



## WEEKLY REPORT TO THE CITY COUNCIL

July 3, 2019

Members of the City Council  
City of Tacoma, Washington

Dear Mayor and Council Members:

### ITEMS OF INTEREST

1. Tacoma Venue & Events is pleased to report that ***Pollstar*, the leading concert industry publication, released its mid-year report of the World's Top 200 Arena Venues. The Tacoma Dome is ranked #35 worldwide and #19 in the US** with 263,351 tickets sold. These *Pollstar* rankings are based on ticket sales for non-sporting events from November 2018 through June 2019 and include all arenas in the world. *Pollstar* has been reporting on the worldwide live event industry for more than 30 years. Other venues in the top twenty include Madison Square Garden (NY), Wells Fargo Center (Philadelphia), and American Airlines Center (Dallas).
2. Attached for your information is a memorandum with **themes that staff identified while attending recent Neighborhood Council meetings**. This list does not include all issues addressed by Neighborhood Councils, nor is it a list of priority issues as selected by the Neighborhood Councils. The issues identified were selected by staff as themes that should be brought to the attention of the City Manager and City staff.
3. The **July 10, 2019 Public Utility Board Agenda** is attached for your information.

### STUDY SESSION/WORK SESSION

4. The **Joint City Council/Metropolitan Parks Board of Commissioners Study Session** of Tuesday, July 9, 2019, will be held in Room 16 of the Tacoma Municipal Building North, at Noon. Discussion item will be: (1) **Metro Parks and City of Tacoma Study on Possible Partnerships for Projects**. There will be a regular Council Study Session immediately following the joint session. Discussion items will include: (1) **Other Items of Interest - National Transportation Safety Board Train Safety Recommendations**; (2) **Committee Reports**; and, (3) **Agenda Review and City Manager's Weekly Report**.

In December 2017, the **Metro Parks Board and the Tacoma City Council approved a financial feasibility and community impact study to explore possible partnerships for three projects:**

- Development of a **professional-grade soccer stadium** for the Tacoma Defiance, Reign FC and associated community use located on the Cheney Stadium campus;
- **Mixed use sports village** located near the stadium to assist with activating the site and driving economic development in Central Tacoma; and,
- **Multi-field sports complex** to help fill the gap in access to quality field amenities in Tacoma.

At Tuesday's Joint City Council/Metro Parks Board of Commissioners Study Session, the consultant team will provide the results of the study.

Immediately following the Joint Study Session, there will be a regular Study Session. Under Other Items of Interest, Mayor Woodards will brief the City Council on the **attached proposed resolution in support of the National Transportation Safety Board's safety recommendations for train safety as a result of the Amtrak Passenger Train derailment in Dupont, WA on December 18, 2017**. In addition, the draft resolution encourages the resumption of service on the Point Defiance Bypass Route as soon as it is safe to do so.

5. The updated **Tentative City Council Forecast and Consolidated Standing Committee Calendars** are attached for your information.

#### **COMMITTEE OF THE WHOLE**

6. There will be a Special Committee of the Whole meeting on Tuesday at 3:00 p.m., in Room 16 of the Tacoma Municipal Building North. The discussion topic will be **policy development tools introduction, which will include templates designed to assist the City Council in development of policy and provide clarity around the legislative process**.

#### **MARK YOUR CALENDARS**

7. You have been invited to the following events:
  - **Tacoma Events Commission's 2019 Air Show VIP Dock during the Tacoma Freedom Fair on Thursday, July 4<sup>th</sup>, 12:30 to 3:30 p.m., on the Les Davis Pier, located at 3427 Ruston Way.**

- **Metro Parks Tacoma's Dune Peninsula/Wilson Way Opening Ceremony on Saturday, July 6<sup>th</sup>, 8:30-11:30 a.m.**, located in Point Defiance Park, 5400 North Pearl (gather at Lot B).
- **Asia Pacific Cultural Center's Samoa Cultural Day on Saturday, July 6<sup>th</sup>, 11:00 a.m. to 5:00 p.m.**, at the Tacoma Dome Exhibition Hall, located at 2727 East D Street.
- **Tacoma-Pierce County Chamber's "New Tacoma Awards" Luncheon on Friday, July 12<sup>th</sup>, 11:30 a.m. to 1:00 p.m.**, at the Pacific Grill Events Center, located at 1530 Pacific Avenue.
- **Carol Milgard Breast Center's Pink in the Park event on Sunday, July 14<sup>th</sup>, 1:35 p.m.**, at Cheney Stadium, located at 2502 South Tyler.
- **University of Washington Tacoma Summer Soiree on Saturday, July 20<sup>th</sup>, 6:30 p.m.**, located on the Prairie Line Trail, 1900 Commerce.
- **Frank Tobey Jones Grand Opening on Thursday, July 25<sup>th</sup> 10:00 a.m. to Noon**, located at 5340 North Bristol Street.
- **Tacoma Maritime Fest on Saturday, July 27<sup>th</sup> through Sunday, July 28<sup>th</sup>**, at 705 Dock Street.

Sincerely,

 on behalf  
of

Elizabeth A. Pauli  
City Manager

EAP:crh  
Attachments



**TO:** Elizabeth Pauli, City Manager  
**FROM:** Bucoda Warren, Management Fellow, City Manager's Office  
**COPY:** City Council and City Clerk  
**DATE:** July 3, 2019  
**SUBJECT:** June Neighborhood Council Liaison Report

**SUMMARY:**

The purpose of this memo is to provide a summary of topics and concerns discussed at the eight neighborhood councils and the Community Council of Tacoma during the month of June. These items have been identified by the City Manager's Office liaison to each council as important or useful to bring to the Council's and City Leadership's attention for the month of June.

As of June 2, 2019 Bucoda Warren, Senior Management Fellow, has rotated as a part of his Fellowship into Neighborhood and Community Services (NCS) to support the Neighborhood Council Program. He will be working with NCS to bring program changes to Council later this year through the Community, Vitality, and Safety Committee.

**TOPICS DISCUSSED:**

**All Neighborhood Councils**

Joe Tellez, Information Technology Manager with Tacoma Public Utilities has been giving presentations on smart meters for water and power ahead of the eventual rollout city-wide.

**Community Council of Tacoma (CCOT)**

A number of Neighborhood Councils have been asking to learn more about planning processes in the city with the recent annexation, comprehensive plan amendments, and upcoming large projects. CCOT has voted to pursue the development of a handbook that would guide neighborhood board members through the basics of land use. Bucoda Warren with Neighborhood and Community Services and Jana Magoon from Planning and Development Services will work with CCOT to provide information and training opportunities.

**CONCERNS SHARED:**

**All Neighborhood Councils**

Neighborhood Councils are feeling a need to be better informed of land use actions in their communities. Staff has provided them the link directly, and through the Neighborhood Council Newsletter, to sign up for land use notices. Staff has also added the emails we have on file for each Neighborhood Council to that notification list.

**Northeast Tacoma Neighborhood Council**

Concerns were shared by the board about the recycling program, and whether there would be access to a satellite drop off station in NE Tacoma. Staff shared the recycling changes website and informed residents that a site is proposed in their neighborhood.

**West End Neighborhood Council**

Residents highlighted issues around Titlow beach with fireworks. Tacoma Police was able to provide the fireworks hotline along with information about legal shows and increased patrols during the holiday.



**City of Tacoma**  
**Public Utility Board Meeting**  
**July 10, 2019; 6:30 p.m.**  
**Tacoma Public Utilities – Ground Floor Auditorium**  
**3628 S 35<sup>th</sup> Street, Tacoma WA 98409**

**Call to Order**

**Roll Call**

**A. Approve Minutes of Previous Meetings**

**B. Comments by the Public**

**Recognition: Recognition of Tacoma Water American Water Works Competition Participants**

**C. Consent Agenda**

**D. Regular Agenda**

**Departmental**

**D-1** Motion 19-04 – In accordance with Rule 2, Election of Officers, of the Public Utility Board Rules for Order of Business, that Karen Larkin, Bryan Flint, and Mark Patterson be nominated as elected Chair, Vice-Chair, and Secretary respectively.

**D-2** Resolution U-11089 – Award contracts and approve purchases:

1. Award two-year contract to Projectize Group LLC for curriculum development and onsite staff organizational project management maturity training on an as-needed basis (\$430,000, plus applicable taxes. Option to renew for three additional one-year renewal terms for a projected contract amount of \$600,000) [Ryan McLaughlin, PMO Manager];

**Tacoma Power**

**D-3** Resolution U-11090 – Authorize the grant of an easement of Tacoma Power property to the Washington State Department of Transportation to install a cable net slope protection system near Alder Lake to improve safety and prevent rock falls as part of their SR7 slide repair and slope stabilization project [Greg Muller, Real Estate Officer].

**H. Reports of the Director**

- Advanced Meter Update – Customer Portal Platform [Treena Colby, Market Development Program Manager]



The City of Tacoma does not discriminate on the basis of disability in any of its programs, activities, or services. To request this information in an alternative format or to request a reasonable accommodation, please contact the TPU Director's Office at 253-502-8201. TTY or speech to speech users please dial 711 to connect to Washington Relay services.



## RESOLUTION NO.

1 BY REQUEST OF MAYOR WOODARDS

2 A RESOLUTION expressing City Council support for the implementation of the  
3 safety recommendations approved by the National Transportation Safety  
4 Board on May 21, 2019, as a result of the investigation of the Amtrak  
5 passenger train 501 derailment near DuPont, Washington and further,  
6 encourages the resumption of service as soon as enactment of safety  
7 recommendations allows.

8 WHEREAS there have been a number of preventable North American  
9 passenger train derailments that have resulted in significant loss of life and  
10 irreparable damage, and

11 WHEREAS public safety is a primary goal and strategic priority of the City  
12 of Tacoma, and

13 WHEREAS, on December 18, 2017, Amtrak passenger train 501, traveling  
14 southbound on its first revenue service run on the Amtrak Cascades line using the  
15 Point Defiance Bypass, derailed from a bridge near DuPont, Washington, while  
16 traveling at a speed of 78 miles per hour around a 30-mile per hour curve, and

17 WHEREAS the derailment resulted in several rail cars falling into  
18 Interstate 5 ("I-5") below, causing the death of three passengers, injuries to  
19 57 passengers and crewmembers, and injuries to eight motorists on I-5, and

20 WHEREAS the derailment caused a two-day closure of southbound I-5,  
21 which is the main north-south arterial in the area, and negatively impacted the  
22 economy of the greater Pacific Northwest by obstructing interstate commerce,  
23 significantly delaying the delivery of commercial goods and impacting motor  
24 commuter traffic, and  
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1 WHEREAS the damage caused by the derailment is estimated to total  
2 \$25,800,000, and

3 WHEREAS the National Transportation Safety Board ("NTSB") is an  
4 independent federal agency charged by Congress with investigating significant  
5 transportation accidents in the United States, including railroad and highway  
6 accidents, and  
7

8 WHEREAS the NTSB investigated the derailment and approved findings, a  
9 statement of probable cause, and safety recommendations at its Board meeting of  
10 May 21, 2019, and  
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12 WHEREAS one of NTSB's 53 findings included that, had a positive train  
13 control system been fully installed and operational at the time of the accident, it  
14 would have stopped the train prior to the curve, thus preventing the accident, and  
15

16 WHEREAS the NTSB approved 26 safety recommendations and three  
17 reapproved safety recommendations for parties essential to the safety of  
18 passenger rail travel in Washington State, including the Secretary of  
19 Transportation, Federal Railroad Administration, United States Department of  
20 Defense Fire and Emergency Services Working Group, Washington State  
21 Department Transportation, Amtrak, Oregon Department of Transportation, and  
22 Central Puget Sound Regional Transit Authority, and  
23

24 WHEREAS, due to the derailment accident, the use of the new Amtrak  
25 Cascades station in Tacoma's Freighthouse Square was put on hold, and  
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WHEREAS the station, designed in consultation with an active Citizens Advisory Committee and City officials, is part of the \$89.1 million Point Defiance Bypass high-speed rail project which will reroute passenger train traffic through DuPont, Lakewood, and Tacoma, creating a faster and more reliable travel route, and

WHEREAS, due to the City's substantial involvement in the project, the City has an interest in the safety recommendations being enacted so the Point Defiance Bypass route can be restarted, to ensure the financial viability of that property, and

WHEREAS the City Council expresses its support for the implementation of the safety recommendations approved by the NTSB on May 21, 2019, to improve passenger rail travel and prevent future tragedies of this type from occurring, and further, encourages the resumption of service as soon as enactment of safety recommendations allows; Now, Therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF TACOMA:

That the City Council hereby expresses its support for the implementation of the safety recommendations approved by the National Transportation Safety Board on May 21, 2019, as a result of the investigation of the Amtrak passenger train 501 derailment near DuPont, Washington, as more specifically set forth in



1 the document on file in the office of the City Clerk, and further, encourages the  
2 resumption of service as soon as enactment of safety recommendations allows.

3  
4 Adopted \_\_\_\_\_

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Mayor

7 Attest:

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City Clerk

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11 Approved as to form:

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City Attorney

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**TO:** City Council Members  
**FROM:** Melanie Harding, Chief Policy Analyst to the Mayor, on behalf of Mayor Woodards  
**COPY:** City Manager and City Clerk  
**SUBJECT:** Resolution Supporting the Implementation of All Safety Recommendations Approved by the National Transportation Safety Board as a Result of the Derailment of Amtrak Passenger Train 501 – July 16, 2019  
**DATE:** June 21, 2019

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**SUMMARY:**

Authorizing a resolution in support of the safety recommendations approved by the National Transportation Safety Board on May 21, 2019, as a result of the investigation of the Amtrak Passenger Train 501 Derailment near DuPont, Washington.

**COUNCIL SPONSORS:**

Mayor Woodards

**STRATEGIC POLICY PRIORITY:**

This resolution best aligns with the City Council's strategic policy priority of:

- Strengthen and support a safe city with healthy residents.

**BACKGROUND:**

On the morning of December 18, 2017, a southbound Amtrak passenger train (501), on its first revenue service run on the Amtrak Cascades line using the Point Defiance Bypass, derailed from a bridge near DuPont, Washington while traveling at a speed of 78 miles per hour around a 30-mile per hour curve. The derailment resulted in several rail cars falling into Interstate 5 below. The derailment caused the death of three passengers, injuries to 57 passengers and crewmembers, and injuries to eight motorists on Interstate 5. In addition, the Amtrak passenger train derailment caused the two-day closure of Interstate 5, which is the main north-south arterial in the area and negatively impacted the economy of the greater Pacific Northwest by obstructing interstate commerce, significantly delaying the delivery of commercial goods as well as motor commuter traffic. The damage caused by Amtrak passenger train 501's derailment is estimated to total \$25,800,000 dollars.

The National Transportation Safety Board (NTSB) is an independent Federal agency charged by Congress with investigating significant transportation accidents in United States, including railroad and highway accidents. NTSB investigated the Amtrak passenger train derailment and approved findings, a statement of probable cause and safety recommendations at its May 21, 2019 board meeting. The NTSB's 53 findings included the finding that had positive train control systems been fully installed and operational at the time of the accident, it would have stopped the train prior to the curve preventing the accident from occurring.

In addition to the findings, NTSB approved 26 safety recommendations and 3 re-approved safety recommendations for parties essential to the safety of passenger rail travel in Washington state, including the Secretary of Transportation, the Federal Railroad Administration, the United States Department of Defense Fire and Emergency Services Working Group, the Washington State Department of



Transportation, Amtrak, the Oregon Department of Transportation, and the Central Puget Sound Regional Transit Authority.

Due to the derailment accident, use of the new Amtrak Cascades station in Tacoma's Freighthouse Square has been put on hold. This station is a great addition to the Dome District and designed in consultation with an active Citizens Advisory Committee and City officials. The station is part of the \$89.1 million Point Defiance Bypass high-speed rail project, which will reroute passenger train traffic through DuPont, Lakewood and Tacoma, creating a faster and more reliable travel route. Due to the City's heavy involvement in the station project, Tacoma has an interest in the safety recommendations being enacted so the Point Defiance bypass route can be restarted for the financial viability of that property.

**ISSUE:**

There have been a number of preventable North American passenger train derailments that have resulted in significant loss of life and irreparable damages. Public Safety is a primary goal and strategic priority of the City of Tacoma.

**ALTERNATIVES:**

The City Council could choose to modify or reject the resolution.

**RECOMMENDATION:**

It is recommended that the City of Tacoma show its support for the safety recommendations approved on May 21, 2019 by the NTSB to improve passengers' train travel and prevent future tragedies of this type from occurring and encourage the resumption of service as soon as enactment of safety recommendations allows.

**FISCAL IMPACT:**

There is no fiscal impact with this proposed legislation

# Exhibit 1

## **NATIONAL TRANSPORTATION SAFETY BOARD Public Meeting of May 21, 2019 (Information subject to editing)**

### **Amtrak Passenger Train 501 Derailment DuPont, Washington December 18, 2017 RRD18MR001**

This is a synopsis from the NTSB's report and does not include the Board's rationale for the conclusions, probable cause, and safety recommendations. NTSB staff is currently making final revisions to the report from which the attached conclusions and safety recommendations have been extracted. The final report and pertinent safety recommendation letters will be distributed to recommendation recipients as soon as possible. The attached information is subject to further review and editing to reflect changes adopted during the Board meeting.

### **Executive Summary**

On December 18, 2017, at 7:34 a.m. Pacific standard time, southbound Amtrak passenger train 501, consisting of 10 passenger railcars, a power railcar, a baggage railcar, and a locomotive at either end, derailed from a bridge near DuPont, Washington.

When the train derailed, it was on its first revenue service run on a single main track (Lakewood Subdivision) at milepost 19.86. There was one run for special guests the week before the accident. Several passenger railcars fell onto Interstate 5 and hit multiple highway vehicles. At the time of the accident, 77 passengers, 5 Amtrak employees, and a Talgo, Inc., technician were on the train. Of these individuals, 3 passengers were killed, and 57 passengers and crewmembers were injured. Additionally, 8 individuals in highway vehicles were injured. The damage is estimated to be more than \$25.8 million. At the time of the accident, the temperature was 48°F, the wind was from the south at about 9 mph, and the visibility was 10 miles in a light rain.

The following are safety issues in this accident:

- Individual agency responsibilities in preparation for inaugural service
- Multiagency participation in preparation for inaugural service
- Amtrak safety on a host railroad
- Implementation of positive train control
- Training and qualifying operating crews
- Crashworthiness of the Talgo equipment
- Survival factors and emergency design of equipment
- Multiagency emergency response

# Exhibit 1

## Findings

1. None of the following was a factor in this accident: the mechanical readiness of the train, the condition of the track or signal system, the weather, cell phone use, medical conditions of the Amtrak engineer; use of alcohol or other drugs, fatigue, or any impairment or distraction.
2. This accident has demonstrated the value of image and audio data for the accident investigation and development of safety recommendations.
3. The Federal Railroad Administration has demonstrated an unwillingness to implement the recommendations and regulation that would require inward-facing video and audio devices that are critical to accident investigations and improving safety on our nation's railroads.
4. Inward-facing recorders with both image and audio capabilities can increase the understanding of the circumstances of an accident, and, ultimately, provide greater precision in safety recommendations and subsequent safety improvements.
5. Had the positive train control system been fully installed and operational at the time of the accident, it would have intervened to stop the train prior to the curve, thus preventing the accident.
6. The Amtrak qualification program for the Point Defiance Bypass did not effectively train and test qualifying crewmembers on the physical characteristics of a new territory.
7. Amtrak did not provide sufficient training on all characteristics of the Charger locomotive.
8. The engineer's unfamiliarity with, and fixation on, the audible and visual alerts associated with the overspeed alarm reduced his vigilance of events outside the locomotive moments before the accident.
9. Engineers could better master the characteristics of a new locomotive with the use of simulators.
10. A systematic approach to training would have aided Amtrak managers in recognizing the challenge of operating new equipment on new territories.
11. Supplemental warning plaques, such as distance ahead plaques, or other types of conspicuous signs strategically positioned after an advance warning speed reduction sign would provide enhanced visibility as an added level of safety for operating crews of passenger and freight trains.
12. Crewmembers qualifying on a territory can and should play an active role in establishing and maintaining safe train operations.
13. Had the Washington State Department of Transportation, Central Puget Sound Regional Transit Authority, Amtrak, and the Federal Railroad Administration been more engaged and assertive during the preparation of the inaugural service, it would have been more

## Exhibit 1

likely that safety hazards, such as the speed reduction for the curve would have been better identified and addressed.

14. The Federal Railroad Administration did not use its authority provided under the Fixing America's Surface Transportation Act to approve speed limit action plans with conditions to require inclusion of planned and under-construction alignments owned or operated by railroads and require periodic updates to railroads' speed limit action plans, which led to no speed limit action being developed.
15. The Federal Railroad Administration should have ensured that speed limit action plans include new or updated routes owned or operated by railroads, using its authority in the Fixing America's Surface Transportation Act.
16. Central Puget Sound Regional Transit Authority did not update the timetable on its Lakewood Subdivision to identify the curve at milepost 19.8 as a crew focus zone, which would have helped to mitigate the overspeed derailment risk.
17. Amtrak failed to update the operating documents prior to starting revenue service which would have highlighted the speed reduction at the accident curve.
18. Central Puget Sound Regional Transit Authority's omission of the final activities of the certification process resulted in the failure to control the identified hazardous condition of an overspeed derailment at the accident curve.
19. Central Puget Sound Regional Transit Authority failed to implement effective mitigations in lieu of positive train control to control the hazard at the accident curve.
20. There was no requirement for the Washington State Department of Transportation, Central Puget Sound Regional Transit Authority, or Amtrak to provide additional protection for the accident curve.
21. Because the Federal Railroad Administration did not act on the recommendation to add technology to assist engineers in determining their location, an opportunity to improve safety was overlooked.
22. Washington State Department of Transportation should have provided greater oversight of Central Puget Sound Regional Transit Authority's safety certification process.
23. The Federal Railroad Administration's current requirement to review, but not approve, system safety program plans does not achieve the level of safety oversight expected from the Federal Railroad Administration.
24. Without positive train control and the lack of oversight to implement mitigations, there was an increased safety risk to the traveling public.
25. Amtrak did not take an active enough role in reviewing safety aspects during the preparation of the Point Defiance Bypass to ensure a safe operation.

## Exhibit 1

26. Amtrak failed to assess, evaluate, and act upon readily identifiable safety hazards to ensure the safety of the Point Defiance Bypass for the traveling public and its own train crews.
27. Amtrak needs to implement a safety management system on all of its operations whether internal, host railroad, or in states that own infrastructure over which Amtrak operates.
28. The repeated postponement of Title 49 *Code of Federal Regulations* Part 270, "System Safety Program," has delayed needed safety improvements for the passenger rail industry, rail employees, and the traveling public.
29. The use of risk assessments to identify, mitigate, and control risk on new and upgraded service will increase the level of safety to Amtrak operations over all territories.
30. The Talgo Series VI passenger railcar AMTK 7424 (8) did not provide adequate occupant protection after its articulated connections separated, resulting in complex uncontrolled movements and secondary collisions with the surrounding environment which led to damage so severe to the railcar body structure, that it caused passenger ejections.
31. The failure of the articulated connections of both Talgo Series VI passenger railcars AMTK 7422 (10) and AMTK 7504 (7), the detached rolling assembly from AMTK 7422 (10) and its secondary collision with AMTK 7504 (7) directly resulted in three fatalities and two partially ejected passengers who had been traveling in AMTK 7504 (7).
32. The safety straps used for the Talgo Series VI trainset rolling assembly retention modifications were degraded due to their use in exposed outdoor conditions and were used far past their service life.
33. During the grandfathering approval process the Federal Railroad Administration failed to consider the limited useful service life of the nylon straps used for the Talgo Series VI trainset rolling assembly retention modifications which had degraded and failed to improve the crashworthiness of the train.
34. The Talgo Series VI trainset is structurally vulnerable if it is involved in a high-energy derailment or collision due to its lack of crashworthiness protections and is at risk to severe and catastrophic loss of survivable space.
35. The Talgo Series VI trainset designated as Amtrak train 501 was not in compliance with the terms and conditions of Federal Railroad Administration's grandfathering agreement.
36. Allowing the grandfathering provision to remain in Title 49 *Code of Federal Regulations* 238.203(d), "Grandfathering of noncompliant equipment for use on a specified rail line or lines," is an unnecessary risk that is not in the public interest nor consistent with railroad safety.
37. The Talgo Series VI trainset does not meet current United States safety standards and poses unnecessary risk to railroad passenger safety when involved in a derailment or collision.

## Exhibit 1

38. The lead locomotive's crashworthiness design and crash energy management features minimized the severity for injuries and fatalities to the train crew by performing as intended in this accident.
39. After the Talgo trainset separated from the power cars, there was no power to the train for emergency lighting which hampered the ability of passengers to evacuate the train and the ability of the first responders to conduct rescue operations within the railcar.
40. The lack of emergency lighting hampered the ability of passengers to evacuate the train and the ability of the first responders to conduct rescue operations within the railcar.
41. The instructional signs located above the railcar door exit controls and manual release mechanisms lacked the required high performance photoluminescent material or suitable alternative that would have allowed them to be visible and read in low-light or no-light environments.
42. The inability of the passengers to see and read the instructional signs regarding the exit controls and manual release mechanisms resulted in the inability of the passengers to use that point of egress for escape and delayed their evacuation from the train.
43. The rotation of the train seats (1) minimized the effectiveness of compartmentalization by allowing passengers to travel greater distances within the railcar during the accident, (2) caused injury to several passengers, (3) decreased the available aisleway space for passenger egress.
44. Existing procedures and design standards for antirotational seat locking mechanisms do not adequately protect passengers in accidents.
45. The failure of the articulated connections defeated the compartmentalization feature of AMTK 7421 (11) and provided a pathway for passenger ejection.
46. When the articulated connections failed, it resulted in a secondary collision that caused railcar AMTK 7424 (8) to roll over onto its roof and collapse its structure which dislodged the windows and allowed passengers to be ejected.
47. Limited research has been conducted into the effectiveness of compartmentalization in passenger railcars for individuals that fall outside of the testing standard range, such as small children.
48. The inability to secure child safety seats in a passenger train results in an undue risk to children due to uncontrolled or unexpected movements during a derailment or collision.
49. Amtrak should develop a policy for safely accommodating parents traveling with small children restrained in child safety seats.
50. This accident shows the need for the Federal Railroad Administration to take the action on Safety Recommendations R-16-35 and -36, which addressed the Federal Railroad Administration's occupant protection standards.

## Exhibit 1

51. Since there was no common incident command radio channel between fire and rescue agencies, law enforcement, and emergency management, the emergency response lacked efficient coordination.
52. The lack of interoperability of the emergency communications system used by Joint Base Lewis-McCord resulted in poor communications that adversely affected the coordinated rescue effort.
53. Incompatible radio frequencies or similar communication issues may exist at other locations where military and civilian agencies coordinate their emergency response.

### Probable Cause

The National Transportation Safety Board determines that the probable cause of the Amtrak 501 derailment was Central Puget Sound Regional Transit Authority's failure to provide an effective mitigation for the hazardous curve without positive train control in place, which allowed the Amtrak engineer to enter the 30-mph curve at too high of a speed due to his inadequate training on the territory and inadequate training on the newer equipment. Contributing to the accident was the Washington State Department of Transportation's decision to start revenue service without being assured that safety certification and verification had been completed to the level determined in the preliminary hazard assessment. Contributing to the severity of the accident was the Federal Railroad Administration's decision to permit railcars that did not meet regulatory strength requirements to be used in revenue passenger service, resulting in (1) the loss of survivable space and (2) the failed articulated railcar-to railcar connections that enabled secondary collisions with the surrounding environment causing severe damage to railcar-body structures which then failed to provide occupant protection resulting in passenger ejections, injuries, and fatalities.

### Recommendations

#### New Recommendations

As a result of this investigation, the National Transportation Safety Board makes the following new safety recommendations:

#### To the Secretary of Transportation:

1. Require the Federal Railroad Administration to issue regulations for inward-facing recorders that include image and audio recordings as recommended by the National Transportation Safety Board in R-10-01 and R-10-02.

#### To the Federal Railroad Administration:

2. Study the efficacy of how signs used in other modes of transportation may be effectively used in the railroad industry.

## Exhibit 1

3. Require railroads to periodically review and update their speed limit action plans to reflect any operational or territorial operating changes requiring additional safety mitigations and to continually monitor the effectiveness of their speed limit action plan mitigations.
4. Require railroads to apply their existing speed limit action plan criteria for overspeed risk mitigation to all current and future projects in the planning, design, and construction phases, including projects where operations are provided under contract.
5. Prohibit the operation of passenger trains on new, refurbished, or updated territories unless positive train control is implemented.
6. Remove the grandfathering provision within Title 49 *Code of Federal Regulations* 338.206(d) and require all railcars comply with the applicable current safety standards.
7. Use your authority and compel all commuter and passenger railroads to meet the requirements outlined in Title 49 *Code of Federal Regulations* Part 238 without delay, such that in the event of a loss of power, adequate emergency lighting is available to allow passengers, crewmembers, and first responders to see and orient themselves, identify obstacles, safely move throughout the railcar, and evacuate safely.
8. Reevaluate existing seat securement mechanisms and their susceptibility to inadvertent rotation, to identify a means to prevent the failure of these devices to maintain seat securement.
9. Conduct research into the effectiveness of occupant protection through compartmentalization for passengers whose size (including children) is not within the current range of anthropomorphic passenger sizes in Federal Railroad Administration standards.

### **To the United States Department of Defense Fire and Emergency Services Working Group:**

10. (1) Identify all military installations that provide emergency services to areas outside of their installations, make them aware of this accident, and determine the effectiveness of the communications system between that military installation and the adjacent jurisdictions. (2) Implement a plan to address any deficiencies with interoperability caused by the incompatibility between the US Department of Defense communications system and that of adjacent civilian agencies.

## Exhibit 1

### **To the Washington State Department of Transportation:**

11. Discontinue the use of the Talgo Series VI trainsets as soon as possible and replace them with passenger railroad equipment that meet all current United States safety requirements.

### **To the Washington State Department of Transportation, Amtrak, and the Oregon Department of Transportation:**

12. Develop and implement a program by which all railcar seats that are designed to rotate be checked for proper positioning and securement in place before the railcar can be placed into or returned to passenger carrying service.

### **To Amtrak:**

13. Ensure operating crewmembers demonstrate their proficiency on the physical characteristics of a territory by using all resources available to them, including; in-cab instruments, signage, signals, and landmarks; under daylight and nighttime conditions; and during observation rides, throttle time, and written examinations.
14. Revise your classroom and road training program to ensure that operating crews fully understand all locomotive operating characteristics, alarms and the appropriate response to abnormal conditions.
15. Require that all engineers undergo simulator training before operating new or unfamiliar equipment (at a minimum, experience and respond properly to all alarms), and when possible, undergo simulator training before operating in revenue service in a new territory and experience normal and abnormal conditions on that territory.
16. Implement a formal, systematic approach to developing training and qualification programs to identify the most effective strategies for preparing crewmembers to safely operate new equipment on new territories.
17. Work with host railroads and states that own infrastructure over which you operate to conduct a comprehensive assessment of the territories to ensure that necessary wayside signs and plaques are identified, highly conspicuous, and strategically located to provide operating crews the information needed to safely operate their trains.
18. Conduct training that specifies and reinforces how each crewmember, including those who have not received their certifications or qualifications, may be used as a resource to assist in establishing and maintaining safe train operations.

## Exhibit 1

19. Update your safety review process to ensure that all operating documents are up to date and accurate before initiating new or revised revenue operations.
20. Incorporate all prerevenue service planning, construction, and route verification work into the scope of your corporate-wide system safety plan, including your rules and policies, risk assessment analyses, safety assurances, and safety promotions.
21. Work collaboratively with all host railroads and states that own infrastructure over which you operate in an effort to develop a comprehensive safety management system program that meets or exceeds the pending Federal Railroad Administration regulation Title 49 *Code of Federal Regulations* Part 270, "System Safety Program."
22. Conduct risk assessments on all new or upgraded services that occur on Amtrak-owned territory, host railroads, or in states that own infrastructure over which you operate.
23. Develop policies for the safe use of child safety seats to prevent uncontrolled or unexpected movements in passenger trains and provide customers with guidance for securing these child safety seats.

### **To Central Puget Sound Regional Transit Authority:**

24. Immediately conduct a review of all operating documents and ensure that safety mitigations are applied with uniformity throughout the entirety of your territory.
25. In areas of your territory where you are a host of a tenant railroad, coordinate with all current and any prospective tenants on the development of operating documents including timetables, general orders, and special instructions.
26. Review your internal process for safety certification and verification, perform a gap analysis, and develop an action plan to address the deficiencies identified in the gap analysis and detailed in this report to enhance the verification activities on projects.

# Exhibit 1

## Reiterated Recommendations

As a result of this investigation, the National Transportation Safety Board reiterates the following previously issued recommendations:

### To the Federal Railroad Administration:

1. Enact Title 49 *Code of Federal Regulations* Part 270, “System Safety Program,” without further delay. (R-17-17)
2. Conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns and evaluate potential methods for mitigating those injuries, such as installing seat belts in railcars and securing potential projectiles. (R-16-35)
3. When the research specified in Safety Recommendation R-16-35 identifies safety improvements, use the findings to develop occupant protection standards for passenger railcars that will mitigate passenger injuries likely to occur during derailments and overturns. (R-16-36)

## Classified Recommendations

### To the Federal Railroad Administration:

1. Require railroads to install devices and develop procedures that will help crewmembers identify their current location and display their upcoming route in territories where positive train control will not be implemented (R-16-32)

Safety Recommendation R-16-32 is classified *Open—Unacceptable Response*.

2. Conduct research to evaluate the causes of passenger injuries in passenger railcar derailments and overturns and evaluate potential methods for mitigating those injuries, such as installing seat belts in railcars and securing potential projectiles. (R-16-35)

Safety Recommendation R-16-35 is classified *Open—Unacceptable Response*.

3. When the research specified in Safety Recommendation R-16-35 identifies safety improvements, use the findings to develop occupant protection standards for passenger railcars that will mitigate passenger injuries likely to occur during derailments and overturns. (R-16-36)

Safety Recommendation R-16-36 is classified *Open—Unacceptable Response*.

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
July 9, 2019	Joint Metropolitan Park District Commissioners/City Council Study Session (TMBN 16, Noon)	Metro Parks and City of Tacoma Study on Possible Partnerships for Projects	Metro Parks Tacoma	Results from study related to Metro Parks and City possible partnerships for three projects.
	City Council Study Session (TMBN 16, Noon)	Other Items of Interest - National Transportation Safety Board Train Safety Recommendations	Mayor Woodards	Proposed resolution in support of the NTSB's safety recommendations as a result of the Amtrak Passenger Train derailment in Dupont, WA.
	Special Committee of the Whole Meeting (TMBN 16, 3:00)	Policy Development Tools Introduction	CMO	Staff will introduce templates designed to assist the City Council in development of policy and provide clarity around the legislative process.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 16, 2019	City Council Study Session (TMBN 16, Noon)	Beacon Senior Center Update and Stability Site Recommendations	NCS	Staff will provide an update on the youth and young adult services, including overnight shelter, and the senior services at the Beacon Center. In addition, recommendations for the Stability Site will be shared.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 23, 2019	City Council Study Session (TMBN 16, Noon)	Hilltop Link Extension	ST/PW	
		Municipal Finance Overview	OMB	Funding mechanisms for facility and other capital projects.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
July 30, 2019	City Council Study Session (TMBN 16, Noon)	Affordable Housing Action Strategy Update	CED	
		Disparity Study, Priority Hire and I-1000 Update	CMO/CAO/CED	Presentation on City staff's review and recommendations related to the City's disparity study findings, the advisory committee recommendations and priority hiring, and the impacts of I-1000 on City Public Works projects.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
August 6, 2019	City Council Study Session (TMBN 16, Noon)	Homelessness Program Update	NCS	
		Quarterly Tacoma Police Department Hiring Update	TPD	TPD will present quarterly update related to hires and separations and the efforts to diversify the department.
	Special Committee of the Whole Meeting (TMBN 16, 3:00)	Affordable Housing Trust Fund	CMO/CED	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
August 13, 2019	City Council Study Session (TMBN 16, Noon)	Recycling Recommendations	ESD	
	Special Committee of the Whole Meeting (TMBN 16, 3:00)	Multifamily Tax Exemption	CED/CMO	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
August 20, 2019	Joint Council/Public Utility Board Study Session (TMBN 16, Noon)	City's Classification and Compensation Study Update	HR	
	City Council Study Session (TMBN 16, Noon)	Second Quarter Financial Report	OMB	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
August 27, 2019	City Council Study Session (TMBN 16, Noon)	Cushman Substation Update	PDS	Presentation on the planning effort for the Cushman Substation.
		City Council Actions, Regulatory Policies, and Repair and Replacement Strategy	OMB	Current City Council actions that direct organizational action, policies from higher levels of government, and a presentation of a funding strategy for a repair and replacement program.
	Special Committee of the Whole Meeting (TMBN 16, 3:00)	Inclusionary Zoning	PDS/CED/CMO	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
September 3, 2019	CANCELLED			
September 10, 2019	City Council City Council Study Session (TMBN 16, Noon)	Tacoma Creates Update	TVE	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
September 17, 2019	City Council Study Session (TMB Council Chambers, Noon)	Level of Service Case Studies	OMB	An in-depth look at an important best practice when considering facility investments.
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
September 24, 2019	City Council Study Session (TMBN 16, Noon)	Tacoma Housing Authority Update	THA	
	City Council Meeting (TMB Council Chambers, 5:00 PM)			

**City of Tacoma 2019  
City Council Forecast Schedule**

Date	Meeting	Subject	Department	Background
<b>October 1, 2019</b>	City Council Study Session (TMB Council Chambers, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
<b>October 8, 2019</b>	City Council Study Session (TMB Council Chambers, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
<b>October 15, 2019</b>	City Council Study Session (TMB Council Chambers, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
<b>October 22, 2019</b>	Joint Council/Public Utility Board Study Session (TMBN 16, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			
<b>October 29, 2019</b>	City Council Study Session (TMB Council Chambers, Noon)			
	City Council Meeting (TMB Council Chambers, 5:00 PM)			

Community Vitality and Safety			
<b>Committee Members:</b> Blocker (Chair), Beale, Thoms, Ushka, Alternate-Hunter <b>Executive Liaison:</b> Linda Stewart; <b>Staff Support -</b> Bucoda Warren		<b>2nd and 4th Thursdays</b> <b>4:30 p.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> • Citizen Police Advisory Committee • Human Services Commission • Human Rights Commission • Housing Authority • Commission on Disabilities • Library Board • Tacoma Community Redevelopment Authority
<b>July 11, 2019</b>	Mental Health and substance abuse	Neighborhood & Community Services Department	
	Closed Captioning Resolution and Education Campaign	Lucas Smiraldo, Policy Analyst II, Office of Equity and Human Rights; Todd Holloway, Chair, Tacoma Area Commission on Disabilities	The Tacoma Area Commission on Disabilities (TACOD) is requesting support from the Community, Vitality and Safety Committee to recommend a resolution that will promote the practice of using closed captioning on televisions in establishments frequented by people in Tacoma including pubs, restaurants, bars, waiting rooms and other shared public spaces.
<b>Future</b>			
<b>July 25, 2019</b>	Homelessness	Neighborhood & Community Services Department	
	Northwest Detention Center	Anita Gallagher, Assistant to the City Manager, City Manager's Office	Will provide a report on the information gathered in response to the Committee's list from the May 9th meeting as well as an approximate timeline for response on the outstanding items.
	Advocates for Immigrants in Detention	Bill Tudor, President of AIDNW	
<b>August 8, 2019</b>	Tacoma Area Commission on Disabilities Interviews	Doris Sorum, City Clerk	3 vacancies
	Rental Housing Code update	ChiQuata Elder, Office of Equity and Human Rights	Periodic review regarding the impact of the Rental Housing Code so that changes can be made to protect both the rental market or tenant's rights if so warranted.
	Public Safety: Street Crime and Opioid Response		

<b>Economic Development Committee</b>			
<b>Committee Members:</b> Thoms (Chair), McCarthy, Ushka, Woodards, Alternate-Beale <b>Executive Liaison:</b> Tadd Wille; <b>Staff Support</b> - Lynda Foster		<b>2nd, 4th, and 5th Tuesdays</b> 10:00 a.m. Room 248	<b>CBC Assignments:</b> •Tacoma Arts Commission •Greater Tacoma Regional Convention Center Public Facilities District •Foss Waterway •City Events and Recognition Committee
<b>July 9, 2019</b>	Cancelled		
<b>July 10, 2019 Special Meeting, 10:00 am, Room 243</b>	Council Policy Priorities for EDC	Tadd Wille, Executive Liaison to EDC	Review Council priorities identified at the 2019 Council Retreat within the scope of EDC
<b>Future</b>			
<b>July 23, 2019</b>	LRF Presentation	Elly Walkowiak, Assistant Community & Economic Development Director	
<b>July 30, 2019</b>	Commercial Tenant Overview	Gloria Fletcher, Business Development Manager, CED	
	Tacoma Creates Update	Amy McBride & Kim Bedier	

<b>Government Performance and Finance Committee</b>			
<b>Committee Members:</b> Ibsen (Chair), Blocker, Hunter, Mello, Alternate-Thoms <b>Executive Liaison:</b> Andy Cherullo; <b>Staff Support</b> - Latasha Ware		<b>1st and 3rd Tuesday</b> <b>10 a.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Public Utility Board •Board of Ethics •Audit Advisory Board •Civil Service Board
<b>July 16, 2019</b>	Council Rules on Walk on Amendments	Bill Fosbre, City Attorney	Proposed rules for transparency and accountability to the public regarding last minute amendments to important legislation.
	2025 Metrics	Jacques Colon, Strategic Plan Manager	A briefing on how the City is measuring success of its actions for Tacoma 2025
<b>Future</b>			
<b>August 6, 2019</b>	City-Wide Cultural Improvements	Gary Buchanan, Human Resources Director	HR will update the Committee on the various initiatives currently underway to help the city improve its organizational culture
	TPU Fleet Ordinance	Travis Metcalfe, Tacoma Power	
<b>August 20, 2019</b>	Tacoma Power Long Range Financial Plan	Bill Berry, Rates, Planning & Analysis manager, Tacoma Power	Information briefing on an update to Tacoma Power's long range financial plans
	wholesale pricing and policy revisions	Sean Senescall, Manager of Tacoma Water Finance & Analytics, Lyna Vo, Water Analyst	Information briefing on an update to Tacoma Water's wholesale pricing
	Tacoma Power Low-Income Conservation Program	Steve Bicker, Assistant Power Section Manager and Jeremy Stewart, Power Analyst	Tacoma Power will go over its low-income conservation program and recommendations for increasing the utilization of the program.

<b>Infrastructure, Planning and Sustainability Committee</b>			
<b>Committee Members:</b> Mello (Chair), Beale, Ibsen, McCarthy, Alternate-Hunter <b>Executive Liaison:</b> Kurtis Kingsolver; <b>Staff Support -</b> Rebecca Boydston (Nick Anderson will be covering through June)		<b>1st and 3rd Wednesdays</b> <b>4:30 p.m.</b> <b>Room 248</b>	<b>CBC Assignments:</b> •Sustainable Tacoma Commission •Planning Commission •Landmarks Preservation Commission •Board of Building Appeals •Transportation Commission
<b>July 17, 2019</b>	Passenger Ferry Study	Gil Cerise, Principal Planner, Puget Sound Regional Council	Presentation on Passenger-Only Ferry Service. Puget Sound Regional Council is leading a study with money designated by the Washington State Legislature. The presentation will include a work plan and progress update.
	East R Street One Way Code Update	Jennifer Kammerzell, Principal Engineer, Public Works	All City streets designated for one-direction traffic are enumerated in Code. Requested action by IPS to recognize East R Street as a one-way street and forward recommendations to full City Council.
	Update to Real Property Disposition Policy	Jennifer Hines, Public Works Assistant Division Manager, Real Property Services	Update to the General Government Policy for Surplus Real Property. Staff is updating policy to prioritize development and use for affordable housing and equity.
<b>Future</b>			
<b>August 7, 2019</b>	Board of Building Appeals Interviews	Doris Sorum, City Clerk	3 vacancies
	Transportation Commission Interviews	Doris Sorum, City Clerk	2 vacancies
<b>August 21, 2019</b>	Planning Commission Interviews	Doris Sorum, City Clerk	1 vacancy
	Planning Commission Annual Report and Work Program	Brian Boudet, Division Manager, Planning and Development Services	Discussion of the Planning Commission's upcoming work plan and annual report.
	Urban Forestry Management Plan	Mike Carey, Urban Forest Program Manager, Office of Environmental Policy and Sustainability	Update on progress and work plan for the urban forestry program.