

Resolution No. 31367

A RESOLUTION approving the Seattle Transit Master Plan.

The City of Seattle – Legislative Department

Resolution sponsored by: *John Rasmussen*

Committee Action:

Date	Recommendation	Vote
4-10-12	A dept as amended	5-0 TR BH J E S B TB

Related Legislation File: _____

Date Introduced and Referred: <u>4-2-12</u>	To: (committee): <u>Transportation</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>April 16, 2012</u>	Date Presented to Mayor: <u>April 17, 2012</u>
Date Signed by Mayor: <u>4-25-12</u>	Date Returned to City Clerk: <u>4-25-12</u>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text	

This file is complete and ready for presentation to Full Council. _____

Full Council Action:

Date	Decision	Vote
April 16, 2012	Adopted	9-0

Law Department

RESOLUTION 31367

1
2 A RESOLUTION approving the Seattle Transit Master Plan.

3 WHEREAS, the City of Seattle Comprehensive Plan establishes transportation goals and policies
4 for implementation through the Transportation Strategic Plan including: making the best
5 use of the streets we have to move people and goods; encouraging walking and bicycling
6 as an easy and healthy way to get around; making the most of new transportation
7 investments; protecting city infrastructure; connecting to the region; planning for and
8 investing in urban villages; enhancing neighborhood livability; and improving the
9 environment; and

10 WHEREAS, the transportation system of Seattle is an extraordinary public asset and is vital and
11 integral to the City's economic health, environmental quality, and social and community
12 fabric; and

13 WHEREAS, the City of Seattle has a tremendous opportunity to improve health and to reduce
14 traffic and transportation problems by providing viable transportation alternatives,
15 including walking, bicycling, and transit use; and

16 WHEREAS, in 2007, the Seattle City Council passed Ordinance 122386 establishing a Complete
17 Streets policy and stating the Council's intention that the Seattle Department of
18 Transportation (SDOT) implement Complete Streets by designing, operating, and
19 maintaining the transportation network to improve travel conditions for pedestrians,
20 bicyclists, transit, and freight, in a manner consistent with and supportive of the
21 surrounding community; and

22 WHEREAS, in 2010, the City Council adopted Resolution 31238, which articulated an agreed
23 upon vision, goal statement, schedule and proposed scope of work between the Executive
24 and the Council for the Transit Master Plan (TMP); and

25 WHEREAS, the City Council adopted Resolution 31250 appointing a Transit Master Plan Public
26 Advisory Committee to provide input on the TMP; and

27 WHEREAS, Ordinance 123385 established that the Executive and City Council have a joint
28 oversight role in the development of the TMP and specified that the City Council would
review Phase I of the TMP prior to reviewing and authorizing expenditures related to
Phase 2 of the TMP; and

WHEREAS, the City Council reviewed Phase 1 of the TMP and adopted Ordinance 123568
removing the budget restrictions on Phase 2 of the TMP; and



1 WHEREAS, the Seattle Department of Transportation (SDOT) has worked with the Mayor and
2 City Council, the Public Advisory Committee, a Technical Advisory Committee, King
3 County Metro and Sound Transit to complete Phase 2 of the TMP and produce a draft
4 plan; and

5 WHEREAS, SDOT held five (5) public open houses to seek comments and solicited comments
6 online from the larger Seattle community; and

7 WHEREAS, SDOT has briefed the Mayor and City Council on the results of those open houses
8 and other public comments; and

9 WHEREAS, SDOT issued a SEPA Determination of Non-Significance for the Seattle Transit
10 Master Plan on February 16, 2012; NOW, THEREFORE,

11 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
12 **MAYOR CONCURRING, THAT:**

13 Section 1. The Seattle Transit Master Plan, a copy of which is attached hereto as
14 "Attachment A" and incorporated by reference herein, is hereby approved.

15 Section 2. As part of the annual budget process, the City Council will determine the level
16 of funding allocated for implementation of the Seattle Transit Master Plan and the level of
17 funding for the different transit-related programs.

18 Section 3. Because of the costs, complexity of financing and duration of planning and
19 construction associated with high-capacity infrastructure, SDOT shall keep the City Council
20 apprised of efforts involving the prioritization, planning, design, and development of high-
21 capacity transit projects.

22 Section 4. As discussed in the Transit Master Plan, prioritization strategies will include
23 implementation of high capacity transit (HCT) corridors, frequent transit network priority bus
24 corridor improvements, the Center City Connector, as well as enhancing Center City transit
25 service and usability.



1 Section 5. Successful project implementation will rely on a coordinated approach with
2 King County Metro, Sound Transit, and neighboring jurisdictions.

3 Section 6. To track progress on the Seattle Transit Master Plan implementation, SDOT
4 will prepare and submit to the City Council annual status reports which include updates on
5 transit corridor priorities and state and federal funding requests. In addition, the plan will be
6 updated every five years.

7 Adopted by the City Council the 16th day of April, 2012, and
8 signed by me in open session in authentication of its adoption this 16th day
9 of April, 2012.

10 

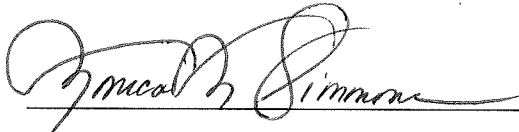
11 President _____ of the City Council

12
13 THE MAYOR CONCURRING:

14 

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16 Michael McGinn, Mayor

17
18 Filed by me this 25th day of April, 2012.

19 

20
21 Monica Martinez Simmons, City Clerk

22
23 (Seal)



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	CBO Analyst/Phone:
Seattle Department of Transportation	Tony Mazzella, 684-0811	Rebecca Guerra, 684-5339

Legislation Title: A RESOLUTION adopting the Seattle Transit Master Plan.

Summary of the Legislation:

This legislation summarizes the history of the development of the Transit Master Plan (TMP), approves the TMP, and recommends a monitoring and accountability process for implementation of TMP projects and programs.

Background:

The Seattle Transit Master Plan lays out a 20-year vision that will make it easier and more desirable for people to use transit. In 2010, the City Council adopted Resolution 31238, which articulated an agreed upon vision, goal statement, schedule, and proposed scope of work between the Executive and the Council for the TMP. Subsequently, City Council adopted Resolution 31250, appointing a TMP Public Advisory Committee to provide input on the TMP. Ordinance 123385 established a joint oversight role for the Executive and Council in the development of the TMP. Ordinance 123568 removed budget restrictions on Phase 2 of the TMP.

The Seattle TMP was developed over the past 18 months in close partnership with the City Council, Executive, Transit Master Plan Public Advisory Group, partner agencies, and interested stakeholder groups. Over 12,000 people responded to an online survey that identified benefits and challenges of the existing transit system and opportunities for system improvements. Staff hosted five citywide open house meetings, attended over a dozen community group meetings, and briefed City boards and commissions. More than 200 comments were received and considered on the draft Seattle Transit Master Plan.

Please check one of the following:

This legislation does not have any financial implications.

Approving the Seattle Transit Master Plan has no fiscal implications. Appropriations for plan implementation will be made as part of subsequent years' budget processes.

This legislation has financial implications.





City of Seattle
Office of the Mayor

March 20, 2012

Honorable Sally J. Clark
President
Seattle City Council
City Hall, 2nd Floor

Dear Council President Clark:

I am pleased to transmit the attached proposed Resolution that adopts the City of Seattle Transit Master Plan (TMP). Adopting this Resolution will demonstrate the City's commitment to high-quality, frequent and reliable transit services on high priority bus and rail corridors, along with well-designed transit stations and stops, and a seamless integration of all travel modes at vital transit connections.

The TMP is a 20-year plan that identifies the types of transit facilities, services, programs, and system features required to meet Seattle's transit needs through 2030. Building from extensive analysis and evaluation, the TMP identifies capital investment priorities needed to establish a network of top quality, frequent transit services that meet the travel needs of most Seattle residents and workers. The plan evaluates and recommends preferred transit modes for high-priority corridors and sets a framework for implementing corridor-based transit improvements in close coordination with other modal needs. King County Metro and Sound Transit, the agencies that provide most transit service in the City of Seattle and whose partnership is critical to creating a coordinated, fully integrated, and user-friendly Seattle transit system, contributed to the development of the plan. Since the TMP identifies priority transit corridors, the City can also use it as an advocacy tool with these agencies, to improve service and focus investments.

In addition, the critical role that transit plays in meeting city goals related to sustainability, equity, economic productivity, and livability is highlighted throughout the plan. The TMP recommends projects, strategies, and funding options to improve transit quality and delivery. As we move toward implementing projects, it will help knit together the city's urban villages into an accessible network of great neighborhoods, a vision also articulated in the Planning Commission's Transit Communities report. A key recommendation of the TMP is a heightened level of coordination for multimodal investments in Seattle under which pedestrian, bicycle, and transit investments are made simultaneously to optimize benefits in the City's most important mobility corridors. Thank you for consideration of this legislation. Should you have questions, please contact Tony Mazzella, SDOT Project Manager at (206) 684-0811.

Sincerely,

Michael McGinn
Mayor of Seattle

cc: Honorable Members of the Seattle City Council

Michael McGinn, Mayor
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Seattle, WA 98124-4749

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[City Clerk's Note: This matrix lists the proposed amendments to the Transit Master Plan that were considered and adopted at the April 10, 2012 Transportation Committee meeting.]

	Draft [Transit Master]Plan	Proposed Adopted [Transit Master] Plan
	Existing Language	Proposed Revision
	Challenges for Transit in Seattle (p. 1-5)	
1	“Serving Seattle’s Underrepresented Populations: The TMP is a framework for a transportation system where mobility and access is provided equally and affordably to all residents. A central theme of the plan is that access to high-quality transportation is a basic right. All people, regardless of income or ability, need transportation services that include good mobility, equal access to opportunities, and affordable cost. People should not need to own a car to access to services, jobs, and recreation. Even stakeholders with a primary interest in development of high-quality, high-frequency corridor transit service also noted the important social and human service aspects of transit that is delivered by providing good fixed-route coverage and paratransit service. Social equity considerations were fundamental in understanding Seattle’s transit needs and developing TMP recommendations”.	Incorporate this language into a new text box that will be added to TMP Chapter, <i>TRANSIT MASTER PLAN PRIORITY STRATEGIES</i> (p.v), and include an accompanying photo.
	Corridor 6 (p. 3-6)	
2	Corridor 6 is currently named Capitol Hill-Downtown.	1) Change to Central Area-First Hill-Downtown. 2) Clarify that detailed evaluation of right of way design by segment of the corridor would be required as a next phase of study.
	Strategy HCT 6.8 (p.3-8)	
3	“Conduct outreach to corridor neighborhoods to discuss the benefits and tradeoffs of BRT implementation and related potential service restructuring”.	Elevate to Strategy HCT 6.5 (same section).
	Strategy HCT 8.9 (p.3-8)	
4	“Conduct outreach to corridor neighborhoods to discuss corridor design options and tradeoffs”.	Elevate to Strategy HCT 8.3 (same section).
	Strategy HCT 11.13 (p.3-8)	
5	“Conduct outreach to corridor neighborhoods to discuss corridor design options and tradeoffs”.	Elevate to Strategy HCT 11.5 (same section).
	Figure 3-7 (p. 3-9)	
6	3 rd bullet under potential service restructuring: “Alternatively, Routes 2 and 12 could be consolidated on Madison while Route 11 serves the Broadway Link station on Pine/John.”	Remove bullet
	Figure 3-15 (p. 3-28)	

7	Center City Priority Bus Corridor map.	<p>1) Clarify that map refers to speed and reliability improvements rather than to an operating plan for individual routes.</p> <p>2) Add footnote/disclaimer to map: "Potential improvements and recommendations are conceptual in nature. Implementation of priority bus corridors would require more detailed evaluation/analysis of current conditions, coordination between SDOT and partner agencies, and community involvement."</p>
	Strategy CC 2.3 (p. 3-29)	
8	Implement strategic electric trolley wire projects to improve bus routing and reduce turning movements on 3 rd Avenue Transit Mall in downtown Seattle."	Change to: "Implement strategic electric trolley wire projects to improve bus routing and reduce <u>the number of and/or impacts of</u> turning movements on 3 rd Avenue Transit Mall in downtown Seattle."
	Seattle Transit Services Priorities (p. 4-2) – 3rd bullet:	
9	"A third City service objective is to develop the local transit network to effectively feed and support the FTN and to take advantage of high capacity rail and bus services. Local service should not run in parallel to FTN routes for long distances, unless those services are part of route combinations that provide FTN service."	Change to (add): "A third City service objective is to develop the local transit network to effectively feed and support the FTN and to take advantage of high capacity rail and bus services. Local service should not run in parallel to FTN routes for long distances, unless those services are part of route combinations that provide FTN service <u>and/or there are topographical or other barriers that impact access</u>
	Figure 4-1 (p. 4-2)	
10	Frequent Transit Network map.	Figure is missing Route 2 east of 23 rd Ave to Madrona Park at the lake. Should be yellow to indicate it is part of FTN.
	Reference to Appendix B: Frequent Transit Network Methodology	
11	Does not currently exist.	Add reference to Appendix B on page 4-2
	Reference to Appendix C: Community Shuttles	
12	Does not currently exist.	Add reference to Appendix C on page 4-13 (Local Transit Network)
	Strategy FTN 10 (p. 4-9)	
13	"Provide input to Metro on specifications for the new Electric Trolley Bus fleet and consider funding vehicle features that support FTN design and service levels."	Change to (add): "Provide input to Metro on specifications for the new Electric Trolley Bus fleet and consider vehicle features that support FTN design and service levels <u>and enhance ride quality and passenger comfort.</u> "
	Service Design Principles for the Frequent Transit Network	
14	"The TMP recommends these services do not use an SR 99 approach, but rather use a pathway on 4 th Avenue (some segments of 1 st may need to be used as well to allow bi-directional access to Spokane)."	Revise: "The TMP recommends that <u>strong consideration be given to routing these services to</u> not use an SR 99 approach, but rather <u>to</u> use a pathway on 4 th Avenue (some segments of 1 st may need to be used as well to allow bi-directional access to Spokane)."
	Strategy LTN 1 (p. 4-14)	
15	"Encourage Metro and other regional providers to deliver the following levels of service on well-utilized Local Transit Network corridors that connect effectively to the Frequent Transit Network: - 60 minutes frequency or better - 15 hour service span or longer - 7 day per week service"	Revise (add): "Encourage Metro and other regional providers to deliver <u>at minimum</u> the following levels of service on well-utilized Local Transit Network corridors that connect effectively to the Frequent Transit Network: - 60 minutes frequency or better - 15 hour service span or longer - 7 day per week service" <u>Where supported by demand, increased frequency should be provided at peak hours.</u> "

	Priority Corridor Capital Investments: Building the Frequent Transit Network (p. 3-4)	
16	Add bullet.	Revise (add following "Support of Link Light Rail" bullet): "Eliminate or reduce impacts of traffic bottlenecks where they impact transit operation (i.e., constrained arterials entering downtown, bridge entries, and freeway ramp locations)."
	Strategy ToN2.1 (p. 5-3)	
17	First Bullet: "Create dense networks of streets and paths so that pedestrians and cyclists have multiple direct paths of travel."	Revise (add): "Create dense networks of streets, <u>stairways</u> , and paths so that pedestrians and cyclists have multiple direct paths of travel."
	Strategy MCI.5 (p. 5-14)	
18	"Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way."	Revise (add): "Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way, <u>while discouraging the addition of new layover stops adjacent to residences.</u> "
	Priority Strategies (p. V)	
19	"5. Improve Transit Legibility."	Revise (add): "Improve Transit <u>Information and System Usability.</u> "
	Priority Strategies (p. V)	
20	New Bullet	Revise (add): "Expand efforts to provide electronic schedule information at bus stops."
	Transit Supports Sustainable, Healthy and Equitable Growth (p. 1-8)	
21	New sentence at end of 3 rd paragraph	Revise (add): "SDOT should work to increase the number of electrified transit routes."
	Transit Supportive Programs (p.2-3)	
22	Add text box	Revise (add text box): " Youth Access to Transit " Addressing opportunities to expand ORCA card distribution to student populations
	Strategy HCT 6.10 (p. 3-8)	
23	"Conduct traffic analysis of various right-of-way configurations in corridor, particularly at major intersections including Boren, Broadway, 12th and 23rd. Traffic analysis should consider various right-of way configurations and alternative lane configurations in downtown. Waterfront turn-around options will be studied through the Central Waterfront process."	Revise (add): "Conduct traffic analysis of various right-of-way configurations in corridor, particularly at major intersections including Boren, Broadway, 12th and 23rd. Traffic analysis should consider <u>emergency vehicle access needs</u> , various right-of way configurations and alternative lane configurations in downtown. Waterfront turn-around options will be studied through the Central Waterfront process."

	Strategy CI 7 (p. 6-6)	
24	“Foster a cooperative relationship with all regional transit agencies to better coordinate capital funding requests at the state and federal level.”	Revise (add): “Foster a cooperative relationship with all <u>granting</u> and regional transit agencies to better coordinate capital funding requests, <u>particularly for transit electrification projects</u> , at the state and federal level.”
	Reference to Appendix A: Seattle Transit Master Plan Briefing Book	
25	Does not currently exist.	Add reference to Appendix A on page 4-2
	Facility Design Guidelines (p. 5-6)	
26	“Design guidelines provide the values and strategic vision for mul-timodal investment in transit environments. As Seattle’s transit network develops and matures, transit facilities must represent the needs of all transit users. Whether it is a transfer to another mode or route, or a last-mile connection on foot or by bicycle, transit facilities must ensure these movements are clear, tactile, and secure. The following sections highlight the key elements of transit facility design.”	Revise (add): “Design guidelines provide the values and strategic vision for multimodal investment in transit environments. As Seattle’s transit network develops and matures, transit facilities must represent the needs of all transit users. Whether it is a transfer to another mode or route, or a last-mile connection on foot or by bicycle, transit facilities must ensure these movements are clear, tactile, secure, <u>and provide weather protection</u> . The following sections highlight the key elements of transit facility design.”
	Strategy MCI.5 (p. 5-14) Revision 2	
27	“Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way.”	Revise (add): “Locating layover facilities on intersecting streets should be prioritized in Mobility Corridors with limited rights-of-way, while discouraging the addition of new layover stops adjacent to residences. <u>The City should consider incentives to accommodate capacity for transit layovers in new development where appropriate.</u> ”
	Acknowledgements	
28	Update existing text.	Update acknowledgements and members of relevant committees.

RESOLUTION 31367

A RESOLUTION approving the Seattle Transit Master Plan.

WHEREAS, the City of Seattle Comprehensive Plan establishes transportation goals and policies for implementation through the Transportation Strategic Plan including: making the best use of the streets we have to move people and goods; encouraging walking and bicycling as an easy and healthy way to get around; making the most of new transportation investments; protecting city infrastructure; connecting to the region; planning for and investing in urban villages; enhancing neighborhood livability; and improving the environment; and

WHEREAS, the transportation system of Seattle is an extraordinary public asset and is vital and integral to the City's economic health, environmental quality, and social and community fabric; and

WHEREAS, the City of Seattle has a tremendous opportunity to improve health and to reduce traffic and transportation problems by providing viable transportation alternatives, including walking, bicycling, and transit use; and

WHEREAS, in 2007, the Seattle City Council passed Ordinance 122386 establishing a Complete Streets policy and stating the Council's intention that the Seattle Department of Transportation (SDOT) implement Complete Streets by designing, operating, and maintaining the transportation network to improve travel conditions for pedestrians, bicyclists, transit, and freight, in a manner consistent with and supportive of the surrounding community; and

WHEREAS, in 2010, the City Council adopted Resolution 31238, which articulated an agreed upon vision, goal statement, schedule and proposed scope of work between the Executive and the Council for the Transit Master Plan (TMP); and

WHEREAS, the City Council adopted Resolution 31250 appointing a Transit Master Plan Public Advisory Committee to provide input on the TMP; and

WHEREAS, Ordinance 123385 established that the Executive and City Council have a joint oversight role in the development of the TMP and specified that the City Council would review Phase I of the TMP prior to reviewing and authorizing expenditures related to Phase 2 of the TMP; and

WHEREAS, the City Council reviewed Phase 1 of the TMP and adopted Ordinance 123568 removing the budget restrictions on Phase 2 of the TMP; and

THIS VERSION IS NOT ADOPTED



1 WHEREAS, the Seattle Department of Transportation (SDOT) has worked with the Mayor and
2 City Council, the Public Advisory Committee, a Technical Advisory Committee, King
3 County Metro and Sound Transit to complete Phase 2 of the TMP and produce a draft
4 plan; and

5 WHEREAS, SDOT held five (5) public open houses to seek comments and solicited comments
6 online from the larger Seattle community; and

7 WHEREAS, SDOT has briefed the Mayor and City Council on the results of those open houses
8 and other public comments; and

9 WHEREAS, SDOT issued a SEPA Determination of Non-Significance for the Seattle Transit
10 Master Plan on February 16, 2012; NOW, THEREFORE,

11 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
12 **MAYOR CONCURRING, THAT:**

13 Section 1. The Seattle Transit Master Plan, a copy of which is attached hereto as
14 “Attachment A” and incorporated by reference herein, is hereby approved.

15 Section 2. As part of the annual budget process, the City Council will determine the level
16 of funding allocated for implementation of the Seattle Transit Master Plan and the level of
17 funding for the different transit-related programs.

18 Section 3. As discussed in the Transit Master Plan, prioritization strategies will include
19 implementation of high capacity transit (HCT) corridors, frequent transit network priority bus
20 corridor improvements, the Center City Connector, as well as enhancing Center City transit
21 service and usability.

22 Section 4. Successful project implementation will rely on a coordinated approach with
23 King County Metro, Sound Transit, and neighboring jurisdictions.

24 Section 5. To track progress on the Seattle Transit Master Plan implementation, SDOT
25 will prepare and submit to the City Council annual status reports. In addition, the plan will be
26 updated every five years.

THIS VERSION IS NOT ADOPTED



Tony Mazzella
SDOT, Transit Master Plan Adoption, RES
February 16, 2012
Version #2

1 Adopted by the City Council the ____ day of _____, 2012, and
2 signed by me in open session in authentication of its adoption this ____ day
3 of _____, 2012.

4 _____
5 President _____ of the City Council

6
7 THE MAYOR CONCURRING:

8
9 _____
10 Michael McGinn, Mayor

11
12 Filed by me this ____ day of _____, 2012.

13
14 _____
15 Monica Martinez Simmons, City Clerk

16
17 (Seal)

18
19
20 Attachment A: Seattle Transit Master Plan

THIS VERSION IS NOT ADOPTED



[Clerk's Note: Because of their size, the attachments to Resolution 31367 have been divided for faster electronic display and downloading; some, however, are still quite large and will take time to download. All linked files are PDF documents requiring Adobe Reader or equivalent program to view.]

Transit Master Plan / Final Summary Report / April 2012 (Adopted)

- [Report](#) (21.9 MB)
- [Appendix B](#), (15.8 MB)
- [Appendix C](#), (1.86 MB)
- [Appendix D](#), (3.75 MB)

Transit Master Plan / Briefing Book / February 2012

- [Table of Contents and Part 1 - Introduction](#) (4.2 MB)
- [Part 2](#) - Travel Demand and Transit Market Analysis (54.7 MB)
- [Part 3](#) - Land Use and Development (5.72 MB)
- [Part 4](#) - Overview of Existing and Planned Transit Services (11.8 MB)
- [Part 5](#) - Peer Review (8.75 MB)
- [Part 6](#) - Mode Analysis (7.89 MB)
- [Part 7](#) - Best Practices (37.9 MB)
- [Part 8](#) - Stakeholder Interview and Public Outreach Summary (3.02 MB)
- [Appendices](#) (13.1 MB)

Transit Master Plan / Summary Report / February 2012

This version was not adopted

[Report](#) (29.3 MB)

STATE OF WASHINGTON – KING COUNTY

--SS.

283888
CITY OF SEATTLE, CLERKS OFFICE

No. TITLE ONLY

Affidavit of Publication

The undersigned, on oath states that he is an authorized representative of The Daily Journal of Commerce, a daily newspaper, which newspaper is a legal newspaper of general circulation and it is now and has been for more than six months prior to the date of publication hereinafter referred to, published in the English language continuously as a daily newspaper in Seattle, King County, Washington, and it is now and during all of said time was printed in an office maintained at the aforesaid place of publication of this newspaper. The Daily Journal of Commerce was on the 12th day of June, 1941, approved as a legal newspaper by the Superior Court of King County.

The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:31355,31366-67

was published on

05/08/12

The amount of the fee charged for the foregoing publication is the sum of \$ 41.85, which amount has been paid in full.



[Handwritten Signature]

Subscribed and sworn to before me on

05/08/12

[Handwritten Signature]

Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

The full text of the following legislation, passed by the City Council on April 16, 2012, and published below by title only, will be mailed upon request, or can be accessed at <http://clerk.seattle.gov>. For information on upcoming meetings of the Seattle City Council, please visit <http://www.seattle.gov/council/calendar>. Contact: Office of the City Clerk at (206) 684-8344.

RESOLUTION NO. 31355

A RESOLUTION granting conceptual approval to construct, maintain, and operate a service tunnel, under and across Eastlake Avenue East, north of Aloha Street, as proposed by Fred Hutchinson Cancer Research Center

RESOLUTION NO. 31366

A RESOLUTION providing direction to Seattle Public Utilities in the reconstruction and operation of the North Transfer Station.

RESOLUTION NO. 31367

A RESOLUTION approving the Seattle Transit Master Plan.

Publication ordered by the City Clerk
Date of publication in the Seattle Daily
Journal of Commerce, May 8, 2012.
5/8(283888)