



Board Report

File #: 2019-0577, **File Type:** Oral Report / Presentation

Agenda Number: 23.

**OPERATIONS, SAFETY, AND CUSTOMER EXPERIENCE COMMITTEE
SEPTEMBER 19, 2019**

SUBJECT: NEW BLUE/ EXPO SERVICE AND PROJECT MANAGEMENT

ACTION: ORAL REPORT

RECOMMENDATION

RECEIVE oral report update on New Blue/Expo Service and Project Management.

New Blue/Expo Service & Project Update



New Blue Phase 2

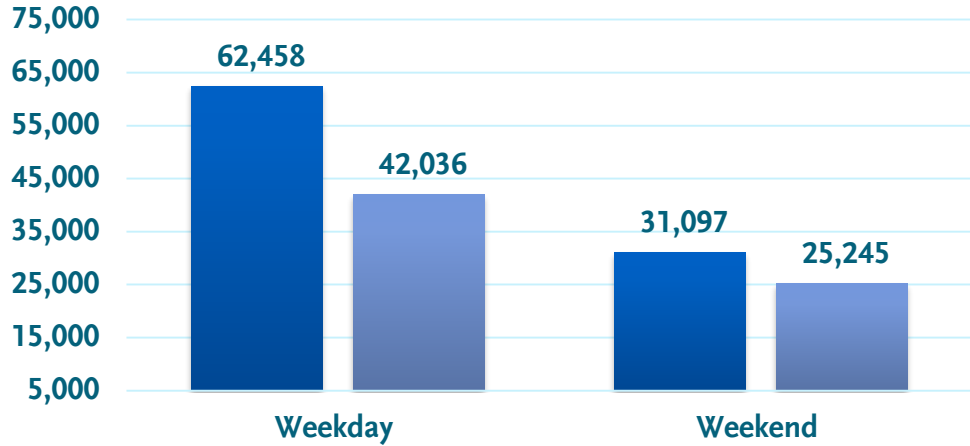
Blue Line Bus Shuttle Service Ridership (June –July 2019)

Frequency (Peak Period)

- Line 860 Express: 6-12 minutes
- Line 863 Select: 12 minutes/M-F
- Line 864 Local: 6-12 minutes



New Blue Comparative Ridership



- Blue Line (before New Blue)
- Current Blue Line (New Blue - Lines 860, 863 & 864 + Rail)

	Average Ridership	Weekday	Weekend
Blue Line (before New Blue)		62,458	31,097
New Blue (Bus Shuttles 860, 863 & 864 + Rail)		42,036	25,245

Majority of New Blue bus shuttle ridership is on Local Line 864

New Blue Phase 2

Expo & Silver Line Comparative Ridership (July 2019)

Frequency During Peak Periods

- Line 856 (Local): 6 -12 mins during peak, 12 mins during mid-day and weekends & 20 mins during late nights

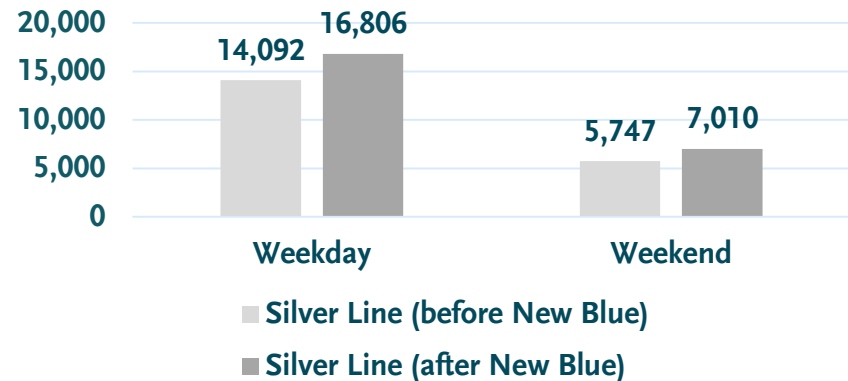
Status

- Commenced: Saturday, June 22, 2019
- Re-Opened: **Saturday, August 24, 2019**
- Resumed full rail service on two Expo Line stations (7th St/Metro Center & Pico)

Expo Bus Shuttle Comparative Ridership



Silver Line Comparative Ridership



Average Ridership	Weekday	Weekend
Expo Line 856 - June 2019	15,882	9,763
Expo Line 856 - July 2019	8,809	5,883

Average Ridership	Weekday	Weekend
Silver Line - July 2018	14,092	5,747
Silver Line - July 2019	16,806	7,010

New Blue Phase 2 Program Management Update

New Blue Improvements Project Phase 1 (Southern Segment)

- Status: Completed (Saturday, January 26, 2019 – Friday, May 31, 2019)
- **Project Highlights:**
- Initiated Willowbrook/Rosa Parks platform and building renovation work on Day 1
- Completed brand new Compton interlocking
- Long Beach Loop signal upgrades, landscaping and fence work
- All new street running trackwork in Long Beach
- New fall protection on bridge segments
- New overhead contact system (OCS)
- Network upgrades for camera and digital map cases
- Station painting and tile renewal work
- New digital map cases and station signage



Two Expo Line Station Closures (7th St/Metro Center and Pico)

- Status: Completed (Saturday, June 22, 2019 – Friday, August 23, 2019)
- **Project Highlights:**
- New overhead contact rail (OCR) system (first ever at Metro)
- New #10 interlocking and track fasteners in Flower tunnel
- Rebuilt a portion of the Washington Junction and special trackwork
- Pico Station painting, tile renewal, digital map cases, and new signage
- All work completed around the clock within 60 day allocated closure window.

New Blue Phase 2 Program Management Update

New Blue Improvements Project Phase 2 (Northern Segment)

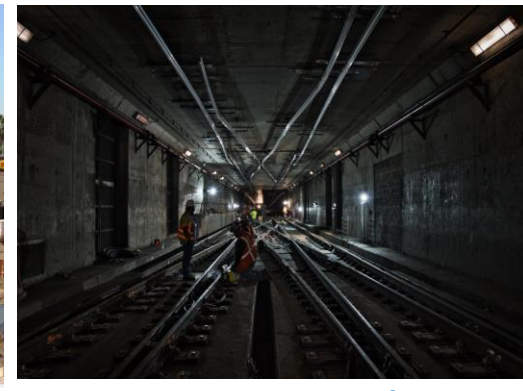
- Status: Ongoing (Commenced Saturday, June 1, 2019 – present)
- **Project Highlights:**
- Completed three new interlockings (95th Street, Firestone & Slauson)
- New OCS wires and hardware
- Station painting, new signage, tile renewal, and landscaping
- New digital map cases
- Renovated Willowbrook/Rosa Parks (W/RP) station platform and mezzanine connection to Green Line
- Major Blue Line construction work will be completed mid-September 2019
- W/RP platform construction will be substantially completed in early October 2019
- Systems integration tests commenced in September 2019 with Blue Line full re-opening anticipated for late October 2019



Expo Junction Trackwork



W/RP



#10 Crossover Track

Next Steps

- Continue to monitor New Blue bus shuttle and rail service customer feedback
- Analyze the overall effectiveness of the Flower Street and Figueroa Bus Lanes and report back in October 2019
- Continue to provide Operational support for the remainder of the New Blue Improvements Project
- Continue efforts to complete Phase 2 of the New Blue Improvements Project by late October 2019
- Continue Blue Line re-opening rail service planning & customer communication and community celebration events
- Blue Line ROW Clean-Up Update: As of August 26-29, 2019, Metro partnered with Union Pacific, Bureau of Sanitation, and City of LA to perform a 4-day ROW joint clean up effort at specific Blue Line locations. Full details will be provided in October 2019

Metro Gold Line Overhead Catenary System



Metro

Operations, Safety, and Customer Experience Committee
September 19, 2019

Gold Line Incident 1 – Monday, September 9, 2019

LOCATION & TIME

North of Allen Station on Track 2
05:52 am (Monday, 9/9/19)

RESUMED NORMAL OPERATIONS

3:30 pm (Thursday, 9/12/19)

TOTAL INCIDENT TIME

81 Hours 38 Minutes

CAUSE

- A dog bone insulator broke at a balance weight assembly, causing the OCS wire to sag far below normal operating height
- As a vehicle traveled on track 2, it collided with the OCS wire, damaging OCS assemblies and 1500 feet of messenger/contact wire

REPAIR

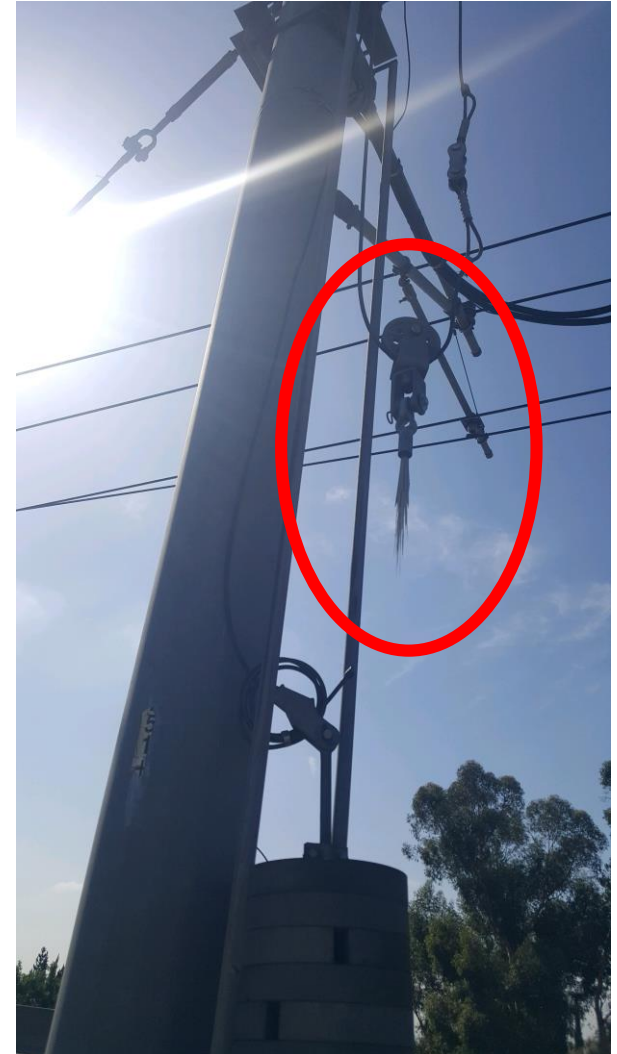
Safety tether installation

OPERATING PLAN

Rail: Single tracked with 15-20 minute headways during peak hours

Bus Bridge between Sierra Madre and Lake:

- 12 buses during peak and 6 buses during non-peak
- 5 Vehicle Operations Staff



Gold Line Incident 1 – OCS Damage



Gold Line Incident 2 – Friday, September 13, 2019

LOCATION & TIME

North of Lake Station on Track 1
12:00 pm (Friday, 9/13/19)

RESUMED NORTMAL OPERATIONS

5:34 am (Monday, 9/16/19)

TOTAL INCIDENT TIME

65 Hours 34 Minutes

CAUSE

A dog bone insulator broke at a balance weight assembly, causing the OCS wire to sag below normal heights. As a vehicle traveled on track 1, it's pantograph snagged on the wire, damaging the OCS supports and assemblies.

REPAIR

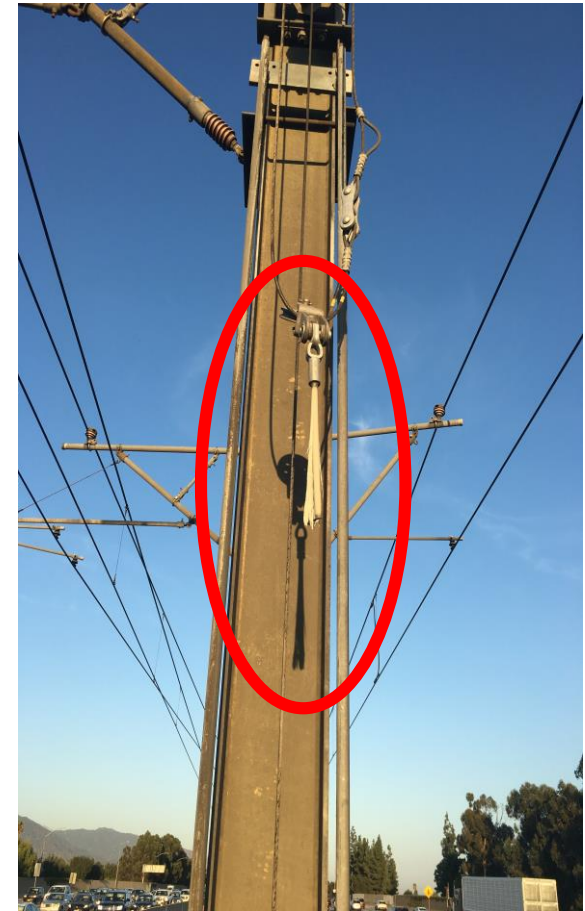
Safety tether installation

OPERATING PLAN

Rail: Single tracked with 15-20 minute headways during peak hours

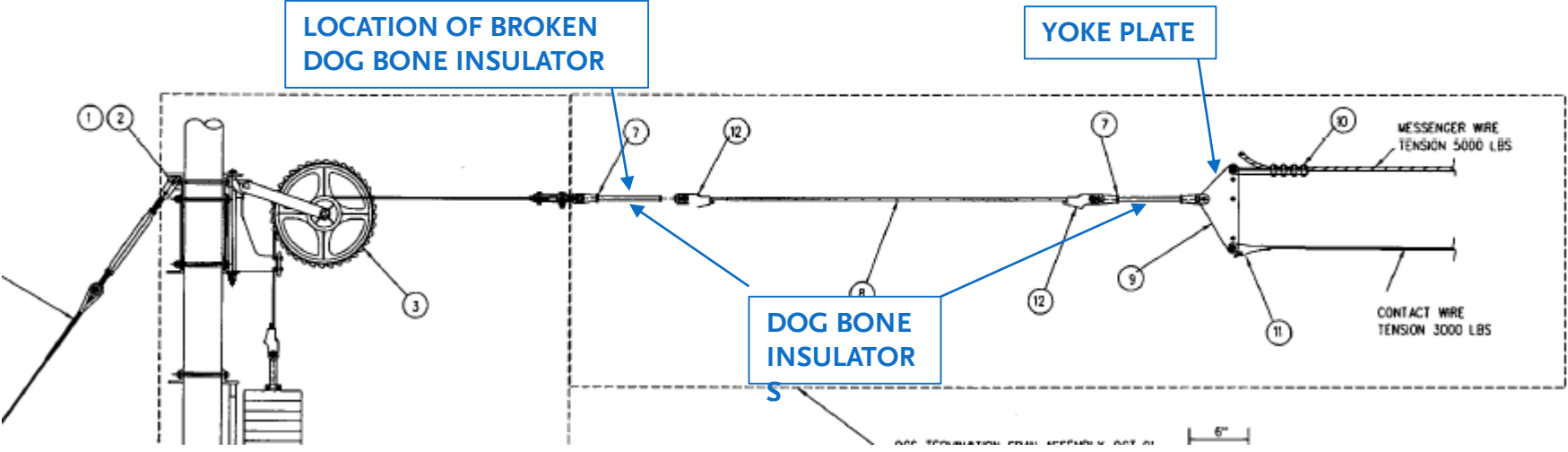
Bus Bridge between Sierra Madre and Lake:

- 14 buses during peak hours
- 6 buses during non-peak
- 5 Vehicle Operations Staff
- *8 standby buses (Saturday & Monday am)

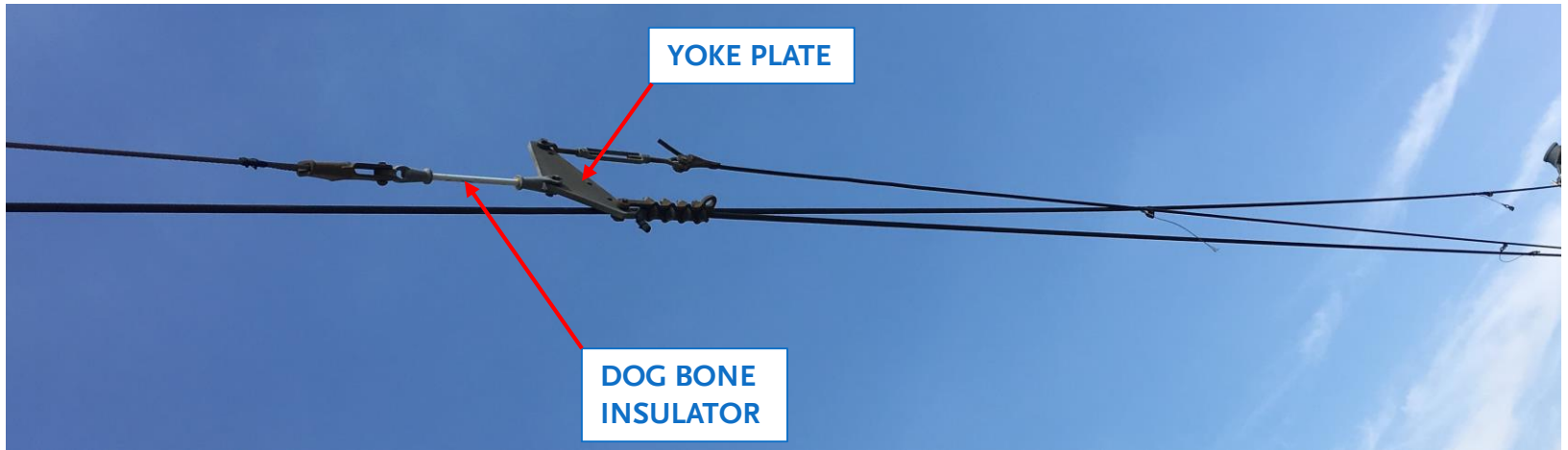


Incident Assembly Configuration – Gold Line Pasadena Section

DETAIL DRAWING OF ASSEMBLY

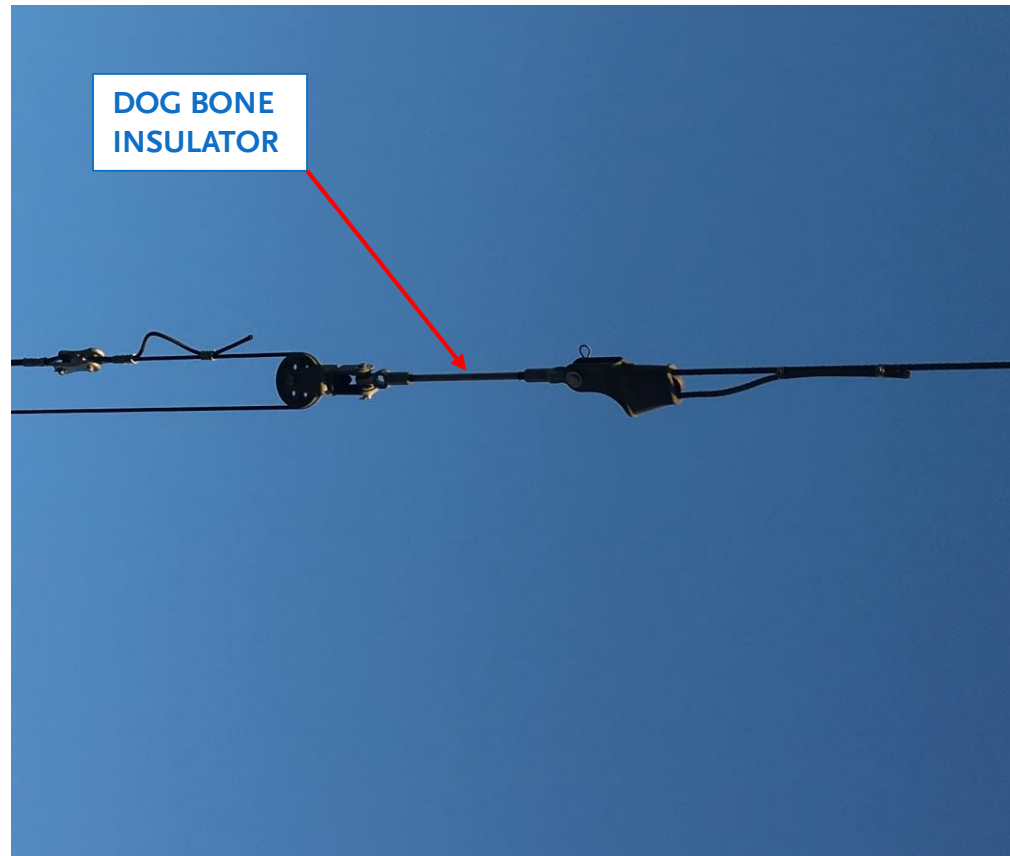


DETAIL DRAWING OF BALANCE WEIGHT ASSEMBLY



FIELD PHOTO OF BALANCE WEIGHT ASSEMBLY (NEAR YOKE PLATE)

Incident Assembly Configuration – Gold Line Pasadena Section



**FIELD PHOTO OF BALANCE WEIGHT ASSEMBLY
(NEAR BALANCE WEIGHTS)**

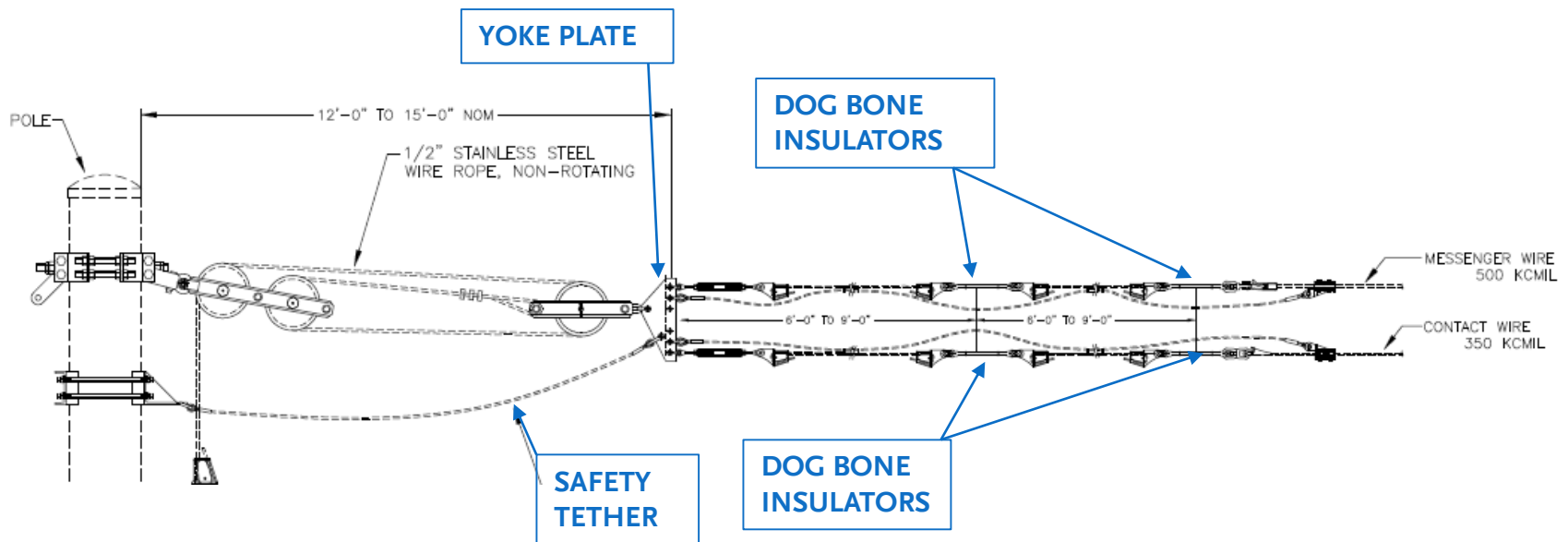
Service Restoration Efforts & Safety Tether Information

- ✓ Two crews with 10 Inspectors and a Supervisor worked to repair damage
- ✓ OCS cantilever arms were reconnected to OCS poles
- ✓ Replacement of the dog bone fiberglass insulator rod
- ✓ Raising of the messenger and contact wire
- ✓ Reconnection of the wire assembly to the weight stack (safety tether)

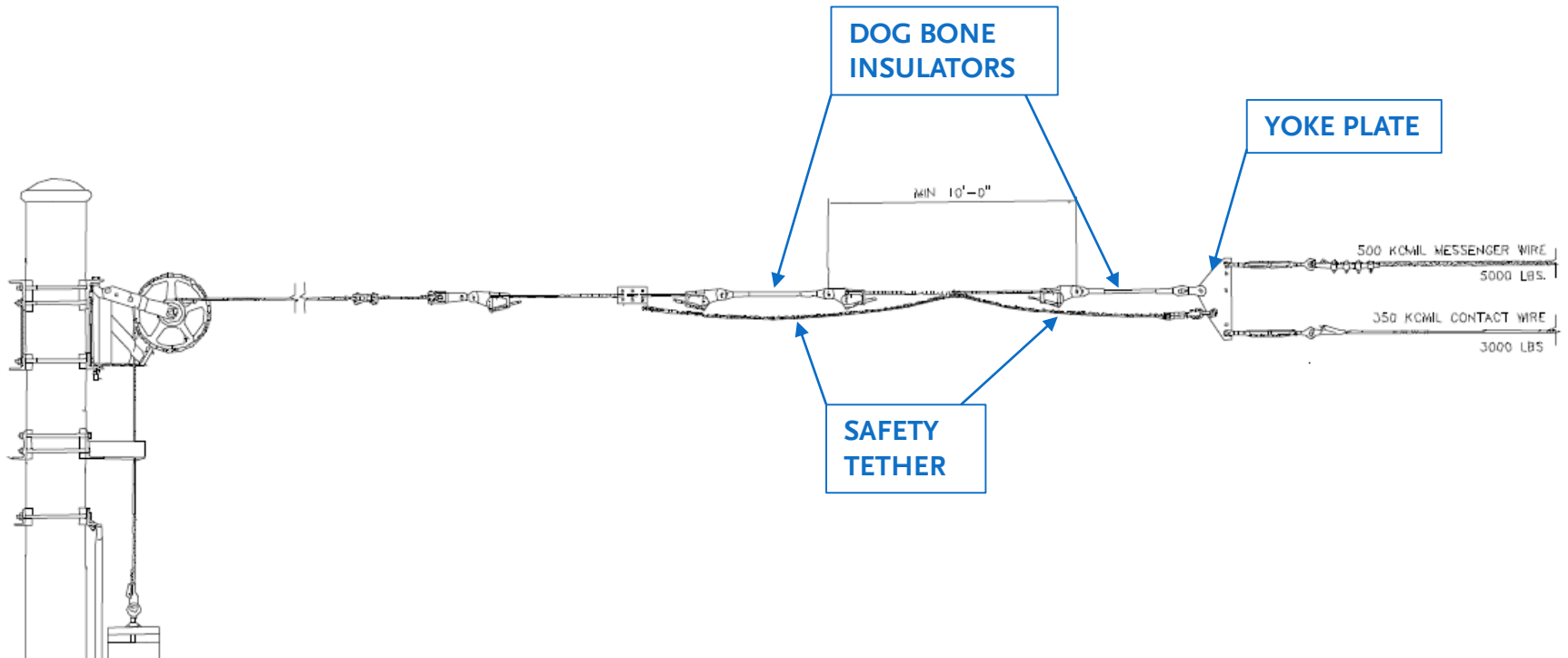
Locations with Existing Safety Tethers: Blue Line, Green Line, Gold Line Eastside & Foothill Extensions, Expo Line, and Crenshaw Line



Existing Safety Tether Configurations – Expo Phase 2



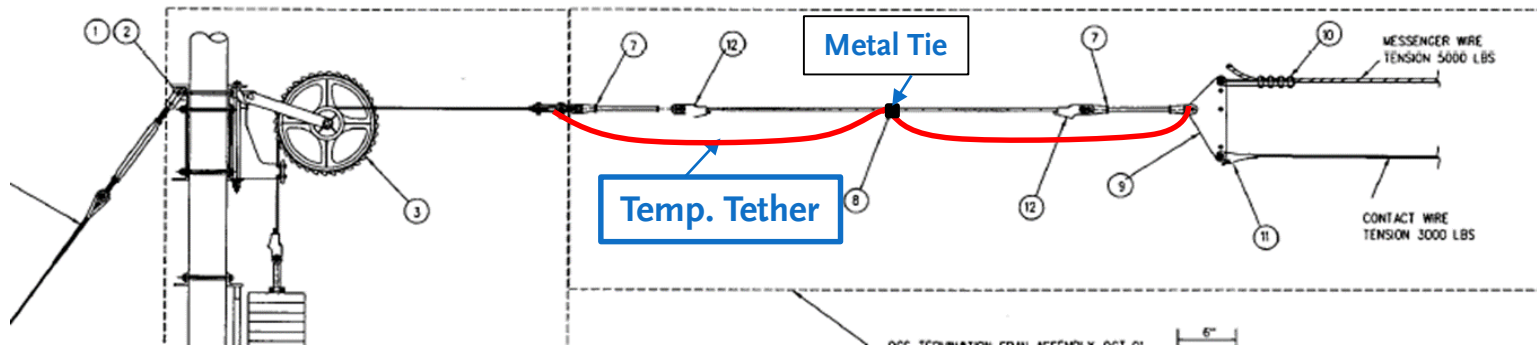
Existing Safety Tether Configurations – Gold Line Foothill Extension



Next Steps

Short-Term

- Install temporary safety tethers on all termination assemblies along the Gold Line Pasadena (Union Station to Sierra Madre Station)
 - Rate: 5 per day/3 days per week
 - Timeline: December 2019
- Impound all spare dog bone insulator parts
- Lab test defective dog bone insulator
- Purchase improved dog bones



Next Steps

Long-Term

- Improve quality management of spare part inspection and verification process
- Install permanent safety tethers to retrofit the Gold Line Pasadena (Union Station to Sierra Madre Station)
- Timeline: Mid - 2020

