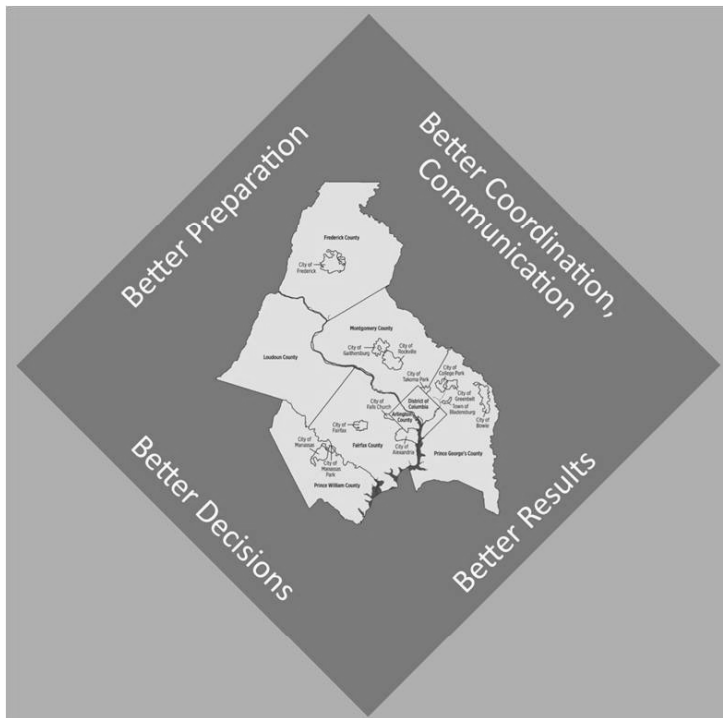


Update on COG Incident Management and Response (IMR) Action Plan Transportation Recommendations



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Overview of the COG IMR Effort

- COG formed IMR Steering Committee in the wake of the January 26, 2011 storm
- Committee met 6 times over 8 months, final meeting on October 26
- Oversaw development of a findings and recommendations report, accepted by COG Board November 9, 2011
- A successor IMR Steering Committee will start holding quarterly follow-up meetings, starting February 22, 2012
- Today's briefing is to make the TPB aware of the transportation information that will be shared with the IMR Committee on February 22

The IMR Report



- Findings and recommendations on topics including:
 - Employee release decisions
 - Utilities
 - COG “snow call”
 - Creation of a Regional Incident Coordination (RIC) Program
 - Transportation

IMR Transportation-Related Recommendations

- Expand MATOC operations from the current 16 hours, 5 days/week to 24/7
 - Enhance the information provided by MATOC
- Conduct an assessment of and expeditiously install back-up power for major traffic signals



MATOC Potential for 24/7 Operations

- MATOC Steering Committee has discussed but has not finalized a response to the IMR recommendation
- Current status – MATOC already ramps up to temporary 24/7 operations on an as-needed basis (and did so during the January 26, 2011 storm)
- Future outlook– ability for the 24/7 RIC Program to request off-hours activation of MATOC on an on-call basis



MATOC Snow Mobilization Coordination Effort



- Conducted at the direction of the MATOC Steering Committee
 - Convenes key snow response managers from transportation agencies
 - Advising what MATOC staff can do to help transportation agencies in winter storm events
- Developing how MATOC can facilitate the transportation sector's communications with the larger regional decision-making process for such events

MATOC Snow Mobilization Coordination Effort (Cont'd)

- Developing coordinated regional terms to describe roadway and transit conditions
- Inter-agency sharing of weather information from a variety of agency-specific sources and detection systems
- Exercises held; initial messaging being tested during this winter's weather events
- Key activity: exploring role of a MATOC spokesperson advising the overall regional winter storm decision-making process

Traffic Signals Power Back-Up Systems

- TPB staff has now conducted a regional survey on signals power back-up systems
 - Traffic Signals Subcommittee review and discussions at December 20 and February 9 meetings
 - Though the Traffic Signals Subcommittee reviews and discussions are still in process, draft survey results are now available



Traffic Signals Power Back-Up Survey Results

- 5000 + signalized intersections in the TPB region
- Maintenance and operational responsibility as reported by 19 separate jurisdictions or agencies
- About 20% of the region's signals are already equipped with a backup system
 - ~ 15% - battery-based systems (instant-on but limited duration)
 - ~ 5% - generator-ready systems (generators must be transported to the site when needed)
- Agency-specific details vary widely

Traffic Signals Power Back-Up

DRAFT Survey Results – DC and Maryland

Estimated Totals as of December 31, 2011

Jurisdiction/Agency	No. of Signals	% Battery Back-up
District of Columbia		
DDOT	1600	8%
Maryland		
Charles County	26	0%
City of Frederick	68	0%
Frederick County	18	6%
Montgomery County	250	34%
Prince George's County	181	100%
SHA - Charles County	54	0%
SHA - Frederick County	93	0%
SHA - Montgomery County	550	2%
SHA - Prince George's County	479	2%
<i>SHA - Subtotal</i>	<i>1176</i>	<i>2%</i>
Maryland Subtotal		
	1719	17%

DRAFT Survey Results – Virginia, Regional Total

Estimated Totals as of December 31, 2011

Jurisdiction/Agency	No. of Signals	% Battery Back-up
Virginia		
City of Alexandria	250	0%
Arlington County	280	18%
City of Falls Church	28	7%
City of Fairfax	60	5%
Fort Belvoir	23	0%
Town of Herndon	38	0%
Town of Leesburg	52	0%
City of Manassas	60	2%
City of Manassas Park	8	0%
Town of Purcellville	2	0%
Town of Vienna	14	29%
VDOT - Fairfax County	824	18%
VDOT - Loudoun County	187	64%
VDOT - Prince William County	299	27%
VDOT – Other	1	0%
<i>VDOT – Subtotal</i>	<i>1311</i>	<i>27%</i>
Virginia Subtotal	2126	19%
REGIONAL TOTAL	5445	15%

Traffic Signals Power Back-Up Initial Survey Results

- Back-up battery duration - 4 hours to 18 hours
- Frequency of battery replacement – 3 to 5 years
- Signal timing and coordination maintained during back-up power operations? – generally yes
- Working with utilities for power restoration – generally handled by phone calls
- Current draft data may be further updated

Traffic Signals Subcommittee

Survey-Related Discussions

- Signals agencies have long been aware of the importance of back-up power, have been pursuing as able
- Survey results are a snapshot as of December 2011
 - Several agencies noted that installations are currently in progress for a number of additional intersections
- The Subcommittee noted a range of estimated installation costs (\$12,500 to \$25,000 per intersection, perhaps more in certain situations) and annual maintenance costs (\$1,000 to \$3,000 per intersection per year)
 - The ongoing maintenance responsibilities and costs for back-up systems were said to be of concern to signals agencies, given limited operations budgets

Transportation IMR Follow-Up

Next Steps

- Traffic Signals Subcommittee follow-up of survey results
 - Refinement of cost estimates for installation, maintenance, and operations- staff will follow up with the Subcommittee to develop options and budget estimates
 - The region's traffic emergency management plans will be examined for identifying important intersection locations
- Continued MATOC Steering Committee consideration of MATOC staffing, operating hours
- MATOC snow mobilization group will continue to meet, looking forward to coordination with the new RIC Program