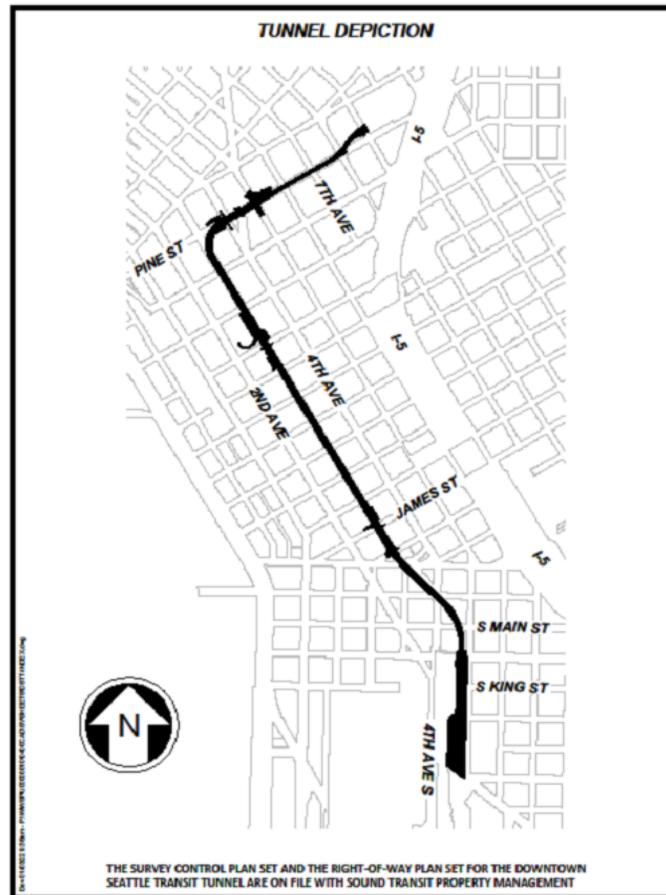


Tunnel Map and Transfer Property Summary

Depiction of Property



Property Area: 1.3-mile-long pair of transit tunnels in downtown Seattle connecting International District Station, Pioneer Square Station, University Street Station, and Westlake Station.

Sale Price: This is an intergovernmental transfer agreement without cash consideration

Tunnel Tax Parcel ID Numbers: The listed parcels identify the properties over which King County Metro (Metro) acquired easements and other interests giving it the right to construct and

maintain the tunnel. The parcels are owned by others and Metro's tunnel interests have no separate parcel numbers.

8809700000; 5247801292; 5247801370;
5247801380; 5247801440; 5247801461;
5247801430; 5247801410; 8566600000;
0939000105; 0939000085; 0939000040;
0942000855; 1974700120; 1974700025;
1974700105; 1974700080; 1975700380;
2764700000; 1975700365; 8634230000;
9301500000; 1975700175; 1975700180;
0659000070; 0660000804; 0660000860; and
0660000865.

Zoning:	The general zoning is Downtown with portions of the tunnel crossing into the Pioneer Square Preservation Historic District and the International Special Review District overlay zones.
Council District:	Eight
Funding Source:	The Downtown Seattle Transit Tunnel (DSTT) was funded by a mix of federal and local resources.
Declared Surplus:	Completed May 10, 2022
Template Status:	County using sale template as basis for transferring certain DSTT assets to Sound Transit as part of an overall Agreement.
Offer Expiration:	N/A

Transfer Synopsis:

With the end of joint bus/rail operations in the DSTT in March 2019 to accommodate long-anticipated improvements in light rail service frequency and travel times, combined with Metro's continued role as operator of light rail and buses for Sound Transit, the objectives for the transfer of the DSTT assets to Sound Transit are to:

1. Transfer the DSTT's physical assets, real property interests and legal rights and responsibilities to Sound Transit;
2. Maintain rights for certain King County Metro assets that will stay in the DSTT;

3. Smoothly transition maintenance and operations in the DSTT to Metro Rail Division from Metro Transit Facilities;
4. Ensure Metro has the ability to work in partnership with Sound Transit to site new Metro facilities/equipment in the DSTT; and
5. Continue the current collaborative partnership with Sound Transit beyond the 2024 renewal date for the Link Operations and Maintenance Agreement (Rail Operating Agreement).

The County is not seeking any cash consideration from Sound Transit in exchange for conveying title to the DSTT because the DSTT was publicly funded for public transit and transportation purposes over 30 years ago and will continue to be used for public transit and transportation purposes. Transferring the DSTT to Sound Transit relieves the County of the burden of insuring, operating, and managing it as a County asset. The original funding sources for the DSTT included: Federal Transit Administration (FTA) Funding: \$197M, Metro Local Funds: \$128.7M, and Bond Issuance: \$160M (issued 1986 and 1989), for a total of \$485.7M in 1992 dollars.

Context

The DSTT, built by the former Metropolitan Municipality of Seattle, is a 1.3-mile-long pair of tunnels and has four stations: Westlake, University Street, Pioneer Square, and IDS (International District Station). The DSTT was used by buses from its opening in 1990 until 2005 and shared by buses and light rail from 2009 until 2019 (rail service began in 2009). Link light rail has been the sole transit service in the DSTT since 2019. The transfer of this asset represents an opportunity to synchronize rail expansion and all relevant maintenance activities provided by King County that are consistent with current and future rail operations in the DSTT and across Sound Transit's regional system.

While the assets of the four stations and the tunnel itself will transfer to Sound Transit, the Agreement allows for King County to retain certain assets that are located within the DSTT but relate to Metro facilities rather than rail, (i.e., substations supporting King County Metro's electric trolley system). Metro access to the tunnel and terms of access are also included in the agreement, as well as provisions by which advertising revenue within the DSTT is shared by King County and Sound Transit. Metro presently

maintains the tunnel with staff from the Facilities Division. Transition of maintenance activities from Metro Facilities Division to Metro Rail Division is nearly complete.

Political considerations: This agreement has required over two years of continual staff collaboration from King County and Sound Transit. Three local public agencies are critical to this legislation: King County, Sound Transit and City of Seattle. All three have an interest in the operations of the downtown tunnel. The agreement is also subject to review and approval by the FTA.

The transfer of the DSTT will precipitate changes that benefit the public in the following ways:

- **Good governance:** King County Metro’s Rail Division will be solely responsible for managing operations and maintenance of the DSTT (currently split between separate Metro divisions) with the goal of continued operations led by Metro when the Intergovernmental Agreement (IGA) is to be renewed in 2024. The Rail Division will utilize Sound Transit’s Asset Management System, which is more technologically advanced, such that migrating to a single data platform is anticipated to increase system responsiveness and accountability for maintenance work.
- **Partnership:** Metro and Sound Transit have a timely opportunity through this historic transfer to strengthen peer-to-peer accountability and efficient operations as Sound Transit opens additional light rail extensions—East Link, Lynnwood, and Federal Way—by 2024.
- **Continuous improvement:** Metro and Sound Transit staff are working intentionally to provide King County’s Rail Division staff with opportunities for growth and advancement as part of the transfer of staff maintaining the DSTT.

Fiscal considerations: Initial DSTT construction cost and financial compensation are outlined above. The remaining Federal interest stemming from prior FTA funding will be transferred to Sound Transit. Another significant action that has helped contain DSTT costs is that Metro moved the conveyances (escalators and elevators) to Sound Transit’s more

productive contractor on January 1, 2021. This has resulted in more favorable response and repair to these critical people-moving facilities serving all four of the DSTT rail stations.

The costs that Metro incurred to construct the DSTT have been satisfied by the passage of time since construction was completed. The transfer of ownership will align with day to day operations in the DSTT and the transfer will impose no new or additional cost to Sound Transit. The proposed transfer is only partly a transfer of tunnel property interests for which King County's Facilities Management Division (FMD) is responsible. The remaining components of the transfer agreement address the bus transit facilities in the DSTT, the power substations that provide power to Metro's Trolley System located in downtown Seattle on the surface streets, and the termination of the 2002 DSTT agreement and the 1985 Master Cooperation Agreement, all of which are Metro's responsibility.

Finally, pursuant to a separate agreement attached to the transfer agreement, existing advertising revenue generated in the DSTT will be reallocated 50/50 between King County and Sound Transit for a duration of 20 years and will fund low-income fare programming.

CIP/operational impacts: There is neither anticipated CIP nor operational impacts associated with this transaction.

Change in property use: No change in use.

SEPA Review Required yes/no: Yes

King County Strategic Plan impact:

This action also delivers on three of the four Strategic Plan's *Mobility Goals and Objectives*:

- ***Mobility*** - *Deliver a safe, reliable, and seamless network of transportation options to get people and goods where they need to go, when they need to get there:*
 1. *Increase integration between transportation modes and all service providers.* Because the transfer of the DSTT helps streamline operations and maintenance of rail service regionally, it represents a legacy of shared modes in the tunnel in previous years and the

objective of optimizing rail maintenance work and responsiveness going forward. Moreover, the DSTT transfer has illuminated opportunities for improvement and has led to a number of strategic actions that have directly benefitted the safety and comfort of our region's transit riders.

2. *Preserve and optimize the mobility system.* This agreement is largely centered on actions that will allow for continued high quality maintenance and care for the first four bus/rail transit stations in the region with recognition that an all-rail tunnel is best owned by Sound Transit and maintained by King County. The change in elevator and escalator contractors in January 2021 is one of several recommendations that emerged from the collaboration.

3. *Ensure the safety and security for customers and employees using the mobility network.* King County and Sound Transit, as part of the ongoing work to transfer the stations and assets of the tunnel to Sound Transit, co-led a *Safety Review Study* in 2019-2020 that contains a series of near and longer-term recommendations to improve the efficacy of the DSTT's life safety systems. All near-term recommendations have been addressed and a working group from each agency will continue to formally collaborate on addressing future recommendations after the transfer is finalized.

Equity and Social Justice impact: In accordance with the Real Property Asset Management Plan, (RAMP), the Facilities Management Division and Metro Transit staff evaluated this transaction for Equity and Social Justice considerations. The location of this DSTT facility (four light rail stations and the tunnel in which they are located, which begins in the City of Seattle's International/Chinatown District, and continues from Pioneer Square north to Westlake Station) serves a diverse population throughout the City of Seattle and King County. This is a long-time public transit asset that is intended to serve regional communities. This agreement ensures continuation of service and expansion of rail transit in a seamless way for King County residents, workers, and visitors. Neither agency will incur additional cost that would detract from its ability to provide transit service. The change in elevator and escalator contractors will improve access to transit service for people with disabilities – recently identified as a priority population for equity consideration by King County. In addition, the

dedication of advertising revenue for low-income fare programming will support individuals in King County with the greatest needs.

Energy Efficiency impact: No change; no impact.

Aerial and Vicinity Maps



Note: The property interests being transferred are easements and other property interests that have no parcel numbers.