

2023 Rail Fixed Guideway Public Transportation System Safety Report

WSDOT, PUBLIC TRANSPORTATION DIVISION,
STATE SAFETY OVERSIGHT PROGRAM



Photo courtesy of Sound Transit

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Photo courtesy of Seattle Monorail

WSDOT's State Safety Oversight Program helps ensure that rail transit agencies in Washington implement and comply with their safety programs.

As part of this effort, the State Safety Oversight Program oversees rail transit agencies' efforts to track, mitigate, and eliminate hazards in their systems.

The State Safety Oversight Program publishes this report annually to document the safety of rail transit agencies in the state. This report also fulfills reporting requirements in [RCW 81.104.115](#) and [49 CFR Part 674](#).¹

¹ WSDOT submits an online report directly to the FTA by March 15 annually. *The Rail Fixed Guideway Public Transportation System Safety Report* consolidates information in the online report into a narrative report to meet the state's reporting requirement.

² The FTA uses different definitions for "accidents" and "incidents" ([49 CFR Part 674.7](#)). WSDOT style uses the terms "collision" or "crash" in place of "accident" and is silent on the terms "incident" and "events"

In developing this report, WSDOT staff determined these sometimes-conflicting and nested definitions may cause confusion for readers. Additionally, the FTA will soon update its regulations with the all-inclusive term "safety events." As such, for the purposes of this report, WSDOT uses the term "safety event" for a fatality, injury, collision, runaway train, evacuation for life safety reasons, derailment, and suspicious package involving a rail transit vehicle.

INTRODUCTION

In 1996, the Federal Transit Administration (FTA) authorized rail state safety oversight programs in 49 U.S.C. Section 5330. Washington established the State Safety Oversight Program in 1997 when then Governor Gary Locke designated WSDOT as the state safety oversight agency.

In 2012, as part of Moving Ahead for Progress in the 21st Century Act, Congress set higher expectations and responsibilities for safety oversight and performance for transit agencies, states, and the FTA in 49 U.S.C. Section 5329.

In 2016, the FTA published 49 CFR Part 674, a final rule based on Section 5329. The rule strengthened state safety oversight agencies' authority to investigate safety events² and oversee rail properties' implementation of system safety program plans and public transportation agency safety plans.

In 2018, the FTA certified the State Safety Oversight Program as compliant with 49 CFR Part 674 with a letter to Governor Jay Inslee.

To communicate its safety oversight responsibilities for rail transit agencies, the State Safety Oversight Program publishes the [Washington State Rail Safety Oversight Program Standard](#). The program standard establishes safety requirements for operators of rail fixed guideway public transportation systems.

The State Safety Oversight Program uses reviews, inspections, and investigations of the systems to ensure compliance with the program standard, as well as state and federal laws and rules.

The State Safety Oversight Program has safety oversight over the following rail transit agencies and their rail fixed guideway public transportation systems:

- **Sound Transit (agency)**
 - Link Light Rail (system)
 - Tacoma Link (system)
- **City of Seattle (agency)**
 - Seattle Streetcar (system)
 - Seattle Center Monorail (system)

The FTA defines rail fixed guideway public transportation systems as any fixed guideway system that:

- Uses rail.
- Operates for public transportation.
- Is within the jurisdiction of a state.
- Is not under the jurisdiction of the Federal Railroad Administration.

Rail fixed guideway public transportation systems include rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway. The systems exclude Amtrak passenger rail and ferry service.

RAIL FIXED GUIDEWAY PUBLIC TRANSPORTATION SYSTEMS IN WASHINGTON

SOUND TRANSIT

Link Light Rail

System description

Sound Transit owns Link Light Rail and contracts with King County Metro for operations and maintenance of Link Light Rail. As the owner of the system, Sound Transit has safety, fiscal, and performance oversight of the contract.

In July 2009, Sound Transit opened the initial 13.9-mile-long segment of Link Light Rail. The segment includes sections of aerial, tunnel, and at-grade track. The segment also utilizes the Downtown Seattle Transit Tunnel.

In December 2009, Sound Transit opened an aerial 1.7-mile-long extension between Tukwila International Boulevard and Seattle-Tacoma International Airport, known as the Airport Link.

In March 2016, Sound Transit opened a 3.5-mile-long northern extension known as the University Link. The extension includes a twin-bored tunnel track and two new underground stations at Capitol Hill and the University of Washington.

In September 2016, Sound Transit opened an aerial 1.6-mile-long extension from the SeaTac Airport Station at the southern terminus of the Airport Link. Known as the South 200th Street Extension, it also includes the Angle Lake station.

Link Light Rail trains are 95 feet long and weigh approximately 105,000 pounds. The vehicles are double articulated with a three-truck (six-axle) configuration and can run up to four cars. An overhead contact wire energized at 1,500 volts of direct current powers the trains. Alternating-current motors propel the trains. Each train's capacity limit is 200 passengers, with seating for 74 passengers.

The COVID-19 pandemic put global pressure on the concrete, manufacturing, materials, and labor services required to build such an expansive system. In late



2022, Sound Transit CEO, Julie Timm, announced a project restructuring that would ensure all projects in the planning and construction phases would prioritize safety and quality to meet the expectations of its ridership.

In 2023, Sound Transit opened the Hilltop Extension, which serves six new stations, adds 2.4 miles to the existing Tacoma Link extension, and five new streetcars. Sound Transit is also planning future extensions of Link Light Rail, including:

- **Lynnwood Link: Northgate to Lynnwood**
Sound Transit plans to open service from Northgate Station to Lynnwood starting in 2024. The extension will add four stations and over eight miles to the system.
- **East Link: East to Redmond**
Sound Transit plans to open part of East Link in 2024. After that, Sound Transit will open the full alignment by 2025. The extension will add more than 12 stations, 150 new rail vehicles, and over 17 miles to the system.
- **Federal Way: Angle Lake to Federal Way**
Sound Transit is constructing three new stations and adding over seven miles of track to start revenue service from Angle Lake into Federal Way by 2026. Up to 34,000 daily riders are expected by 2026.
- **Future light rail extension plans**
In 2035, Link Light Rail will connect with Tacoma Link and continue to Tacoma Community College by 2039. The extension will add more than four stations and over 10 miles to the system. Sound Transit is currently planning service extensions from West Seattle to Ballard, Lynnwood to Everett, and Kirkland to Issaquah.

Sound Transit expects Link Light Rail to expand to more than 62 miles of track by 2025. The annual capital budget for the system is \$2.5 billion.

- Safety events in 2023: 21
- Open corrective action plans in 2023: 60

NOTE: Corrective action plans help the State Safety Oversight Program work transparently with rail agencies to ensure system safety.

An increase in corrective action doesn't always indicate an increase in safety risk. On the contrary, these documented actions are often markers of an increased sense of transparency with regulators (i.e., FTA and the State Safety Oversight Program) and a willingness to address safety hazards proactively.

Corrective actions also demonstrate a rail agency's commitment to accountability. The State Safety Oversight program encourages rail agencies to use the corrective action process as a fundamental part of their safety management system.

Tacoma Link

System description

Sound Transit owns, operates, and maintains Tacoma Link.

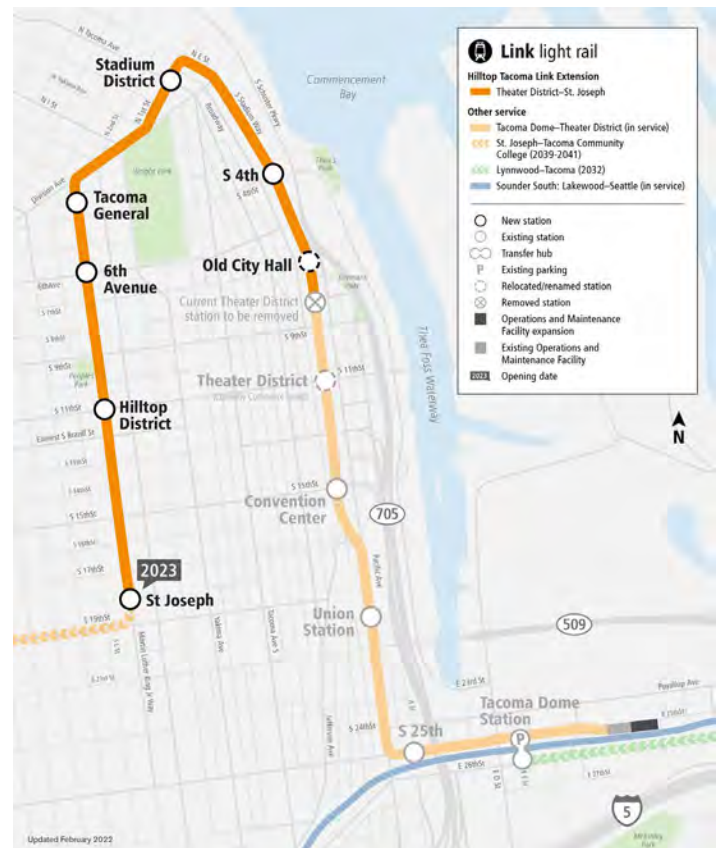
Tacoma Link began service in August 2003. The system runs for 1.6 miles through downtown Tacoma (Tacoma Dome Station to the Theater District/South 9th Street Station), making six stops along the route. Sound Transit added the Theater District Station in 2011. Each station has low-level boarding platforms, shelter canopies, pedestrian and street lighting, benches, and an information aide. In addition, service was extended on Hilltop in 2023, adding 2.4 miles and six new stations. Sound Transit plans to add another six-mile extension from Hilltop to Tacoma Community College by 2039.

Tacoma Link light-rail trains run every 12-24 minutes depending on the time of day. Rides on the system are free thanks to funding from the Tacoma Business Improvement Area.

Tacoma Link uses three Skoda 10T electric-powered light-rail vehicles and five new Brookville streetcars, put in use when the Hilltop extension opened in 2023. The vehicles travel at street level while an overhead catenary wire energized at 750 volts of direct current supplies power. Each vehicle operates as a single car. Cabs at either end allow operators to alternate the direction of travel without turning the cars around. The vehicles have a maximum capacity of 56 passengers.

Tacoma Link’s operation and maintenance facility is located just east of the Tacoma Dome Station at the southern terminus of the line. The facility provides ongoing daily maintenance, running repair, and regular inspections. The operation and maintenance facility also houses the administrative offices for Tacoma Link operations and an operator check-in and dispatch area.

- Safety events in 2023: 1
- Open corrective action plans in 2023: 11



CITY OF SEATTLE

Seattle Streetcar

System description

The Seattle Streetcar is equipped and owned by the City of Seattle and is operated and maintained by King County Metro under an interlocal agreement established in 2007.

The Seattle Streetcar consists of two lines:

- The South Lake Union Streetcar**
 A 1.3-mile-long, seven-stop line connecting the South Lake Union neighborhood to downtown Seattle. The line opened to the public in 2007.
- The First Hill Streetcar**
 A 2.5-mile-long, 10-stop line connecting Pioneer Square and Capitol Hill via Chinatown, Little Saigon, Yesler Terrace, and First Hill. The line opened to the public in January 2016.

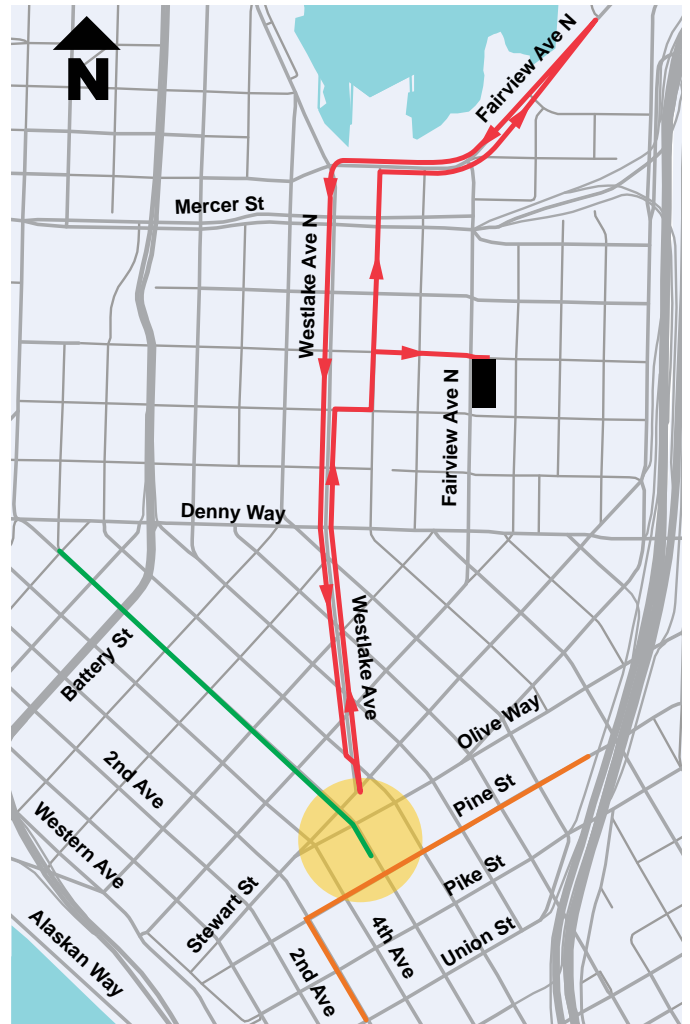
Both routes offer frequent service, with streetcars arriving every 10-15 minutes except late at night.

The system has 21 operators and normally recruits new operators from the King County Metro bus service.

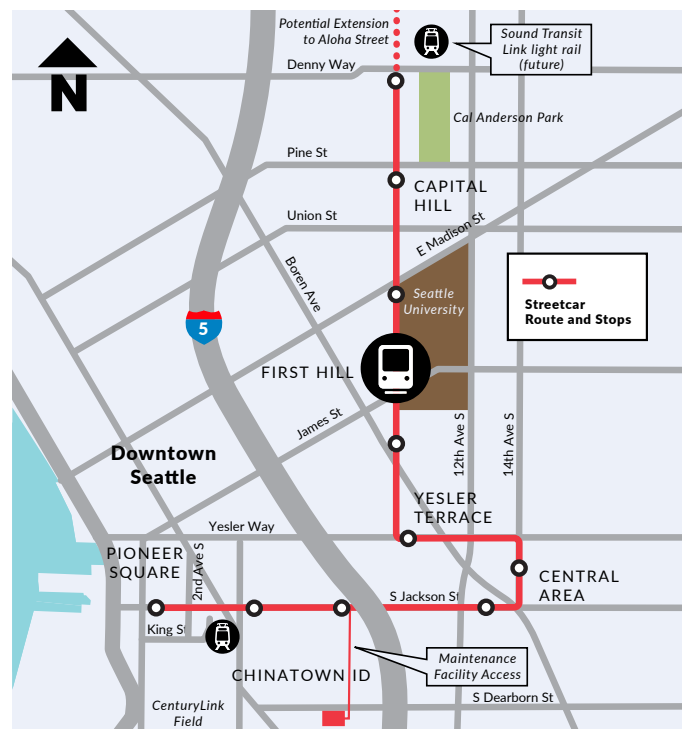
The South Lake Union Streetcar fleet consists of three modern streetcars supplied by Inekon. The air-conditioned, ADA-accessible streetcars carry up to 140 passengers.

The First Hill Streetcar fleet consists of six, 66-foot-long modern streetcar vehicles. The cars draw traction power from an overhead contact system providing 750 volts of direct current and operate with power from an onboard energy-storage system. Each car seats 30 passengers and accommodates another 40 standing passengers. Two wheelchair passenger locations are in the standing area.

- Safety events in 2023: 1
- Open corrective action plans in 2023: 4



South Lake Union Streetcar



First Hill Streetcar

Seattle Center Monorail

System description

The City of Seattle owns the Seattle Center Monorail. Seattle Monorail Services has operated and maintained the monorail under contract since 1994. Seattle Monorail Services is a private corporation owned by RailSafe Inc. and is responsible for all aspects of its obligations under the concession agreement between Seattle Monorail Services and the City of Seattle.

The Monorail was built for the 1962 Seattle World's Fair to link the fairgrounds with downtown Seattle. When the Monorail opened in 1962, it extended beyond Westlake Center and was slightly longer than 1 mile. Today, the system is less than 1 mile.

More than 60 pre-stressed, 70-foot-tall concrete piers support the track the Monorail rides on. The elevated tracks allow for minimal interference with vehicle traffic. The system is composed of two trains (Blue and Red). Each train runs on a dedicated beam. The Alweg Rapid Transit Company built the trains in West Germany in 1961. The trains operate on 700 volts of direct current supplied by contact rails on each beam.

The Monorail has become an important fixture in Seattle for residents and tourists. The system serves as a link to the light-rail station at Westlake Center, tourist destinations, Seattle Kraken games, and other events at the Seattle Center and Climate Pledge Arena.

The Monorail trains typically run in one direction at a time. The one-way trip departs every 10 minutes with a travel time of about two minutes. The trains operate at a top speed of 50 miles per hour,

making the Monorail the fastest full-sized monorail system in the United States. Each train can carry up to 200 passengers per trip. The current hours of operation are Monday–Friday, 7:30 a.m.–11 p.m., and Saturday–Sunday, 8:30 a.m.–11 p.m. The trains carry approximately 5,000-8,000 passengers per day or about 2-3 million passengers per year.

- Safety events in 2023: 1
- Open corrective action plans in 2023: 9



2023 STATE SAFETY OVERSIGHT PROGRAM UPDATES

Safety certification activities

In 2023, the State Safety Oversight Program continued to coordinate with Sound Transit and the FTA's project-management-oversight consultants during the project design and delivery phases. The State Safety Oversight Program:

- Participated in safety and security committee meetings with Sound Transit, emergency service jurisdictions, and FTA project-management-oversight consultants.
- Observed drills and exercises to confirm all stakeholders understood their respective roles within the project.
- Worked concurrently with Sound Transit's safety team to help meet state and federal requirements prior to entering revenue service.

The State Safety Oversight Program also observed and documented project hazard assessments, workarounds, and final project safety conformance records for all projects in construction.

By the end of 2023, the State Safety Oversight Program audited safety conformance records for 101 new Siemens light-rail vehicles. The State Safety Oversight Program continues to audit these safety conformance records as Sound Transit receives the remainder of vehicles into 2025.

In 2024, the State Safety Oversight Program will continue safety certification activities as the East Link Starter Line and Lynnwood Link extensions open for revenue service in March and August 2024, respectively.

Staff training activities

In 2023, State Safety Oversight staff continued required and voluntary training through FTA's Transit Safety Institute trainings. Trainings are designed to give State Safety Oversight Program staff the knowledge and tools to effectively administer safety oversight duties within the [Safety Management Systems](#) framework for rail transit in Washington

state. Coursework completed included transit system safety and security, Safety Management Systems principles, the annual FTA/rail transit agency workshop, and Link right-of-way and Link operator training.

Program investment and looking ahead

In 2023, the program devoted 9,263 employee hours to carry out its responsibilities. WSDOT employees involved in administering the program included:

- State Safety Oversight Program manager
- WSDOT Public Transportation Division director
- Four transit safety oversight specialists
- FTA compliance officer
- WSDOT Public Transportation Division Capital Program manager
- Administrative assistant

The State Safety Oversight Program drafted a risk-based inspection program manual that they will submit to FTA in 2024. These inspection programs prioritize inspections that address the highest levels of safety risk. This requirement originated from the Bipartisan Infrastructure Law.

The Special Directive includes the following two tasks, both due in October 2024.

- The FTA must approve the State Safety Oversight Program's newly developed risk-based inspection program.
- The State Safety Oversight Program must implement its risk-based inspection program for six months and submit the results to the FTA.

State Safety Oversight Program program staff are excited to work with their rail transit agency partners to develop and implement this new risk-based inspection program.

SAFETY EVENTS AND CORRECTIVE ACTION PLANS

Rail transit agencies report incidents to WSDOT's State Safety Oversight Program. A safety event is any one of the following involving a rail transit vehicle:

- Injury
- Collision
- Runaway train
- Evacuation
- Derailment
- Suspicious package

When a safety event occurs, the rail transit agency investigates on the State Safety Oversight Program's behalf using approved investigation procedures.

The State Safety Oversight Program may also choose to conduct its own investigation in addition or complementary to the rail transit agency's investigation.

The State Safety Oversight Program's role in every investigation is to:

- Ensure that investigators collect and analyze all available evidence.
- Ensure the program has access to all evidence.
- Ensure that investigators examine probable root causes and causal factors of the accident or incident.

Once the investigation is complete, the State Safety Oversight Program must adopt a final investigation report.

For any incident, the State Safety Oversight Program ensures that rail transit agencies eliminate or adequately mitigate the hazards and deficiencies that caused it. In some cases, elimination and mitigation require the development of a corrective action plan. If a corrective action plan is required, the State Safety Oversight Program and the relevant rail transit agency track the plan until it is completed.

Safety events

Sound Transit												City of Seattle											Total						
Link Light Rail						Tacoma Link						Seattle Streetcar						Seattle Center Monorail											
2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
10	17	7	18	11	21	1	3	0	0	1	1	6	6	0	1	1	1	0	0	0	0	0	1	17	26	7	19	13	24

Safety events roll-up*

Type	Sound Transit												City of Seattle											Total						
	Link Light Rail						Tacoma Link						Seattle Streetcar						Seattle Center Monorail											
	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
Fatality	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	1	1
Injury	3	2	2	4	3	4	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	4	3	5
Collision	9	16	5	8	8	12	1	2	0	0	0	1	6	6	0	1	1	0	0	0	0	0	0	1	17	24	5	9	9	14
Runaway train	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Evacuation	0	1	2	7	1	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	7	1	4
Derailment	0	0	0	3	1	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	2	2
Suspicious package [†]	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3
Property damage [‡]	1	14	3	6	5	-	0	2	0	0	0	-	0	0	0	1	1	-	0	0	0	0	0	-	1	16	3	7	6	-

* A single safety event may meet several thresholds for incident type. As an example, a collision may cause property damage that disrupts operations and results in an injury.

[†] "Suspicious package" has been added as a safety event type.

[‡] "Property damage" is no longer tracked as a safety event type.

Corrective action plans[†]

Sound Transit												City of Seattle											Total						
Link Light Rail						Tacoma Link						Seattle Streetcar						Seattle Center Monorail											
2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023	2018	2019	2020	2021	2022	2023
4	17	12	16	97	60	2	3	0	4	8	11	1	23	3	13	0	4	5	17	10	8	11	9	12	60	25	41	116	84

[†] Because some corrective action plans require the mitigation and planning of multiple parties over an extended period, the State Safety Oversight Program may track corrective action plans over several reporting periods before they are resolved. Additionally, safety event totals may not match annual corrective action plan totals because not all safety events necessitate a corrective action.

2023 safety events detail: Sound Transit, Link Light Rail

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
1	5:13 p.m. Jan. 6, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Person	0	1	No	Trespasser	A light-rail vehicle made contact with a pedestrian that was walking in between the tracks.	The pedestrian was injured and transported to the hospital with serious but not life-threatening injuries and a possible fracture to the shoulder or collarbone.
2	10:45 p.m. Jan. 21, 2023	Non-railroad-grade crossing collision	Non-revenue facility	Rail-transit vehicle/rail passenger train (not in revenue service)	0	1	No	Operating rule violation/human factors	A rail-service worker was parking a light-rail vehicle on a storage track. As the work parked the vehicle, they didn't realize how close the vehicle was to another light-rail vehicle and made contact, cracking the front coupler hoods.	Both light-rail vehicles were moved into the maintenance shop for inspection and repairs. The event had no impact on regular revenue service.
3	12:01 a.m. Jan. 22, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Person	0	0	No	Trespasser	A light-rail vehicle collided with a pedestrian at the intersection of Martin Luther King Jr Way S and Graham Street in Seattle, WA. The pedestrian was pushed against the train and over the pedestrian cage.	Emergency responders transported the pedestrian to the hospital. Injuries were reported as serious, but the person was awake and verbal.
4	1:30 p.m. March 3, 2023	Other	Boarding / alighting	N/A	0	1	N/A	Slips and falls	A passenger aboard a light-rail vehicle was thrown off balance when the vehicle accelerated during departure.	This event was reported to Sound Transit by the passenger on April 10, 2023. The passenger stated she received a fracture that required a trip to the emergency room.
5	3:10 p.m. March 29, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	No	Action of motorist	A privately owned vehicle attempted an illegal left turn and collided with right side of a light-rail vehicle.	The privately owned vehicle was towed from the scene due to disabling damage. No injuries were reported.
6	12:30 p.m. April 11, 2023	Suspicious package	In or on vehicle	N/A	0	0	N/A	Evacuation for life safety reasons	Train and station evacuation due to a suspicious package	The Joint Transit Anti-Terrorism Team responded to this event, X-rayed the package, and determined that it was a hoax improvised explosive device. The package was dismantled, remnants were collected as evidence, and the vehicle was put back into operation.
7	6:30 a.m. April 12, 2023	Other	Escalators	N/A	0	1	N/A	Slips and falls	A contractor reported that they slipped and fell on an escalator at Northgate Station.	The event was reported to Sound Transit on April 17, 2023. The pedestrian reported injuries to clavicle, left scapula, and neck. This individual was a contractor on the Northgate extension project.
8	11:02 a.m. April 16, 2023	Suspicious package	Revenue facility: transit station	N/A	0	0	N/A	Evacuation for life safety reasons	A suspicious package determined to be a potential bomb was discovered.	Station evacuated and sheriff bomb squad notified. Item determined not to be a bomb and normal operations resumed at 12:30 p.m.
9	10:23 p.m. May 14, 2023	Other	Non-revenue facility	N/A	0	0	N/A	Poor maintenance	A fire alarm caused an evacuation at the operations and maintenance facility due to uninterruptible-power-supply battery backup power supply malfunction.	The original batteries that malfunctioned were replaced with temporary batteries.

2023 safety events detail: detail: Sound Transit, Link Light Rail (continued)

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
10	5:45 p.m. May 24, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	No	Action of motorist	A privately owned vehicle attempted an illegal left turn at Martin Luther King Jr Way S and Renton Ave S. The privately owned vehicle collided with right side of a light-rail vehicle.	The driver of the privately owned vehicle was transported to the hospital with non-life-threatening injuries. The privately owned vehicle was towed from the scene. The light-rail vehicle sustained damaged to its hood and the hood was removed on-scene and the vehicle was taken to the operations and maintenance facility for post-safety event testing.
11	9:56 a.m. July 10, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	No	Action of motorist	A light-rail vehicle struck a privately owned vehicle that was making an illegal left turn at Martin Luther King Jr Way and Brandon northbound.	There was substantial damage to the light-rail vehicle's coupler that exceeded \$25,000. However, the vehicle didn't require a tow. The privately owned vehicle was towed. The vehicle's driver was medically transported for neck pain injury.
12	9:18 a.m. Aug. 12, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Person	0	1	No	Imprudent patron actions	A pedestrian ran across the street against pedestrian signals in front of vehicle traffic and a light-rail vehicle. The light-rail vehicle clipped the pedestrian's foot as they ran in front of train, causing the pedestrian to slip and fall into pedestrian cage, resulting in a suspected fractured skull and severe lacerations to head.	The pedestrian was transported to Harborview Medical Center for further evaluation and treatment of their injuries.
13	2:53 a.m. Sept. 1, 2023	Derailment	Right-of-way: track way	N/A	0	0	Yes	Awaiting final report	A high rail bucket truck derailed 100 yards north of S Walden Street on Martin Luther King Jr. Way S. No injuries or damages were reported.	The track department re-railed the bucket truck and moved it to a location where it could safely be taken off the rails and was removed to the operations maintenance facility where it could be inspected. There was no damage to the rail or the overhead catenary system.
14	4:31 p.m. Sept. 2, 2023	Other	Revenue facility	N/A	0	1	N/A	Slips and falls	A patron tripped over the curb while in line to enter University of Washington Station. When she fell, she landed and hit her arm on the curb, breaking it.	Seattle Fire Department arrived on scene to provide care and the woman was transported to the hospital.
15	8:10 p.m. Sept. 3, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	No	Action of motorist	A privately owned vehicle an illegal left turn and collided into the right side of a light-rail vehicle, resulting in disabling damage to the privately owned vehicle.	The privately owned vehicle was towed from safety event scene. The light-rail vehicle had damage to its body exceeding \$20,000 and was taken back to the operations and maintenance facility under its own power. Passengers were removed from damaged light-rail vehicle via controlled evacuation onto in-service light-rail vehicle. No injuries reported.

2023 safety events detail: Sound Transit, Link Light Rail (continued)

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
16	10:12 p.m. Sept. 9, 2023	Non-railroad-grade crossing collision	Non-revenue facility	Rail-transit vehicle/rail passenger train (not in revenue service)	0	0	No	Operating rule violation/human factors	A coupling was attempted between two light-rail vehicles (one with the hood down and one with hood up and coupler deployed) resulting in hood damage to both vehicles.	Damaged hood repair cost was approximately \$58,000.
17	9:30 p.m. Oct. 11, 2023	Derailment	Right-of-way: track way	N/A	0	0	Yes	Operating rule violation/human factors	Due to a series of communication errors, a light-rail vehicle derailed at the front axle. No injuries were reported. Property damage to the light-rail vehicle is estimated between \$15,000-\$20,000. There was no visible damage to track or switches. There was no effect to rail operations.	The vehicle was rerailed and normal operations in the yard resumed after inspection of the switch and rails.
18	2:48 p.m. Nov. 18, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	No	Action of motorist	A light-rail vehicle collided with privately-owned vehicle making an illegal left hand turn at the northbound crossing of S. Brandon Street at Martin Luther King Jr. Way S.	The driver of the privately-owned vehicle had a complaint of left shoulder pain and was transported to a medical facility. Their vehicle was towed from the scene. There was minor damage to the light-rail vehicle. There were no injuries on the light-rail vehicle.
19	2:48 p.m. Nov. 27, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	No	Action of motorist	A light-rail vehicle struck police vehicle that was making a left turn in front of the train at an intersection where left turns are not allowed (which is, however, legal for emergency vehicles when using their lights and siren).	There were no injuries. One light-rail vehicle passenger used the emergency door to self-evacuate to right-of-way instead of waiting for the vehicle to move. The light-rail vehicle drove back to operations and maintenance facility under its own power. The Police vehicle required towing.
20	6:20 p.m. Dec. 1, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	No	Action of motorist	A light-rail vehicle was heading Southbound on Martin Luther King Jr. Way near the cross street of S. Kenyon. A privately owned vehicle attempted an illegal left turn and collided with the light-rail vehicle as the light-rail vehicle crossed the intersection.	There were no injuries. The privately owned vehicle was towed. The light-rail vehicle received minor damage and was operated back to operations and maintenance facility under its own power.
21	8:10 a.m. Dec. 19, 2023	Suspicious package	In or on vehicle	N/A	0	0	N/A	Evacuation for life safety reasons	A passenger notified security of a suspicious item left under a seat on a light-rail vehicle Northgate Station.	Law enforcement responded. Law enforcement and security evacuated passengers from the platform, mezzanine, and bus bays. Law enforcement conducted their investigation, recovering the suspicious item later identified as a battery-operated irrigation controller used for sprinkler systems. No injuries or damages reported.

2023 safety events detail: Sound Transit, Tacoma Link

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
1	2:48 p.m. Oct. 19, 2023	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	No	Action of motorist	A privately owned vehicle made a left turn on a red light as a light-rail vehicle was crossing outbound north from Tacoma Dome Station. The privately owned vehicle collided with the front right side of the light-rail vehicle.	The light-rail vehicle sustained minimal damage. The driver of the privately owned vehicle was transported to the hospital with unknown injuries.

2023 safety events detail: City of Seattle, Seattle Streetcar

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
1	5:15 p.m. April 1, 2023	Other	Right-of-way	N/A	0	0	N/A	Evacuation for life safety reasons	Light-rail-vehicle operator heard a gun discharged and saw person across the street actively firing gun. The operator immediately stopped the vehicle and contacted dispatch with report of active shooting.	Operator safely evacuated the vehicle. No injuries.

2023 safety events detail: City of Seattle, Seattle Center Monorail

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Derailment	Probable cause	Description	Initial outcome
1	9 p.m. July 30, 2023	Non-railroad-grade crossing collision	Right-of-way: not a grade crossing	Person	1	0	No	Trespasser	Seattle Center Monorail's Blue Train was traveling northbound from Westlake Center to Seattle Center in revenue service. As the train traveled over the roof of 508 Denny Way at approximately 25 mph, the lower front left of the train struck a person who had been trespassing on the roof of the building within the train's right-of-way. The Monorail operator did not see the person in the train's right-of-way until just prior to impact. Upon being struck by the train, the person fell approximately 20 feet to 5th Avenue and succumbed to their injuries.	The Seattle Police and Seattle Fire departments responded to the emergency. The train's right-of-way area on the roof has hazard signage warning people to stay clear of the Monorail. Investigation reports were filed with FTA and WSDOT.

ACRONYMS

Americans with Disabilities Act

Code of Federal Regulations

Federal Transit Administration

WSDOT Office of Equity and Civil Rights

Revised Code of Washington

Washington State Department of Transportation

ADA

CFR

FTA

OECR

RCW

WSDOT

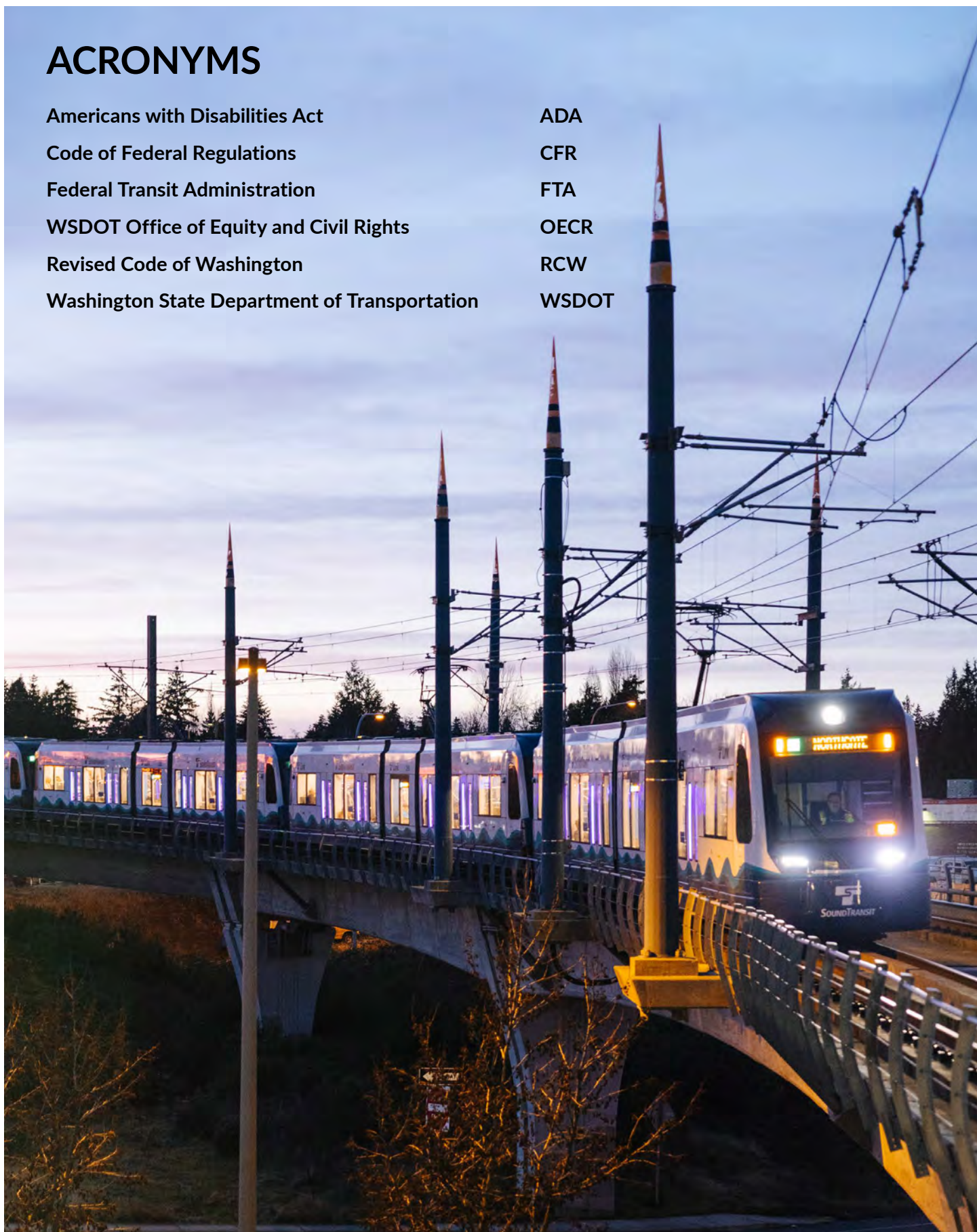


Photo courtesy of Sound Transit

WEBSITES FEATURED

RCW 81.104.115: <http://app.leg.wa.gov/RCW/default.aspx?cite=81.104.115>

49 CFR Part 674: <http://www.gpo.gov/fdsys/granule/CFR-2016-title49-vol7/CFR-2016-title49-vol7-part674>

Washington State Rail
Safety Oversight
Program Standard:

<https://wsdot.wa.gov/publications/manuals/fulltext/M3138/Rail-Safety-Oversight-Program-Standard.pdf>

49 CFR Part 674.7: <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-VI/part-674/subpart-A/section-674.7>

WSDOT style: <https://wsdot.wa.gov/about/current-employees/wsdot-style-guide-and-communications-manual>

Safety Management

Systems: <https://www.transit.dot.gov/regulations-and-guidance/safety/public-transportation-agency-safety-program/getting-started?>

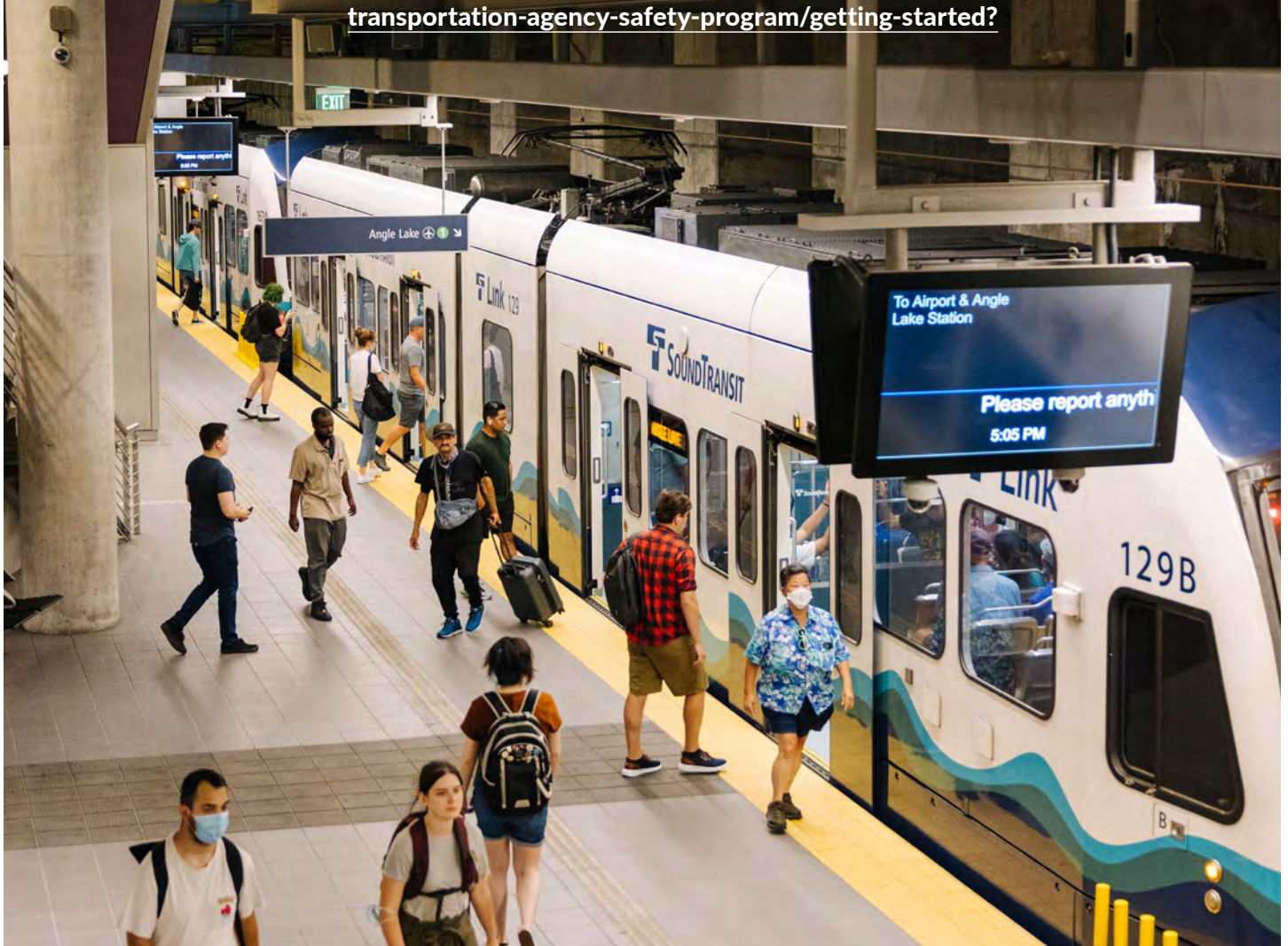


Photo courtesy of Sound Transit

ENGLISH**Title VI Notice to Public**

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL**Notificación de Título VI al Público**

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN**제6조 관련 공지사항**

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN**Раздел VI Общественное заявление**

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE**Thông báo Khoản VI dành cho công chúng**

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ chối quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OECR) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phối Trí Viên Mục VI của OECR số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العَرَبِيَّة – ARABIC**العنوان 6 إشعار للجمهور**

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OECR) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى و/أو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم (360) 705-7090.

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: (4232) 855-362-4ADA. يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE**《权利法案》Title VI公告**

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OECR)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OECR的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件 wsdotada@wsdot.wa.gov 或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI**Ciwaanka VI Ogeysiiska Dadweynaha**

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyoo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OECR) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OECR oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraaaya Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

ESPAÑOL – SPANISH

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921, o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

한국어 – KOREAN

번역 서비스

영어로 소통하는 것이 불편하시다면 360-705-7921, 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский – RUSSIAN

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921, или написав нам на электронную почту: PubTrans@wsdot.wa.gov

tiếng Việt – VIETNAMESE

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921, hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

العَرَبِيَّةُ – ARABIC

خ دمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاً طلب خدمات المساعدة اللغوية عن طريق الاتصال بالرقم 360-705-7921 أو مراسلتنا عبر البريد الإلكتروني: PubTrans@wsdot.wa.gov

中文 – CHINESE

翻译服务

如果您难以理解英文，则请致电：360-705-7921，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。

Af-soomaaliga – SOMALI

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

MORE INFORMATION

Molly Hughes
PUBLIC TRANSPORTATION SAFETY ADMINISTRATOR
Washington State Department of Transportation
360-742-8458
Molly.Hughes@wsdot.wa.gov

