

Downtown Seattle Transit Tunnel Transfer

Rider Experience and Operations Committee

10/19/22

Why we are here

- Briefing in support of the Downtown Seattle Transit Tunnel (DSTT) transfer in a package of agreements from King County Metro (KCM) to Sound Transit
- Discuss and potential vote on motions that authorize the transfer agreement and related agreements

DSTT History

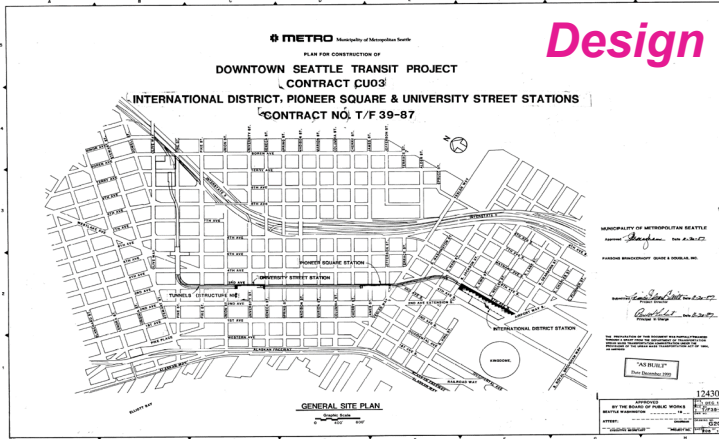
History

- Built by King County Metro (KCM) in late 1980s
- Includes four stations: Westlake, University Street, Pioneer Square and International District Station (IDS).
- Bus only from 1990 until 2005, shared by buses and light rail from 2009 until 2019 (Link light-rail service began in 2009).



Launch Tube of Boring Machine, Pioneer Station, 1980s

DSTT Across Time



Opening (Bus Only)



Construction



Bus/Rail Joint Operations

Transfer Agreement Overview

Transfer Agreement Overview

A. Tunnel Assets Transfer and Conveyance Agreement

- Three party agreement in which the City of Seattle acknowledges the Transfer
- Terminates both Master Cooperation Agreement and Joint Operating Agreement
- Sound Transit will operate within the DSTT pursuant to its existing Light Rail Transitway Agreement with the City

Transfer Agreement Overview

B. Quitclaim Deed: Conveys to Sound Transit

- All real property interests (easements)
- All rights and interests in the DSTT and related assets

Transfer Agreement Overview

C. Metro Facilities Agreement

- Provides for King County's continued use of assets that will remain in the DSTT
- Provides process for King County's potential placement of future assets
- Outlines transition support King County will provide as Sound Transit assumes ownership of the DSTT

Transfer Agreement Overview

D. Station Advertising Revenue Share Agreement

- Agree to evenly split the advertising revenue, net expenses
- Use funds for reduced or no-cost fares for low-income riders
- Sound Transit maintains and controls revenue per current policies, adds stations to existing advertising vendor contract.
- Agreement in effect until County receives \$25million in advertising revenue or until 06/30/2040, whichever occurs first

Transfer Agreement Overview

Requires amendment to the ST/KC Link Operations & Maintenance (O&M) Agreement

- To account for the transfer of ownership of the tunnel's 26kV electrical system and the transfer of operations and maintenance functions for that system to King County's Rail Division staff under the Link O&M Agreement.
- To account for the transfer of insurance claims functions from King County to Sound Transit.

Benefits of Transfer

- Streamlines management structure through Metro's Rail Division
- Prepares for significant ridership volume increase when East Link, Lynnwood and Federal Way Links are in operation
- Sound Transit asset management system will increase system responsiveness and accountability
- Improved passenger experience- state of good repair program will update fire, life and safety systems and then system upgrades to meet Sound Transit standards.

Thank you.



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