

2024 Rail Fixed Guideway Public Transportation System Safety Report

WSDOT, PUBLIC TRANSPORTATION DIVISION,
STATE SAFETY OVERSIGHT PROGRAM



A first test of an unpowered light-rail vehicle on the I-90 bridge. 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 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 events 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 2024, Sound Transit opened the Lynnwood Link Extension (four stations and eight miles) and East Link Starter Line (eight stations and six miles), adding an additional 14 miles to the expanding light rail network. Sound Transit continues to plan and construct future extensions of Link Light Rail, including:

- **East Link: East to Redmond**
Sound Transit plans to open the rest of East Link in early 2026. Opening the full alignment 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 nearly eight 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 2041. The extension will add six 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 2026. The annual capital budget for the system is \$2.5 billion.

- Safety events in 2024: 20
- Open corrective action plans in 2024: 7

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 aid. 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 2024: 0
- Open corrective action plans in 2024: 6



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.

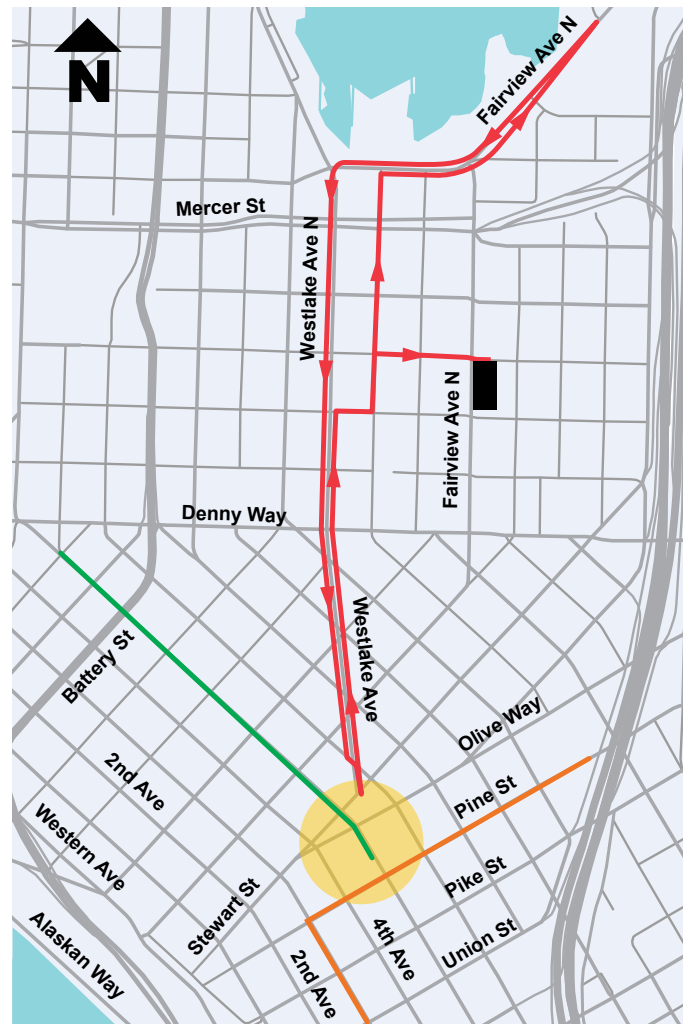
Both routes offer frequent service, with streetcars arriving every 10-15 minutes except late at night.

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

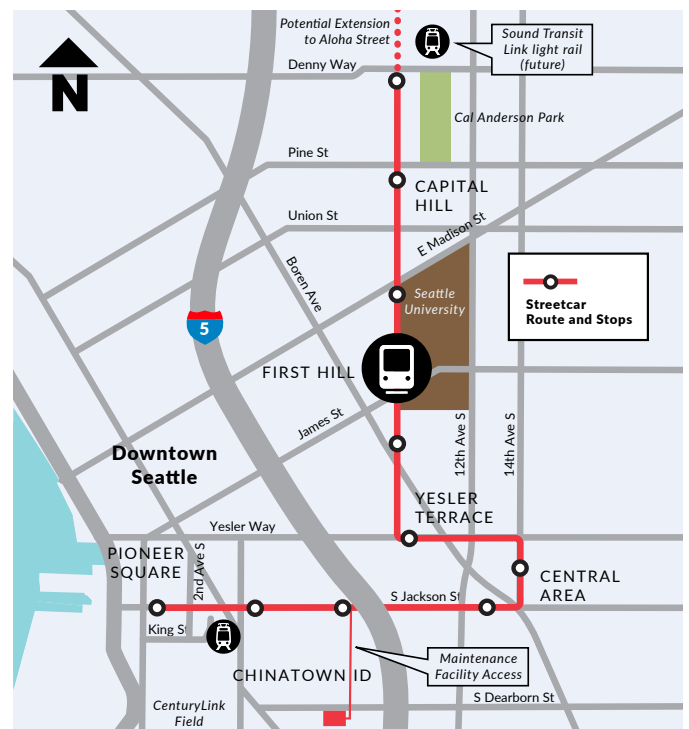
The South Lake Union Streetcar fleet consists of three modern streetcars supplied by Inekon. The air-conditioned, ADA-accessible streetcars carry up to 140 passengers.

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 2024: 1
- Open corrective action plans in 2024: 14



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 2024: 0
- Open corrective action plans in 2024: 6



2024 STATE SAFETY OVERSIGHT PROGRAM UPDATES

Safety certification activities

In 2024, the State Safety Oversight Program continued to coordinate with Sound Transit and the FTA's project management oversight consultants (PMOC) during the project design and delivery phases for light rail expansion. The State Safety Oversight Program:

- Participated in safety and security committee meetings with Sound Transit, emergency service jurisdictions, FTA's PMOC.
- 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 2024, the State Safety Oversight Program audited safety conformance records for 132 new Siemens light-rail vehicles. The State Safety Oversight Program continues to audit the safety conformance records as Sound Transit receives the remainder of vehicles through 2025.

In 2025, the State Safety Oversight Program will continue safety certification activities as the remainder of East Link and Federal Way Link extensions open for revenue service in 2026. The State Safety Oversight Program will continue collaborating with Sound Transit as it continues through engineering and design for West Seattle Link, Everett Link, and Ballard Link extensions.

Staff training activities

In 2024, State Safety Oversight staff continued required and voluntary training through FTA's Transit

Safety Institute. 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. The 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 2024, the program devoted 9,794 employee hours and 267 contractor hours to carry out its responsibilities. WSDOT employees involved in administering the program included the State Safety Oversight Program manager, five transit safety oversight specialists, and an FTA compliance officer.

The State Safety Office submitted a risk-based inspection program manual to the FTA on May 31, 2024. The inspection program prioritizes inspections based on rail agency data collection by the SSO that addresses the highest levels of safety risk. The requirement originated from the Bipartisan Infrastructure Law.

The Special Directive included the following activities in 2024:

- Approval by FTA of WSDOT's Risk Based Inspection Program on November 6, 2024.
- The State Safety Oversight Program began implementation of the Risk Based Inspection Program following approval. The first six months of implementation activity will be submitted to the FTA in Fall of 2025 for review.

State Safety Oversight Program staff continue to work with their rail transit agency partners as Risk Based Inspection program implementation activities carry over from 2024 into 2025.

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:

- Fatality
- Injury
- Collision
- Runaway train
- Evacuation for life safety reasons
- 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 safety event.

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

For any safety event, 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											
2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024
17	7	18	11	21	20	3	0	0	1	1	0	6	0	1	1	1	1	0	0	0	0	1	0	26	7	19	13	24	21

Safety events roll-up*

Type	Sound Transit												City of Seattle												Total					
	Link Light Rail						Tacoma Link						Seattle Streetcar						Seattle Center Monorail											
	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024
Fatality	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	0
Injury	2	2	4	3	4	3	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	3	5	3
Collision	16	5	8	8	12	13	2	0	0	0	1	0	6	0	1	1	0	1	0	0	0	0	1	0	24	5	9	9	14	13
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	1	2	7	1	3	6	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2	7	1	4	6
Derailment	0	0	3	1	2	3	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	2	2	3
Suspicious package [†]	-	-	-	-	3	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	0	0	-	-	-	-	3	0
Property damage [‡]	14	3	6	5	-	-	2	0	0	0	-	0	0	0	1	1	-	-	0	0	0	0	-	-	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											
2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024	2019	2020	2021	2022	2023	2024
17	12	16	97	60	7	3	0	4	8	11	6	23	3	13	0	4	14	17	10	8	11	9	6	60	25	41	116	84	33

[†] 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.

[‡] 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.

Safety events detail: Sound Transit, Link Light Rail

Count	Date	Type	Location	Collision with	Derailment type	Evacuation from	Fatalities	Injuries	Probable cause	Description	Initial outcome
1	11:45 a.m. an. 11, 2024	Derailment	Right-of-way: trackway	N/A	Yard	N/A	0	0	The hi-rail vehicle wasn't designed to navigate the curve at a track switch	The training department was doing hi-rail vehicle training in the yard and had traversed the hi-rail vehicle through a switch headed northbound after manually aligning the switch. As they proceeded south in reverse through the switch, the rear driver's side hi-rail gear climbed onto the guard rail, causing the driver's side rear wheel to enter the gap in the frog. Neither tire ever touched the ballast.	The hi-rail vehicle was removed from the track at the grade crossing entering the Operations and Maintenance Facility East. The training class was ended.
2	8:31 p.m. Jan. 22, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	A light-rail vehicle was traveling on Martin Luther King Jr. Way S., intersecting S Trenton Street, when it collided with a privately owned vehicle that was stopped on the northbound track.	The operator of the light-rail vehicle disembarked passengers to the sidewalk. The passengers walked to Rainier Beach Station. Seattle Police Department arrested the driver of the privately owned vehicle for reasonable suspicion of driving under the influence.
3	11:40 p.m. Jan. 25, 2024	Derailment	Right-of-way: trackway	N/A	Yard	N/A	0	0	Operating rule violation/human factors	A light-rail vehicle was exiting the carwash in non-revenue service, enroute to storage at the Central Link Operations and Maintenance Facility. As the vehicle traveled over a switch, the front wheels derailed.	The light-rail vehicle was routed back to the yard using the yard entrance. Track and switch were inspected for damage. The light-rail vehicle was inspected for damage. The employee operating the light-rail vehicle was sent for a post-accident test by rail supervisor.
4	12:57 p.m. Jan. 31, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	A light-rail vehicle was traveling northbound on Martin Luther King Jr. Way S. As the light-rail vehicle entered the intersection of Martin Luther King Jr. Way S. and S. Cloverdale Street, a privately owned vehicle traveling southbound, began to turn left at the intersection and stopped. The vehicles collided.	All light-rail vehicle traffic through the area was stopped. The light-rail vehicle was withdrawn from service The rail supervisor inspected the track and deemed it safe before operations resumed. The light-rail operator was transported for a post-accident test.
5	11:09 a.m. Feb. 29, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	A light-rail vehicle was traveling northbound on Martin Luther King Jr. Way, crossing Brandon St. The light-rail vehicle had the signal to proceed at Brandon St. and no privately owned vehicles were in the lefthand turn lane as the light-rail vehicle entered the intersection sounding bells. A quarter of the way through the intersection at Brandon St., a privately owned vehicle travelling northbound at high speeds pulled next to the right side of light-rail vehicle. The light-rail vehicle began to break and sound its horns. The driver of the privately owned vehicle continued to accelerate and made a left turn into the light-rail vehicle. When the vehicles collided, the privately owned vehicle slid across the front end of the light-rail vehicle and began to spin into the southbound track way, striking the signal poll and destroying it. The privately owned vehicle came to a stop in the middle of the southbound track way, with the signal poll behind it.	All light-rail vehicle traffic through the area was stopped. The privately owned vehicle was removed from the southbound track to a location not blocking any right of way. The signal pole that had been knocked over was removed from the right-of-way. The light-rail vehicle was withdrawn from service.

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

Count	Date	Type	Location	Collision with	Derailment type	Evacuation from	Fatalities	Injuries	Probable cause	Description	Initial outcome
6	7:08 a.m. March 1, 2024	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Person	N/A	N/A	0	1	Pedestrian actions	A light-rail vehicle collided with a pedestrian at Martin Luther King Jr. Way and Willow Street. CCTV footage showed the pedestrian crossing next to the median/pedestrian cage, outside the crosswalk.	Fire arrived on scene and treated the pedestrian on the sidewalk. The pedestrian was transported to the hospital. Light-rail vehicles were restricted to 5 miles per hour while passing the accident scene.
7	5:12 p.m. March 8, 2025	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	An operator notified Lynnwood City Center Station of a door fault on a light-rail vehicle that had also come to a complete stop southbound on Martin Luther King Jr. Way and S. Elmgrove Street. When the operator checked the door, they noticed damage to the light-rail vehicle. Passengers told the operator that a privately owned vehicle had collided with the light-rail vehicle. The driver of the privately owned vehicle had left the scene after the collision. The privately owned vehicle wasn't drivable.	Passengers on the light-rail vehicle were disembarked at Rainier Beach Station and boarded a new train. The damaged light-rail vehicle was operated into Rainier Beach Pocket track.
8	1:33 a.m. March 6, 2024	Arson	In or on vehicle	N/A	N/A	Vehicle / vessel	0	0	Evacuation for Life Safety Reasons	A passenger set fire to a seat behind the south operating cab inside a light-rail vehicle.	Passengers were evacuated at the platform due to the smoke. The fire went out without the use of an extinguisher.
9	11:56 a.m. April 8, 2024	Other	Vehicle exterior	N/A	N/A	Vehicle/ vessel	0	0	Equipment failure	Smoke began to emanate from the coupler and dash of two coupled light-rail vehicles. Smoke filled both vehicles. Personnel on board (employees/contractors) evacuated the vehicles.	Immediate corrective action was to lower the pantograph, isolating 1500 volts from the light-rail vehicles. Once the smoke had dissipated, a King County Metro employee isolated battery breakers to ensure all power to vehicle was removed.
10	8:01 p.m. May 6, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	N/A	0	1	Action of motorist	A privately owned vehicle collided with a light-rail vehicle, blocking north and south bound tracks, and causing other light rail vehicles to turn back at Othello and Henderson. The collision injured an occupant of the privately owned vehicle, and they were transported to the hospital.	All light-rail vehicle service was temporarily stopped at the accident location until the scene was cleared. A bus bridge was implemented and concluded at 8:20 p.m.
11	7:20 p.m. June 7, 2024	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Rail Transit Vehicle- Rail Transit Maintenance or Service Vehicle on the rail fixed guideway	N/A	N/A	0	0	Operating Rule Violation/Human Factors	During work on the Northgate pocket track 145th Street, a high-rail vehicle came to a stop and the contractor vehicle following it was unable to stop. The vehicles collided.	The right-of-way in the area of the collision scene was inspected for damage. The operator of the contractor vehicle was sent for a post-accident test. The high-rail vehicle was taken out of service after being driven to the Operations and Maintenance Facility under its own power, and taken out of service pending post-accident inspections for repairs.
12	8:45 p.m. June 15, 2024	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Rail transit vehicle/rail passenger train (not in revenue service)	N/A	N/A	0	0	Operating rule violation/human factors	An employee at the Operations and Maintenance Facility yard made hood-to-hood contact while attempting to couple two light-rail vehicles, damaging the hoods.	The light-rail vehicles were temporarily removed from service to replace damaged parts on the couplers and coupler hoods.

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

Count	Date	Type	Location	Collision with	Derailment type	Evacuation from	Fatalities	Injuries	Probable cause	Description	Initial outcome
13	4:15 p.m. July 25, 2024	Collision (non-railroad-grade crossing)	Right-of-way: intersection	Privately owned vehicle	N/A	N/A	0	1	Operating rule violation/human factors	A light-rail vehicle collided with a privately owned vehicle at S. Kenyon Street and Martin Luther King Jr. Way. LRV operator failed to stop at a solid, horizontal, amber, train signal aspect, indicating stop. LRV operator didn't adhere to rule 4.1 (Stop Indications).	All light-rail vehicle service was temporarily stopped at the accident location and single tracking was implemented from Othello interlocking to Rainier Beach Station on southbound track until the scene was cleared.
14	2:23 a.m. Aug. 7, 2024	Fire	Revenue facility: terminal center	N/A	N/A	Revenue facility: transit station, center, or terminal	0	0	A lithium-ion battery caught fire	A station was evacuated due to a battery fire in a backpack on the platform.	The battery was removed by qualified personnel.
15	8:51 a.m. Aug. 22, 2024	Other	Not a securement issue	N/A	N/A	N/A	0	0	Operating Rule Violation/Human Factors	At the tunnel exit to East Main Station, a crew was taking measurements using a high-rail vehicle inside the tunnel. The high-rail vehicle went outside the operator's control for approximately 300-400 feet before the operator brought it to a controlled stop.	Employee in charge advised NW Signals to remove the high-rail vehicle from service on the alignment for diagnostics of perceived brake failure, as required by King County Metro Standard Maintenance Procedure 25.2 when defective equipment is identified. NW Signals called for a safety standdown and work stoppage while the incident was investigated. NW Signals employees were sent by NW signals for post-event testing.
16	12:45 a.m. Oct. 17, 2024	Derailment	Right-of-way: track way	N/A	Mainline	N/A	0	0	Operating rule violation/human factors	A movable point frog was misaligned causing a high-rail vehicle to derail its rear axle.	The trackway, switch components and associated right-of-way infrastructure were inspected for damages by the track maintenance and signals department personnel. The high-rail vehicle was re-railed. The King County Metro Rail Wayside section manager issued a safety stand-down for all track personnel until Standard Operating Procedure 6.16, Standard Maintenance Procedure 25.2, Section 8 of the Link Light Rail Rulebook and the superintendents' notice for establishing blocks was reviewed and signed by all track department employees, prior to resuming their work duties.
17	7:20 p.m. Oct. 26, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	Vehicle/vessel	0	0	Action of motorist	A light-rail vehicle collided with a privately owned vehicle at Martin Luther King Jr, Way and Orcas Street.	The light-rail vehicle was evacuated and passengers moved to backup light-rail vehicle. The light-rail vehicle and privately owned vehicle were towed. All light-rail vehicle traffic through the area of the accident scene was stopped. Single tracking was implemented on the northbound track to mitigate effects to service. The light rail operator was transported for post-accident testing. The light-rail vehicle was withdrawn from revenue service.

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

Count	Date	Type	Location	Collision with	Derailment type	Evacuation from	Fatalities	Injuries	Probable cause	Description	Initial outcome
18	9:41 p.m. Nov. 12, 2024	Other	Non-revenue facility	N/A	N/A	Non-revenue facility	0	0	Poor maintenance	Lynnwood City Center Station was evacuated due to clean-agent alarm. No clean agent was discharged. Operations were temporarily relocated to a backup facility.	The Link Control Center at Operations and Maintenance Facility Central was evacuated out of precaution for fire and life safety and operations moved to the 6th Ave. backup facility. Seattle Fire Department was requested. However, the call was canceled as no imminent threat of fire and life safety was observed. The assistance of King County Metro facilities electricians, a fire alarm, and a fire suppression systems contractor was requested to inspect both systems.
19	2:42 p.m. Nov. 20, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	Vehicle/vessel	0	0	Action of motorist	A privately owned vehicle made an illegal lefthand turn against a no-turn signal into the right-of-way in front of a southbound traveling light-rail vehicle. The vehicles collided.	Passengers activated the emergency door release of the light-rail vehicle and self-evacuated into the right-of-way. The light-rail vehicle was taken back to the Operations and Maintenance Facility for repairs. The privately owned vehicle was towed from scene.
20	10:15 p.m. Nov. 21, 2024	Railroad-grade-crossing collision	Right-of-way: grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	A privately owned vehicle made an illegal lefthand turn against a signal in front of a northbound traveling light-rail vehicle. The collision pushed the privately owned vehicle into a stopped school bus.	The light-rail vehicle was taken back to the yard. The privately owned vehicle was towed from scene

Safety events detail: City of Seattle, Seattle Streetcar

Count	Date	Type	Location	Collision with	Derailment type	Evacuation from	Fatalities	Injuries	Probable cause	Description	Initial outcome
1	5:15 p.m. Jan. 19, 2024	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Privately owned vehicle	N/A	N/A	0	0	Action of motorist	While a streetcar was traveling straight, a privately owned vehicle to the left of the streetcar collided with the left side of the streetcar. The privately owned vehicle was attempting to move to the right to avoid another privately owned vehicle that had slowed to make a lefthand turn. The other vehicle moved into the side of the streetcar.	The privately owned vehicle that collided with the streetcar was towed due to front end damage.

ACRONYMS

Americans with Disabilities Act

ADA

Code of Federal Regulations

CFR

Federal Transit Administration

FTA

WSDOT Office of Equity and Civil Rights

OECR

Revised Code of Washington

RCW

Washington State Department of Transportation

WSDOT



Tacoma Link travels near the Convention Center Plaza in downtown Tacoma. 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?>



Tacoma Link travels along Commerce Street. 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 연락해주시시오.

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 종계 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 وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

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: 855-362-4ADA (4232). 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 xaqiijiyo 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 waajibaadkeena 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 diraa 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**

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