Sound Transit

Agency Safety Plan

September 2025

Sound Transit
401 S. Jackson St.
Seattle, WA 98104

REVISION RECORD

Revision Date	Revision Description
09/2025	• Annual update to comply with all regulatory and organizational updates. • Updated to reflect current practices and procedures. • Revision summary Document.
09/2024	Annual required regulatory and organizational update.
10/2023	Annual required regulatory and organizational update.
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10/2021	Annual required regulatory and organizational update.
07/2020	Initial release

PLAN APPROVAL AND ACCEPTANCE

Approval of this document signifies formal authorization of the program plan, affirms its alignment with Sound Transit's strategic objectives, regulatory and compliance requirements, and reflects leadership's commitment to support implementation, including the allocation of necessary resources.

Plan Approval:

Name/Title Dow Constantine	Signature
Chief Executive Officer	Date
Name Andrea Trepadean	Signature
Acting Chief Safety Officer	Date

Acceptance of this document signifies acknowledgement that the program meets all applicable requirements, reflects endorsement of its content, and confirms that the plan is ready for implementation and use. Acceptance is a prerequisite for approval.

Plan Acceptance:

Name/Title Don Burr	Signature
Director – Transportation Safety & Security	Date

Employee Safety Committee Review and Approval: August 2025

Record of Decision: Enterprise Safety/Document Control SharePoint Site

Adoption by the Sound Transit Board of Directors: September 2025

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The above individuals, committee, and Board of Directors have verified that the agency safety plan addresses all applicable requirements of the Public Transportation Safety Program and the National Public Transportation Safety Plan.

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ACRONYMS AND DEFINITIONS

ACRONYMS

APP	Accident Prevention Program
ASP	Agency Safety Plan
BIL	Bipartisan Infrastructure Law
CAP	Corrective Action Plan
CEO	Chief Executive Officer
CFR	Code of Federal Regulations
CSO	Chief Safety Officer
EAMS	Enterprise Asset Management System
EOP	Emergency Operations Plan
ESD	Enterprise Safety Division
ESRT	Employee Safety Reporting Tool
FLSSC	Fire/Life Safety and Security Committee
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
ISO	International Standards Organization
KCM	King County Metro
LLR	Link Light Rail
LRV	Light Rail Vehicle
NTD	National Transit Database
OMF	Operations Maintenance Facility
OSHA	Occupational Safety and Health Administration
PHA	Preliminary Hazard Analysis
PTASP	Public Transportation Agency Safety Plan
RCW	Revised Code of Washington
RTA	Rail Transit Agency
SDS	Safety Data Sheets
SOGR	State of Good Repair
SOP	Standard Operating Procedure
SRM	Safety Risk Management
SSCP	Safety and Security Certification Plan
SSMP	Safety and Security Management Plan
SSO	State Safety Oversight
ST	Sound Transit (Central Puget Sound Regional Transit Authority)
STX	ST Express
TLSSC	Tacoma Link Safety and Security Committee
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

DEFINITIONS

Accident: An event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time that involves transit related activities. See Safety Event.

Accountable Executive: Single, identifiable person who has the ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility of carrying out the agency's Transit Asset Management Plan; and control and direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan in accordance with 49 CFR § 673.

Agency: Sound Transit.

Assault on a Transit Worker: Defined under 49 U.S.C. 5302, a circumstance in which an individual knowingly, without lawful authority or permission, and with intent to endanger the safety of any individual, or with a reckless disregard for the safety of human life, interferes with, disables, or incapacitates a transit worker while the transit worker is performing the duties of a transit worker.

Cause: The combination of simultaneous and sequential factors without any of which the safety event could not have occurred.

Chief Safety Officer: An adequately trained individual who has responsibility for safety and has been delegated the authority for the day-to-day Agency oversight of safety for all operating systems.

Collision: A vehicle accident in which there is an impact of a transit vehicle with:

- Another transit vehicle
- A non-transit vehicle
- A fixed object
- A person(s) (suicide/attempted suicide included)
- An animal
- A rail vehicle

Note: Normal yard movements including coupling or uncoupling trains, shifting, or setting out cars, etc. are not considered collisions.

Contractor: An entity that performs tasks required by contract or agreement, on behalf of the agency.

Corrective action plan: A plan developed by the agency that describes the actions the agency will take to minimize, control, correct, or eliminate risks and hazards, and the schedule for taking those actions. Either a State Safety Oversight Agency or FTA may require Sound Transit to develop and carry out a corrective action plan, as pertaining to rail. This definition is established by agency standards, with respect to the formal FTA definition.

Derailment: A derailment occurs when on-track equipment leaves the rail for a reason other than a collision, explosion, highway-rail crossing impact, etc.

Drill: A type of operations-based emergency exercise that is used to assess a specific function or capability in a single agency or organization. Drills are commonly used to provide training on new equipment, validate procedures, or practice and maintain current skills.

Emergency: A serious event that consists of any unwanted operational, civil, natural phenomenon, or security occurrence that could endanger or adversely affect people, property, or the environment**.**

Enterprise Asset Management System: The Agency's asset management system and supports the organization, business practices, and tools used to coordinate and control the Agency's asset management activities.

Employee Safety Reporting Tool: An electronic reporting tool, tailored to Sound Transit's line of business for employees to report non-emergency safety and security concerns or share a daily safety message.

Event: Any accident, incident, or occurrence. See Safety Event.

Exercise: An activity designed to promote emergency preparedness; evaluate emergency operations, policies, plans, procedures, and facilities; provide personnel practical opportunities to implement emergency management and response duties; and demonstrate operational capability. Exercises may be discussion or operations based. Discussion based exercises include seminars, workshops, tabletop exercises, and games. Operations based exercises include drills, functional, and full-scale exercises.

Fatality: The condition involving a person who dies as a result of an injury incurred during railroad operations or resulting from an occupational illness if death occurs within 180 days of most recent diagnosis.

Hazard: Any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock or infrastructure of a public transportation system; or damage to the environment.

Hazardous Condition: A set of circumstances that if not identified and corrected has or shall result in personal injury or property damage.

Hazardous Material: Any substance that, due to its chemical, physical, or biological nature, causes safety, public health, or environmental concerns that would require an elevated level of effort to manage.

Incident: An event that involves any of the following: a personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency. See Safety Event.

Injury: Harm to a person resulting from a single event, activity, occurrence, or exposure of short duration. A NTD reportable injury requires immediate medical attention away from the scene.

International Standards Organization: A highly documented safety management system developed to mitigate factors that can cause harm to employees and organizations.

Investigation: The process of determining the causal and contributing factors of an accident, incident, or hazard, for the purpose of preventing recurrence and mitigating risk.

National Public Transportation Safety Plan: The plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.

National Transit Database: The nation's primary source for information and statistics on the transit systems of the United States, established by Congress. The NTD reporting tool is used by FTA to collect key metrics from transit agencies.

Near Miss: An unplanned event that did not result in injury, illness, or damage – but had the potential to do so (also referred to as a "close call"). A narrowly avoided safety event.

Occurrence: An event without any personal injury in which any damage to facilities, equipment, rolling stock or infrastructure does not disrupt the operation of a transit agency. See Safety Event.

Public Transportation Agency Safety Plan: Documented comprehensive agency safety plan for a transit agency required by 49 CFR § 673.

Rail Fixed Guideway System: Any fixed guideway system that uses rail, is operated for public transportation, is within the jurisdiction of a State, and is not subject to the jurisdiction of the Federal Railroad Administration, or any such system in engineering or construction. Rail fixed guideway public transportation systems include but are not limited to rapid rail, heavy rail, light rail, monorail, trolley, inclined plane, funicular, and automated guideway.

Rail Transit Agency: Any entity that provides services on a rail fixed guideway public transportation system.

RAPID® Framework: A decision- making tool where each letter represents a key role in the decision-making process. **R**ecommend, **A**gree, **P**erform, **I**nput, and **D**ecide.

Regional Transit Authority: An agency established to plan, develop, and manage public transportation systems within a specific region. These authorities are typically responsible for coordinating various modes of transit.

Risk: The composite of predicted severity and likelihood of the potential effect of a hazard. May also be referred to as Safety Risk.

Risk Likelihood: the chance that a risk will occur.

Risk Mitigation: A method or methods to eliminate or reduce the effects of hazards. May also be referred to as Safety Risk Mitigation.

Risk Severity: The extent of the damage to the agency, its people, and its goals and objectives resulting from a risk event occurring.

Safety: Freedom from harm resulting from unintentional acts or circumstances.

Safety Assurance: Processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety Culture: The shared values, actions and behaviors that demonstrate commitment to safety over competing goals and demands.

Safety Event: An unexpected outcome resulting in injury or death; damage to or loss of the facilities; equipment, rolling, or infrastructure of a public transportation system or damage to the environment. Per the FTA Final rule, Safety Event will replace the terms accident, incident, occurrence, and serious injury.

Safety Management Policy: A transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

Safety Management System: The formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. An SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.

Safety Performance Target: A quantifiable level of performance or condition, expressed as a value for the measure, related to safety management activities, to be achieved within a specified time period.

Safety Promotion: Combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.

Safety Risk Assessment: Formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risk.

Safety Risk Management: A process within the Agency's Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk. One component of a Safety Management System.

Security: Freedom from intentional danger or harm.

Serious Injury (see Safety Event):

Any injury which:

(1) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received;
(2) Results in a fracture of any bone (except simple fractures of fingers, toes, or nose).
(3) Causes severe hemorrhages, nerve, muscle, or tendon damage;
(4) Involves any internal organ; or
(5) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.

State of Good Repair: The condition in which a capital asset is able to operate at a full level of performance.

State Safety Oversight Agency: An agency established by a state that meets the requirements and performs the functions specified by 49 CFR § 674.

System Life Cycle: All phases of the system's life including design, research, development, test and evaluation, production, deployment (inventory), operations and support, and disposal.

System Safety: The application of management and engineering principles and techniques to optimize all aspects of safety, within the constraints of operational effectiveness, time, and cost, throughout all phases of a system life cycle.

Transit Asset Management Plan: The strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs of their life cycles, for the purpose of providing safe, cost effective, and reliable public transportation as required by 49 U.S.C. 5326 and 49 CFR § 625. See Section 3.5 – Transit Asset Management.

Transit Worker: Any employee, contractor, or volunteer working on behalf of the transit agency.

Trespassers: Persons who are in an area where their presence is prohibited, forbidden or unlawful.

Unsafe Condition or Act: Any condition or act that endangers life, health and/or property or decreases the degree of safety normally present.

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0.0 INTRODUCTION

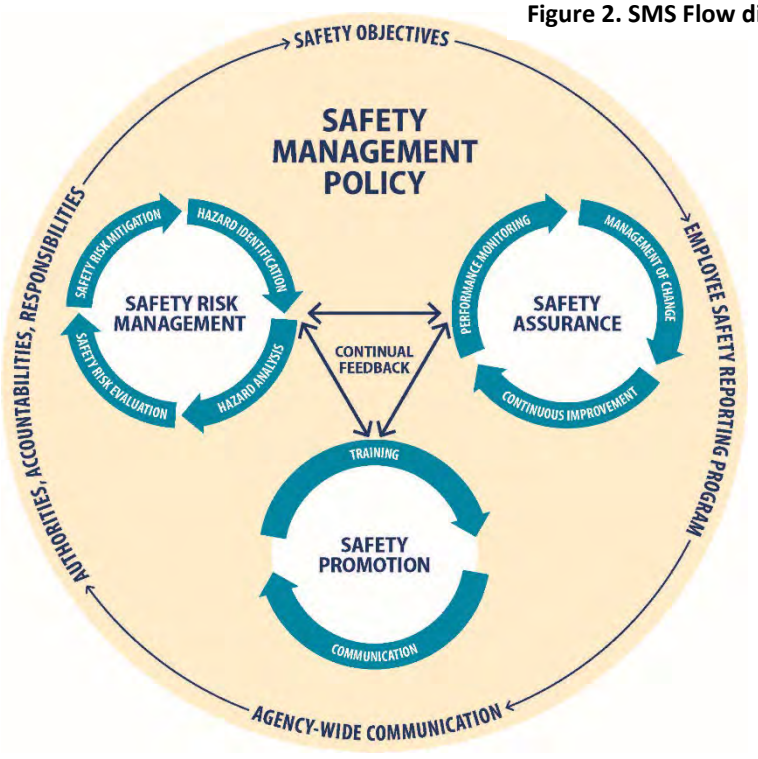
Figure 1. Our Vision and Mission

This document is Sound Transit's (ST) Public Transportation Agency Safety Plan (ASP) for the bus and rail systems: Link light rail (LLR), Tacoma Link light rail (T Line), and ST Express (STX) bus service. Sound Transit also manages the Sounder Commuter Rail (SCR), however all information related to SCR is detailed in a separate manual, the *SCR System Safety Plan.* Sound Transit works to fulfill the mission and vision of transforming the map of the Central Puget Sound, while fulfilling its mission of connecting more people to more places. It is Sound Transit's responsibility to design, build, maintain, and operate all service modes while keeping employees, contractors, customers, and the communities we serve, safe. The ASP provides a high-level overview of the Sound Transit Safety Management System (SMS) and affiliated processes, developed in accordance with 49 CFR § 673. This document is to inform staff of documented processes and procedures, reference functional safety protocols, and provide a safety resource.

This plan establishes accountability and responsibility at the top levels of the organization, evidenced by the approved Board Safety Policy and CEO commitment to the agency Safety Management Policy, which includes providing necessary resources to sustain and improve the Sound Transit safety culture. This document serves as the framework for the Sound Transit SMS (*Figure 2*) and maps all processes and procedures that support it.

This ASP links supporting plans, manuals, and other safety documentation to the overall processes and components of SMS to create feedback and continuity within the system. A Safety Management System implementation plan is maintained to outline developing processes and procedures, opportunities to consolidate process documentation, and other activities associated with implementation.

Figure 2. SMS Flow diagram



0.1 ST BACKGROUND

The Central Puget Sound Regional Transit Authority (Sound Transit) was authorized by the Washington legislature and codified in the Washington State Law (Revised Code of Washington Chapter 81.112 – Regional Transportation Authorities). Sound Transit was created in 1993 to plan, build and operate the commuter rail, light rail, express bus services and facilities for the Central Puget Sound region, to serve the counties of King, Pierce, and Snohomish. On November 5, 1996, voters within the three county Sound Transit districts approved an increase in local taxes to fund the local share of Sound Move investments. More information about the history of Sound Transit may be found on the SoundTransit.org website.

BOARD OF DIRECTORS

Sound Transit is governed by an 18-member Board made up of local elected officials proportional to the population included in the Sound Transit district. Three members are from Snohomish County; ten from King County; and four from Pierce County. The last seat is held by the Washington State Secretary of Transportation.

The Board establishes policies and gives direction and oversight. It is empowered under state law to identify ballot measures for voter approval of regional transit projects and maintains the Long-Range Plan that identifies potential projects to submit to voters.

At critical milestones of every voter-approved project, the Board makes key decisions by adopting budgets, identifying alternatives to include in environmental review, selecting the preferred alternative, determining the final project to be built and establishing baselines for project scope, schedule, and budget. The Board also approves major contracts.

The Board and its committees work in open, regularly scheduled meetings. There are four Board committees: the Executive Committee, the Rider Experience and Operations Committee, the System Expansion Committee, and the Finance and Audit Committee.

1. The Executive Committee's responsibilities include oversight and review of board rules and structure, agency policies, legislative planning, government relations and communications strategies.
2. The Rider Experience and Operations Committee oversees the agency's operating plans and transit services as well as activities and communications affecting the rider experience.
3. The System Expansion Committee oversees projects that expand transit options in the region including scope, budget, schedule and construction activities, and strategies for project development and delivery.
4. The Finance and Audit Committee is responsible for the oversight/review of the agency's financial plan, financial statements, all internal and external audits, and internal controls.

More information regarding the Board of Directors may be found at SoundTransit.org.

DELEGATION OF AUTHORITY AND ACCOUNTABILITY IN SMS

The Board of Directors has delegated the authority and accountability for day-to-day operation and safety of Sound Transit to the Chief Executive Officer (CEO) by naming them the Accountable Executive (AE). The Sound Transit AE has designated the Chief Safety Officer (CSO) as the SMS Executive and delegated the CSO authority for the day-to-day Agency oversight of safety for all operating systems. The CSO maintains a direct reporting line to the AE and is responsible for the implementation and operation of the agency's SMS. The Deputy CEO-Chief Service Delivery Officer oversees activities of FTA regulated Tacoma Link light rail, Link light rail, ST Express, and the FRA regulated Sounder Commuter Rail (SCR).

This ASP will be approved for implementation under Sound Transit authority and accepted by the Chief Executive Officer and the ST Board of Directors. ST Board approval documentation and copy of the ASP can be provided upon request or may be found at SoundTransit.org.

0.2 SCOPE AND PURPOSE

SCOPE

The ASP applies to the Link light rail (LLR), Tacoma Link light rail (T Line), and ST Express (STX) services. The Sounder commuter rail (SCR) safety program requirements are documented in the current *SCR System Safety Program (SSP)*, which was modified to comply with the FRA 49 CFR § 270 rule.

The SMS applies to all agency activities and duly applies to all employees and the safety oversight of our contracted activities. Contractors, consultants, and partners are required to meet applicable FTA, Labor & Industries, or other minimum requirements in establishing safety plans in accordance with any federal or state legislation and contractual obligations. See Section 4.3 Procurement for safety related specifications. The methods and processes in the Agency Safety Plan (ASP) apply to all phases of the rail and bus transit system life cycle.

Sound Transit's LLR and STX operating partner, King County Metro (KCM) has developed an ASP that governs the activities of KCM's organization as it relates to their safety management processes and operating practices. The other Sound Transit ST Express operating partners, Pierce Transit, and Community Transit maintain Agency Safety Plans to comply with 49 CFR § 673. Partner Agency Safety Plans must meet or exceed those noted in Sound Transit's ASP for ST-owned transit lines of service.

The scope of this plan is audited, in cooperation with our partners, to ensure full implementation of the Safety Management System (SMS) throughout Sound Transit and ST-owned services.

PURPOSE

Sound Transit's ASP incorporates all the elements of our safety programs, referencing documents of record and aligning all safety processes. The SMS will increase effectiveness, check that the processes are working as intended, and align departments under a common objective.

The SMS is intended to work in conjunction with the other ST management systems, including, but not limited to, environmental, asset management, quality, and information security. Additionally, Security and Emergency Management functions remain part of our safety processes and contribute to the policies and procedures developed for FTA compliance.

0.3 ORGANIZATIONAL CHART

The ST Organizational Overview has been included in this plan in Appendix 2. Additional organizational charts may be provided upon request. Organizational charts are updated by Human Resources, and are retained on the ST intranet site, The Hub.

0.4 SYSTEM DESCRIPTION

System descriptions for LLR 1 and 2 Lines, T Line, and STX have been included in Appendix 1. Descriptions will be reviewed annually and updated as needed by Safety staff or a delegated subject matter expert. Sound Transit does not operate any service on behalf of another transit agency or entity.

0.5 EXPECTED OUTCOMES

The expected outcomes of SMS provide the agency a process-focused approach to managing safety risk to the optimum level – As Low As Reasonably Practicable (ALARP). This goal is reflected in the safety activities integrated during the planning, design, construction, operation,

and maintenance phases of transit projects and services. The expected outcomes of SMS include:

- A continuously improved safety culture
- Meeting and exceeding safety targets to provide the highest level of safety (ALARP)
- Meeting applicable requirements of regulatory agencies
- Effectively monitoring and measuring safety performance
- Ensuring mitigations are effective and validated

Operational and Employee Safety committee charters reference goals around continuous improvement and reducing risk. Employee Safety and Operational Safety modal committee charters will link to either modal goals, the Risk Reduction Program, or to the ASP, and are available upon request.

1.0 SAFETY PLAN

This section incorporates ST's conformance with 49 CFR § 673, including establishing safety performance targets, review and update of this document, emergency management protocols and coordination with planning stakeholders.

1.1 REGULATORY UPDATES TO THE AGENCY SAFETY PLAN

This safety plan has been updated with guidance from previous years and continuous improvement activities. References throughout this plan reflect the integration of the Bipartisan Infrastructure Law (BIL) originally enacted in late 2021 into the 2024 revision of 49 CFR § 673.

Additionally, this update includes references to CFR 49 § 671 which establishes the requirement for a Rail Transit Roadway Worker Protection Program. Updates are underway for the Roadway Worker Protection manual and affiliated procedures for submittal in late 2025.

Per Washington State Rail Safety Oversight Program Standard, the SSO oversees the below policies and procedures:

- Scheduling inspections
- Inspection data and reports
- Immediate safety concerns
- Inspections of equipment, infrastructure, and practices specific to each rail fixed guideway public transportation system
- Incident verification
- Ongoing monitoring
- Defects and corrective or remedial action
- Corrective Action Plan (CAP) and safety risk mitigation verification

Sound Transit *SOP 1.20: Link Risk Based Inspections* and *TLR-SOP-10022 Risk-Based Inspection Program (State Safety Oversight)*, provide further information regarding the ability of the SSO to access each fixed rail guideway public transportation system for risk-based inspections, both announced and unannounced, as well as the varying degrees of access required for each specific inspection.

Sound Transit will fulfill all actions required per FTA Special Directive 22-51. Sound Transit will provide raw data to SSO via their data sharing SOP: *SSO Program Data Source & Collection Management (08).* Sound Transit will also work in conjunction with SSO to assist in prioritizing relevant safety concerns identified through shared safety data and for continuous improvement

of the safety program. Specifics on the data set points and the frequency of submission to SSO will be captured in a document that is in development by State Safety Oversight.

1.2 SAFETY PERFORMANCE MEASURES AND TARGETS

Sound Transit's safety performance measures are based on the measures established under the National Public Transportation Safety Plan. Numbers and rates are calculated using the National Transit Database (NTD) Time Series data. The reduction targets are derived from an analysis of the average three-year safety performance against the metrics defined in Figure 3. Sound Transit develops safety performance targets that are an accurate representation of the current state of the systems, are achievable given existing constraints and priorities, and push for continuous improvement. For performance measures that have not experienced anomalous change, Sound Transit pursues progressive targets for safety.

Safety performance monitoring focuses on the routine observations and continual data collection of our operations and maintenance activities. The FTA has established safety performance criteria and state of good repair standards that all transit agencies must meet. This ASP includes safety performance targets that meet or exceed the required safety performance criteria and state of good repair standards.

Sound Transit currently produces many key performance indicators. In accordance with the requirements of 49 CFR § 670, ST addresses modal safety performance in the following four categories:

- Fatalities: the total number of reportable fatalities and rate of fatalities per 100,000 vehicle revenue miles
- Injuries: the total number of reportable injuries and rate of injuries per 100,000 vehicle revenue miles
- Safety Events: the total number of reportable events and rate of events per 100,000 vehicle revenue miles
- System reliability rate: the rate of major mechanical failures per 100,000 vehicle revenue miles

Figure 3. SAFETY PERFORMANCE TARGETS

Metric	Link - 1 & 2 Line – 2025 Target	Fixed Route Bus Mode – 2025 Target	Link - T Line – 2025 Target
Fatalities	0	0	0.00
Fatality Rate	0.00	0.00	0.00
Injuries	33.68	13.47	1.45
Injury Rate	0.28	0.14	.73
Safety Events	99.83	37.72	9.28
Safety Event Rate	.83	0.32	4.66
System Reliability Rate	1.46	9.79	18.45
Vehicle Revenue Miles (VRM)	12,027,781	9,626,507	199,161

1.3 CONFORMANCE WITH FTA GUIDELINES

This ASP addresses all requirements and standards as set forth in the FTA's National Public Transportation Safety Program (NPTSP). Sound Transit will comply with any minimum safety performance standards, monitor any FTA standards that may be established through the public notice and comment process, and revise the ASP according to the process listed in Section 1.6, Review and Update of the ASP.

Sound Transit is a recipient of financial assistance under 49 U.S.C. 5307 as it serves a large urban area with a population exceeding 200,000. These funds are available for capital investments in new and existing transit systems. Other areas of federal assistance include 5337 funds for State of Good Repair - rail and bus, and 5339 for bus and bus facilities. Additional information may be found in the ST Financial Plan and Budget. Sound Transit works with the Metropolitan Planning Organization, the Puget Sound Regional Council, and local transit partners, in setting performance targets for the region.

A risk reduction program has been implemented to improve safety through precautionary and reactive actions to ensure public and personnel safety by reducing the number and rate of safety events, including assaults on transit workers. This includes measures to reduce visibility impairments for bus operators, barriers to protect operators from assault, and improved de-escalation techniques. Safety committees establish performance targets for this program using a three-year rolling average and reports on assaults on transit workers, near-misses, and unsafe acts and conditions. Failure to meet the performance targets requires Sound Transit to develop and track mitigations that address the missed target and allocate specified federal funding to risk reduction projects in the following fiscal year. Safety Committees work to identify mitigations which are tracked by mode-specific technical committees and the use of corrective action logs.

Figure 4. RISK REDUCTION PROGRAM – SAFETY PERFORMANCE TARGETS

Metric	Link 1 & 2 Line– 2025 Target	Fixed Route Bus Mode – 2025 Target	Link T Line – 2025 Target
Collision Rate (Total)	.23	.25	3.52
Pedestrian Collision Rate	.06	.02	.73
Vehicular Collision Rate	.15	.20	2.47
Transit Worker Fatality Rate	0	0	0
Transit Worker Injury Rate	.0	.06	0
# of Assaults on Transit Workers*	-	-	-
Rate of Assaults on Transit Workers*	-	-	-

In compliance with 49 CFR § 673, performance targets for the risk reduction program (Figure 4) are based on a 3-year rolling average of NTD data. The performance metrics lacking target numbers in the figure above are due to the changes in the law; once Sound Transit has three years of data (April 2026), targets will be added to Figure 4.

1.4 REGULATORY OVERSIGHT AND ACKNOWLEDGEMENT

The State Safety Oversight Agency for Sound Transit's rail mode is the Washington State Department of Transportation (WSDOT). Sound Transit coordinates with the WSDOT State Safety Oversight (SSO) Office on SMS performance and SMS implementation on a continuous basis.

1.5 EMPLOYEE SAFETY COMMITTEE

Sound Transit's Employee Safety Committee complies with requirements of 49 CFR § 673.The ESC is comprised of at least fifty percent frontline employees, while the rest are management representatives. An escalation path for operational partners' ESCs was published. The ESC reviews and suggests risk-based mitigation strategies and identifies safety gaps and deficiencies for continuous improvement. The committee works to identify safety risk reduction programs and set targets to improve safety performance, identify safety risk mitigations that may be ineffective, and supports continuous improvement by identifying safety deficiencies. In addition, they review and approve the ASP before it is presented to the Board of Directors. More detailed information about ESC activities including discussions and recommendations can be found in the committee charter or meeting minutes which can be provided upon written request.

Note: In addition to the ESC, Sound Transit has a unique structure of safety committees based on mode; some aspects of risk mitigation may be handled by these technical level committees.

1.6 REVIEW AND UPDATE OF ASP

The ASP is reviewed annually by the Enterprise Safety Division to certify its compliance and make necessary updates, corrections, and modifications in accordance with ST practices, WSDOT Program Standard guidance, and federal regulations. Additionally, all partner safety plans are reviewed to ensure they meet or exceed the regulatory requirements presented in Sound Transit's plan. A memo is published to document the partner review and any findings. Sound Transit requests contracted operational partners (King County Metro, Pierce Transit, and Community Transit) submit their updated Agency Safety Plans to Sound Transit for review in the first quarter of each year. If a partner agency ASP is under revision at the time of request, an estimated publication date must be provided.

The Enterprise Safety Division is responsible for initiating, developing, and overseeing the revision of the ASP on behalf of Sound Transit, as well as confirming compliance with state and FTA regulations. The annual revision process includes seeking feedback from agency departments, management review, operational partners, and internal audits to determine if any changes are needed. Updates to the ASP may be initiated due to changes to the federal regulations, the WSDOT Program Standard, system expansion, major system modifications, major organizational changes and reassignment of functions, audit results, operating procedures or environment, procedures, instructions, or rules affecting safety. If required changes are identified outside of the annual ASP revision, work will immediately commence to update the plan. A memo will notify SSO of pending changes. Any off-cycle changes will be incorporated into the ASP in the following revision.

Review and approval of a revised ASP will be presented to the Employee Safety Committee and the Chief Executive Officer for adoption by the Board of Directors. The Enterprise Safety Division will update the revision table indicating a review and certification of compliance has taken place.

Following the ASP review, the Enterprise Safety Division will provide the revision to WSDOT for compliance review and final approval. The ASP is submitted annually to meet requirements set forth by the current revision of the WSDOT Program Standard. The Deputy Executive Director of Safety is responsible for notifying WSDOT of any changes or modifications to the ASP or any significant safety issues. WSDOT is responsible for reviewing the ASP to ensure the plan meets the Program Standard requirements. Any WSDOT recommendations to enhance or modify the ASP will be considered and the ASP will be revised accordingly. A copy of the ASP is also provided to the Puget Sound Regional Council, the local metropolitan planning organization, that develops policies and makes decisions on transportation planning for the region.

1.7 PUBLIC SAFETY

SECURITY, LAW ENFORCEMENT AND FARE AMBASSADORS

The Security and Fare Engagement division works to provide a secure transit experience for Sound Transit passengers and a secure operational / working environment for agency employees and contractors.

STRATEGIC OBJECTIVES

The key to achieving the overarching goal of providing a secure transit system are the following four mutually re-enforcing strategic objectives:

- Minimize/Deter Crimes
  - The primary strategic objective of the Security and Fare Engagement division is the protection of life and physical safety. Any type of violent act against an employee, contractor or passenger is unacceptable, and resources (both organic and contracted) should be consistently allocated to keep the number of violent crimes to the lowest level possible.
- Promote the System is Safe
  - This objective de-emphasizes the current static security model and requires a continual balance of real and perceived security issues vs. available security resources (technology, budget, and staffing).
- Respond and Manage Critical Incidents
  - The Security and Fare Engagement division cannot predict or plan for security incidents; however, it must be able to respond quickly and effectively. This includes the critical objective of providing accurate and complete information to agency executive management and effective coordination with relevant public safety agencies.
- Enable Safe and Secure Transit Operations

Through a range of programs and procedures, Security Operations seeks to minimize any actions or activities disruptive to normal transit operations (i.e., vandalism, property damage, assaults on operators, etc.).

1.8 EMERGENCY MANAGEMENT

EMERGENCY MANAGEMENT AND PREPAREDNESS PROGRAM

Sound Transit fully supports an on-going Emergency Management program as required by 49 CFR § 673.11and identified in *R2017-14 Adopting a Security, Law Enforcement, and Emergency Management Policy*. The Sound Transit Emergency Operations Plan (EOP) has been developed to define Sound Transit's commitment to implementing and administering a comprehensive emergency management program for all operations within Sound Transit that achieve the highest practical level of preparedness, response, and recovery for our customers, employees, and members of the community impacted by Sound Transit's operations and services. Sound Transit works in coordination with impacted jurisdictions and agencies in which Sound Transit operates. The Agency's emergency response activities are documented in the *EOP*.

OBJECTIVES OF THE EMERGENCY OPERATIONS PLAN

The *EOP* is aligned with the National Response Framework, which guides how the United States responds to all types of disasters and emergencies. It also aligns with the National Incident Management System (NIMS), which provides a systematic, proactive approach for all levels of government, non-governmental organizations, and the private sector. Incident management describes the activities of an entity to identify, analyze, and correct hazards to prevent future occurrences and the escalation of hazards into emergencies. The National Incident Management System supports cross-sector coordination—regardless of cause, size, location, or complexity—to reduce loss of life and property and harm to the environment. It also supports the National Preparedness Goal's five primary preparedness mission areas:

- **Prevention**
  - Prevention is characterized by actions taken prior to the onset of an incident/event.
- **Protection**
  - Protection involves efforts from all levels of Sound Transit to remain ready to secure the agency and its operations against various incidents/events.
- **Mitigation**
  - Similar to prevention, Sound Transit engages in continuous improvement activities to incorporate lessons learned and to bridge gaps in emergency management.
- **Response**
  - Being able to effectively manage incidents and events after they occur is crucial to Sound Transit's ability to serve the communities within its jurisdiction.
- **Recovery**
  - Planning for recovery is critical, even before an incident happens. No matter the incident, it is important to begin the recovery process to restore the ability to provide service as quickly and safely as possible.

INFECTIOUS DISEASE PLAN

Sound Transit's Infectious Disease Plan is used to identify mitigations and strategies to minimize the exposure of the public, personnel, and property to unsafe conditions. These guidelines are consistent with federal and state health authorities to minimize exposure to infectious diseases.

EMERGENCY ROLES AND RESPONSIBILITIES

Sound Transit emphasizes the importance that all levels of the organization understand their responsibilities during emergencies. A description of responsibilities for the Board of Directors, Executive Department, Passenger Experience, Service Delivery, Security and Fare Engagement, and the Enterprise Safety Division, as well as Law Enforcement, Communications, Legal, Finance, Information Technology, and coordination with First Responders is documented in the *EOP*.

Sound Transit has procedures that fulfill the responsibilities outlined in this section, highlighting which department representatives will mobilize to the incident scene, while others will mobilize to the designated command or coordination center, Sound Transit Emergency Operations Center (EOC), and/or municipal or county EOC, depending on incident location and level.

1.9 DRILLS AND EXERCISES

Emergency drills and practical exercises are important tools for planning and preparing for emergency situations. Both drills and exercises provide an opportunity to implement inter-agency communication and coordination with local first responder agencies and other interested parties. Scenario-based exercises allow partners to further hone their skills, proficiencies, and procedures in preparation for an emergency or critical incident(s). Sound Transit meets the standard for both the FTA and FRA, as well as performs additional exercises annually. A schedule of these events may be provided upon request.

1.10 AFTER ACTION REPORTS

After-Action Reports (AAR) provide a detailed review and/or critical analysis of past training or an event. It is primarily used as a tool to provide feedback after a training exercise or incident. It

is developed to reassess leadership decisions, training protocols, and/or implementation of policies and procedures to identify areas of improvement for future use. The AARs are regularly reviewed and updated by the Emergency Management team. While the purpose of an AAR is to identify areas of improvement rather than findings, any items that rise to the level of findings are documented through the CAP process in coordination with other areas within Sound Transit.

1.11 CERTIFICATION OF COMPLIANCE

Sound Transit will certify that this Agency Safety Plan meets the requirements of 49 CFR § 673, 49 CFR § 674, and the WSDOT Program Standard. The ASP is self-certified annually through the FTA's Certification and Assurances process. In addition, Sound Transit will certify compliance with federal laws, regulations, and policies outlined in the FY2024 Certification and Assurances, as required for participation in FTA financial assistance programs.

1.12 COORDINATION PLANNING WITH INTERESTED PARTIES

Sound Transit disseminates and makes available safety performance targets to the state regulatory authorities, Puget Sound Regional Council (PSRC) and other interested parties to aid in the planning process. ST will provide a complete copy of this ASP to PSRC and WSDOT, highlighting the proposed performance targets to aid in their planning process. All ASP revisions are shared with both organizations.

2.0 SAFETY MANAGEMENT POLICY

The SMS components lay the foundation of ST's safety culture, and specifically the Safety Management Policy component frames the organization for success. This component documents ST's commitment to safety, which defines our objectives, accountabilities, and responsibilities. This commitment and high-level policy objectives are established in the Safety Management Policy Statement, found in Appendix 3. The section below provides additional detail.

2.1 SAFETY OBJECTIVES

The Sound Transit Board Safety Policy (Resolution No. R2017-13) and the agency policy on safety management commits the agency to implementing a SMS that delivers high-quality services without adverse effects to the safety of passengers, employees, contractors, emergency responders, and the public and complies with applicable legal regulations, industry best practices, and other requirements. Through continuous improvement, safety culture is embedded in all activities to ensure safety is paramount.

Sound Transit's safety objectives, roles, and responsibilities are included in the Board's safety policy, as well as the agency policy. Sound Transit will proactively manage safety hazards and mitigate risk in our transit operations to an acceptable level. This is accomplished through continuous examination of operational hazards, the application of lessons learned, and process improvement to the capital program to ensure system growth is influenced through operational experience. A non-punitive employee safety reporting program, staff training on SMS principles, and ongoing program development have all been established for continuous improvement of safety performance.

All levels of management and all employees are accountable to deliver the highest level of safety performance, starting with the Accountable Executive: Sound Transit's CEO. The Accountable Executive designates the Chief Safety Officer (CSO) as the SMS Executive. To support the SMS and facilitate timely and efficient decision-making, the CSO may communicate

with the CEO as needed. Sound Transit will integrate the management of safety among the general responsibilities of all employees, as defined in all ST job descriptions.

Additionally, the Sound Transit Employee Safety Committee plays a key role in this process. The ESC is a joint labor management committee established to identify safety risk reduction programs, set targets to improve safety performance, and review and suggest risk-based mitigations strategies.

As required by the Federal Transit Administration, Sound Transit establishes annual safety performance targets to help measure the safety of our transit system. In addition to our overall safety objective, ST continues to track and trend leading and lagging indicators to ensure the success of the system, identify opportunities for improvement, and actively track and address hazard identification reports.

The following objectives have been established to assist ST in achieving its safety initiatives.

- Establish safety policies, procedures and requirements to integrate safety into ST's decision-making and operations.
- Assign responsibility related to safety policies, procedures, and requirements.
- Establish documented standards and procedures for safety training and performance.
- Investigate accidents, incidents, occurrences, and injuries.
- Identify, analyze, track and resolve hazards in a timely manner.
- Comply with federal and state safety requirements, rules, and standards. Continuously improve safety performance through data analysis, informed decision-making, and appropriate resource allocation.**SAFETY MANAGEMENT POLICY COMMUNICATION**

Sound Transit's Safety Management Policy will be distributed to all personnel via internal communications. Additionally, through a ST designed biennial training, *Building a Culture of Safety: Understanding Sound Transit's SMS*, the Safety Management policy statement will be shared with all staff. For more information on Training and Communication, please see Section 5.0, Safety Promotion.

2.3 EMPLOYEE REPORTING PROGRAM AND FEEDBACK

Sound Transit has developed a process for employees to report hazards, unsafe conditions and near miss occurrences to management. Employees are encouraged to report freely and openly. Sound Transit encourages employees to self-report rules or policy violations. Self-reporting is reviewed positively in any subsequent personnel action. Sound Transit also affords protection from punitive measures by providing employees the option to submit reports anonymously.

Sound Transit is aware that different concerns need different feedback. Below are the reporting methods with a description of appropriate reporting channels.

1. If there is a medical emergency or an employee or another person is in danger, the employee must call 911. Employees must then call or text the Security Operations Center at 206-398-5268 so the reporting individual and / or security staff may meet First Responders.
2. If an employee witnesses an incident or intentional act that feels unsafe on or near ST property, they should call or text the Security Operations Center (SOC) at 206-398-5268. Personnel in the SOC log these reports, respond to the employee via text and utilize radios to dispatch on-site security to the employee's location, if necessary.

3. If there are non-emergency safety and security concerns, the employee should submit concerns via the Employee Safety Reporting Tool (ESRT). Reporting instructions are documented within the ESRT tool. The Employee Health and Safety group will route the concern to the appropriate safety discipline. Feedback on concerns is provided directly through email to the reporting party, summarizing the status, actions taken to address the reported issue, and final resolution. All personnel, including employees who submit anonymously through the ESRT, may use the tool to search for reported concerns and view the actions taken and their status. Reporting to the Employee Safety Committee and Senior Management may occur through the reporting tool.
4. If an employee has a Sound Transit Facilities concern, they should enter an EAMS ticket via the ST Hub. Feedback is provided through the EAMS system or email, providing status information, and actions taken to address the reported issue. Examples include:
    - Maintenance of building/ST properties (e.g., maintenance requests, building heating/cooling, ST-owned transit facilities, etc.).
    - Non-emergency safety concerns (e.g., trip/fall hazards).
    - Spills: ESMS-304 Assessing and Responding to Spills

Tacoma (T Line) staff may employ an alternative path for modal reporting due to the size of the operating model. Employees utilize a service log to address concerns through multiple avenues, which include facilities technicians, Tacoma Line supervisors and Sound Transit safety staff. T Line staff are regularly encouraged to utilize the ESRT as needed. The T Line Safety & Security Committee (TLSSC) reviews T Line employee reporting practices for monitoring and continuous improvement. These methods of reporting are all part of the hazard identification subcomponent, and the larger Safety Risk Management process documented in Section 3.0, Safety Risk Management. Reported safety concerns will follow the process documented directly above.

STANDARDS OF CONDUCT AND WORKPLACE MISCONDUCT

ST has outlined its Standards of Conduct and Examples of Workplace Misconduct within the Employee Handbook. These sections specifically describe employee behaviors that result in disciplinary actions. Each employee receives an electronic version of this handbook at the start of their tenure. A hardcopy is available upon request. The handbook is updated periodically and is available via the Hub.

2.4 SAFETY ACCOUNTABILITIES AND RESPONSIBILITIES

To achieve the ASP goals, all Sound Transit personnel need to be involved and have ownership for safety. Specifically, taking into consideration any safety impacts of their decisions in their respective roles. All ST employees have general safety-related tasks under the ASP as documented in the following section.

2.4.1 Organizational Roles and Responsibilities

CHIEF EXECUTIVE OFFICER (CEO)

The Board of Directors has granted Accountable Executive authority to the CEO. As the Accountable Executive, the Sound Transit CEO is responsible for reviewing and approving the ASP, and ensuring the agency SMS is implemented, resourced, and continually improves. The CEO may delegate risk management decisions to the Chief Safety Officer; however, the CEO is ultimately responsible for accepting safety risks or hazards at ST. Specifically, the ST CEO is responsible for:

- Control and direction over human and capital resources needed to develop and maintain both the Agency Safety Plan and the Transit Asset Management (TAM) Plan
- Designating a Chief Safety Officer
- Ensuring that Sound Transit's SMS is effectively implemented throughout ST's public transportation system
- Ensuring action is taken to address substandard performance in ST's SMS
- Sound Transit's Safety Performance
- Carrying out ST's TAM Plan
- Implementation of the SMS and approval of the Agency Safety Plan

CHIEF SAFETY OFFICER (CSO)

The CSO has been designated by the Accountable Executive as the SMS Executive and maintains a direct reporting line to the Accountable Executive. The CSO is adequately trained to perform their duties and does not serve in an operational or maintenance capacity. Training requirements for this position are included in Section 5.2, Safety Communication. The CSO is also responsible for:

- Day-to-day Implementation and operation of ST's SMS
- Ensuring action is taken to address substandard performance in ST's SMS
- Advising Accountable Executive on SMS progress/status
- Communicating safety information and safety performance
- Ensuring ST policies are consistent with the ASP Goals
- Advocating for and promoting safety culture
- Review of the Agency Safety Plan

AGENCY LEADERSHIP

Agency Leadership is considered the Executive level staff of Sound Transit and includes the CEO, Deputy CEOs, and Chiefs and Executives of divisions. Sound Transit Agency Leadership is responsible for:

- Implementation and operation of the SMS as it applies to their respective business units
- Accountable for business unit oversight, day-to-day operations and maintaining compliance with the ASP
- Modification of policies to align with the implementation of SMS and other regulations

KEY STAFF

Key staff include select Internal Audit personnel, and Safety and modal Operations employees who have primary responsibility for overseeing safety, specifically Safety Division operational specialists, and T Line Deputy Directors and above. Key staff members have been identified as Public Transportation Safety Certification Training Program (PTSCTP) participants and have been enrolled in the FTA's training program. A list of key staff can be provided upon request. Specific to T Line staff, managers and supervisors are required to complete the Rail Incident Investigations course to oversee safety events.

Responsibilities include:

- Compliance with the programs and processes identified within the ASP
- Upholding, reinforcing, and ensuring compliance with the *Resolution No. R2023-23: Tacoma Link Light Rail Substance Abuse Policy* and *Agency Policy 1014: Alcohol and Drug Free Workplace.*
- Supporting the development, implementation, and operation of SMS
- Maintaining documents that support the implementation of the SMS; represent the CSO in the Link Rules and Procedures Committee (LRPC)
- Maintaining individual certifications in compliance with 49 CFR § 672 Public Transportation Safety Certification Training Program (PTSCTP)
- Reviewing and investigating employee reports and implementing corrective actions, as appropriate, in a timely manner
- Investigating employee injuries and documenting findings in the reporting system
- Verifying ASP compliance and reporting deviations to the Safety Division

2.4.2 Operating Contract Relationships

Sound Transit, as an organization, requires that partnering agencies comply with 49 CFR § 655 in accordance with their respective intergovernmental agreements (IGAs). This requirement within each IGA signifies that all partnering agencies adhere to the regulations outlined in 49 CFR § 655, which specifically address the testing, training, and assistance programs for regulated employees involved in safety sensitive functions. Sound Transit's operating partners are contractually obligated to have a formal SRM process that identifies hazards, risks, and mitigations. Additionally, ST Express requires partnering agencies to provide Sound Transit with copies of 49 CFR § 655 reporting and notification of any external audits conducted in relation to the regulation. These measures ensure compliance and facilitate transparency as ST strives to maintain consistent safety standards and regulatory adherence across all entities engaged in the agency's transit initiatives.

Respective IGAs should be consulted for information regarding the specific requirements, obligations, and guidelines that partnering agencies need to ensure compliance.

LINK LIGHT RAIL – KING COUNTY METRO

Daily activities of LLR (1 and 2 Lines) operation, safety, and maintenance are contracted out to King County Metro (KCM), through an operating and maintenance Intergovernmental Agreement (IGA). King County Metro is required to maintain a PTASP that documents their day-to-day administration of the KCM SMS, and internal processes for the agency that is supported by the IGA and Sound Transit's ASP. Sound Transit reviews KCM's ASP annually as part of the revision process. As detailed in the IGA, KCM Rail Operations and Maintenance are responsible for the safety of LLR employees, including safety leadership, interpretation of policies and work rules, enforcement of rules and policies, and education of staff relative to safe work practices/procedures. KCM Rail Operations and Maintenance is

directed by the KCM Division Director of Rail. The primary responsibility of the KCM Division Director of Rail is the overall direction of all KCM rail operations, including development of operations and maintenance programs, and oversight of all contracted services for rail-related tasks. The KCM Division Director of Rail meets regularly with the ST Executive Director Service Operations to discuss all aspects of the LLR system.

ST EXPRESS – KING COUNTY METRO, COMMUNITY TRANSIT, PIERCE TRANSIT

The regional bus day-to-day activities for operation, safety, and maintenance are contracted to three different agencies: Pierce Transit, Community Transit, and King County Metro. In coordination with and oversight by the Deputy Director of Bus and Paratransit, these agencies administer individual PTASPs that apply to their regional operations and are reviewed annually by ST.

SOUNDER COMMUTER RAIL- BNSF, AMTRAK, STACY & WITBECK INC.

Sounder commuter rail (SCR) falls outside of the scope of this plan. A complete description of the roles and responsibilities of Sound Transit, BNSF, Amtrak, and Stacy & Witbeck, Inc. are included in the current *SCR System Safety Program (SSP)*.

2.4.3 Plan Implementation

The ASP focuses on the activities that are required to provide a high level of safety. The ASP elements include the long-term approach to implement a Safety Management System (SMS) within ST. The ASP also delineates activities to be performed by the Employee Safety Committee to ensure its involvement on a continuing basis. This ASP is currently scoped to conform with FTA requirements only. This ASP outlines the methods to assure that safety is an integral and continuous part of all life-cycle activities of a transit system. The ASP complies with all state and federal laws and mandates by systematically monitoring all phases of operation. Sound Transit's intranet, the Hub, includes information on various functions within the agency including safety. The intranet is the prime method of communication to employees of updates or revisions to the Safety Management Policy. Additional training specific to staff's job responsibilities may occur upon hire, job change, or on an identified cadence. The ST Safety Training Plan identifies required trainings specific to job duties for staff across the agency. Sound Transit contractors, operating partners, and consultants are expected to maintain all necessary safety trainings, certifications, etc. per awarded contract or agreement. Additionally, the Sound Transit SMS Implementation Plan serves as the living implementation plan for Sound Transit's SMS. It specifies current SMS processes and procedures; and describes the activities and actions needed to implement the ASP. This ASP is reviewed annually. Due to functional organizational change in early 2025, an SMS implementation working group will be established later in the year to update the SMS Implementation Plan.

2.5 SMS DOCUMENTATION AND RECORDS

This ASP is controlled and managed by the Enterprise Safety Division, as described in Section 1.6 Review and Update of the ASP. Sound Transit maintains SMS-related documents, records, and other information as dictated by regulatory compliance of 49 CFR § 673.31 and best practice. All documents and records are maintained for a minimum of three years in the ST SharePoint that provide original dates, revision dates, and permissions to ST employees for access to this critical documentation.

Sound Transit is required to maintain all versions of documents related to the ASP, including those related to implementation of the SMS, and results from SMS processes and activities, for a minimum of three years from creation. Sound Transit acknowledges that not all departments and divisions have yet developed full documentation to support these

requirements of the ASP, however this item will be tracked as part of the SMS implementation plan.

2.5.1 Access to SMS Documentation and Records

This ASP contains links to documents accessible to ST personnel to facilitate use of these processes and procedures in day-to-day work. Links herein may not be accessible to external users, but all SMS documentation and records will be made available to Federal and State entities on request.

3.0 SAFETY RISK MANAGEMENT

Safety Risk Management (SRM) is integrated into pre-revenue activities such as agency design requirements and criteria, design development, specification preparation, equipment selection, construction, and testing, through revenue procedures and operations. The minimum standards of safety established by State Safety Oversight (SSO) and referenced in 49 CFR § 674.25(a) and the Washington State Rail Safety Oversight Program Standard, include governance of the above activities. The SRM process is used to identify, analyze, evaluate, and mitigate safety risk of the overall system, as required in 49 CFR § 673.25(a) for all elements of the system.

Sound Transit also complies with FTA Special Directive 22-51 which requires that the agency follow the SSO Risk Based Inspection program to meet the requirements of 49 CFR § 673. Sound Transit is aligned with protecting roadway workers as described in 49 CFR § 671. A working group has been established to develop a program for final approval in December 2025.

Staff apply methods of hazard identification, assessment and resolution to minimize or eliminate hazards during design and construction, as specified in the Agency *Safety and Security Management Plan*, *Safety and Security Certification Plan,* and *Construction Safety and Security Manual*.

The SRM process also applies to operational, maintenance, and other employee safety activities, changes to the existing ST system, modifications, new extensions, new procedures, and organizational changes; these are tracked through the Configuration Review Board (CRB) and the Link Rules & Procedures Committee (LRPC). The methodology for Employee Health and Safety management is documented in the *Accident Prevention Program (APP)*, as referenced in Section 3.4, Accident Prevention Program. Hazards are assessed and evaluated primarily by the Safety Division with a focus on collaborating with the affected department(s). Employee and technical safety committees, composed of front-line employees and management, contribute by identifying, recommending, and analyzing the effectiveness of risk-based mitigations or strategies to reduce consequences identified in ST's safety risk assessment. In 2025, Safety technical level committee decision making processes will be standardized with the implementation of RAPID® decision making for all impactful decisions.

This process directly interacts with the Safety Assurance process, as documented in Section 4.0, Safety Assurance, so that risk mitigations are evaluated for effectiveness over time. Feedback between the two processes is essential to ensure that risk mitigation does not introduce additional hazards into the system.

3.1 HAZARD IDENTIFICATION

Hazard identification is initiated during the planning phase of a project and continues into operations. Ongoing operational hazard monitoring and measurement of these identified hazards happens during the safety assurance process.

Generally, hazard identification is performed in two phases: pre-revenue and transition to and through revenue service. In addition, the Safety Division identifies hazards through specific and scheduled inspections and observations, dependent on safety discipline.

3.1.1 Pre-revenue Hazard Identification

Hazards identified during the pre-revenue stage can be derived from:

- Preliminary Hazard Analysis (PHA) workshops
- Operational Hazard Analysis (OHA) workshops and report
- Consultation with Authorities Having Jurisdiction (AHJ)
- Value Engineering (VE) workshops and report
- ST and Consultant design team experience
- Historical data from previous projects
- Sound Transit accident/incident data and experience
- Accident/incident data from other rail systems, or other systems with similar characteristics
- Applicable industry standards
- Design data and drawings
- Hazard Analysis Guidelines for Transit Projects, DOT-FTA-MA- 26-5005-00-01, January 2000
- Construction safety audits, inspections, and surveillances
- Capital Project Safety & Security Certification Audits (SSC)
- Other Hazard Analyses as required

3.1.2 Transition to and Through Revenue Service

Defining the physical and functional characteristics of a project creates the foundation of the hazard identification process. These characteristics are presented in terms of the major elements that comprise the project, such as personnel, facilities, systems, equipment procedures, the public and the environment. The hazards are identified using several methods, including the following examples:

- Employee Safety Reports
- Inspections, audits, and surveillance
- Historical hazard or accident data
- Operational experience
- New Procurements
- System Modification
- Safety Data Trend Analysis
- Changes to Critical Items List
- Emergency Drill/Exercises
- Data provided by FTA
- Data provided by WSDOT
- Special Studies or Investigations

The rating of hazards is limited to those hazards that directly or indirectly affect the safety and security of the public, passengers, employees, rolling stock, and facilities. Sound Transit performs reactive hazard identification through analysis of events, including investigations of adverse incidents, reporting from employees and contractors via the ESRT or Safety Committee meetings, etc. From a proactive view, ST systematically identifies all reasonably foreseeable

hazards, their functions, and interfaces using wide-ranging expertise from a competent team. These may result from audits and inspections, change management, and failure trends. All identified hazards and mitigations from pre-revenue are tracked within SSIMS and then transferred via Operational Hazard Assessment Reports into the Safety Metrics application. All open hazards in Safety Metrics are viewed through Power BI reporting and are available for monitoring and measurement in the operational environment.

3.2 SAFETY RISK ASSESSMENT

Hazards are analyzed by identifying the likely severity of consequence and probability of occurrence. The hazard analysis process continues until it can be shown that each hazard has been controlled to an acceptable level.

The hazard categorizations are determined through standardized analysis performed by ST, consultant, and/or contractor staff. The analyses used as inputs depend on the hazard investigated, but may incorporate preliminary hazard analysis (PHA), Fault Tree Analysis, and Failure Mode and Effect Criticality Analysis among other standardized methods of evaluation.

Following identification of a hazard, an assessment is performed to determine the risk rating. Risk severity and probability are used to measure the hazard's magnitude and the priority for applying control measures. The Safety Risk Matrix is used to assess the level of risk for each identified hazard and to determine what, if any, action(s) must be taken to correct or lower the risk to an acceptable level. Each Hazard Category in the Safety Risk Assessment Matrix requires a specific level of action, see Section 3.3 Risk Mitigation. The decision authority for each Hazard Category is also shown. Sound Transit also maintains a risk matrix pertaining to security-related risk.

Risk Resolution requirements shown in the Safety Risk Matrix are used to prioritize hazardous conditions and focus available resources on the most serious hazards requiring resolution while effectively managing available resources. No level of agency management is authorized to accept a risk that is based in a violation of law, code, or regulation.

While Sound Transit's operating partners may utilize their own risk matrices to fulfill a range of their business objectives, for all activities related to Sound Transit, they are required to translate their risk ratings to align with the ST Risk Matrix. This is accomplished through technical committee meetings or risk assessment working groups.

3.3 RISK MITIGATION

The risk mitigation or hazard resolution and control process involves the analysis and corrective action(s) taken to reduce the risk associated with an identified hazard to the lowest practical level. Using the assessment and evaluation results, risks are mitigated to an acceptable level by one or more of the below described methods:

Design for Elimination or Minimum Risk*:* Where possible, hazards will be eliminated through design. In many cases, hazards are inherent and cannot be eliminated through design. In other cases, eliminating the hazard through design is not practical or financially feasible. If the hazard cannot be eliminated, risk mitigations will be implemented to reduce the impact by bringing the risk to an acceptable level through the incorporation of the principles of system safety, using fail-safe devices and principles in design, incorporating high-reliability system components, and using redundant or backup hardware and software devices.

***Utilize Safety Devices**:* Hazards that cannot be eliminated or controlled through design selection shall be controlled to an acceptable level using fixed, automatic, or other protective safety design features or devices. These are permanent system design features that improve safety by automatically controlling the risk of hazard without human interaction. Provisions shall be made for periodic functional checks of safety devices.

***Install Warning Devices**:* When either design or safety devices cannot effectively eliminate or control an identified hazard, warning devices can be used to detect the hazardous condition and to generate an adequate warning signal to correct the hazard or provide for personnel evacuation. Warning devices should be standardized to minimize the probability of incorrect reaction of personnel to these warning signals.

Develop Procedures and Instruction: When it is impossible or impractical to eliminate hazards through design selection or adequately reduce its associated risks through safety or warning devices, then approved procedures and training programs must be used. However, this is the lowest level of control and relies on training to recognize the hazard and personnel actions to avoid the hazard. Procedures may include the use of personal protective equipment. Precautionary notations and warning signs must be standardized.

Hazard resolution often requires a combination of methods of control. The use of warning, caution, and other forms of written advisories alone to control undesirable risks will be carefully reviewed to ensure that no other additional measures are possible. Hazards classified as "unacceptable" are not permissible. Additionally, no level of agency management is authorized to accept a risk that is in violation of a law, code, or regulation.

Safety Risk Assessment is detailed in the *ST Hazard Management Manual*. Assessing risks within ST enables personnel to effectively manage risk and make reasonable decisions. Risk communication is addressed through committees and escalated as required to executive level staff through all steps of the risk management process.

3.4 ACCIDENT PREVENTION PROGRAM

The *Accident Prevention Program (APP)* is the agency's written plan describing its total health and safety program to prevent accidents, illnesses, and injuries on the job, as required by WAC 296-800-140. The program is tailored to the needs of Sound Transit's workplace/operation and to the types of hazards involved.

This program covers the Employee Health and Safety Group responsibilities and describes agency and general procedures concerning employee health and safety. The *APP* is available to all employees and is initially introduced to new employees during their Employee Safety Orientation.

3.5 TRANSIT ASSET MANAGEMENT

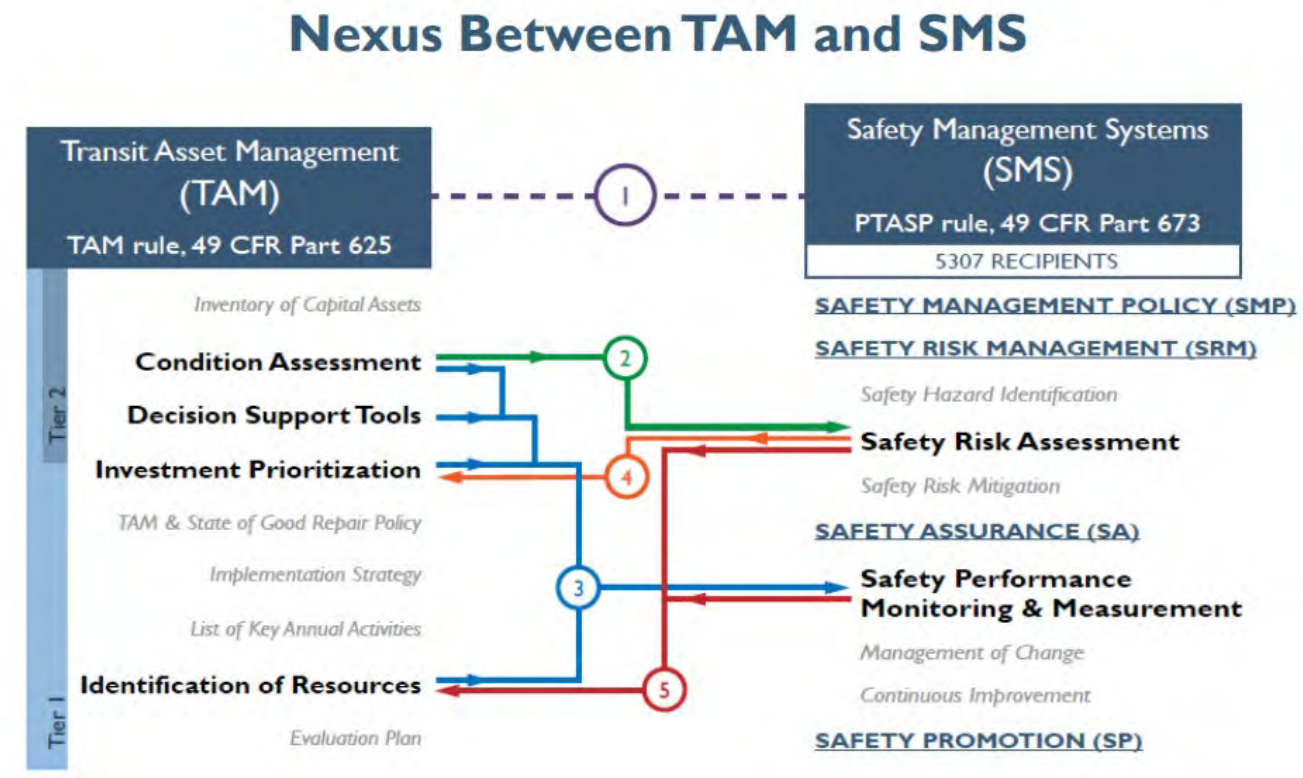
Effective asset management is an important way Sound Transit can continue to provide world-class service as new assets come into service and existing assets age. Sound Transit's asset management program conforms with the Moving Ahead for Progress in the 21st Century Act (MAP-21) and in the coming years will mature to conform with international asset management practices, including ISO 55000 series of asset management standards.

Sound Transit recognizes that transit asset management has value far beyond simple compliance. It represents an opportunity for ST to innovate, train and grow its employees, reach

quantifiable efficiencies in its operations and business processes, and become a best-in-class transit provider for its customers. The guiding principles for the program are articulated in Sound Transit's Asset Management Policy. Further information on the Transit Asset Management program is in the Transit Asset Management (TAM) Plan.

The State of Good Repair (SoGR) standards are defined by the National Safety program and National Transit Asset Management (TAM) System, found in 49 CFR §625. These set forth the conditions when safety risk analysis must be performed on capital assets such as equipment, rolling stock, infrastructure, and facilities. Sound Transit documents safety performance objectives in the TAM plan based on this definition and makes informed investments to strive for a SoGR for all assets.

Figure 5. FTA Nexus between TAM and SMS



Source: FTA

4.0 SAFETY ASSURANCE

Safety assurance ensures that ST implements appropriate and effective mitigations and monitors the safety performance of Sound Transit. Safety assurance also assesses how changes may impact the safety of the system.

Safety assurance includes three subcomponents:

- Safety Performance monitoring and measurement
- Management of change
- Continuous Improvement

Sound Transit complies with the State Safety Oversight Risk Based Inspection program for additional monitoring of safety performance as outlined in FTA Special Directive 22-51.

4.1 SAFETY PERFORMANCE MONITORING AND MEASUREMENT

4.1.1 Rule Compliance and Procedure Review

Proactive revision schedules including development, management and enforcement of policies, and rules and procedures, ensures the safe operation and maintenance of equipment along with monitoring the efficacy of safety risk mitigations, causal factor investigations and examining internal safety reports as noted in 49 CFR 673.27(b).

Referenced in Section 1.1, Regulatory Updates to the Agency Safety Plan, a risk reduction program was initiated in 2023, to improve safety by reducing the number and rates of safety events and transit worker assaults. Over time, these metrics will be monitored and reviewed based on targets set by the Employee Safety Committee. Refer to Figure 4 in this ASP for more information.

LINK LIGHT RAIL (1 AND 2 LINES)

Link light rail rules compliance and procedure review is conducted by KCM. (see KCM ASP Section 7.2). Sound Transit Operations maintains a Link Maintenance Oversight Process which documents the quality oversight of contracted maintenance activities including quality control, material control, personal safety, equipment operations, best maintenance practices, training, and configuration management.

KCM maintains SOP 1.8 Ride Check-Performance Evaluation and records of operator ride checks through their learning management systems. The results of the KCM ride checks are available upon request. Sound Transit Operations maintains an oversight program that includes Track, Power and Signals, SCADA, Vehicle Maintenance, Non-revenue Vehicles, Operations, and the Maintenance Service Center.

Standard Operating Procedure 1.1 governs matters pertaining to the development, issuance and revision of Link light rail rules and procedures. The Link Rules and Procedures Committee (LRPC) meets monthly to prioritize and review any additions, changes, or deletions.

LINK T LINE

Tacoma's T Line rail compliance and procedure review is conducted by the Executive Operations Director – T Line, or delegate, who shall ensure safety requirements are established, reviewed on a regular basis, and updated, as necessary. Rules are reviewed annually for adequacy. The Executive Operations Director, or delegate, shall also oversee all safety testing for rules and procedures using pass/fail criteria. Only personnel who are certified (successfully pass rule and procedure tests) shall be allowed to operate equipment. The Executive Operations Director, or delegate is responsible for establishing training/retraining standards and shall review these standards as needed or on a biennial basis. The T Line Safety and Security Committee (TLSSC) led and operated by the Enterprise Safety Division, evaluates implications of existing WSDOT oversight rules, under which ST is governed, and any potential modifications to these requirements.

SOUND TRANSIT EXPRESS REGIONAL BUS

Sound Transit Express bus service utilizes monthly regional data sessions and quarterly meetings with STX contractors to discuss and address any open issues around safety performance. Contractors ensure compliance with procedures for operations and maintenance within their respective ASP.

- Community Transit ASP (Section 6.116.0)
- Pierce Transit ASP (Section 4.1)
- KCM ASP (Section 7.2)

4.1.2 Safety Data

The Enterprise Safety Division (ESD) analyzes data to assist in maintaining a safe work environment for all employees and a safe system for our customers. Analysis of data may result in recommendations for corrective actions. The Safety Data Handling Manual details how the ESD collects and analyzes data. This manual is under revision pending new safety software. The principal approach used in achieving ASP goals are accomplished through consultation and participation of all ST personnel to ensure they understand how safety impacts the work they perform. Sound Transit uses a proactive approach that stresses review of systems and the proposal of modifications to these systems from a safety perspective before events occur. The ASP also requires employees to examine the effects that their actions may have on the safety of other interrelated systems, described in more detail in Section 4.2, Management of Change.

All personnel are responsible for ensuring that safety-related tasks meet and comply with the guidance in the ASP. All ST staff are responsible for working safely and following established rules, procedures, policies, and safe-work practices. The intent of this section is to provide a description of ASP responsibilities that will assist ST's efforts in achieving optimal safety. The ESD Data Program will provide a general overview of the various processes and procedures involving data. Specific procedures and responsibilities are listed in procedure manuals, rulebooks, plans, program manuals, policies, and other controlling documents. Additionally, a safety data governance committee has been established.

4.1.3 Safety Risk Management Databases

SAFETY AND SECURITY INFORMATION MANAGEMENT SYSTEM (SSIMS)

A Safety and Security certification database updates and tracks project Certifiable Items and provides users with continual interface and capabilities to report the certification status for the design, construction, testing, and pre-revenue phases of the project. This database is called the Safety and Security Information Management System. Project documentation is assembled and maintained in the project Safety and Security Certification records on SSIMS SharePoint. Contents of the records include the following:

- Certifiable Items List (CIL)
- SSIMS Forms for each Certifiable Item
- Support documentation
- Scanned Certificates of Conformance for all certifiable elements; and
- Scanned System Certificate of Conformance for the project.

SAFETY METRICS APPLICATION

Both the Employee Health & Safety and Transportation Safety & Security teams capture and analyze operational safety data in the Safety Metrics application. The Safety Metrics application is comprised of several modules that track safety data such as safety events, audit findings and observations, Corrective Action Plans (CAPs), hazards, etc. Event data for all modes of transit are captured in the Safety Metrics application.

KCM's database Safety and Security Management is the database of record for all events related to Link light rail. Event data is transmitted to Safety Metrics each Monday with data from the previous week and undergoes quality review.

4.1.4 Security Database

Passenger and pedestrian reported security issues are logged in to the Security team's Computer Aided Dispatch (CAD) system. The CAD system, Omnigo, tracks all incidents responded to by security personnel. Call data includes the time and date of the initial call, the type of incident (i.e., theft, assault, disorderly conduct), the location of the incident, and any notes associated with the incident.

4.1.5 Transit Safety Inspections and Assessments

On a regular basis, key staff conduct safety and security inspections at ST-owned stations. Safety staff work with ST Facilities to create work orders to correct and / or repair identified issues. Standard Operating Procedure *TSS-SOP-TSS18* details the process for inspections and identifies triggers for Safety and Security Assessments. Assessments are performed to proactively apply an all-hazards approach to assess safety hazards or security vulnerabilities within the operating system before they result in harm or damage.

4.1.6 Transit Safety Event Investigations

WSDOT has the primary responsibility for safety event investigations and has delegated these responsibilities to Sound Transit. The Director – Safety Investigations is the primary contact for WSDOT and is responsible for submitting safety event investigative reports to the SSO. Investigation procedures for safety events are controlled by individual modes. The FTA has published guidelines for performing safety event investigations.

LINK LIGHT RAIL – 1 AND 2 LINES

Link light rail safety events are reported through the Link Control Center and investigations are conducted by Sound Transit's operating partner, King County Metro (KCM) or the Sound Transit Safety Investigations team, per the intergovernmental agreement. KCM has developed and presented investigation procedures for ST review and approval on the Link light rail service:

- *SOP 4.1 Documenting Rail Accidents and Incidents*
- *SOP 4.2 On-Scene Rail Accident Investigation*

Training criteria and records for those conducting investigations are established and ensured by KCM. Sound Transit safety personnel who review investigation reports are required to receive the Transportation Safety Institute's (TSI) Rail Incident Investigation certificate.

LINK LIGHT RAIL - T LINE

T Line safety events are reported to the T Line Control Center, the controller logs information regarding the safety event in the service log and if needed, the event log. The field supervisor coordinates the investigation and compiles all evidence required for safety event investigation. All T Line staff adhere to the following procedure while gathering information to be forwarded to the Safety Investigations team:

- *TLR-SOP-60007 Accident Investigation*

Other T Line Emergency Operating Situation procedures may also apply.

Training criteria and records for field supervisors conducting investigations for T Line incidents are required to complete an orientation and procedure review process conducted by the T Line Transportation Manager. Managers and field supervisors are required by Sound Transit to attend the TSI Rail Incident Investigation course at the earliest available opportunity.

SOUND TRANSIT EXPRESS REGIONAL BUS

Sound Transit Express safety events are investigated by the contract operators: King County Metro, Community Transit, and Pierce Transit.

4.1.7 Regulatory Investigations

In the event that FTA or WSDOT conducts an independent investigation on Link light rail - 1, 2 or T Line, ST will review the report and provide a response within 30 days with proposed corrections or adoption. Once the investigation has been closed, ST will add any corrective actions to the Corrective Action Plan log, per Section 4.1.8 – Corrective Action Plans. The Washington State Department of Transportation holds the ultimate responsibility for the sufficiency and thoroughness of all safety event investigations, whether conducted by Sound Transit or WSDOT.

4.1.8 SSO Safety Event Reports and Documentation

The WSDOT State Rail Safety Oversight defines reportable, or notifiable, events in "Chapter 6: Accident Notification" of the WSDOT Program Standard. Sound Transit will refer to the most current version of this document to ensure compliance with all reportable and notifiable activities.

Safety event reports, written investigation reports, and findings, using the appropriate WSDOT form or supplying comparable information, are due to WSDOT within 45 calendar-days of ST Safety staff being made aware of a reportable safety event or unacceptable hazardous

condition. This report must identify the causal factors contributing to the occurrence in the form of a Root Cause Analysis and, if appropriate, recommend corrective actions.

All accident reports are submitted to the Director - Safety Investigations, for review and approval. The Director or designee shall then submit the report which includes applicable corrective actions to WSDOT for review and approval, per the WSDOT Program Standard. Incidents that do not meet the WSDOT threshold for reportable safety events are tracked using the internal reporting as described in the Safety Data Handling Manual.

4.1.9 SSO Annual Reporting

The Transportation Safety & Security Director is responsible for preparing an annual summary report covering all reportable safety events over the previous calendar year. The annual summary report shall be submitted using the WSDOT Safety and Security Program Annual Report form. The Director or a designee shall submit the WSDOT Safety and Security Program Annual Report to WSDOT as prescribed in the WSDOT Program Standard.

4.1.10 External reporting Notification and Thresholds

The Transportation Safety & Security group maintains work instructions and standard operating procedures on how to report to WSDOT, the FTA's National Transit Database (NTD), and other regulatory bodies. Guidelines for all notification requirements have been created for the Transportation Safety & Security staff using the current version of the WSDOT Program Standard.

4.1.11 Corrective Action Plans

Corrective Action Plans (CAP) are an integral part of the Safety Risk Management (SRM) and Safety Assurance processes. A CAP is developed with the intent of addressing identified hazards, safety deficiencies or findings utilizing *TSS-SOP-TSS09-CAP*. Each CAP shall identify the action to be taken by ST, an implementation schedule, and the individual or department responsible for the implementation. Sound Transit Enterprise Safety staff shall submit the CAP to WSDOT for approval within 30 calendar days after the need for the CAP has been identified by either ST or WSDOT. Depending on the complexity of the issue requiring corrective action, and at WSDOT's discretion, additional time may be granted to ST to prepare the CAP.

The CAP must be submitted to WSDOT for review and approval. Sound Transit Enterprise Safety staff shall develop and maintain a CAP log, which identifies all CAPs approved by WSDOT and track their status. This log is shared monthly with WSDOT, superseding the regulatory requirement of quarterly submissions. As CAPs are closed out, Sound Transit staff shall submit verification that corrective actions are implemented as described in the CAP, or that a proposed alternative action has been implemented.

If an emergency or immediate corrective action is necessary to ensure safety, ST will act according to the SRM process and implement a mitigation prior to receiving formal approval from WSDOT. Proper notification and ongoing communication between ST and WSDOT will ensure coordinated and timely mitigations and provide subsequent review and approval.

4.2 MANAGEMENT OF CHANGE

Management of Change is a systematic approach to preventing or mitigating risk to the agency, including degradation of safety, health, or environment due to alternations made to how one may construct, operate, manage, or repair systems or processes. Sound Transit's safety risk assessment process is a critical component of SMS and helps the agency identify and understand how changes to our systems affect safety.

4.2.1 Configuration Management and System Modification

System modifications are carefully evaluated and considered from concept to design and implementation to determine how the change might affect the safety of the system. Sound Transit evaluates the proposed modification for its potential to create additional hazards or reduce the effectiveness of existing hazard controls. Sound Transit coordinates the integration of new equipment, system expansion, modification, and system rehabilitation from the design and procurement effort through construction, inspection, testing, and start-up. Further information regarding our configuration control can be found within the Agency Configuration Control Policy, and the Charter. Additionally, capital program changes are managed through executive review and the Material Review Board.

4.2.2 Safety and Security Management and Certification Process

The Safety and Security Certification program verifies that safety and security related requirements are incorporated into rail transit projects. The goal is to verify that safety and security standards and requirements are met or exceeded throughout the projects' phases and a final safety and security certificate for revenue operations is issued. Sound Transit self-certifies rail transit projects, subject to the safety oversight of WSDOT. The Sound Transit Project Director and Safety and Security Certification Manager ensure compliance with the *Agency Safety and Security Management Plan (SSMP)*, *Agency Safety and Security Certification Plan (SSCP)*, and project-specific SSMPs and SSCPs. The CEO has final authority and responsibility for system safety and security. The Chief Safety Officer approves and has oversight of the SSMP and SSCP.

SAFETY AND SECURITY MANAGEMENT PLAN PURPOSE

Excerpt from the Agency SSMP:

The Agency *SSMP* identifies plans, management structure, responsibilities and authority for documentation, confirmation, activities, and tasks necessary to integrate safety and security into each phase of Sound Transit's capital projects that meet the requirements of Circular 5800.1. The SSMP describes the integration of safety and security activities including methods for identifying, evaluating, mitigating, and resolving safety hazards and security vulnerabilities of systems. The Agency SSMP does the following:

- Documents Sound Transit's philosophy and commitment to achieve the highest practical level of safety and security for our customers, employees, contractors, and the public;
- Describes processes and procedures that minimize risk of injury and property damage, and maximizes the safety and security of Sound Transit passengers;
- Integrates safety and security functions and activities throughout Sound Transit's organizational and reporting structure.

SAFETY AND SECURITY CERTIFICATION PLAN PURPOSE

Excerpt from the Agency SSCP:

Rail transit agencies are to describe the safety certification process to ensure that safety and security hazards and vulnerabilities are adequately addressed. This *Agency SSCP* is intended to ensure that all facilities, systems equipment, procedures and plans, training programs and emergency preparedness programs are reviewed for compliance with safety and security requirements and certified by the transit agency prior to revenue service. This document outlines the overall approach for preparation and implementation of Safety and Security Certification that will be used for Sound Transit projects.

4.3 PROCUREMENT

Sound Transit ensures that the procurement of materials and services do not degrade the safety of the transit system. This involves including safety and health requirements in contracts and maintaining current copies of Safety Data Sheets (SDS) for each product. The Chemical Hazard Communication Program has established specific procedures for the acquisition and dissemination of information regarding hazardous chemicals, such as SDS and labels. Information on current inventory of chemical usage and associated SDS can be accessed via the Chemical Approval SDS system on the Hub. Chemical products and materials are evaluated by the Enterprise Safety Division and Environmental Compliance prior to purchase and use. More information on chemical safety and the approval process can be found in the Chemical Hazard Communication Program.

Generally, specifications are in written descriptions, performance requirements, drawings, prints, commercial industry standards, and other descriptive literature references. All items to be procured shall be evaluated for Health and Safety compliance with current applicable regulatory specifications. Requestors of services from Procurements and Contracts Department are responsible for identifying material or services that have potential safety impact; and for ensuring that such material or services meet safety requirements of Federal and State compliance regulations, Washington Industrial Safety and Health Act (WISHA) standards or identifying the requirements for Safety review. Capital Project Delivery, in partnership with Agency Oversight, proactively controls the safety requirements of the services procured on ST capital projects and other operational contracts. Capital Project Delivery and Procurement and Contracts maintain procedures and specifications for the health and safety of our employees and customers.

4.4 CONTINUOUS IMPROVEMENT

Continuous improvement is the process in which ST examines its safety performance to identify safety deficiencies and carries out a plan to address them. It consists of formal and informal activities designed to evaluate the effectiveness of the SMS. This process includes, but is not limited to, Internal Safety Audit and Management Review.

The Enterprise Safety Division reviews all audit findings, identified gaps and opportunities for improvement, management review feedback, and requirements for review established by State Safety Oversight (SSO) to update and maintain critical SMS processes. The SMS Implementation Plan is updated to reflect the current improvement activities that have been identified.

4.4.1 Internal Safety Audit

Annual internal safety audits are conducted by the Audit Division to ensure compliance is maintained and objectives are met. The Audit Division is independent of operations, maintenance, and safety processes. The Deputy Executive Director of Audit maintains the Agency Audit Plan with 3-year audit schedules.

Internal safety audit policies and procedures are maintained and updated by the Audit Division and are available upon request. Results of the annual internal safety audit activities are documented in a report and submitted to WSDOT annually by February 15th as required by the WSDOT Program Standard.

Final audit reports summarize the results of the internal safety audit, and any deficiencies or instances of noncompliance are recorded. These findings are shared with the responsible party

who then develops a corrective action plan, as described in Section 4.1.8, Corrective Action Plans.

4.4.2 Management Review of Safety Performance

Management Review is conducted annually by the CSO and the CEO. This review includes internal safety audit reports, safety performance reports (including year-over-year NTD numbers), corrective action plan summaries, ASP changes and other SMS reports. When deficiencies in the Safety Management System and/or the safety programs are identified, corrective action plans are initiated to resolve and mitigate those deficiencies under the direction of the CEO and submitted to WSDOT.

5.0 SAFETY PROMOTION

Safety promotion provides increased safety awareness through safety training and communications. This process helps employees develop the skills needed to perform their job safely and have shared ownership of Sound Transit's safety program. Management commitment is demonstrated through visibility of safety programs throughout ST.

Safety promotion has two sub-components:

- Safety Competencies and Training
- Safety Communication

5.1 COMPETENCIES AND TRAINING

Employees

Sound Transit utilizes a Learning Management System called ST University to provide and track training, and employees are required to complete initial new employee safety training within 30 days of their start date as part of their New Employee Training curriculum. During the onboarding process, additional safety trainings are assigned automatically, and managers are responsible for assigning other safety training required for employees based upon their role and potential exposures from their work-related tasks. This includes de-escalation training for all positions deemed appropriate or required, particularly those in a public-facing capacity. In addition, the safety training includes the Sound Transit Employee Safety Reporting Tool to report identified safety concerns. Sound Transit works with contracted partners to confirm appropriate training and may request training records for front-line employees.

New Sound Transit employees are required to complete *Building a Culture of Safety: Understanding Sound Transit's SMS* as part of New Employee Training. This course is available on demand and assigned biennially to all employees.

Employees are responsible for completing all required training and communicating their training needs, deficiencies in training programs and hazards associated with their training.

Contractors

ST contractors, consultants, and operating partners are responsible for their own safety training programs and certifications per their company policies and guidelines. Contractors are required to report any hazards identified during their job duties to the appropriate Sound Transit program/project manager. Sound Transit can verify safety training through internal safety audits and contractor oversight activities, as needed.

5.1.1 Public Transportation Safety Certification Training Program

Sound Transit has designated key staff with direct safety oversight to complete the Public Transportation Safety Certification Training Program (PTSCTP) as defined in 49 CFR § 672. Designated staff must complete all required PTSCTP courses within three years. Every two years after initial certification designated staff must complete the refresher course *Building a Culture of Safety: Understanding Sound Transit's SMS* and an FTA recertification course: *Advancing Safety Assurance through Corrective Action Plans*.

5.1.2 Chief Safety Officer Training

The CSO is expected to attain the suite of courses offered by TSI that comply with the requirements codified in 49 CFR § 672: Public Transportation Safety Certification Training Program. Additionally, the CSO is expected to have both the Rail and Bus Transit Safety and Security Program certificates.

5.2 SAFETY COMMUNICATION

5.2.1 CSO Executive Briefings

The CSO and the CEO communicate in a variety of ways. Direct communication outside of these structured methods is conducted on an as-needed basis:

- Monthly report that goes to the CEO and the Executive Team
- Quarterly Executive Summary from Executive Safety and Security and Risk Management Oversight Committee (SSRMC) Report
- CSO's participation in Enterprise Governance functions as established by Agency Oversight and other departments.
- CSO briefing CEO, as accountable executive, for certain hazards, per governing documents
- CSO annual report to the ST Board of Directors on safety performance

5.2.2 Hazard Information and Event-based communication

Key incidents and hazard information are shared during safety briefings throughout the organization, as well as to and from our operating partners and through Employee and technical Safety Committee meetings. Feedback and other hazard information is conveyed via reports to senior management and through accepted internal communication methodologies, including Everbridge and the Security Operations Call-Tree.

5.2.3 Internal communication

Safety staff coordinates with the Communications Division to share important safety updates with staff. The Communications Division manages the strategic plan and editorial calendar for 'official' employee-facing communications including a set of owned channels, norms for cadence, brand standards, and content mix. The team consults with program managers to determine specific needs for employee-facing information delivery and recommends the appropriate channel mix and creative development strategy based on the topic and impact to staff.

All Safety plans and procedures are checked for accessibility options. Owned channels include stories within the employee newsletter (News Link), Hub intranet content, All-hands meetings, Management-focused meetings, and multi-channel campaigns. In the bi-weekly Newslink, there are articles focused on current / relevant safety topics as well as safety updates and

announcements.

The Communications Division does not control all available channels, and at times will recommend the use of “do-it-yourself’ tactics such as posters, Division meetings, targeted email, Lunch & Learns or other training events, administrative team news planning or other venues as appropriate.

5.3 SAFETY CULTURE ASSESSMENT

Sound Transit has set agency-wide goals to establish a robust and proactive safety culture. These strategic priorities emphasize both physical and psychological safety as well as an equitable values-driven agency. Additionally, the safety division has a goal that aims to increase employee engagement with safety content through daily messages and Newslink safety articles. This includes encouraging Sound Transit personnel to share how they utilize safety in their role, thus promoting safety culture across the agency.

Sound Transit regularly conducts a Safety Culture Survey to measure employee perceptions of various aspects of the agency’s safety culture. These include criteria on leadership’s commitment to safety, the timely resolution of safety issues and whether employees feel comfortable voicing safety concerns without fear of reprisal. Data is collected confidentially, with the aggregated results for each criterion published across the agency.

APPENDICES

APPENDIX 1: SYSTEM DESCRIPTIONS

LINK LIGHT RAIL – 1 & 2 LINES

System descriptions, project maps, detailed summaries, timelines and milestones, as well as updates and documents associated with any of Sound Transit's expansion or extension projects can be found on the Sound Transit website.

HISTORY

In 1993, the Central Puget Sound Regional Transit Authority was created. The Central Puget Sound Regional Transit Authority Board of Directors considered the Joint Regional Policy Committee's System Plan too large, so it focused on reducing its scope while trying to retain most of its benefits. The agency proposed to implement the first phase of a new regional rail and express bus network over 16 years, with an estimated cost of $6.7 billion (1995$). The light rail portion of the proposal included a rail system stretching south from Lynnwood to Tacoma via Northgate, the University District, downtown Seattle, Rainier Valley, SeaTac - plus an east-west line across I-90 to Mercer Island, Bellevue, and Redmond/Overlake. This proposal again proved to be too large, and, in 1996, the Central Puget Sound Regional Transit Authority developed a new ten-year regional transit system plan known as Sound Move. Sound Move specified several transportation solutions for the region, including a shorter light rail line from the University District to SeaTac, and was approved by voters in November 1996.

INITIAL SEGMENT (1 LINE): 13.9 MILES

Link Light Rail began revenue service on the Initial Segment in July 2009. The Initial Segment consists of 13.9 miles of double-tracked line between the north end of the Downtown Seattle Transit Tunnel (Pine Street Stub tunnel ventilation structure) and the intersection of South 154th Street and State Route 518, connecting the cities of Seattle, Tukwila, and SeaTac. The Initial Segment alignment consisted of approximately 4.5 miles of aerial structures, 2.4 miles of tunnels, and 7.0 miles of at-grade right-of-way. The Initial Segment included 12 stations: Westlake, University Street (to be renamed Symphony Station in late 2024-early 2025), Pioneer Square, International District, Stadium, SODO, Beacon Hill, Mount Baker, Columbia City, Othello, Rainier Beach, and Tukwila International Boulevard Stations, as well as the Operations & Maintenance Facility.

The Initial Segment starts in a cut-and-cover tunnel under Pine Street and travels through the Downtown Seattle Transit Tunnel (DSTT) utilizing existing stations at Westlake, University Street (now Symphony Station), Pioneer Square, and the International District.

From the International District Station (IDS) the alignment extends south along the east side of the Metro E-3 Busway to the Stadium Station south of Royal Brougham Way, continuing to the SODO Station north of Lander Street. After crossing Lander Street at-grade, it transitions to elevated track before turning east. It travels on the elevated tracks along the south side of Forest Street and crosses over Airport Way. The Central Operations and Maintenance Facility (OMF-C) is south of South Forest Street and west of Airport Way on the site of the old Rainier bottling plant south of downtown Seattle. The OMF-C is a four-story structure that includes component repair shops, an electronics repair shop, a signals and communications lab, back-up control room, training rooms, and office space for management and administrative personnel.

The light rail route enters Beacon Hill in a tunnel that starts under Interstate 5 and continues approximately one mile to the east where it emerges at McClellan Street and 25th Avenue. The

deep subway Beacon Hill Station, with elevator access only, is located at the intersection of Lander Street and Beacon Avenue.

The light rail route emerges from the Beacon Hill tunnel to an elevated station at South McClellan Street. The route continues on elevated tracks to South Walden Street and then runs at street level in the center median of Martin Luther King Jr. Way South to a point just north of the Boeing Access Road.

The route crosses I-5 on the south side of Boeing Access Road and then travels on elevated tracks along the west side of East Marginal Way, crossing over the Duwamish River and State Route 599. The route continues in a combination of elevated tracks and short at-grade sections on the west side of State Route 599, then along the west side of I-5. Near South 151st Street, the route turns west on elevated tracks along the north side of State Route 518 to the Tukwila International Boulevard Station and park-and-ride lot at South 154th Street.

AIRPORT LINK EXTENSION: 1.7 MILES

The Airport Link Extension opened in December 2009 and consists of 1.7 miles of elevated and at grade double track that travels south from the Tukwila International Boulevard Station (southern terminus of the Initial Segment) on an elevated structure, crossing over SR-518, and transitions to at-grade north of the South 160th Street Bridge. The alignment continues south in the median of the re-aligned North Airport Expressway, crosses over South 170th Street, and continues on an elevated structure to the site of the light rail station near the main terminal/garage of the SeaTac International Airport. The SeaTac Airport Station directly connects pedestrians to the airport ticketing concourse via a covered, pedestrian-only walkway, and to SeaTac's City Center via a pedestrian overpass.

UNIVERSITY LINK EXTENSION: 3.15 MILES

The University Link Extension opened in March 2016 and consists of 3.15 miles of underground double track through twin tunnels from Pine Street Stub (northern terminus of the Initial Segment) beneath the Capitol Hill District and Lake Washington Ship Canal to the University of Washington's Husky Stadium. The University Link (commonly known as U-Link) Extension includes two stations: Capitol Hill and University of Washington.

Figure 6. 1 Line – Link Light Rail map

SOUTH 200TH LINK EXTENSION: 1.6 MILES

The South 200th Link Extension opened in September 2016 and consists of 1.6 miles of elevated, double-tracked guideway that travels from the SeaTac Airport Station (southern terminus of the Airport Extension) in an aerial configuration along the west side of International Blvd., turns southwest to cross South 188th Street, and continues in an aerial configuration along the east side of 28th Avenue South. The South 200th Street Extension includes one station: Angle Lake.

NORTHGATE LINK EXTENSION: 4.3 MILES

The Northgate Link Extension opened in October 2021 and extends 4.3 miles from the University of Washington Station (UWS) to Northgate Station. From UWS, trains continue north in an approximately 3.3-mile twin-bore tunnel to the U District Station under Brooklyn Avenue NE, south of NE 45th Street. Continuing north through the tunnel, the route reaches Roosevelt Station, just west of 12th Avenue NE, between NE 65th Street and NE 67th Street. From Roosevelt Station, trains move to the surface at Maple Leaf Portal located immediately north of the Lake City Way interchange with I-5. From the portal, trains will continue north at grade level along I-5, then cross over First Avenue NE, south of NE 100th Street on an elevated structure and connect to the elevated Northgate Station.

LYNNWOOD LINK EXTENSION: 8.5 MILES

The Lynnwood Link Extension (LLE) is an 8.5-mile fully grade-separated light rail extension from Northgate in the City of Seattle through four cities and onto the Lynnwood Transit Center in the City of Lynnwood (Figure 6). The alignment generally runs along the Interstate 5 corridor. It provides light rail service at four stations namely Shoreline South/148th, Shoreline North/ 185th in Shoreline, the Mountlake Terrace Transit Center in Mountlake Terrace, and the Lynnwood Transit Center in Lynnwood. The LLE is designed and constructed to accommodate the addition of future stations at NE 130th / 5th Ave NE Street in Seattle.

The LLE consisted of two civil contracts (L200 & L300) and one system contract (L800). All three contracts were GC/CM type. The L200 segment began from Northgate Way in Seattle to approximately 200th Street in Shoreline. It has a total of 4.8 miles of civil construction (approximately 1.8 miles of aerial guideway and 3 miles of retained cut/fill guideway). The L300 segment then continues and terminates at Lynnwood Transit Center, it has a total of 3.8 miles of civil construction (approximately 2.3 miles of aerial guideway and 1.4 miles of retained cut/fill guideway).

Each station has a 380-foot-long center platform (except Shoreline North/185th which is a side platform) to accommodate trains consisting of up to four 95-foot, double-articulated light rail vehicles. As all the stations are grade separated, stations have vertical transportation elements (e.g., escalators, elevators).

The two parking garages in the L200 contract provide approximately 500-stall parking spaces each and the parking garage at Lynnwood Transit Center has a capacity of 1,667 parking spaces. The latter was opened for public use on April 17, 2023.

The LLE facilities and systems are designed in compliance with the Americans with Disabilities Act (ADA) guidelines and fully integrated with the operating light rail system. Light rail vehicles and supporting operations and maintenance facilities are procured and funded independently of the LLE, as those elements will serve the entire Link light rail system.

FEDERAL WAY LINK EXTENSION: 7.8 MILES (EXPECTED OPENING 2025)

The Federal Way Link Extension will continue the 1 Line south from Angle Lake to Federal Way. Three additional stations will be added, Kent/Des Moines, Star Lake, and Downtown Federal Way. Track will alternate between surface and elevated, and there are five Traction Power Substations. There will be parking structures at all three stations, providing 3,200 spaces for commuters.

EAST LINK (2 LINE): 7.5 MILES

The East Link, also referred to as the 2 Line, opened in April 2024 and extends 9.9 miles from South Bellevue Station to Downtown Redmond Station. Currently, eight of the ten stations that were planned for the East Link Extension project have been opened.

Currently, the 2 Line tracks start at the South Bellevue Station. The tracks descend into a retained cut trench running along the west edge of Mercer Slough Nature Park, with lids near the historic Frederick W. Winters House and other intersections. It then turns northeastward to follow 112th Avenue Southeast, crossing under the street to its west side near Surrey Downs Park, and stops at East Main Station before turning sharply westward into a tunnel.

The 1,985-foot-long (605 m) tunnel travels under 110th Avenue Northeast in Downtown Bellevue and makes a sharp turn to the east at Bellevue Downtown Station, adjacent to Bellevue Transit Center at the eastern edge of Downtown Bellevue. The tracks continue onto an elevated guideway that travels over Interstate 405 and turn north over the Eastside Rail Corridor. Trains reach Wilburton Station, on the north side of Northeast 8th Street, and follow the Eastside Rail Corridor while descending to ground level near Lake Bellevue. At Northeast 12th Street, the tracks turn east, while the Eastside Rail Corridor continues north along another set of tracks leading to Link's Operations and Maintenance Facility- East. Trains continue into a retained cut guideway section with a station at 120th Avenue, in the center of the Spring District development. The tracks cross over Kelsey Creek and return to street level at Bel-Red/130th Station, traveling northeast in the median of Northeast Spring Boulevard and 136th Place Northeast. After crossing Northeast 20th Street, trains ascend onto an elevated guideway that follows the south side of State Route 520, crossing over the 148th Avenue Northeast interchange and stopping at Overlake Village Station. The ELSL descends to ground level, turns north along SR 520, and approaches Redmond Technology Station, located at Northeast 40th Street on the Microsoft Redmond campus. In 2025, the 2-line opened two additional stations, Marymoor Park, and Bear Creek

Figure 7. East Link Starter Line (2 Line)

The remainder of the 2 Line is expected to open in 2026, and will connect Judkins Park, Mercer Island, Bellevue, and Redmond to the International District Station.

STATIONS

Line lines 1 and 2 currently operate 31 passenger stations. Further DRLE expansion in mid-2025 will boost the total number of LLR stations from 31 to 33. Stations are in tunnels, on aerial segments, and at ground level. The stations have either a center platform, or two side platforms.

The list below details distances between stations, types of alignment, and orientation of station platforms.

- The station platforms are 380 feet long; station platforms are 14 inches (350 mm) above the top of rail to match the floor height of the low-floor light rail vehicles (LRVs).
- Access to the at-grade stations is by walkways and ADA-conforming ramps. At the aerial and tunnel stations, access is by stairs, elevators, and escalators. Beacon Hill station, a deep tunnel station, is accessible by high-speed elevators only. Each station is equipped with ticket vending machines, closed circuit television (CCTV), public address systems, passenger information systems and passenger emergency telephones.
- Underground/tunnel stations also have specially configured fire detection and suppression systems, and systems that monitor and control the emergency ventilation for the tunnels and underground stations; these are controlled locally at an Emergency Management Panel or workstations in the Fire Command Center, and at the LCC through the SCADA and the Fire Alarm Control Panel.
- Crime Prevention through Environmental Design (CPTED) has been incorporated into the design of the stations and other facilities.

Section	Miles	Station	Right-of-Way	Vertical Alignment	Platform
Lynnwood Link Extension: 8.5 miles					
	8.5	Lynnwood City Center	Exclusive	Aerial	Center
		Mountlake Terrace	Exclusive	Aerial	Center
		Shoreline North / 185th	Exclusive	At Grade	Side
		Shoreline South / 148th	Exclusive	Aerial	Center
Northgate Link Extension: 4.3 miles					
	4.3	Northgate Station	Exclusive	Aerial	Center
		Roosevelt Station	Exclusive	Tunnel	Center
		U District Station	Exclusive	Tunnel	Center
University Link Extension: 3.15 miles					
	3.15	Capitol Hill Station	Exclusive	Tunnel	Center
		University of Washington Station	Exclusive	Tunnel	Center
Initial Segment: 13.9 miles					
Downtown Seattle Transit Tunnel	1.8	Westlake Station	Exclusive	Tunnel	Side
		Symphony Station	Exclusive	Tunnel	Side
		Pioneer Square Station	Exclusive	Tunnel	Side
		International District Station	Exclusive	Tunnel	Side
South Downtown Seattle	2.8	Stadium Station	Semi-exclusive	At-grade	Center
		SODO Station	Semi-exclusive	At-grade	Side
		Beacon Hill Station	Exclusive	Tunnel	Center
		Mt Baker Station	Exclusive	Aerial	Side
Rainier Valley	4.3	Columbia City Station	Mixed traffic	At-grade	Side
		Othello Street Station	Mixed traffic	At-grade	Side
		Rainier Beach Station	Mixed traffic	At-grade	Center
Tukwila	5.0	Tukwila Intl Blvd Station	Exclusive	Aerial	Side
Airport Link Extension: 1.7 miles					
	1.7	Airport Station	Exclusive	Aerial	Center
South 200th Street Extension: 1.6 miles					
	1.6	Angle Lake Station	Exclusive	Aerial	Center
East Link Starter Link Extension: 7.5 miles					
	9.9	South Bellevue Station	Exclusive	Elevated	Center
		East Main Station	Exclusive	At-grade	Side
		Bellevue Downtown Station	Exclusive	Above-Grade	Side
		Wilburton Station	Exclusive	Elevated	Center
		Spring District Station	Exclusive	Below-Grade	Side
		Belred Station	Mixed traffic	At-grade	Side
		Overlake Village Station	Exclusive	At-grade	Side
		Redmond Technology Center Station	Exclusive	At-grade	Center
		Marymoor Village	Exclusive	At-grade	Center
		Downtown Redmond	Exclusive	Aerial	Center

LINK LIGHT RAIL – T LINE

Tacoma's T Line is a 4-mile at grade light rail line and serves twelve stations.

ALIGNMENT

The system begins at the T Line Operations Maintenance Facility (OMF-T) at McKinley Street on East 25th Street. From the OMF-T a single-track segment proceeds from the yard lead, through Tacoma Dome Station, to 25th Street Station. From 25th Street Station it continues onto Pacific Avenue to the 21st Street switch. At South 21st Street, the line becomes double tracked. Trains can cross from inbound to outbound at the 21st Street switch if needed. The remainder of the T Line is double track until entering the switch for the tail track at 18th and MLK Jr. Way. At Hood Street, near South 17th Street, the alignment shifts from Pacific Avenue to Commerce Street. At the intersection of 7th and Commerce Street, trains can cross over to proceed inbound or outbound if needed. The alignment continues along Commerce Street which transitions to South Stadium Way at I-705. From I-705, the alignment continues through South Stadium Way which transitions at Division Ave into North E Street. The track continues from North E Street onto N 1st Street. North 1st Street transitions into Division Ave. Division Avenue makes its final turn onto MLK Jr Way until St Joseph station which is the final outbound station. St. Joseph station is located at 18th and MLK Jr Way. The double track then converges with a switch located at 18th and MLK Jr Way. From this spring switch the two lines become one and form a tail track which has room for two LRV cars total. The track of the entire alignment is embedded in the street. The track is in shared mixed traffic lanes from Convention Center Station to St. Joseph Station. The line crosses twenty-five traffic signal-controlled intersections, five pedestrian signal-controlled crossings, and fifteen unsignalized pedestrian crossings.

SIGNALS (TRAIN AND TRAFFIC)

The operation on street-median rights-of-way, where LRVs are subject to traffic signals at intersections, presents the potential for delays to trains. The coordinated downtown traffic signal system in Tacoma shall recognize the approach of a train to an intersection and, under most circumstances shall provide priority to the train and to certain non-conflicting vehicular traffic to allow the LRV to continue through the intersection safely. Under some circumstances, however, a train can receive a stop signal and is required to stop prior to the intersection. These conditions may include initiation of a conflicting pedestrian crossing phase prior to the call for priority, a call for priority during the "rearm" interval that occurs following the crossing of an earlier train, and the timeout of a granted priority due to a delay to the train following the request. The operator on a stopped train held by a traffic signal may request priority by using the Train to Wayside Communication System (TWC) request or the EMTRAC manual call button in the operating cab. TWC is used from the TOMF to 9th and Commerce. EMTRAC is used to call signals from 7th and Commerce to the EOL tail track.

Figure 8. Tacoma Link System Map

STATIONS

Each station is of simple design with low-level boarding platforms, shelter canopies, pedestrian and street lighting, street furniture, and information aids. Public address, and emergency

telephones are not provided. Sound Transit Facilities Maintenance maintains the T Line stations.

OPERATIONS AND MAINTENANCE FACILITY

The T Line OMF (TOMF) is located just east of the Tacoma Dome station and is the southern terminus of the line. The TOMF provides ongoing daily maintenance, running repairs, and regular inspections. Heavy maintenance and bodywork are performed both on- and off-site. The OMF also houses the administrative offices for T Line Operations and the train operator check-in/dispatch area. Facilities Maintenance maintains the TOMF.

LIGHT RAIL VEHICLES

Sound Transit procured three LRVs for the T Line initial segment service. These vehicles were manufactured by Škoda and supplied by Inekon, in the Czech Republic, and is based on their Astra car, with several differences for the US market.

For the Hilltop Tacoma Link Extension, Sound Transit procured five new LRVs from Brookville Equipment Company located in Brookville, Pennsylvania. The Liberty NXT LRV being manufactured is a new redesigned platform of their original Liberty Streetcar.

DIFFERENCES FROM 1 LINE LIGHT RAIL VEHICLES

The T Line LRVs are significantly different from the 1 Line LRVs. Major differences in the Tacoma vehicles include the following: the vehicles are shorter, narrower, operate at 750 Vdc instead of 1500 Vdc, the vehicles are designed to operate under normal conditions as single vehicles only, and use bridge plates for wheelchair access instead of level boarding. The supplier of the propulsion is Siemens on Skoda LRVs and ABB on the Brookville LRV.

ST EXPRESS REGIONAL BUS SERVICE

Sound Transit's ST Express bus service was launched in September 1999 with nine regional routes. Today, Sound Transit has over twenty bus routes that connect the major urban centers of Bellevue, Everett, Tacoma, and Seattle with other cities and communities in the Central Puget Sound area. The service area covers the urbanized areas of Snohomish County, East King County, Seattle, South King County, and Pierce County.

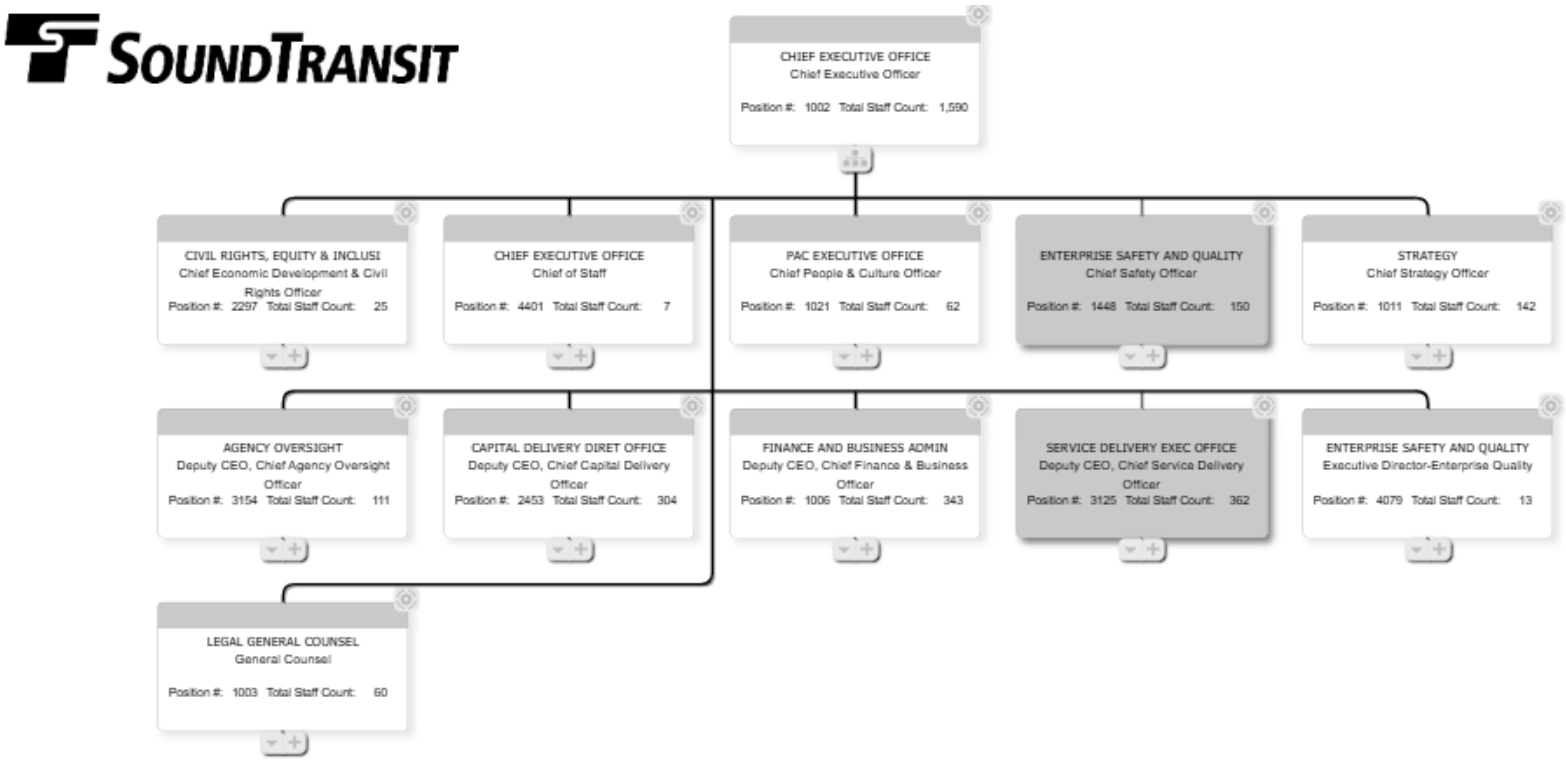
Sound Transit currently employs three operating partners by intergovernmental agreement to operate and maintain ST Express service: King County Metro (KCM), Pierce Transit (PT) and Community Transit (CT). These three partners operate the routes using 307 buses within Snohomish, King, and Pierce Counties.

The ST Express fleet includes 40-, 45- and 60-foot diesel buses, 40- and 60-foot hybrid buses, 40- and 45- foot natural gas buses and 42-foot double deck diesel buses. All buses are ADA accessible, have bicycle racks, air conditioning, and "kneel" which lowers the bus to help passengers board.

FUTURE EXPANSION

Voters approved a second phase of mass transit, Sound Transit 2 (ST2), in 2008 and a third phase of mass transit expansion, Sound Transit 3 (ST3), in 2016. Under the plans, the regional light rail system will reach over fifty miles by 2023 expanding to Northgate, Lynnwood, Bellevue, Overlake, and Kent/Des Moines and over 110 miles by 2041 with expansions to Everett, Issaquah, Kirkland, West Seattle, Ballard, and Tacoma. Frequent peak service will operate on the 83-mile Sounder commuter rail line from Everett to DuPont, while ST Express bus will continue to serve major regional travel corridors with new Bus Rapid Transit (BRT) corridors along SR 522 and I-405.

APPENDIX 2: ORGANIZATIONAL STRUCTURE OVERVIEW



APPENDIX 3: SAFETY MANAGEMENT POLICY STATEMENT

Agency Policy 2103

SOUNDTRANSIT

Approved by: Signed by: Dow Constantine B3B9AB80C810488... Chief Executive Officer	**Agency Policy 2103**	Safety
	Safety Management	
	Effective Date: 5/22/2025	

Safety Management

1.0 Scope

1.1 This policy applies to Sound Transit's compliance with federal regulations relative to the management of safety plans and systems.

2.0 Policy

2.1 Sound Transit is committed to the safety of passengers, employees, contractors, emergency responders, and the public and complies with applicable legal regulations, industry best practices, and other requirements.

2.2 In compliance with legal requirements and the Board safety policy, the chief executive officer (CEO) retains accountability for the agency's safety management system as the accountable executive. The chief safety officer reports directly to the CEO and has delegated authority and responsibility to implement and maintain the safety management system, including:

- 2.2.1 Achieving the objectives articulated in the Board's Safety Policy.
- 2.2.2 Maintaining compliance with all applicable federal, state, and local laws and regulations and incorporate industry best practices.
- 2.2.3 Implementing and maintaining appropriate procedures, including the agency safety plan and system safety plan.
- 2.2.4 Escalating any safety issues, risks, or deviations directly to the CEO whenever necessary.
- 2.2.5 Regularly reporting on safety performance and targets to the CEO.
- 2.2.6 Preserving a safety committee structure made up of at least fifty percent frontline workers.
- 2.2.7 Sustaining a non-punitive process for transit workers to report safety concerns to senior management, up to and including disciplinary actions as documented in the employee handbook.
- 2.2.8 Regularly communicating about this policy and training employees and contractors regarding their safety responsibilities.

2.3 Failure to comply with this policy may result in corrective action up to and including termination.

3.0 References

3.1 Resolution No. R2017-13 Safety Policy

Board Policy 2017-13

RESOLUTION NO. R2017-13
Adopting a Safety Policy

MEETING:	DATE:	TYPE OF ACTION:	STAFF CONTACT:
Executive Committee	04/06/2017	Recommend to Board	Mike Harbour, Deputy Chief Executive Officer
Board	04/27/2017	Final Action	Salah Al-Tamimi, Director of Safety & Quality Assurance **Robert Taaffe, Senior Construction Safety Manager**

PROPOSED ACTION

Adopting a Safety Policy

KEY FEATURES SUMMARY

- This action establishes the Board's commitment to the safety of passengers, employees, contractors, emergency responders and the public through the adoption of a Safety Policy.
- The policy is a key first step in establishing a Safety Management System (SMS) for the agency and focusing the agency's safety management efforts on promoting a safety culture.
- The policy:
  - Emphasizes the importance of safe and healthy working conditions for all employees and requires that all employees receive adequate safety training, including awareness of the agency's procedures for identifying and reporting safety concerns and hazards.
  - Requires the agency to measure safety performance using audits, performance indicators and targets to continually improve safety performance
  - Requires contractors to adhere to the agency's safety management goals and processes
- The policy requires the chief executive officer to establish and implement a SMS, which includes promoting awareness of this policy to all Sound Transit employees, contractors, and consultants.

BACKGROUND

Sound Transit is committed to following guidance from the Federal Transit Administration (FTA) on how transit agencies should structure their safety programs. The SMS approach is the basis for FTA's National Public Transportation Safety Program. A significant element of this framework is adoption of a safety policy to establish structure to identify and address safety and risks through proactive, real-time, and data-driven actions and decision-making.

FISCAL INFORMATION

While there is no direct fiscal action associated with the proposed action, occurrence of accidents or hazards may have fiscal impacts to the agency. Those impacts will be addressed as they are presented.

SMALL BUSINESS/DBE PARTICIPATION AND APPRENTICESHIP UTILIZATION

The safety policy will be shared with all contractors and consultants under contract to Sound Transit. This will include contractors and subcontractors that may be defined as a small business or have apprentices performing tasks on a Sound Transit contract.

PUBLIC INVOLVEMENT

Not applicable to this action.

TIME CONSTRAINTS

A one-month delay of this action would not create a significant impact.

ENVIRONMENTAL REVIEW

JI 4/3/2017

LEGAL REVIEW

JW 4/3/2017