

**PUBLIC TRANSPORTATION IMPROVEMENT CONFERENCE  
NOTICE OF PUBLIC HEARING  
PROPOSED NEW BOUNDARY DELINEATION**

Public Hearing Scheduled: March 8, 2012, at 6:00 p.m., at the Pierce Transit Training Center located at 3720 96<sup>th</sup> Street SW, Lakewood, Washington 98499 to accept public comment on the new proposed boundary for the Pierce County Public Transportation Benefit Area (Pierce Transit).

The Public Transportation Improvement Conference (PTIC) has determined that a proposed change in Pierce Transit's boundaries should be subject to public hearing, as provided by law. This hearing is your opportunity to voice your opinion on the proposed revised boundary delineation.

If you are unable to attend the public hearing but would like to submit comments, please send those to: Clerk of the Public Transportation Improvement Conference, c/o Treva Percival, PO Box 99070, Lakewood, WA 98496.

For more information, you can visit the PTIC website at [www.piercetransit.org/ptic.htm](http://www.piercetransit.org/ptic.htm).

The following is the legal description of the proposed new boundaries, along with a map of the proposed new boundaries.

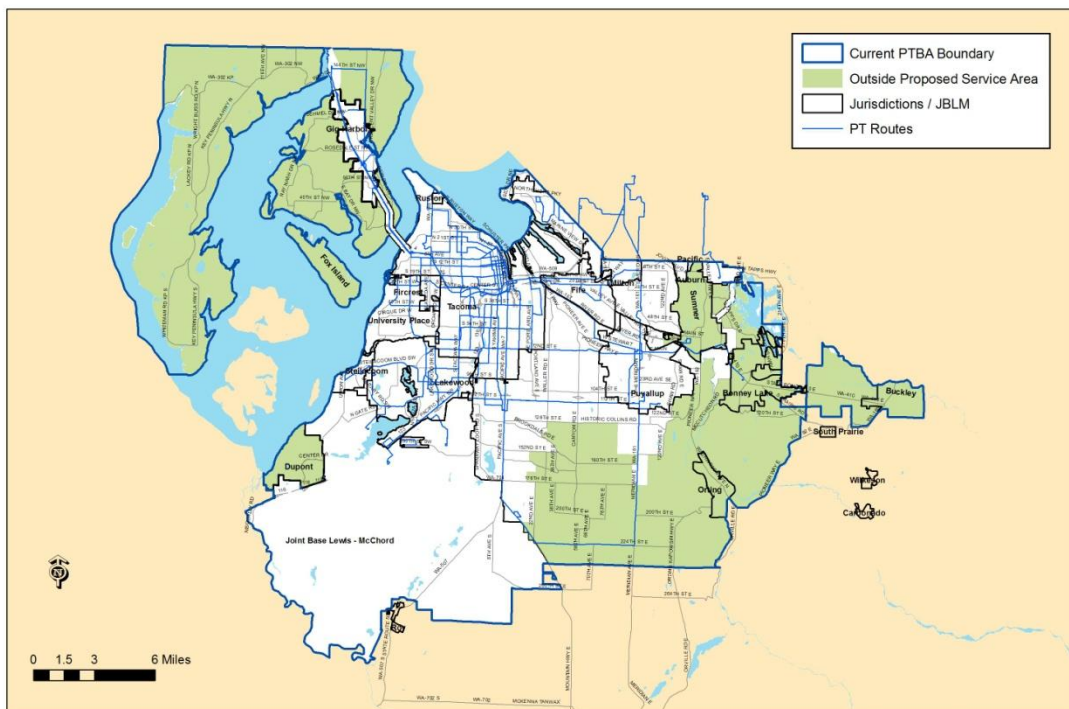
**PRELIMINARY LEGAL DESCRIPTION  
February 2012**

Beginning at the intersection of the Pierce, Mason and Kitsap County lines; thence easterly along the Pierce-Kitsap County line to the intersection with the centerline of WA-16; thence southerly along the centerline of WA-16 to the north line of Section 25, Township 22 North, Range 1 East, W.M.; thence easterly along said north line to the city limits of Gig Harbor; thence southerly and easterly along said city limits to the city line intersection with the centerline of WA-16; thence southerly along said centerline to the centerline of the Tacoma Narrows Bridge; thence southeasterly across the bridge along said centerline to the Puget Sound shoreline; thence northerly along the Puget Sound shoreline to the Pierce-King County line; thence southeasterly and easterly along said county line to the intersection with the westerly city limits of Sumner; thence southerly and easterly along said city limits to the intersection with the westerly limits of Precinct 31-646 as they existed in February of 2011 and excluding all that portion of Sumner lying within said limits; thence northerly and easterly along said limits to the intersection with the westerly limits of Precinct 31-641 as they existed in February of 2011; thence, northerly along said limits to the northerly limits of said Precinct; thence easterly along said limits to the intersection with the centerline of Sumner-Tapps Hwy E; thence northeasterly along said centerline to the intersection with the southerly city limits of Auburn; thence westerly and northerly along said city limits to the intersection with the Pierce-King County line; thence easterly along said county line to the intersection with the easterly city limits of Auburn; thence southerly, easterly, southerly, and westerly along said city limits to the intersection with the centerline of Sumner-Tapps Hwy E; thence southwesterly along said centerline to the intersection with the northerly limits of Precinct 31-641 as they existed in February of 2011; thence southerly along said limits to the intersection with the easterly limits of Precinct 31-646 as they existed in February of 2011 and excluding all that portion of Sumner lying within said limits; thence southerly to the southerly limits of said Precinct; thence westerly and northerly along said limits to the intersection with the Sumner city limit termination at the Puyallup

River, being a point on the east line of Section 25, Township 20 North, Range 4 East, W.M. (and excluding all that portion of Sumner surrounded by unincorporated Pierce County and lying to the west of the main body of Sumner); thence continuing southerly along said east line to the east line of Section 36, Township 20 North, Range 4 East, W.M.; thence continuing southerly along said east line to the southeast corner of said section; thence westerly along the south line of said section to the intersection with the city limits of Puyallup; thence southerly and westerly along said city limits to the intersection with the centerline of Shaw Road E; thence southerly along said centerline to the intersection with the centerline of 122<sup>nd</sup> Street E; thence easterly along said centerline to the intersection with the centerline of Military Road E; thence southwesterly along said centerline to the intersection with the centerline of 125<sup>th</sup> Avenue Ct E; thence southerly along said centerline to the intersection with the centerline of 127<sup>th</sup> Street E; thence westerly along said centerline to the intersection with the centerline of Military Road E; thence southerly along said centerline to the intersection with the centerline of 133<sup>rd</sup> Street Ct E; thence southerly along the west line of the Plat of Renee Firs to the intersection with the centerline of 136<sup>th</sup> Street E; thence westerly along said centerline to the intersection with the centerline of 122<sup>nd</sup> Avenue E/Military Road E; thence southerly along the centerline of 122<sup>nd</sup> Avenue E to the intersection with the centerline of 152<sup>nd</sup> Street E; thence westerly along said centerline to the intersection with the centerline of 110<sup>th</sup> Avenue E; thence southerly along said centerline to the south line of Section 27, Township 19 North, Range 4 East, W.M.; thence westerly along said south line to the southwest corner of said section; thence northerly along the west line of said section to the intersection with the centerline of 176<sup>th</sup> Street E; thence westerly and southerly along said centerline to the intersection with the west line of the east half of the east half of Section 28, Township 19 North, Range 4 East, W.M.; thence northerly along said line to the intersection with the centerline of 160<sup>th</sup> Street E; thence easterly along said centerline to the intersection with the centerline of Meridian E/ WA -161; thence northerly along said centerline to the intersection with the centerline of 152<sup>nd</sup> Street E; thence westerly along said centerline to the intersection with the centerline of 86<sup>th</sup> Avenue E; thence northerly along said centerline to the intersection with the centerline of 128<sup>th</sup> Street E; then westerly along said centerline to the intersection with the centerline of Waller Road E; thence southerly along said centerline to the intersection with the centerline of 30<sup>th</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 140<sup>th</sup> Street Ct E; thence southerly along the west line of the east half of Section 14, Township 19 North, Range 3 East, W.M. to the intersection of the centerline of the Chicago, Milwaukee, St. Paul and Pacific Railroad; thence northwesterly along said centerline to the intersection with the easterly prolongation of the centerline of 136<sup>th</sup> Street Ct E; thence westerly along said centerline to the intersection with the centerline of Waller Road E; thence southerly along said centerline to the intersection with the north line of Section 23, Township 19 North, Range 3 East, W.M.; thence easterly along said north line to the intersection with the centerline of Brookdale Road E; thence southeasterly along said centerline to the intersection with the centerline of 38<sup>th</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 152<sup>nd</sup> Street E; thence westerly along said centerline to the intersection with the centerline of 16<sup>th</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 156<sup>th</sup> Street Ct E; thence easterly along said centerline to the intersection with the centerline of 16<sup>th</sup> Avenue Ct E; thence southerly along said centerline to the intersection with the centerline of Military Road E; thence easterly and southerly along said centerline to the intersection with the centerline of 22<sup>nd</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 168<sup>th</sup> Street E; thence westerly along said centerline to the intersection with the centerline of 15<sup>th</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 176<sup>th</sup> Street E; thence easterly along said centerline to the intersection with the centerline of 22<sup>nd</sup> Avenue E; thence southerly along said centerline to the intersection with the centerline of 208<sup>th</sup> Street E; thence westerly along said centerline to the intersection with the east line of Joint Base Lewis McChord military reservation; thence southerly,

westerly, and northerly along the boundary of Joint Base Lewis McChord military reservation to its intersection with the city limits of the city of Dupont; thence easterly and northerly along the southerly and easterly city limits of the city of Dupont to the Puget Sound shoreline; thence northerly along the Puget Sound shoreline to the centerline of the Tacoma Narrows Bridge; thence northwesterly across the bridge along said centerline to the centerline of WA-16; thence continuing northerly along said centerline to the intersection with the city limits of Gig Harbor; thence westerly and northerly along the westerly city limits to the intersection with the Puget Sound shoreline; thence continuing northerly along said shoreline to the Pierce-Kitsap County line; thence westerly along said county line to the point of beginning.

Public Transportation Benefit Area Preliminary Delineation



**DRAFT**

Version 20 - Land Bridge to Auburn

This map was developed by Pierce Transit by request of the Public Transportation Improvement Conference. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features.

Publish: February 8, February 15, February 22, and February 29