south half of Section 21, Township 21N, Range 5E,
East along the north line of the south half of the south half of Section 21, Township 21N, Range 5E to SE Green Valley Road,
Southeasterly along SE Green Valley Road to the west line of the east half of the SE quarter, Section 21, Township 21N, Range 5E,
South along the west line of the east half of the SE quarter, Section 21, Township 21N, Range 5E to the south line Section 21, Township 21N, Range 5E,
East along the south line Section 21, Township 21N, Range 5E and Section 22, Township 21N, Range 5E to the Green River,
Southeasterly along the Green River to the east line of Section 27, Township 21 N, Range 5E,
South along the east line of Section 27, Township 21 N, Range 5E to 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,

EXCEPT the area:

From the intersection of SE 136th Street and 162nd Ave SE, east on SE 136th Street extended to 164th Avenue SE,
North on 164th Avenue SE and 164th Avenue SE extended to south boundary of the Tess Annexation to Renton,
West and south along the boundary of the Tess Annexation to Renton to 162nd Avenue SE,
South along 162nd Ave SE to the intersection with SE 136th Street.

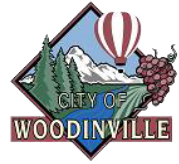
Pierce County

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 Parkway (E),
Southeasterly on Island Parkway (E) 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 the NW corner of the Pierce County short plat 84-07-09-0170, as recorded by the Pierce County Auditor,
Northeasterly along the northern boundary of the short plat 84-07-09-0170 to the SW corner of Lot 1, in Pierce County short plat 85-10-15-0187, as recorded by the Pierce County Auditor,
Northerly along the western boundary of Lot 1, in Pierce County short plat 85-10-15-0187 to the NW corner of Lot 1, in Pierce County short plat 81-06-24-0190 as recorded by the Pierce County Auditor,
Easterly along the northern boundary of Lot 1, in Pierce County short plat 81-06-24-0190 to the NW corner of Lot 1, in Pierce County short plat 81-07-13-0237 as recorded by the Pierce County Auditor,
Easterly along the northern boundary of Lot 1, in Pierce County short plat 81-07-13-0237 to the NW corner of Lot 1, in Pierce County short plat 81-06-24-0192, as recorded by the Pierce County Auditor,
Easterly along the northern boundary of Lot 1, in Pierce County short plat 81-06-24-0192 to the NE corner of said Lot 1 and the east boundary of Range 5E,
South along the east boundary of Range 5E to Old Sumner Buckley Highway,
West on Sumner Buckley Highway to 234th Avenue E,
South on 234th Avenue E to 96th Street E (Carlson Roberts Co. Road),
West on 96th Street E (Carlson Roberts Co. Road) to 233rd Avenue E,
South on 233rd Avenue E to State Route 410 E,
Easterly on State Route 410 E to the east line of the west half of the NW quarter, Section 1, Township 19N, Range 5E,
Southerly along the east line of the west half of the NW quarter, Section 1, Township 19N, Range 5E to 234th Avenue E,
Southerly along 234th Avenue E and 234th Avenue E extended to the south boundary of Section 12, Township 19N, Range 5E,
West along the south boundary of Section 12, Township 19N, Range 5E to the SW corner of said quarter section,
Southwesterly on 129th Street East extended and 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 (E),
Southwesterly on Cedar Circle (E) 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 and 216th 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 and 147th Street E, as it would be extended to the southeast to State Route 162 (Pioneer Way),
Southwesterly on State Route 162 to the south line of the NW quarter, Section 34, Township 19 N, Range 5E,
West along the south line of the NW quarter, Section 34, Township 19 N, Range 5E and the south line of the NE quarter, Section 33, Township 19N, Range 5E to the centerline of the utility easement recorded by the Pierce County Auditor under number 95-12-06-0508,

South along the centerline of the utility easement recorded by the Pierce County Auditor under number 95-12-06-0508 to the southern boundary of the northern 1/2 of the abandoned Burlington Northern Railroad Right of Way,
Westerly following the southern boundary of the northern 1/2 of the abandoned 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 abandoned Burlington Northern Railroad Right of Way to State Route 162,
Southeast on State Route 162 to Orville Road E,
Southerly on Orville Road E to the south line of Section 17, Township 18N, Range 5E,
West along the south line of Section 17, Township 18N, Range 5E and the south line of Section 18, Township 18N, Range 5E to Country Drive E,
Northerly on Country Drive E to 224th Street E,
West on 224th Street E to the northeast corner of the NW Quarter Section 13, Township 18N, Range 3E,
South along the east line of the NW Quarter Section 13, Township 18N, Range 3E to the south line of the north half of Section 13, Township 18N, Range 3E,
West along the south line of the north half of Section 13, Township 18N, Range 3E 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 southern boundary of the Fort Lewis Military Reservation boundary,
Westerly along the southern boundary of the Fort Lewis Military Reservation boundary to 8th Avenue E,
South on 8th Avenue E to 288th Street,
West on 288th Street S extended and 288th Street S to 56th Avenue S,
North on 56th Avenue S to 280th Street S,
West on 280th Street S to the Fort Lewis Military Reservation boundary,
Westerly, thence 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,
Northwesterly 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 west boundary of the area annexed to the City of DuPont by DuPont City Ordinance 189,
Northerly along said western boundary to the southern line of the NE Quarter, Section 33, Township 19N, Range 1E,
West along the southern line of the NE Quarter, Section 33, Township 19N, Range 1E to the N-S centerline of Section 33, Township 19N, Range 1E,
North along the N-S centerline of Section 33, Township 19N, Range 1E 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.



January 19, 2016

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board:

The Mayors of Bothell, Kenmore, Lake Forest Park, Shoreline, and Woodinville are jointly writing to acknowledge proposed projects N-09, N-10, and P-08 as system plan candidates for Sound Transit 3. We are pleased to see these projects listed and with the detailed project information provided.

As we stated in our July 8, 2015 joint letter requesting inclusion in the ST3 plan, these projects are critical for the SR 522/523 corridor as growth and congestion continues in the North Lake part of the region:

1. Bus Rapid Transit on SR 522 and NE 145th Street (SR 523)
2. Structured Parking on the SR 522 Corridor
3. Study for Future Light Rail

We greatly appreciate that the above requests are addressed in N-09, N-10, and P-08 and we ask that you consider the SR 522 and SR 523 projects as one joint project in your further deliberations. We strongly urge you to retain this joint project in the final ST3 system package. SR 522/NE 145th Street is a major east-west transit corridor that is key in connecting riders to the light rail spine and making the overall transit system work—building a complete network that ensures transit system success.

There are additional compelling arguments to keep candidate projects N-09, N-10, and P-08 in the final ST3 package, including the following:

- **Early Win.** Given the projected cost and infrastructure already in place along this corridor, projects N-09 and N-10 should be delivered early to connect riders to the light rail spine upon opening in 2023. All components of these projects, including the proposed parking structures, will be needed for this early win.
- **One Corridor, One Project.** BRT on SR 522 and continuing onto 145th St. will be essential to getting riders to and from the new 145th Street light rail station scheduled to open in 2023.

- **Connection of Regional HCT Spines.** N-09, N-10, and P-08 will link the two regional High Capacity Transit spines—I-5 Light Rail Spine and I-405 Bus Rapid Transit.
- **Low Cost, High Ridership.** Looking at cost per rider coupled with its strong market for ridership, BRT on the 522/145th corridor is a relatively inexpensive project that will yield high ridership.
- **Multi-Jurisdiction Support.** The SR522/145th St. corridor projects are interregional and cross over subarea lines. As a result, multiple jurisdictions are united behind proposed projects N-09, N-10, and P-08.
- **Major Cross-Lake Corridor with a Wide Geographic Reach.** SR 522 carries 20% of cross lake trips today, connecting north end communities with the region’s employment centers on both sides of the Lake. N-09, N-10, and P-08 will provide critical transit services for this major corridor as the region grows.

In addition to the cities of Bothell, Kenmore, Lake Forest Park, Shoreline and Woodinville, the project enjoys multi-jurisdiction support from surrounding cities as well as strong grass-roots citizen support. The 522 Transit Now! coalition has formed around this very issue and they have gathered hundreds of signatures and supporters. We strongly believe that N-09, N-10, and P-08 are projects that our communities will be excited about and will rally around.

Thank you again for this opportunity to acknowledge these important projects and provide input. These are exciting times for our region, and these transit improvements will go a long way toward building a better future for our communities.

Sincerely,

Christopher Roberts, Mayor
City of Shoreline

Jeff Johnson, Mayor
City of Lake Forest Park

David Baker, Mayor
City of Kenmore

Andrew J. Rheume, Mayor
City of Bothell

Bernie Talmas, Mayor
City of Woodinville



April 6, 2016

Chairman Dow Constantine and Sound Transit Board
Sound Transit
401 South Jackson Street
Seattle, WA 98104

Dear Chairman Constantine and Members of the Board:

We, along with our fellow councilmembers, are thrilled to see our requested projects in the Sound Transit 3 draft system plan. On behalf of our five cities, we thank you for listening to us and including Bus Rapid Transit on the SR522/145th St. corridor, structured parking on the SR 522 corridor, and a light rail study for the corridor in ST3.

We also appreciate the proposed timing for these projects, and we see their completion in 2024 as an early win that will reap significant benefits.

For the reasons stated in our January 19, 2016 joint letter to you, we strongly urge you to retain our requested projects in the final ST3 system plan. We know there is still a lot of work to be done between now and final adoption in June, and we are here to help and provide any technical or other assistance we can.

Again, thank you for your leadership on this important initiative that will mean so much to our region. We strongly support the proposed plan and urge the Sound Transit Board to submit this ST3 system package to the voters.

Sincerely,

Christopher Roberts, Mayor
City of Shoreline

David Baker, Mayor
City of Kenmore

Bernie Talmas, Mayor
City of Woodinville

Jeff Johnson, Mayor
City of Lake Forest Park

Andrew J. Rheame, Mayor
City of Bothell



April 22, 2016

**SHORELINE
CITY COUNCIL**

Chris Roberts
Mayor

Shari Winstead
Deputy Mayor

Will Hall

Doris McConnell

Keith A. McGlashan

Jesse Salomon

Keith Scully

The Honorable Dow Constantine
Chair, Sound Transit Board
401 S Jackson Street
Seattle, WA 98104

Dear Chair Constantine:

On behalf of the Shoreline City Council, I want to express the City of Shoreline's appreciation of the Sound Transit 3 (ST3) Draft Plan as presented at the March 24 Sound Transit Board meeting. In particular, the City is very pleased with the inclusion of the 145th and SR 522 Bus Rapid Transit project in the Plan.

The City also supports construction of parking facilities in Lake Forest Park, Kenmore and Bothell as integral components of this project to increase riders and relieve congestion on the corridor. We see the 145th and SR 522 Bus Rapid Transit project as a critical investment for residents living along north Lake Washington who want to access the 145th Street light rail station and our regional light rail system.

The City is also very pleased that the Sound Transit Board agrees that it is imperative for the Bus Rapid Transit line to be open and operating in concert with the opening of the 145th Street light rail station in 2023. The 145th Street station is a regional station that will serve riders from Seattle, Shoreline, Lake Forest Park, Kenmore, Bothell, and Woodinville. Many of the residents in these cities travel to Seattle each day to work. This line also provides a critical connection to the University of Washington Bothell and Cascadia College campuses, as students often participate in cross-institutional education opportunities with Shoreline Community College and the main University of Washington campus.

The City of Shoreline appreciates working with Sound Transit and its other project partners to develop our Preferred Design Concept for multi-modal improvements on the 145th corridor. We are very pleased to see that Sound Transit's 145th and SR 522 Bus Rapid Transit project incorporates the City's concept and we look forward to continuing to work with you to implement this critical linkage to the light rail spine.

Additionally, the City is pleased with the Draft Plan's System Access Program. Whether planning for the 145th Street light rail station or with future ST3 projects, providing access to the stations, in particular non-motorized access, is critical to the success of the overall system.

Therefore we strongly support the 145th and SR 522 Bus Rapid Transit project in the ST3 Draft Plan, as it provides numerous benefits to the region, including:

- Increasing the opportunity to link affordable housing in our communities with transit as the cost of housing continues to increase; we must provide diverse opportunities for people to live without cars and still be able to connect to the region through rapid, all day transit;
- Creating a vital link to regional education and job centers, including connecting Shoreline Community College, the University of Washington-Bothell/Cascadia Community College campus and the main University of Washington campus;
- Allowing riders in Lake Forest Park, Kenmore, Bothell, and Woodinville immediate access to the light rail spine when it opens; and
- Connecting the regional transit network by linking the BRT line on I-405 with light rail along I-5.

The Shoreline City Council strongly supports the proposed plan and we urge the Sound Transit Board to submit this plan to the voters.

Sincerely,



Christopher Roberts
Mayor

Cc: Sound Transit Board
Peter Rogoff, Sound Transit CEO
Patrice Hardy, Sound Transit Government Relations Officer
Shoreline City Council
Debbie Tarry, City Manager
Nytasha Sowers, Transportation Services Manager
Scott MacColl, Intergovernmental Relations Manager