

ITEM 10 – Information
July 20, 2016

**Briefing on Mitigation Actions and Experiences from WMATA’s
SafeTrack Surge Program**

Staff

Recommendation: Receive briefing

Issues: None

Background: The board will be briefed on experiences and mitigation actions taken by local jurisdictions and WMATA at locations that have recently undergone significant safety and maintenance work as part of WMATA’s SafeTrack work plan.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Recent TPB and COG Activities in support of the WMATA SafeTrack Plan .
DATE: July 14, 2016

This memorandum provides an overview of recent TPB and COG activities in support of the WMATA SafeTrack safety surges.

COMMUTER CONNECTIONS UPDATE

Commuter Connections/TPB staff presented information during two webinars hosted by Montgomery County on June 23rd and 28th for employers which focused on promoting and using Teleworking and Alternative Work schedules during the SafeTrack project. The Commuter Connections SafeTrack Work Group held conference call meetings on June 30th, July 8th, and July 15th. Each meeting was held just prior to an upcoming SafeTrack Surge and allowed meeting participants to exchange information on TDM strategies being used along with lessons learned from previous Surges.

The Commuter Connections SafeTrack web site was updated throughout the month with new links added and can be accessed from the Commuter Connections home page at www.commuterconnections.org.

Approximately 60,000 Geo-targeted messages to employers and employees surrounding the impacted Metrorail stations for Surges 1-4 were developed and sent. The purpose of the e-mailed messages was to provide alternative commuting information and options to commuters affected by the SafeTrack Surges and for employers to disseminate the information to their respective employees. Staff also worked directly with the General Services Administration to reach federal Employee Transportation Coordinators with messaging about alternative commuting options during the SafeTrack project for federal government workers. Social media outreach continued for Surges 1-4 along with public service announcements, paid radio advertisements, and a paid ad in the Washington Business Journal.

The Commuter Connections SafeTrack Facebook ad that ran garnered 17,000 click-thru's. Out of 50,000 web page visits to the Commuter Connections web site in June, 16.5% of those were to the SafeTrack web hub making it the second most popular page after the site's home page. There was a 104% increase during the month of June for Ridesharing applications received (723) compared to June of 2015 (355).

COG PUBLIC OUTREACH

COG's Office of Communications has been sponsoring conference calls with each of the jurisdiction's Public Information Officers (PIOs) in order to coordinate outreach and messaging activities for each of the SafeTrack surges. Calls were held on June 13 in preparation for Surge 2 and June 27 in preparation for Surges 3 and 4. The calls have had good participation, with WMATA and Commuter Connections providing updates of their activities and answering questions from the PIOs.

REGIONAL ACTIVITIES

Briefings and discussions of SafeTrack have taken place at recent meetings of the TPB Technical Committee. Aside from regional coordination discussion, preliminary traffic analysis of the impacts of the SafeTrack surges is being conducted by TPB staff.

The Metropolitan Area Transportation Operations Coordination (MATOC) Program has hosted Transit Task Force teleconferences, most recently on June 20, June 22, and July 6, to share information on actions and impacts from the surges and transit activities.

TRANSPORTATION AGENCY INFORMATION

Agencies in the region are implementing a number of mitigation measures to provide transportation alternatives during the SafeTrack safety surges, including:

- Additional bus/shuttle service on routes in or near the surge work zones;
- Expanded rush hour parking restrictions along primary commuter and bus routes;
- Traffic signal re-timing and additional traffic control officers;
- Additional Capital Bikeshare bikes and stations, along with a new payment option;
- Bike convoys with guides;
- Promotion of carpooling, telework and flexible work options.

WMATA has also had customer service agents positioned in the impacted Metro stations guiding customers to alternative modes of travel and will also be hosting “pop-up” events at some of the key impacted stations.

The Office of Personnel Management issued a [memorandum](#) on May 20 to all agencies encouraging the use of Telecommuting and Flexible Work Schedules.

Specific actions by jurisdictions or transportation agencies can be found on their websites:

City of Alexandria <https://www.alexandriava.gov/SafeTrack>

Arlington County <https://topics.arlingtonva.us/safetrack/>

District of Columbia <http://safetrack.godcgo.com/>

Fairfax County <http://www.fairfaxcounty.gov/safetrack/>

Montgomery County

<http://gomontgomery.blogspot.com/2016/06/safetrack-to-affect-montgomery-county.html>

Prince George’s County

<http://www.princegeorgescountymd.gov/2509/SafeTrack>

Virginia Railway Express (VRE) <http://www.vre.org/service/safetrack-information/>

WMATA <https://wmata.com/rail/safetrack.cfm>

Attached are WMATA’s reports on the work completed during Surge 1 and Surge 2.



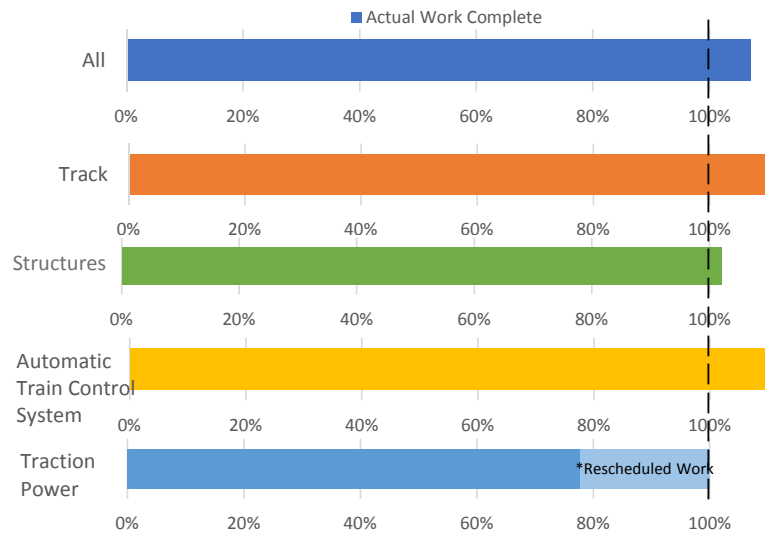
SafeTrack: Surge 1

June 4-16: Ballston to East Falls Church Track 1, Continuous Single Tracking

Final report: Data as of 06/22/16

The focus of Surge 1 is to repair/replace track and other rail infrastructure elements to provide a system that is free from safety defects, improves service reliability by eliminating speed restrictions and improves ride quality.

Overall Progress (% Planned Work Complete)



Surge 1 finished on June 16, 2016, with almost all tasks completed. As a result, this section of track 1 from Ballston to East Falls Church was brought into a state of good repair.

During the surge, priority was given to addressing potential safety defects and repairing or replacing critical rail infrastructure that affects train speeds and ride quality. Additional regular and preventive maintenance activities were fit in as time permitted. These maintenance activities are and will continue to be conducted on a regular basis during non-revenue hours to keep the infrastructure in a state of good repair.

Critical tasks accomplished during the surge include:

- + Replacement of over 1,800 cross-ties
- + Renewal of over 540 insulators
- + Renewal of over 3,100 linear feet of spot rail
- + Inspection and repair of 30 power cables and 24 expansion cables

In some cases, work crews were able to accomplish more than originally planned, such as renewing about 500 additional fasteners and inspecting and repairing about 70 additional Intrusion Detection Warning (IDW) systems.

*Rescheduled work: one task remains for traction power
+Two junction boxes will be inspected and repaired when crews return to this area during surge 5 at the end of July

*Surge #1 results are preliminary and subject to quality control processes which will remain continuous throughout the duration of SafeTrack. Any remediation work that is identified will be accomplished during normal maintenance times, without impacting passenger service.





SafeTrack: Surge 1 Detailed Report

6/22/2016

	Key Tasks	<i>unit</i>	Completed During Surge
Track	Crosstie renewal	# crossties	1,856
	Insulator renewal	# insulators	541
	Fastener renewal	# fasteners	2,214
	Spot rail renewal	# linear feet	3,184
		# linear feet cover	-
	Third rail maintenance	board	410
	Joint elimination	# joints welded	16
Structures	Track bed cleaning	# linear feet	3,150
	Drain maintenance	# linear feet	4,191
	Leak repair	# leaks	20
	Tunnel light repair/relamp	# units	17
Automatic Train Control (ATC) System	Intrusion Detection Warning (IDW) System		
	Renewal	# IDW systems	208
Traction Power	Power Cables	# cables	30
	Expansion Cables	# cables	24



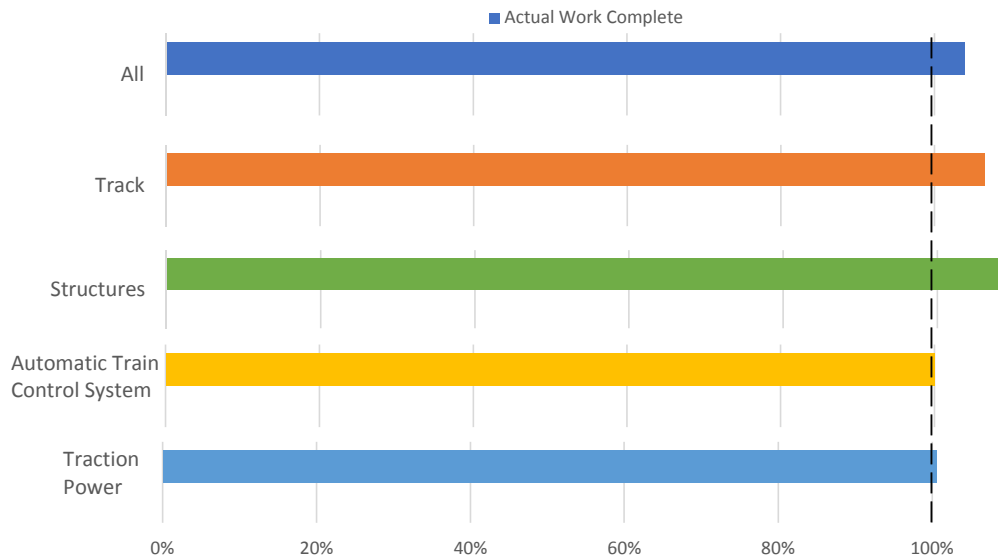
SafeTrack: Surge 2

June 18 - July 3: Eastern Market to Minnesota Ave & Benning Road, Line Segment Shutdown

Final Report
Data as of 07/05/16

The focus of Surge 2 is to repair/replace four major switches that allow trains to move from one track to another at the D&G junction, where the Orange, Blue and Silver lines split after Stadium-Armory Station. In addition, crews renewed most of the other rail infrastructure in this area, including crossties, rail, fasteners, signals, and power cables.

Overall Progress (% Planned Work Complete)



Notes:

*Surge #2 results are preliminary and subject to quality control processes which will remain continuous throughout the duration of SafeTrack. Any remediation work that is identified will be accomplished during normal maintenance times, without impacting passenger service.

Actual work complete represents the average % complete across all tasks.

Surge 2 finished on July 3, 2016 with all critical tasks completed. As a result, this key junction between Eastern Market and Minnesota Avenue and Benning Road was brought into a state of good repair.

During the surge, priority was given to addressing potential defects and repairing or replacing critical rail infrastructure that affects train speeds and ride quality. Additional regular and preventive maintenance activities were fit in as time permitted. These maintenance activities are and will continue to be conducted on a regular basis during non-revenue hours to keep the infrastructure in a state of good repair.

Critical tasks accomplished during the surge include:

- + Replacement of 4 major switches
- + Replacement of over 500 crossties
- + Renewal of over 230 insulators
- + Elimination of over 20 joints
- + Renewal of over 2,000 linear feet of grout pads
- + Renewal of 12 signals
- + Inspection and repair of over 180 power cables





SafeTrack: Surge 2 Detailed Report

Final Report: 7/5/2016

	Task	unit	Completed During Surge
Track	Crosstie renewal	# crossties	533
	Insulator renewal	# insulators	235
	Switch renewal	# switches	4
	Fastener renewal	# fasteners	2,116
	Stud renewal	# studs	2,754
	Third rail maintenance	# linear feet cover board	642
	Third Rail Expansion Joint elimination	# joints welded	10
	Stringer Rail renewal	# linear feet	1,745
	Joint elimination	# joints welded	22
Structures	Grout Pad renewal	# linear feet grout pad	2,005
	Track bed cleaning	# linear feet	3,160
	Drain maintenance	# linear feet	7,148
	Leak mitigation	# leaks	69
Automatic Train Control System	Signal replacement/refurbishment	# signals	12
Traction Power System	Emergency Trip Station Repair	# units	13
	Tunnel light repair/relamp	# units	140
	Power Cable repair/replacement	# cables	183