



2022 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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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 FTA defines an "accident" as "an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision involving a rail transit vehicle; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause" ([49 CFR Part 674.7](#)). WSDOT style uses the terms "collision" or "crash" in place of "accident." For the purposes of this report, WSDOT uses "accident" to align with the FTA definition.

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 accidents² 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 2021, Sound Transit opened the Northgate Link Extension, which serves three new stations (U District, Roosevelt, and Westlake) and extends the alignment north from the University of Washington station to Northgate Mall, an additional 4.3 miles. 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.
- **Tacoma Link Extension: Hilltop**
Tacoma Link will double its service length in summer 2023, by adding 2.4 miles, six new stations, and five new streetcars.
- **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.

- Accidents and incidents in 2022: 11
- Open corrective action plans in 2022: 97

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.

This year, the State Safety Oversight Program began requiring all pre-revenue capital construction audit findings to also be captured on agencies' corrective action logs for trackability.

Finally, A single incident may generate multiple corrective actions. Many of Link Light Rail's 97 corrective actions active in 2022 were a result of a passenger evacuation event in 2021. Sound Transit conducted a formal investigation immediately following the event and identified several corrective actions the agency was required to address.

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. Sound Transit plans to add 2.4 miles and six new stations by 2023 and another six-mile extension 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. 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.

- Accidents and incidents in 2022: 1
- Open corrective action plans in 2022: 8



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.

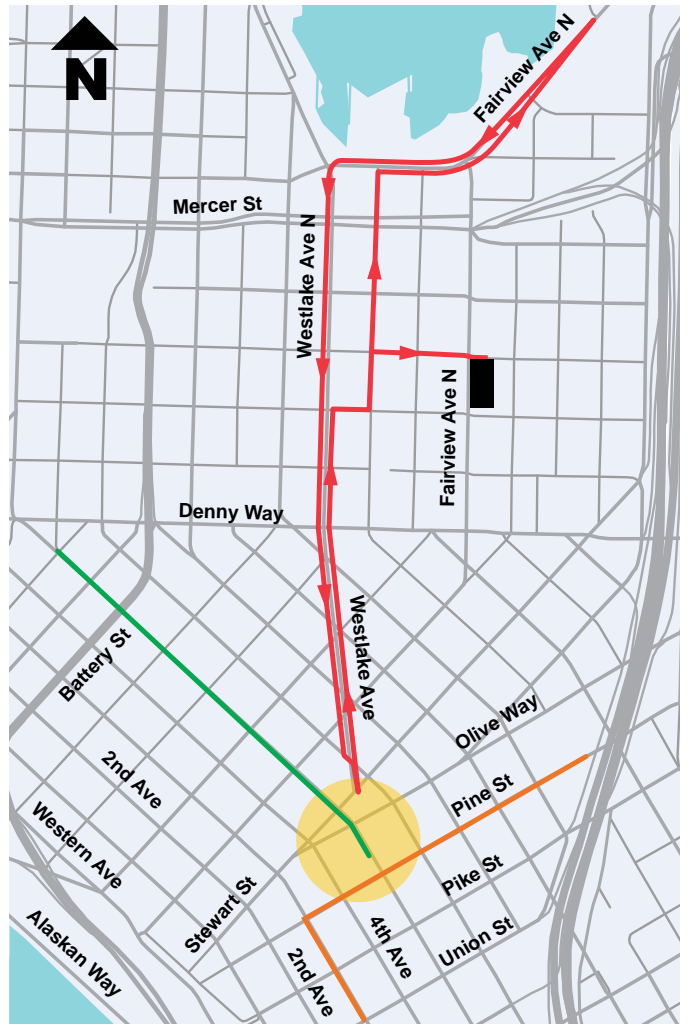
Both routes offer frequent service, with streetcars arriving every 10-15 minutes except late at night.

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

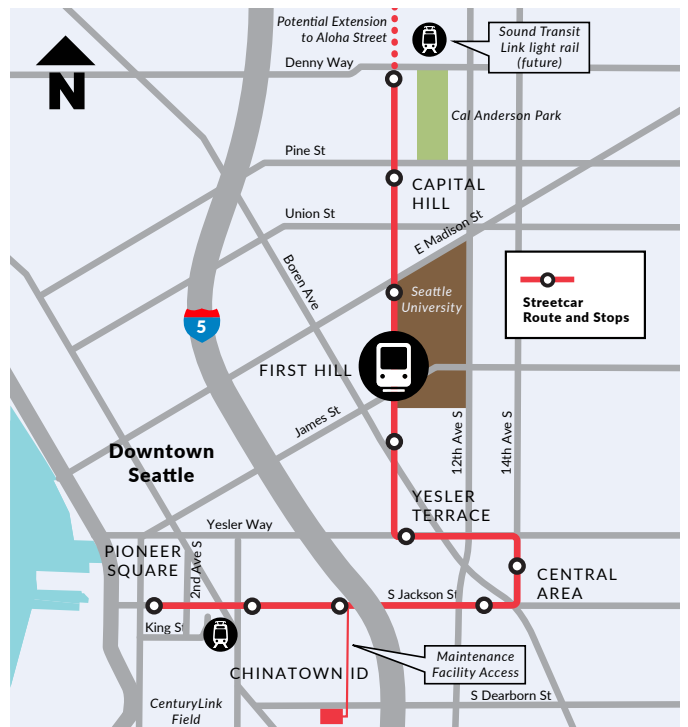
The South Lake Union Streetcar fleet consists of three modern streetcars supplied by Inekon. The air-conditioned, ADA-accessible streetcars carry up to 140 passengers.

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.

- Accidents and incidents in 2022: 1
- Open corrective action plans in 2022: 0



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.

- Accidents and incidents in 2022: 0
- Open corrective action plans in 2022: 11



2022 STATE SAFETY OVERSIGHT PROGRAM UPDATES

Safety certification activities

In 2022, 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 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 2022, the State Safety Oversight Program audited safety conformance records for 63 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 2024.

In 2023, the State Safety Oversight Program will shift focus to safety certification activities for the Hilltop Tacoma Link, East Link, and Lynnwood Link extensions. These projects will enter service in 2023 and 2024, respectively.

Staff training activities

In 2022, all WSDOT State Safety Oversight Program staff completed the federally mandated Public Transportation Safety Certification Training Program. 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 in obtaining

the certification included safety assurance, emergency management oversight, rail accident investigation, safety management systems principles, and transit rail system safety.

Program investment and looking ahead

In 2022, 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 is also building a risk-based inspection program. On Oct. 21, 2022, the FTA issued a special directive requiring WSDOT to develop and implement a risk-based inspection program. 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.

ACCIDENTS, INCIDENTS, AND CORRECTIVE ACTION PLANS

Rail transit agencies report accidents and incidents to WSDOT's State Safety Oversight Program that meet at least one of the following thresholds:

- Fatality
- Serious injuries
- Collision involving a rail transit vehicle
- Runaway train
- Evacuation for life safety reasons
- Derailment
- Property damage that disrupts operations

When an accident or incident 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 accident or 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.

Accidents and incidents

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

Accident and incident roll-up*

Type	Sound Transit										City of Seattle										Total				
	Link Light Rail					Tacoma Link					Seattle Streetcar					Seattle Center Monorail									
	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022	2018	2019	2020	2021	2022
Fatality	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1
Serious injury	3	2	2	4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	2	4	3
Collision	9	16	5	8	8	1	2	0	0	0	6	6	0	1	1	0	0	0	0	0	17	24	5	9	9
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
Evacuation	0	1	2	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	7	1
Derailment	0	0	0	3	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	3	2
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 accident or incident may meet a number of thresholds. As an example, a collision may cause property damage that disrupts operations and results in an injury.

Corrective action plans†

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

† 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, accident and incident totals may not match annual corrective action plan totals because not all accidents and incidents necessitate a corrective action.

2022 accidents and incidents detail: Sound Transit, Link Light Rail

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Property damage	Derailment	Probable cause	Description	Response
1	5:44 a.m. Jan. 5, 2022	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	Yes	No	Action of motorist	Light-rail vehicle was traveling northbound on the MLK Way S corridor. As light-rail vehicle approached the intersection of MLK Way S and S Dawson Street, privately owned vehicle traveling northbound made illegal left turn at intersection on MLK alongside light-rail vehicle. Light-rail vehicle operator reported applying emergency braking button, but light-rail vehicle collided with the privately owned vehicle. Collision caused damage to skirt and front hood of light-rail vehicle. Privately owned vehicle sustained substantial damage.	Privately owned vehicle operator transported with unknown injuries.
2	8:40 p.m. April 28, 2022	Derailment	Right-of-way: track way	N/A	0	0	No	Yes, yard	Operating rule violation/human factors	Two light-rail vehicles coupled together were being moved from car wash area to operations and maintenance facility when front wheelset of one light-rail vehicle derailed over a switch. Other light-rail vehicle was not derailed.	Switch inspected and determined to require adjustment. Track inspected and rail tie was found to be cracked and rail clip was knocked loose. Arrangements made to complete repairs to track as it was deemed safe for track to be used with a rail tie in place. Derailed light-rail vehicle moved to maintenance track for inspection and repair.
3	9:34 p.m. May 17, 2022	Collision (non-railroad-grade crossing)	Revenue facility: transit station	Fixed object	0	0	Yes	No	Equipment failure	Pantograph assembly on light-rail vehicle broke causing pantograph to strike a support pole.	Service was disrupted. Light-rail vehicle was disabled and had to be towed back to operations and maintenance facility.
4	2:52 p.m. May 19, 2022	Collision (non-railroad-grade crossing)	Revenue facility: transit station	Person	0	1	No	No	Imprudent patron actions	Pedestrian was struck by light-rail vehicle while crossing the crosswalk from east to west while on phone on northbound track at Othello Station. Pedestrian was walking against signal. Light-rail vehicle operator used bells, horns, and brakes before coming to complete stop after colliding with pedestrian.	Pedestrian pulled from trackway, trapped between pavement on the light-rail vehicle's right side, with serious but non-life-threatening injuries. Pedestrian taken to hospital for further evaluation.
5	5:10 p.m. July 30, 2022	Assault	In or on vehicle	N/A	0	0	No	No	Evacuation for life safety reasons	Person deployed chemical irritant spray onboard light-rail vehicle while vehicle was exiting Downtown Seattle Transit Tunnel.	Light-rail vehicle staff had passengers evacuate into trackway and walk to Royal Brougham.
6	1:30 p.m. Aug. 14, 2022	Collision (non-railroad-grade crossing)	Revenue facility: transit station	Person	1	0	No	No	Other/to be determined: waiting for additional information from law enforcement	Pedestrian stumbled and fell into light-rail vehicle's dynamic envelope as vehicle was approaching the platform. Pedestrian became trapped between train and platform and died at scene as a result of their injuries.	Determination of root cause is pending final investigation reports from law enforcement and the medical examiner.

2022 accidents and incidents detail: Sound Transit, Link Light Rail (continued)

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Property damage	Derailment	Probable cause	Description	Response
7	11:43 a.m. Sept. 22, 2022	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	Yes	No	Action of motorist	Privately owned vehicle made illegal left turn in front of light-rail vehicle, resulting in collision with no injuries and minor damage. Light-rail vehicle damage included scratches to right side and right-side truck skirt.	Privately owned vehicle was towed from the scene.
8	10:00 a.m., Oct. 19, 2022	Other	Not a securement issue	N/A	0	0	No	No	Operating rule violation/human factors	While performing clearance testing in downtown Bellevue tunnel, train mover towing de-energized light-rail vehicle with brakes manually released entered downhill grade section. Train-mover operator applied brakes on mover, but mass of light-rail vehicle overcame braking capacity and consist started gaining speed, up to 10 mph for distance of 600-1000 feet. Consist stopped at end of grade.	Train mover operator applied emergency stop on console and parking brake with no results. Technician was on the light-rail vehicle but did not receive visual communication to apply train brakes. No radio communication was available.
9	3:15 a.m. Nov. 2, 2022	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	0	0	No	No	Operating rule violation/human factors	Milling machine was parked on Henderson pocket track. Swing master was unloading material when arm of swing master made contact and scratched milling machine, resulting in a 6-inch scratch.	Swing-master operator and spotter did not verify communication and clearances, which resulted in scratch. Swing master and milling machine were not pulled for testing before going back into operation as damage was cosmetic.
10	7:45 a.m. Dec. 22, 2022	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	0	Yes	No	Other/to be determined: Investigation in progress	Light-rail vehicle made contact with privately owned vehicle making an illegal U-turn in front of the light-rail vehicle. No injuries reported. Light-rail vehicle received damage to right front coupler hood. Damage to privately owned vehicle included damage to driver's side and rear of vehicle.	Privately owned vehicle towed from scene. Light-rail vehicle returned to operations and maintenance facility and taken out of service. Light-rail vehicle passengers accommodated on a rescue train.
11	6:51 p.m. Dec. 26, 2022	Railroad-grade crossing collision	Right-of-way: grade crossing	Privately owned vehicle	0	1	Yes	No	Action of motorist	Privately owned vehicle made left turn in front of a light-rail vehicle, resulting in a collision. Light-rail vehicle's hood was damaged. Privately owned vehicle's rear driver's side tire came off and got stuck under light-rail vehicle. Privately owned vehicle was also damaged on rear passenger side.	The privately owned vehicle towed from the scene. Privately owned vehicle driver transported to hospital with unknown injuries and reported consciousness at time of transport. No other injuries reported. Field supervisors escorted passengers off light-rail vehicle to a nearby bus route on MLK Way. Light-rail vehicle returned to operations and maintenance facility for post-accident testing.

2022 accidents and incidents detail: Sound Transit, Tacoma Link

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Property damage	Derailment	Probable cause	Description	Response
1	5:11 a.m. Oct. 19, 2022	Derailment	Right-of-way: grade crossing	N/A	0	0	No	Yes, mainline	Other/TBD: Combination of vibration from construction concrete demolition near the switch machine and light-rail vehicle operations may have caused the bolt to disengage.	Light-rail vehicle was performing the outbound morning sweep run. Vehicle went through outbound side of the 7th and Commerce Street switch with no issues. When vehicle reversed direction through the switch, vehicle split switch point and derailed.	Light-rail vehicle operator reported derailment to controller. Maintenance department called in to rerailed train. Train re-railed by approximately 6:15 a.m. Bus bridge activated at approximately 6 a.m. Contractors called in to evaluate switch and found bolt that attaches switch rod was disconnected. Bolt was reinstalled and tightened. Switch was then adjusted as necessary and all other hardware was checked for tightness. Afterward, test train went through the switch at walking speed to verify proper operation. Train service resumed at 10 a.m.

2022 accidents and incidents detail: City of Seattle, Seattle Streetcar

Count	Date	Type	Location	Collision with	Fatalities	Injuries	Property damage	Derailment	Probable cause	Description	Response
1	1:30 p.m. Dec. 5, 2022	Collision (non-railroad-grade crossing)	Right-of-way: not a grade crossing	Privately owned vehicle	0	0	Yes	N/A	Action of motorist	Streetcar was stopped at red light when privately owned vehicle turning right from intersecting street impacted streetcar's front left side.	Privately owned vehicle towed due to damage.



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

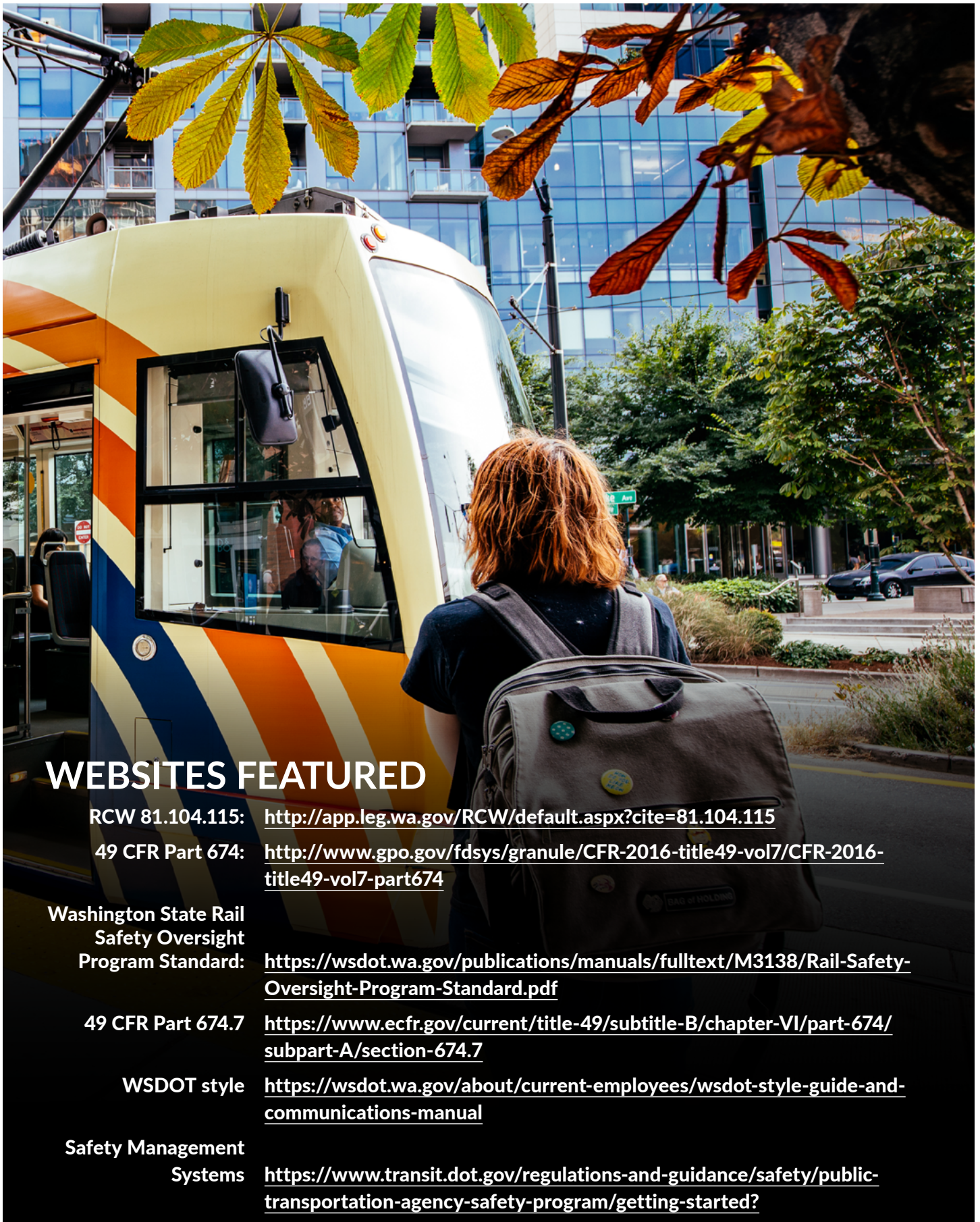
FTA

OECR

RCW

WSDOT

Photo courtesy of Nate Gowdy, Seattle Department of Transportation, Seattle Streetcar



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 Nate Gowdy, Seattle Department of Transportation, Seattle Streetcar

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.(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

خدمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاًناً 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

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