

Resolution No. 31238

A RESOLUTION regarding the Transit Master Plan, which provides a long-term vision for improving the transit system serving the City over the next twenty years.

Related Legislation File: 116940

Date Introduced and Referred: <u>8.9.10</u>	To: (committee): <u>Transportation</u>
Date Re-referred:	To: (committee):
Date Re-referred:	To: (committee):
Date of Final Action: <u>8.16.10</u>	Date Presented to Mayor: <u>8.17.10</u>
Date Signed by Mayor: <u>August 26, 2010</u>	Date Returned to City Clerk: <u>August 26, 2010</u>
Published by Title Only <input checked="" type="checkbox"/>	Date Returned Without Concurrence:
Published in Full Text	

The City of Seattle - Legislative Department

Resolution sponsored by: [Signature]

Committee Action:

Date	Recommendation	Vote
<u>8/10/10</u>	<u>PASS as amended</u>	<u>TRJGTB NLMO 5-0</u>

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

Full Council Action:

Date	Decision	Vote
<u>8.16.10</u>	<u>Adopt as amended</u>	<u>9-0</u>

Law Department

RESOLUTION 31238

1
2 A RESOLUTION regarding the Transit Master Plan, which provides a long-term vision for
3 improving the transit system serving the City over the next twenty years.

4 WHEREAS, the City Council adopted the Seattle Transit Plan by Resolution 31141; and

5 WHEREAS, the City Council adopted Seattle's updated Transportation Strategic Plan by
6 Resolution 31141, of which the Seattle Transit Plan is an important part; and

7 WHEREAS, the City's Seattle Transit Plan has not been updated for approximately five years
8 and includes a number of outdated significant assumptions with respect to existing and planned
9 transit service and transit infrastructure; and

10 WHEREAS, the City desires to maintain and move towards achieving the 2005 Seattle Transit
11 Plan's goal of providing convenient, reliable transit service running every fifteen minutes or
12 better, eighteen hours per day, seven days a week on a defined network of transit corridors; and

13 WHEREAS, developing a transit system that supports as well as leads the development of
14 Seattle's urban centers and villages is an important goal of the City's Comprehensive Plan and
15 consistent with Seattle's Neighborhood Plans; and

16 WHEREAS, the City Council intends to adopt a major update to the Seattle Transit Plan (to be
17 renamed the Transit Master Plan); and

18 WHEREAS, in crafting the Transit Master Plan, the City expects to involve internal and external
19 stakeholders extensively; and

20 WHEREAS, the City desires to be more proactive in working with its regional partners to
21 influence future improvements to the transit system; and

22 WHEREAS, the City Council imposed a mid-year budget proviso through Ordinance 123325
23 until such time as the Council could review the proposed goals, vision statement, and planned
24 scope of work for the Transit Master Plan; NOW, THEREFORE,

25 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**
26 **MAYOR CONCURRING, THAT:**

27 Section 1. Consistent with broader transportation system goals, the Transit Master Plan
28 will be a critical tool to accomplish the following preliminary goals:



- 1 • Make riding transit easier and more desirable in order to effect a mode shift;
- 2 • Use transit to create a transportation system responsive to the needs of vulnerable
- 3 populations and those for whom transit is a necessity (e.g., transit-dependent individuals,
- 4 youth, seniors, people with disabilities, low income populations);
- 5 • Use transit as a tool to meet Seattle's sustainability, growth management, and economic
- 6 development goals;
- 7 • Create great places at locations in neighborhoods where modes connect to facilitate
- 8 seamless integration of the pedestrian, bicycle, and transit networks; and
- 9 • Balance system implementation with fiscal, operational, and policy constraints.
- 10
- 11

12 Section 2. The City Council concurs with the Goals and Vision statement for the
13 Transit Master Plan attached hereto as Attachment 1.

14 Section 3. The City Council concurs with the approach for consultant work laid out in
15 the Summary of Consultant Scope of Work attached hereto as Attachment 2.

16 Section 4. The City Council concurs with the Phasing Approach attached hereto as
17 Attachment 3. Consistent with Council Bill 116940, it is the Council's intent to review Phase 1
18 prior to reviewing and authorizing expenditures related to Phase 2 of the Transit Master Plan
19 project.

20
21 Section 5. The City will create and staff an ad hoc Transit Master Plan Advisory
22 Committee selected and appointed by resolution of Council with the Mayor concurring to
23 provide input on a proposed Transit Master Plan. The Transit Master Plan Advisory Committee
24 will serve only through the development of the Transit Master Plan and should reflect the
25 diversity of the residents of Seattle. The Transit Master Plan Advisory Committee shall meet
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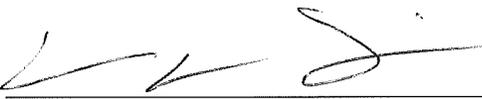


1 periodically with members of an Interagency Team that will be formed to provide technical
2 advice to the Project Manager and consultant.

3 Adopted by the City Council the 16th day of August, 2010, and
4 signed by me in open session in authentication of its adoption this 16th day
5 of August, 2010.

6 
7 President _____ of the City Council

8
9 THE MAYOR CONCURRING:

10 
11 _____
12 Michael McGinn, Mayor

13 Filed by me this 26th day of August, 2010.

14
15 
16 _____
17 City Clerk

18 (Seal)

19
20 Attachment 1: Transit Master Plan Vision and Goals

21 Attachment 2: Draft Summary of Consultant Scope of Work

22 Attachment 3: Draft Project Scope of Work
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Attachment 1:

Transit Master Plan Vision and Goals

The City Council has adopted a resolution, with the Mayor concurring, that articulates the vision and goals for the Transit Master Plan. The work of SDOT and the Consultant will be guided by this adopted policy.

The vision for the TMP is to recommend policies, programs, and investments resulting in a high-quality transit system to make it easier and more desirable for people to take transit. Quality includes fast and reliable service that is safe, comfortable, and accessible for all users, providing the greatest degree of mobility and access possible with the appropriate technology. Consistent with broader transportation system goals, the TMP will be a critical tool to accomplish the following preliminary goals:

- Make riding transit easier and more desirable in order to affect a mode shift
- Use transit to create a transportation system responsive to the needs of vulnerable populations and those for whom transit is a necessity (e.g., transit-dependent individuals, youth, seniors, people with disabilities, low income populations)
- Use transit as a tool to meet Seattle's sustainability, growth management, and economic development goals
- Create great places at locations in neighborhoods where modes connect to facilitate seamless integration of the pedestrian, bicycle, and transit networks
- Balance system implementation with fiscal, operational, and policy constraints

In order to meet this vision and goals, the City of Seattle must exert more influence over priority-setting for transit: building projects, allocating the right-of-way, influencing how service operates, and defining the types of service that shall operate on streets in the network.

Project Overview

Multiple agencies own and operate transit in Seattle using diesel buses, electric trolley buses, streetcars, light rail, commuter rail, monorail, ferries, and water taxis. The City of Seattle is one of these agencies and is also responsible for roadway design and maintenance to support complete streets that accommodate multiple travel modes, including transit. Through its first Seattle Transit Plan in 2005, the city established a goal to provide convenient, reliable transit service running every 15 minutes or better, 18 hours per day, 7 days a week on a defined network of transit corridors.

SDOT will work with a consultant team to develop a Transit Master Plan that evaluates tradeoffs in achieving various policy objectives that may flow from a potential re-allocation of City rights-of-way, a range of transit infrastructure investments, and other City actions. The Transit Master Plan will establish several potential future transit funding scenarios, and for each scenario assign transit modes and priorities to corridors, identifies capital investments, and establishes policies and regulatory actions necessary to guide transit investments. Key deliverables of the TMP will include:

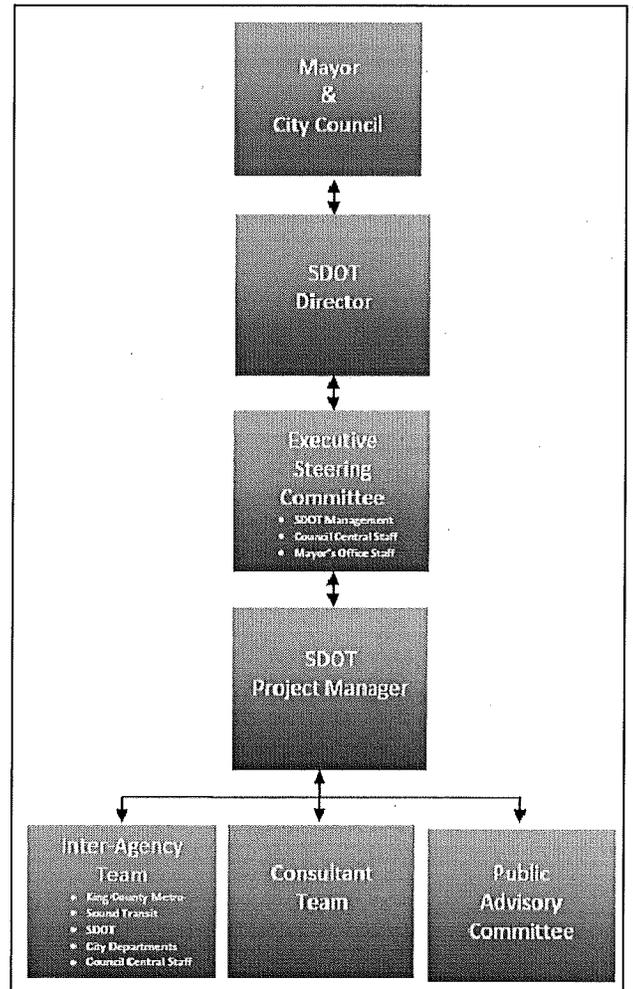
- **Transit service evaluation and gap analysis:** Establish policy goals that transit service is intended to address and evaluate how well existing transit service meets those policy goals; evaluate the extent to which existing and planned changes to transit are expected to achieve policy goals; identify gaps in achieving policy goals
- **Network plan:** Assess existing transit network plans, policies, and data monitoring efforts and prepare a gap analysis, analyze existing service standards, establish network hierarchy, and propose modifications to the existing high ridership network, which is currently referred to as the Urban Village Transit Network (UVTN)
- **Service and design standards:** Identify appropriate operations, service, and design standards to make transit run more efficiently on Seattle streets (e.g., BRT-type treatments including signal and other priority measures) and fully serve activity centers and transit hubs; establish a comprehensive plan to use city rights-of-way—including reallocation and transit priority treatments—to address identified gaps in achieving policy goals
- **Modal assignment by corridor:** For each funding scenario, assign the most appropriate type of transit service—bus, bus rapid transit (BRT or Rapid Ride), electric trolley bus (including modernization and system expansion), streetcar, and light rail—to high ridership corridors; evaluate potential alignments and phasing options
- **Service and capital investment priorities:** Identify specific near- and long-term service and capital investment priorities based on objective criteria, including a prioritized project list and implementation strategy; identify, evaluate, and prioritize different packages of transit operations and infrastructure investments based on funding scenarios including but not necessarily limited to currently available transit funding, moderate increases in available transit funding, and significant changes in available transit funding
- **Conceptual design and cost estimates:** Develop projects to an early design stage, with cost estimates
- **Robust public engagement plan:** Engage the public broadly to confirm and create demand for the programs and projects in the TMP

Project Organization

SDOT will assign a project manager and support staff for the TMP. The SDOT project team will work with an internal executive steering committee as well as elected officials to identify members of a Transit Master Plan Advisory Committee and an inter-agency team. The consultant team will work closely with these individuals and groups throughout the development of the plan. It is assumed that the TMP will be adopted by Council resolution at the conclusion of the planning process.

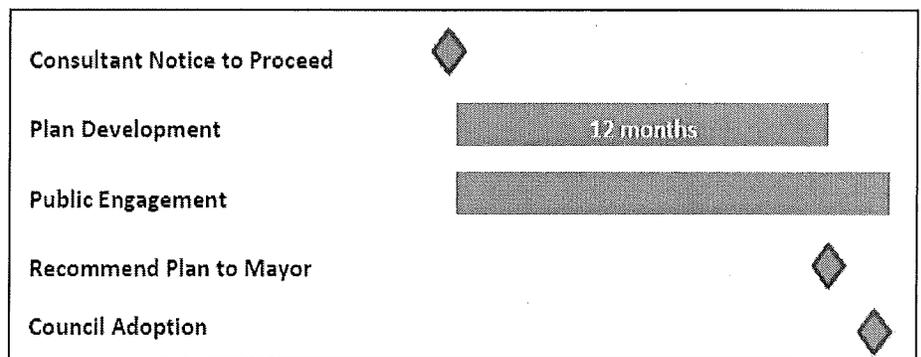
In addition to participation by the agencies and individuals listed above, the project will include opportunities for additional review through existing organizations and meetings:

- Seattle Boards and Commissions (Planning Commission, Design Commission, Bicycle Advisory Board, Pedestrian Advisory Board, Freight Mobility Advisory Committee)
- Bridging the Gap Oversight Committee
- Citywide Neighborhood Council, District Councils, and other community groups
- Citywide community forums



Project Timeline and Budget

The project timeline depicted below is approximately 18 months. The project budget is estimated to be \$500,000–\$600,000.



Attachment 2:

SEATTLE TRANSIT MASTER PLAN

DRAFT SUMMARY OF CONSULTANT SCOPE OF WORK

July 26, 2010

Task 1.0 Project Management and Internal Review

Working with the SDOT project manager, the consultant shall regularly report the status of the project budget, work effort progress, and schedule. Reports shall be straightforward, easy to read and understand, logically organized and structured to provide the relevant and important information, and include early identification of challenging issues and their effective resolution. The consultant shall work with the SDOT project manager to respond to input from the policy and technical reviewers (i.e., city and agency inter-departmental team) as well as the public advisory committee (i.e., Transit Master Plan Advisory Committee) assembled to help guide the project to completion. All work products should be produced to facilitate development of the Transit Master Plan as a web-based document.

Deliverables: project scope and work plan, progress reports, schedule and budget updates, camera-ready copies of color maps and exhibits, production of presentation materials

City Responsibilities: assemble policy/technical teams and public advisory committee, schedule meetings, prepare meeting summaries, collect and summarize all written and verbal comments from project teams

Task 2.0 Analyze Existing and Future Conditions: Transit in Seattle Today and Into the Future

The consultant will produce a high-level snapshot of the state of the Seattle transit environment report (included in *Briefing Book*). The purpose of the report will be to describe the current and future conditions of Seattle's transit system, identifying both positive elements as well as areas of concern (gap analysis). The report will identify core policy and performance principles; examine national and international best practices with special emphasis on the user perspective and suggest strategies for Seattle; identify accomplishments of the 2005 Seattle



Transit Plan; summarize governance and funding issues; and provide a foundation for the items that the Transit Master Plan will address.

Deliverables: State of the Seattle Transit Environment report

City Responsibilities: aerial photos, demographic and land use data, travel demand modeling data, roadway network, traffic volumes, and levels of service (where possible)

Task 3.0 Conduct Modal and Corridor Analysis

The consultant will develop evaluation criteria (including in-depth market assessment) and related methods and apply these criteria to define high priority service improvements and assign the most appropriate and environmentally sustainable transit mode by corridor and alignment. Included in this work will be the following analyses: 1) an assessment of roadway, signal system and other rights-of-way improvements that could be made to improve existing service levels; 2) evaluation of higher capacity and/or more sustainable transit modes such as bus rapid transit (BRT), streetcar, light rail, and electric trolley; and 3) identification of potential fiscal, operational and policy constraints associated with particular modal assignments.

Potential future transit modes will be compared to existing or planned service types (for example, in the Ballard to West Seattle corridors, a comparison of *Rapid Ride* with other BRT typologies and rail alternatives). Where appropriate, a phased approach to final modal choice will be indicated. Also anticipated as part of this analysis is a definition and establishment of up to three levels of hierarchy within the existing network of high ridership corridors based on both transportation and land use characteristics.

Deliverables: mode definition and application technical report, literature review of previous corridor studies to determine the range of ridership potential and capacity requirements for corridors, evaluation criteria and methodology, modal and corridor assignment maps and descriptions for each of the high ridership corridors, corridor and alignment options maps/graphics, conceptual cost estimates

City Responsibilities: ongoing review of products

Task 4.0 Develop 2030 Transit System Plan

The consultant will explicitly define and describe the elements of a 2030 integrated transit system plan focusing upon the high ridership transit network



and system infrastructure and service expansion. The system plan will incorporate the analysis from Task 3 and include technologies, vehicle characteristics, new lines of service, electric trolley expansion, capital projects, and operational and roadway design/engineering improvements.

This task will identify ways to improve the current transit system to be more efficient, effective, and customer friendly. The consultant will identify ways to address the challenges of changing travel patterns, increasing costs, and operational and physical constraints that affect on-time performance. The breadth of this task will be defined with the consultant but may include the following activities: updating transit routes and service levels as needed to match current travel patterns; developing project sheets for routes; identifying specific actions to improve non-motorized access to stops and stations, including transit nodes and transfer points, and improve streetscape and urban design; and prioritizing investments for a variety of funding scenarios.

Deliverables: prioritization methodology, project lists, project sheets (including conceptual design and cost estimates), draft and final plans

City Responsibilities: ongoing review of products

Task 5.0

Identify Implementation Strategy

Develop a clear implementation plan for policy and programmatic actions to support the growth and environmental sustainability of transit service in Seattle. The implementation strategy will assign roles and responsibilities and will include a range of funding scenarios and performance goals (e.g., transit vehicle GHG reductions).

Deliverables: implementation strategy (in draft and final plans)

City Responsibilities: ongoing review of products

Task 6.0

Public Outreach and Engagement

Implement a comprehensive public engagement strategy that will result in meaningful input on transit in Seattle from a range of stakeholders including residents, businesses, major institutions, agencies, policy makers, transit agency employees, and others. Special attention will be required to enlist the participation of “under-represented” communities such as immigrants and non-native English speakers. The consultant must present analytical methods and technical findings in ways that can be clearly understood by the general public.

Dan Eder/JMS
Transit Master Plan Resolution
August 5, 2010
Version #1

Deliverables: public outreach strategy, outreach and presentation materials, participation in public meetings, meeting summaries, summary of all written and verbal comments

City Responsibilities: FAQs, mailing lists, advertising, meeting locations and logistics, translation and interpretation services, website development and maintenance



Attachment #3:

DRAFT PROJECT SCOPE OF WORK

July 22, 2010

Phase 1 — September 2010 to January 2011 \$300,000

Project Management (Task 1)

- Project scope and work plan
- Team meetings
- Council and Mayoral briefings

Systems Analysis (Tasks 2, 4, and 5)

- Existing and future conditions (“Briefing Book”)
- Transit system principles and performance
- User experience and mode integration
- Governance and funding
- Gap analysis

Outcome-based Evaluation Framework (Task 3)

- Transit goals confirmation workshop
- Prioritization of policy objectives
- In-depth market assessment for priority connections
- Framework for modal assignments

Public Outreach and Engagement (Task 6)

- Formation of public advisory committee, executive and inter-agency teams
- Stakeholder roundtables and interviews
- Development of project website and communications materials

Phase 2 — January 2011 to July 2011 \$300,000

Project Management (Task 1)

- Progress reports
- Team meetings
- Council and Mayoral briefings

Modal and Corridor Analysis (Task 3)

- Multi-criteria analysis for high priority corridors (includes capacity needs, costs, ROW opportunities, system connectivity)
- Modal assignment (bus, bus rapid transit, electric trolley, street car, light rail)
- Improvement packages (both major corridor investments and ROW management)

Implementation and Design (Tasks 4 and 5)

- Implementation matrix
- Concept design for high priority corridors, including design priorities for pedestrian/bicycle linkages
- Funding strategies



Dan Eder/JMS
Transit Master Plan Resolution
August 5, 2010
Version #1

- Draft integrated system plan

Public Outreach and Engagement (Task 6)

- Council and Mayoral briefings
- Public advisory committee and inter-agency team meetings
- Draft plan review and outreach



FISCAL NOTE FOR NON-CAPITAL PROJECTS

Department:	Contact Person/Phone:	DOF Analyst/Phone:
Legislative	Dan Eder / 684-8147	n/a

Legislation Title:

A RESOLUTION regarding the Transit Master Plan, which provides a long-term vision for improving the transit system serving the City over the next twenty years.

• **Summary of the Legislation:**

This resolution describes Council's vision and goals regarding the Transit Master Plan.

• **Background:**

The City Council adopted Seattle's updated Transportation Strategic Plan by Resolution 31141, of which the Seattle Transit Plan is an important part.

The City's Seattle Transit Plan has not been updated for approximately five years and includes a number of outdated significant assumptions with respect to existing and planned transit service and transit infrastructure.

The City Council intends to adopt a major update to the Seattle Transit Plan (to be renamed the Transit Master Plan). This resolution describes Council's vision and goals regarding the Transit Master Plan.

 x **This legislation does not have any financial implications.**

RESOLUTION _____

A RESOLUTION regarding the Transit Master Plan, which provides a long-term vision for improving the transit system serving the City over the next twenty years.

WHEREAS, the City Council adopted the Seattle Transit Plan by Resolution 31141; and

WHEREAS, the City Council adopted Seattle's updated Transportation Strategic Plan by Resolution 31141, of which the Seattle Transit Plan is an important part; and

WHEREAS, the City's Seattle Transit Plan has not been updated for approximately five years and includes a number of outdated significant assumptions with respect to existing and planned transit service and transit infrastructure; and

WHEREAS, developing a transit system that supports as well as leads the development of Seattle's urban centers and villages is an important goal of the City's Comprehensive Plan and consistent with Seattle's Neighborhood Plans; and

WHEREAS, the City Council intends to adopt a major update to the Seattle Transit Plan (to be renamed the Transit Master Plan); and

WHEREAS, in crafting the Transit Master Plan, the City expects to involve internal and external stakeholders extensively; and

WHEREAS, the City desires to be more proactive in working with its regional partners to influence future improvements to the transit system; and

WHEREAS, the City Council imposed a mid-year budget proviso through Ordinance 123325 until such time as the Council could review the proposed goals, vision statement, and planned scope of work for the Transit Master Plan; NOW, THEREFORE,

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

Section 1. Consistent with broader transportation system goals, the Transit Master Plan will be a critical tool to accomplish the following preliminary goals:

- Make riding transit easier and more desirable in order to effect a mode shift;

THIS VERSION IS NOT ADOPTED



- 1 • Use transit to create a transportation system responsive to the needs of vulnerable
- 2 populations and those for whom transit is a necessity (e.g., transit-dependent individuals,
- 3 youth, seniors, people with disabilities, low income populations);
- 4 • Use transit as a tool to meet Seattle’s sustainability, growth management, and economic
- 5 development goals;
- 6 • Create great places at locations in neighborhoods where modes connect to facilitate
- 7 seamless integration of the pedestrian, bicycle, and transit networks; and
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21 Section 5. The City will create and staff an ad hoc Transit Master Plan Advisory
22 Committee to provide input on a proposed Transit Master Plan. The Transit Master Plan
23 Advisory Committee will serve only through the development of the Transit Master Plan and
24 should reflect the diversity of the residents of Seattle. The Transit Master Plan Advisory
25 Committee shall meet periodically with members of an Interagency Team that will be formed to
26

THIS VERSION IS NOT ADOPTED



1 provide technical advice to the Project Manager and consultant. SDOT will consult with the
2 Mayor and City Council in appointing the Transit Master Plan advisory committee members.

3
4 Adopted by the City Council the ____ day of _____, 2010, and signed
5 by me in open session in authentication of its adoption this ____ day
6 of _____, 2010.

7
8 _____
9 President _____ of the City Council

10 THE MAYOR CONCURRING:

11
12
13 _____
14 Michael McGinn, Mayor

15 Filed by me this ____ day of _____, 2010.

16
17 _____
18 City Clerk

19 (Seal)

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WHEREAS, developing a transit system that supports as well as leads the development of Seattle's urban centers and villages is an important goal of the City's Comprehensive Plan and consistent with Seattle's Neighborhood Plans; and

WHEREAS, the City Council intends to adopt a major update to the Seattle Transit Plan (to be renamed the Transit Master Plan); and

WHEREAS, in crafting the Transit Master Plan, the City expects to involve internal and external stakeholders extensively; and

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1 members of an Interagency Team that will be formed to provide technical advice to the Project
2 Manager and consultant.

3 Adopted by the City Council the ____ day of _____, 2010, and
4 signed by me in open session in authentication of its adoption this ____ day
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7 _____
8 President _____ of the City Council

9 THE MAYOR CONCURRING:

11 _____
12 Michael McGinn, Mayor

13 Filed by me this ____ day of _____, 2010.

16 _____
17 City Clerk

18 (Seal)

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THIS VERSION IS NOT ADOPTED

STATE OF WASHINGTON – KING COUNTY

--SS.

259831
CITY OF SEATTLE, CLERKS OFFICE

No.

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.

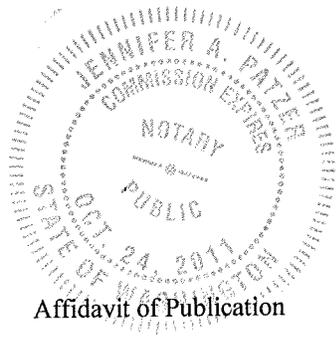
The notice in the exact form annexed, was published in regular issues of The Daily Journal of Commerce, which was regularly distributed to its subscribers during the below stated period. The annexed notice, a

CT:31231,34,38 TITLE ONLY

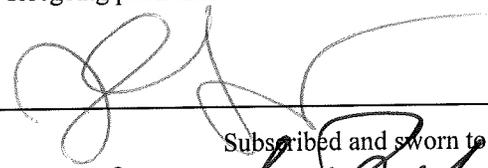
was published on

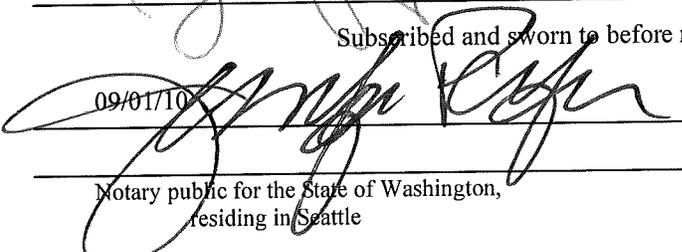
09/01/10

The amount of the fee charged for the foregoing publication is the sum of \$ 54.60, which amount has been paid in full.



Affidavit of Publication



Subscribed and sworn to before me on
09/01/10


Notary public for the State of Washington,
residing in Seattle

State of Washington, King County

City of Seattle

TITLE-ONLY PUBLICATION

The full text of the following ordinances, passed by the City Council on August 16, 2010, and published here by title only, will be mailed upon request, or can be accessed at <http://clerk.ci.seattle.wa.us>. For further information, contact the Seattle City Clerk at 684-8344.

RESOLUTION NO. 31231

A RESOLUTION relating to the 2005 Transportation Strategic Plan Update, as adopted by Resolution 30790 and the Seattle Transit Plan -- To Get Seattle Moving, as adopted by Resolution 30799; and authorizing an amendment to the Transit Classification Map.

RESOLUTION NO. 31234

A RESOLUTION authorizing the Director of Housing to enter into a Multifamily Housing Limited Property Tax Exemption Agreement between the City of Seattle and Avalon Queen Anne, LLC for new multifamily rental housing constructed as part of a mixed-use project on property situated at 300 3rd Avenue West, Seattle, Washington, under Seattle's Multifamily Housing Property Tax Exemption Program, Chapter 5.73 SMC.

RESOLUTION NO. 31238

A RESOLUTION regarding the Transit Master Plan, which provides a long-term vision for improving the transit system serving the City over the next twenty years.

Publication ordered by the City Clerk

Date of publication in the Seattle Daily Journal of Commerce, September 1, 2010.

9/1(259831)