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**Ordinance No. 106584**

AN ORDINANCE authorizing a First Supplemental Agreement to the Transit Transfer Agreement between the City of Seattle and the Municipality of Metropolitan Seattle (Metro) executed as of December 1, 1972, to provide for a trackless trolley rehabilitation and expansion program, and making an appropriation from the Transit Fund; and superseding Ordinance 106417.

6/29/77 Pass (3-0)

COMPTROLLER  
FILE NUMBER \_\_\_\_\_

**Council Bill No. 98524**

INTRODUCED: JUN 27 1977	BY: EXECUTIVE REQUEST
REFERRED: JUN 27 1977	TO: TRANSPORTATION
REFERRED:	
REFERRED:	
REPORTED: JUL 5 1977	SECOND READING: JUL 5 1977
THIRD READING: JUL 5 1977	SIGNED: JUL 5 1977
PRESENTED TO MAYOR: JUL 6 1977	APPROVED: JUL 11 1977
RETD. TO CITY CLERK: JUL 11 1977	PUBLISHED:
VETOED BY MAYOR:	VETO PUBLISHED:
PASSED OVER VETO:	VETO SUSTAINED:

LAW DEPARTMENT

See Back Cover

9

Ord 107393 -MAKING A 618,040 REIMB APPROP FROM EMERGENCY FND TO PROVIDE FOR CERTAIN PAYMENTS TO METRO FOR TROLLEY REHABILITATION & EXPANSION

Ord 107871 -Auth certain easement agreements providing for use by METRO of certain City Light property re Electric Trolley Rehabilitation/Expansion Program.

Ord. 108811 -Makes Add'l Approp re METRO Trolley Rehab & Expansion Program, in conjunction with the City's Montlake Boulevard NE Underground Project, etc. ....

Ord. 108810 -Makes An Additional Approp., etc. ....

Ord. 108950 -Makes Additn'l Approp., etc. ...

Ord. 108981 -Auth sale of certain City property in Jefferson Heights Addition, to METRO for a rectifier site & an appurtenant elec feeder easement, etc...

Ord. 109015 -Provides for construction of trolley poles and wires generally along Rainier Ave S. from S. Jackson Street to S. Prentice re Columbia City LID projects, etc...

Ord. 109176 -Makes Additional Approp re No. 43 Montlake/Ballard trolley route to pay for construction inspection & pole purchase costs, re METRO Trolley Rehab Expansion Program.

Ord. 109248 -Provides for construction of trolley poles & wires along the No. 43-Montlake/Ballard trolley route in conjunction with the City's North 46th St./Green Lake North Project, etc...

*copy  
2/11/11  
Tom Harold*

PUB 60  
BLDG.  
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ORDINANCE 106584

AN ORDINANCE authorizing a First Supplemental Agreement to the Transit Transfer Agreement between the City of Seattle and the Municipality of Metropolitan Seattle (Metro) executed as of December 1, 1972, to provide for a trackless trolley rehabilitation and expansion program, and making an appropriation from the Transit Fund; and superseding Ordinance 106417.

WHEREAS, Section 3 a) of the Transit Transfer Agreement between The City of Seattle and the Municipality of Metropolitan Seattle (Metro) executed pursuant to Ordinance 101714 and contained in CF 274853 provides that:

"Metro shall continue to provide electric trolley service substantially as operated or as the same may hereafter be operated by the City Department of Transportation, or as the same may hereafter be extended by mutual agreement"; and

WHEREAS, Section 7 e) of said Transit Transfer Agreement provides, inter alia,

". . . that all payments received by the City for permanent properties conveyed to METRO shall be applied by the City legislative body upon the approval of METRO for any of the following purposes:  
1) to pay for public transportation capital facilities for use within the City which are compatible with and shall be a part of the Metropolitan Public Transportation System . . ."; and

WHEREAS, the City and Metro have mutually approved a list of routes for new extended trackless trolley service and a System Configuration Study prepared by Metro has been accepted by the City as setting forth the most appropriate means of rehabilitating and expanding the rectifiers and the underground and overhead equipment for the Metro electric trolley system; and

WHEREAS, an application by Metro to the United States Department of Transportation, Urban Mass Transportation Administration ("UMTA"), for financial aid has been approved and in connection with such electric trolley rehabilitation and expansion program the use of UMTA grant funds in an amount not to exceed Thirty-eight Million Six Hundred Thirty-one Thousand Five Hundred Dollars (\$38,631,500) is authorized; and

WHEREAS, the City and Metro have reached agreement on how the cost of said trolley rehabilitation and expansion program should be shared and how the funds to be received from UMTA should be distributed over the program; Now, Therefore,

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

1 Section 1. That as requested by the City Engineer and  
2 recommended by the Mayor in C.F. 284858, the Mayor is  
3 authorized to execute and the City Comptroller to attest  
4 for and on behalf of The City of Seattle a "First Supplemental  
5 Agreement to the Transit Transfer Agreement - For the Trolley  
6 Rehabilitation and Expansion Program" with the Municipality  
7 of Metropolitan Seattle (Metro), substantially in the form of  
8 Exhibit "I" hereto, providing for the distribution of costs,  
9 as between the City and Metro of an electric trolley rehabili-  
10 tation and expansion program and for the distribution over  
11 said program of federal aid funds to be received from the  
12 United States of America, Department of Transportation, Urban  
13 Mass Transportation Administration ("UMTA").

14 Section 2. There is reserved from the Transit Transfer  
15 Proceeds in the Transit Fund a total of Four Million Three  
16 Hundred Twelve Thousand Dollars (\$4,312,000) to carry out the  
17 commitments authorized in such First Supplemental Agreement,  
18 and of such amount Three Hundred Twenty-four Thousand Dollars  
19 (\$324,000) is a contingency fund to be reserved only until  
20 June 30, 1978.

21 Section 3. For the purpose of carrying out a portion  
22 of the City's responsibilities in connection with the First  
23 Supplemental Agreement authorized in Section 1 hereof the  
24 sum of One Million Eight Hundred Eighty-five Thousand Dollars  
25 (\$1,885,000) or so much thereof as may be necessary is hereby  
26 appropriated from the Transit Fund, and the City Comptroller  
27 is authorized to draw and the City Treasurer to pay the  
28 necessary warrants and make any necessary transfers.

Section 4. That execution, delivery and performance  
of the First Supplemental Agreement authorized in Section 1  
hereof by appropriate City officers, and any other act, pursuant

(To be used for all Ordinances except Emergency.)

to the authority and prior to the effective date of this ordinance are hereby ratified and confirmed.

Section 5. Ordinance 106417 entitled:

"AN ORDINANCE authorizing a First Supplemental Agreement to the Transit Transfer Agreement between the City of Seattle and the Municipality of Metropolitan Seattle (Metro) executed as of December 1, 1972, to provide for a trackless trolley rehabilitation and expansion program and making an appropriation from the Transit Fund."

approved by the Mayor April 29, 1977, insofar as inconsistent herewith is hereby superseded.

Section 6..... This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 5 day of July, 1977, and signed by me in open session in authentication of its passage this 15 day of July, 1977.

President Pro Tem of the City Council.

Approved by me this 11 day of July, 1977. Mayor.

Filed by me this 11 day of July, 1977.

Attest: City Comptroller and City Clerk.

(SEAL)

Published

By Deputy Clerk.

EXHIBIT "I"

FIRST SUPPLEMENTAL AGREEMENT TO THE  
TRANSIT TRANSFER AGREEMENT  
FOR THE TROLLEY REHABILITATION  
AND EXPANSION PROGRAM

Recitals:

As of December 1, 1972 The City of Seattle ("City") and Municipality of Metropolitan Seattle ("Metro") entered into a Transit Transfer Agreement and pursuant to Section 3(a) of such agreement, the City and Metro now desire to establish a mutually approved program for the expansion and rehabilitation of Metro electric trolley service within the City.

The City and Metro have mutually approved a list of routes for new extended electric trolley service and a System Configuration Study prepared by Metro has been accepted by the City as setting forth the most appropriate means of rehabilitating and expanding the rectifiers and the underground and overhead equipment for the Metro electric trolley system.

The Urban Mass Transportation Administration of the U. S. Department of Transportation ("UMTA") has set limits on their monetary participation in the electric trolley rehabilitation and expansion program ("Trolley Program"), exclusive of contingencies, namely:

- |   |                               |
|---|-------------------------------|
| a. Purchase of 125 approximately 40-foot<br>trolley buses.                | <u>(Approx.) \$18,911,500</u> |
| b. Rehabilitation and expansion of<br>trolley overhead<br>electrification | <u>(Approx.) \$19,720,000</u> |
|   | <u>\$38,631,500</u>           |

and an overall limit on UMTA participation in the total Metro transit capital improvement program of approximately \$124.3 million.

Covenants:

Section 1. The City and Metro do hereby agree that the capital costs associated with the Trolley Program will be shared as follows:

A. The City will provide, with no matching funds from UMTA, the capital costs necessary for the following item:

1. Purchase of easements and/or leases for rectifier stations on Department of Lighting property.

Estimated cost to be \$ 239,000

2. Seattle Engineering Department support activities; to include all activities necessary for the proper coordination of Engineering Department projects and METRO trolley projects including negotiations for this agreement and actions necessary to acquire the needed rights-of-way for rectifier stations on Department of Lighting property.

Estimated cost to be \$ 155,000

B. At such time or times as Metro shall require monies for progress payments, the City will provide such monies up to the following amounts from the Transit Fund to be used as local matching amounts for UMTA capital grants, for the following purposes:

1. Equipment Purchases

Rectifiers \$ 362,000

Overhead Hardware for expansion routes. \$ 57,000

Wire & Cable for expansion routes. \$ 85,000

2. Construction & Engineering Costs (For overhead system expansion and rectifier stations).

\$ 1,501,000

3.	Purchase of Property (For rectifier stations)	\$ 60,000
4.	Contingencies in the amount of ten (10) percent of the above capital items 1 through 3	\$ <u>199,000</u>
	TOTAL	\$2,264,000

- C. For the trolleys required to serve the expansion trolley routes described in Section 5 (approximately 56 trolleys), the City will provide to Metro the monies required to pay the local matching share for the differential in cost between standard 40-foot diesel buses and standard trolley buses. Such cost difference shall be determined based on the final contract price for 40-foot diesel buses (as established by Metro contract no. T5A-75) escalated to the time of delivery of the trolley buses by the same escalation percentage as is applied to trolley bus prices under Metro Contract no. T4A-76. Such cost is estimated at \$521,000.
- D. To encourage the use of trolleys by the handicapped citizens of Seattle; the City will provide the local match to UMTA capital grants for the addition of handicapped lifts to trolley buses, corresponding to one-half of the trolley buses, for the expansion trolley routes, at an estimated cost to the City of \$59,000.

Section 2.

- A. Metro will provide the local match to UMTA capital grants, for the following purposes up to the following amounts:
1. Electrical Overhead System Rehabilitation and Engineering (with the exception of the Monorail feeder system). \$ 1,793,000

2. Addition of handicapped lifts to trolley buses corresponding to all of the trolleys for the rehabilitation routes plus one-half of the trolleys for the expansion routes.

\$ 191,000

- B. Metro will provide the local matching share for UMTA grants for the purchase of standard trolleys required to serve the rehabilitated trolley routes (approximately 63 trolleys). Metro will also provide that portion of the local match for the purchase of the standard trolley buses required to serve the expansion routes equivalent to the local share for an equal number of standard 40-foot diesel buses, as computed in Section 1-C. The obligations of METRO pursuant to this paragraph B. shall not exceed a cost to Metro of \$ 2,770,000.

Section 3. As the authorized metropolitan public transit operator, Metro shall discharge full ownership responsibilities for the rehabilitated and expanded trolley system pursuant to Section 7(e) of the Transit Transfer Agreement. Metro shall be responsible for the cost of maintaining and operating such trolley system, including the expanded and rehabilitated trolley electrical overhead, rehabilitated rectifier substations and associated real property rights, the expansion rectifier substations and associated real property rights; provided that, the City shall continue to discharge full ownership responsibilities for the Monorail system, as set forth in the Transit Transfer Agreement, and shall pay appropriate Metro billings for maintenance and operating costs.

Section 4. In consideration of the Metro assumption of full ownership and operating responsibility for the rehabilitated and expanded trolley system, including the rectifier substations

currently owned and maintained by the City, and the higher maintenance and operating costs associated with such ownership, the City will make immediate payment to Metro from the Transit Fund of the sum of \$750,000; agreed to be equal to the net present value of the cumulative increase in Metro's maintenance and operating cost responsibility caused by Metro's ownership of such rectifier substations.

Section 5. The City and Metro hereby agree that the trolley rehabilitation and expansion program shall consist of the following rehabilitation and expansion routes and their associated rectifier stations as set forth in Exhibit XV-2, and and Exhibit XV-3 of the document entitled System Configuration Study, Trolley Overhead System and Substations, Rehabilitation and Expansion prepared for Metro by R. W. Beck and Associates, dated April, 1976 and modified by certain drawings received by Metro, March 9, 1977 entitled Wire Plan - A, Ballard - University; Wire Plan - B, Central Area; Wire Plan - C, Queen Anne; Wire Plan - D, Downtown; Wire Plan - E, South Area;

Rehabilitation Routes

- #1. Kinnear
- #2. W. Queen Anne
- #2. Madrona
- #12. E. Cherry
- #13. 19th Avenue  
Downtown
- #9. Broadway
- #10. Capitol Hill
- #14. Summit
- #10. Mt. Baker
- #12. 26th Avenue South

Expansion Routes

- #2. Seattle Pacific College
- #3. N. Queen Anne
- #4. E. Queen Anne
- #4. Montlake  
(Extended to Thackery Pl. N.E.)
- #3. Jefferson Park
- #30. Ballard/University
- #7. Rainier

Said routes to be substantially as presented on Exhibit A attached to this agreement. The City shall reserve an additional \$324,000 from the Transit Fund which is an amount equal to ten (10) percent of the City's share of the estimated capital cost of the agreed to scope of work until June 1, 1978 (i.e., the date by which bids for the construction of the expansion routes will have been received by Metro). If, by that date, the total costs of completing the agreed to routes exceed the estimated total costs by an amount less than ten (10) percent, the City will utilize the ten (10) percent reserve set forth above to pay the additional costs of items for which the City is responsible under this agreement and Metro shall award the construction contracts. If, by that date, the total costs of completing the agreed to routes exceed the total estimated costs set forth in this agreement plus the amount of the ten (10) percent reserve set forth above, the award of construction contracts shall be deferred until the parties shall agree as to the sharing of any additional costs.

Section 6. Each party will bear their separate costs of administration of the Trolley Program and preparation of planning therefor and agreements incidental thereto without reimbursement from the other party.

Section 7. Metro agrees to incorporate needed changes to trolley routing; i.e., overhead equipment, wire, and poles, which are brought to their attention in writing by the City during the design of the rehabilitation and expansion routes. The local match for the construction cost of such change will be borne by Metro for the rehabilitation routes and by the City for the expansion routes. Thereafter, the City agrees that changes in the transportation or other emphasis of City streets of such magnitude as to require the rerouting of trolley service or the relocation of rectifiers will be accomplished, if requested by the City, at City expense. All changes to the trolley system short of route relocation will be made on a cost sharing basis, as set forth in City/Metro cost sharing agreements or as agreed to by both parties. In such non-major changes, the City will make every attempt to provide reimbursement for Metro's cost from Federal, State or other non-City funding sources.

DATED this \_\_\_\_\_ day of \_\_\_\_\_, 1977.

CITY OF SEATTLE, WASHINGTON

By \_\_\_\_\_  
Mayor

Pursuant to Ordinance \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
City Comptroller

APPROVED AS TO FORM:

\_\_\_\_\_  
Corporation Counsel

MUNICIPALITY OF METROPOLITAN SEATTLE

By \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
APPROVED AS TO FORM

\_\_\_\_\_  
General Counsel

**Your City, Seattle**

Executive Department-Office of Management and Budget

Walter R. Hundley, Director  
Wes Uhlman, Mayor

April 29, 1977

The Honorable John P. Harris  
Corporation Counsel  
Law Department  
City of Seattle

Attention: Grant Wilcox

Dear Mr. Harris:

The ordinance appropriating funds and authorizing an agreement with METRO for the Trolley Expansion Program was reviewed by this office prior to signature by the Mayor (Copy attached). Some errors were found in the ordinance. Because funds for the trolley equipment had to be appropriated immediately in order to meet the time requirements of the grant supporting the project, we recommended that the Mayor sign the ordinance as it was written.

After consultation with Grant Wilcox of your office, we have decided to request a superseding ordinance which would:

- (1) Correct the amount appropriated for equipment from \$1,471,000 to \$1,673,000. For your information, the total of the equipment appropriation represents:

Trolley	\$428,000
Handicapped	
Lifts	\$ 49,000
O&M Payments	\$750,000
*Rectifiers	\$300,000
*Overhead Hardware	\$ 44,000
*Wire & Cable	\$ 61,000
Contingency (10% of *)	\$ 41,000
	<b>\$1,673,000</b>

- (2) Reserve the total Transit Fund commitment represented in the Agreement authorized by the ordinance. The total is \$3,735,000; \$339,000 of this amount is a contingency fund to be reserved only until June, 1978. The equipment appropriation made by this ordinance is included in the total.

Please return the ordinance to this office for review prior to filing.

Sincerely,

  
Donald E. Stark  
Budget Director



CORPORATION COUNSEL  
**RECEIVED**  
MAY 2 1977  
**RECEIVED**  
ASSIGNED TO \_\_\_\_\_

# DRAFT

## ORDINANCE

1  
2  
3 AN ORDINANCE authorizing a First Supplemental Agreement to  
4 the Transit Transfer Agreement between the City of  
5 Seattle and the Municipality of Metropolitan Seattle  
6 (Metro) executed as of December 1, 1972, to provide for  
7 a trackless trolley rehabilitation and expansion program  
8 and making an appropriation from the Transit Fund.

9  
10 WHEREAS, Section 3 a) of the Transit Transfer Agreement  
11 between The City of Seattle and the Municipality of  
12 Metropolitan Seattle (Metro) executed pursuant to  
13 Ordinance 101714 and contained in CF 274853 provides  
14 that:

15 "Metro shall continue to provide electric trolley  
16 service substantially as operated or as the same  
17 may hereafter be operated by the City Department  
18 of Transportation, or as the same may hereafter be  
19 extended by mutual agreement"; and

20 WHEREAS, Section 7 e) of said Transit Transfer Agreement  
21 provides, inter alia,

22 ". . . that all payments received by the City for  
23 permanent properties conveyed to METRO shall be  
24 applied by the City legislative body upon the  
25 approval of METRO for any of the following pur-  
26 poses: 1) to pay for public transportation  
27 capital facilities for use within the City which  
28 are compatible with and shall be a part of the  
29 Metropolitan Public Transportation System; . . .";  
30 and

31 WHEREAS, the City and Metro have mutually approved a list of  
32 routes for new extended trackless trolley service and a  
System Configuration Study prepared by Metro has been  
accepted by the City as setting forth the most appropriate  
means of rehabilitating and expanding the rectifiers  
and the underground and overhead equipment for the  
Metro electric trolley system; and

WHEREAS, an application by Metro to the United States Department  
of Transportation, Urban Mass Transportation Administration  
("UMTA"), for financial aid has been approved and in  
connection with such electric trolley rehabilitation  
and expansion program the use of UMTA grant funds in an  
amount not to exceed Thirty-eight Million Six Hundred  
Thirty-One Thousand Five Hundred Dollars (\$38,631,500)  
is authorized; and

WHEREAS, the City and Metro have reached agreement on how  
the cost of said trolley rehabilitation and expansion  
program should be shared and how the funds to be received  
from UMTA should be distributed over the program; Now,  
Therefore

BE IT ORDAINED BY THE CITY OF SEATTLE AS FOLLOWS:

Section 1. That as requested by the City Engineer and

1 recommended by the Mayor in C.F. 284858, the Mayor is authorized  
2 to execute and the City Comptroller to attest for and on  
3 behalf of The City of Seattle a "First Supplemental Agreement  
4 to the Transit Transfer Agreement - For the Trolley Rehabilitation  
5 and Expansion Program" with the Municipality of Metropolitan  
6 Seattle (Metro), substantially in the form of Exhibit "I"  
7 hereto, providing for the distribution of costs, as between  
8 the City and Metro of an electric trolley rehabilitation and  
9 expansion program and for the distribution over said program  
10 of federal aid funds to be received from the United States  
11 of America, Department of Transportation, Urban Mass Transportation  
12 Administration ("UMTA").

INSERT  
SECTION 2

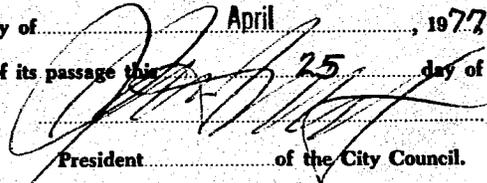
13 <sup>a portion of</sup> Section 3. For the purpose of carrying out the City's  
14 responsibilities in connection with the First Supplemental  
15 Agreement authorized in Section 1 hereof the sum of One  
16 Million Four Hundred Seventy-one Thousand Dollars (~~\$1,471,000~~ <sup>\$1,673,000</sup>)  
17 or so much thereof as may be necessary is hereby appropriated  
18 from the Transit Fund, and the City Comptroller is authorized  
19 to draw and the City Treasurer to pay the necessary warrants  
20 and make any necessary transfers.

21 Section 4. That execution, delivery and performance  
22 of the First Supplemental Agreement authorized in Section 1  
23 hereof by appropriate City officers, and any other act,  
24 pursuant to the authority and prior to the effective date of  
25 this ordinance are hereby ratified and confirmed.

26  
27  
28 SECTION 2. Reserve a total of \$ 3,735,000  
29 in the Transit Fund to carry out  
30 the commitments authorized in  
31 the First Supplemental Agreement.  
32 \$337,000 of this amount is a  
contingency fund to be reserved  
only until June, 1978.

Section 4. This ordinance shall take effect and be in force thirty days from and after its passage and approval, if approved by the Mayor; otherwise it shall take effect at the time it shall become a law under the provisions of the city charter.

Passed by the City Council the 25 day of April, 1977  
and signed by me in open session in authentication of its passage this 25 day of April, 1977



President of the City Council.

Approved by me this \_\_\_\_\_ day of \_\_\_\_\_, 1977.

Mayor.

Filed by me this \_\_\_\_\_ day of \_\_\_\_\_, 1977.

Attest: \_\_\_\_\_  
City Comptroller and City Clerk.

(SEAL)

Published \_\_\_\_\_

By \_\_\_\_\_  
Deputy Clerk.

CSS 0.1.6

# The City of Seattle--Legislative Department

MR. PRESIDENT:

Date Reported  
and Adopted

Your Committee on **TRANSPORTATION**

JUL 5 1977

to which was referred

C.B. 98524

Authorizing a First Supplemental Agreement to the Transit Transfer Agreement between the City of Seattle and the Municipality of Metropolitan Seattle (Metro) executed as of December 1, 1972, to provide for a trackless trolley rehabilitation and expansion program, and making an appropriation from the Transit Fund; and superseding Ordinance 106417.

RECOMMEND THAT THE SAME DO PASS

*Geo. J. Benson* TRANS.  
Chairman

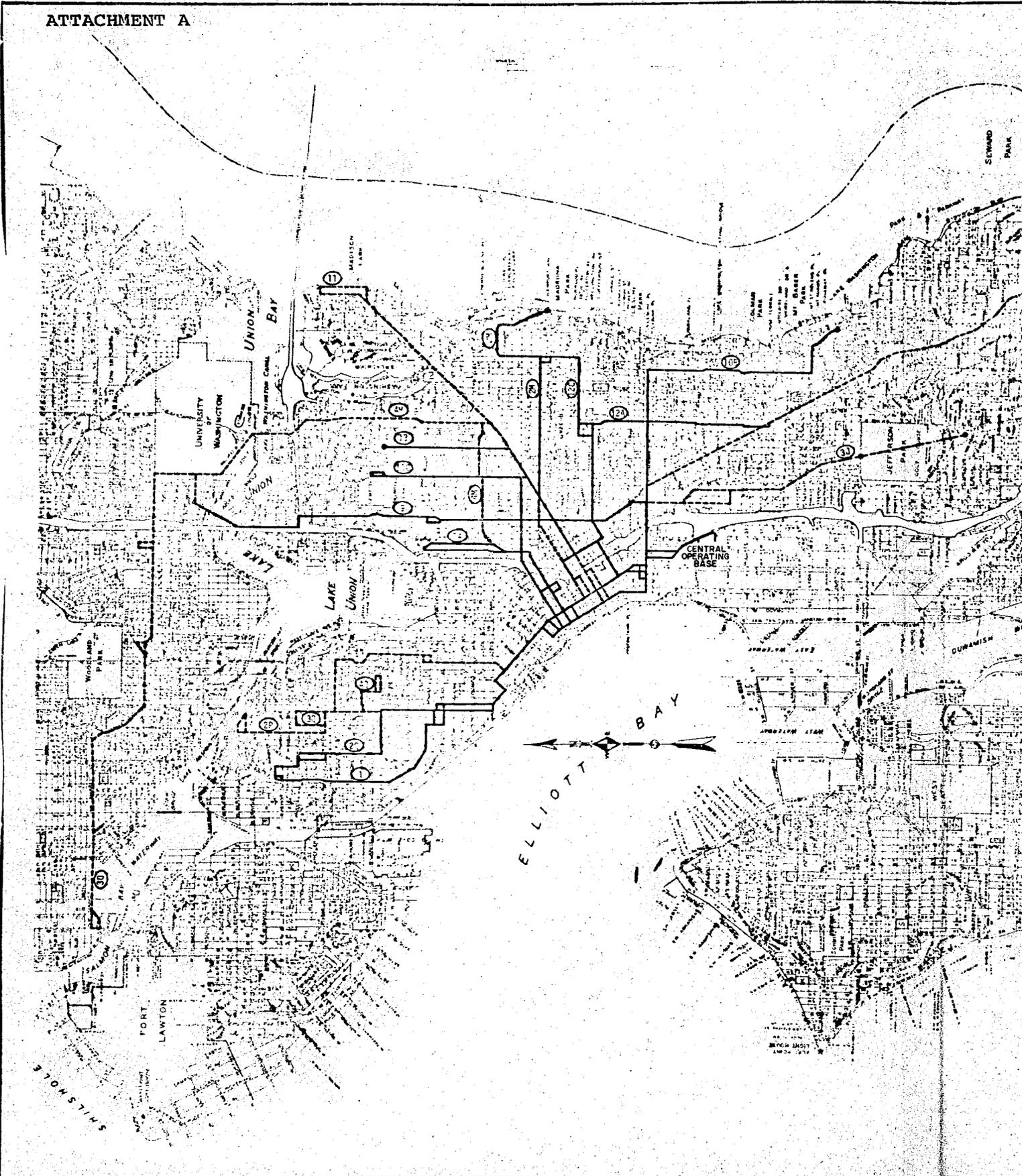
Chairman

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Committee

Committee

ATTACHMENT A



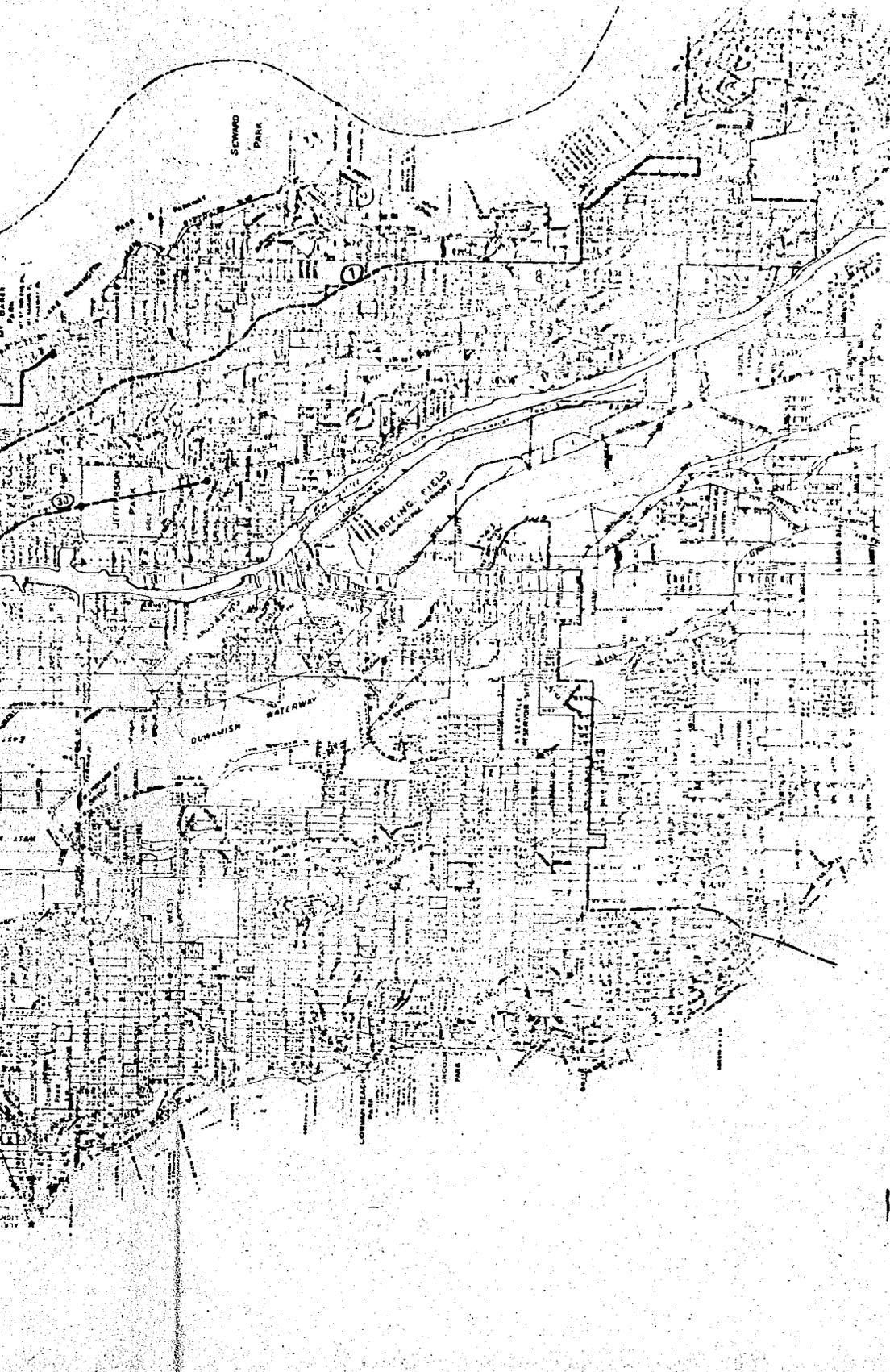
DESIGNED \_\_\_\_\_  
 DRAWN \_\_\_\_\_  
 CHECKED \_\_\_\_\_

**R. W. BECK AND ASSOCIATES**  
 ENGINEERS AND CONSULTANTS  
 SEATTLE, WASHINGTON

**MUNICIPALITY OF METROPOLITAN SEA**

SUBMITTED Design Engineer - R. W. Beck and Assoc.	RECOMMENDED Project Engineer - R. W. Beck and Assoc.	APPROVED Project Director - R. W. Beck and Assoc.	APPROVED For R. W. Beck and Associates	APPROVED For Municipality of
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EXHIBIT "A"



**LEGEND**

- REHABILITATION TROLLEY ROUTE
- - - EXPANSION TROLLEY ROUTE
- - - OPTIONAL EXPANSION TROLLEY ROUTE
- TURNAROUND
- ROUTE IDENTIFICATION CODE

**ROUTES:**

- 1 - #1 KINNEAR
- 2A - #2 MADRONA
- 2P - #2 SEATTLE PACIFIC COLLEGE
- 2Q - #2 W. QUEEN ANNE
- 3J - #3 JEFFERSON PARK
- 3Q - #3 N. QUEEN ANNE
- 4N - #4 MONTLAKE
- 4Q - #4 E. QUEEN ANNE
- 7 - #7 RAINIER
- 9 - #9 BROADWAY
- 10B - #10 MT. BAKER
- 10C - #10 CAPITOL HILL
- 11 - #11 E. MADISON
- 12A - #12 26th AVE S.
- 12C - #12 E. CHERRY
- 13 - #13 19th AVE
- 14 - #14 SUMMIT
- 30 - #30 BALLARD/UNIVERSITY

**METROPOLITAN SEATTLE**

**TROLLEYBUS OVERHEAD PROJECT  
REHABILITATION & EXPANSION  
OUTLYING AREAS**

DRAWING NUMBER

APPROVED  
For R. D. Beck and Associates

APPROVED  
For Municipality of Metropolitan Seattle

SCALE

FILE  
DATE

SHEET NUMBER  
OF