Item #3

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

Andrew J. Meese, AICP
COG/TPB Staff

MOITS Technical Subcommittee
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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
- A briefing will also be provided to the TPB on February 15 to make them aware of the transportation information that will be shared with the IMR Committee

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

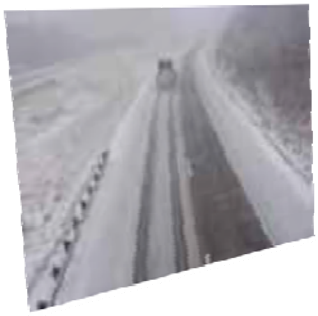
MATOC
Metropolitan Area Transportation Operations Coordination

- 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
- Current draft data may be further updated

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	TBD	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%
SHA - Subtotal	*1176*	*2%*
Maryland Subtotal	**1693**	**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%
VDOT – Subtotal	*1311*	*27%*
Virginia Subtotal	**2126**	**19%**
REGIONAL TOTAL	**5418**	**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
- Automatic power failure alarms back to signals agencies? – generally no
- Working with utilities for power restoration – generally handled by phone calls

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 – not just the initial installation costs – 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