



Legislation Text

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AN ORDINANCE relating to the operation and maintenance of the Seattle Streetcar on behalf of the city of Seattle; adopting an agreement between King County and the city of Seattle.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. Findings:

A. In 2007, and as authorized by King County Ordinance 15860, the city and the county entered into an interlocal agreement under which the county agreed to operate and maintain the South Lake Union streetcar line for benefit of the city and the public. The interlocal agreement was amended in 2014, as authorized by King County Ordinance 17876, to include the First Hill streetcar line.

B. Under RCW 35.21.925, the city is authorized to construct supplemental transportation projects within the city's boundaries. Under that authority, the city contemplates that over time it may construct and own additional streetcar lines.

C. The city has experience in building a streetcar as the owner of the existing South Lake Union Streetcar and First Hill lines and the original owner of the former Waterfront Streetcar line.

D. King County has experience operating and maintaining streetcars in the city as operator of the former Waterfront Streetcar and the existing South Lake Union Streetcar and First Hill lines, as well as operating and maintaining the existing Link light rail system on behalf of Sound Transit.

E. Consistent with RCW 35.58.610, it is the objective of King County to coordinate transit service in established urban centers and work with local jurisdictions to pursue innovative solutions

and partnerships. A long-term master agreement with the city for streetcar services is consistent with those objectives.

F. King County, through development of the Strategic Plan for Public Transportation, may adopt new policy concerning streetcar operations.

SECTION 2. The county executive is hereby authorized to execute, substantially in the form of Attachment A to this ordinance, an interlocal agreement between King County and the city of Seattle for the operation and maintenance of the Seattle Streetcar.

SECTION 3. The county executive may not approve a written extension of the interlocal agreement, or negotiate a revised agreement, that is inconsistent with the Strategic Plan for Public Transportation in effect at the time of the approval.

SECTION 4. If any provision of this ordinance or its application to any person or circumstance is held invalid, the remainder of the ordinance or the application of the provision to other persons or circumstances is not affected.