



BOARD OF DIRECTORS

Wednesday, February 11, 2026
12:00 P.M. - 2:00 P.M.
WMATA Board Room

AGENDA

- 12:00 P.M.**
- 1. CALL TO ORDER**
Reuben Collins, COG Board Chair
 - 2. CHAIR'S REPORT**
Reuben Collins, COG Board Chair
 - 3. EXECUTIVE DIRECTOR'S REPORT**
Clark Mercer, COG Executive Director
 - A. Fiscal Year 2026 Second Quarter Financial Report
 - 4. AMENDMENTS TO THE AGENDA**
Reuben Collins, COG Board Chair
 - 5. APPROVAL OF THE MINUTES FROM JANUARY 14, 2026**
Reuben Collins, COG Board Chair

Recommended Action: Approve minutes.
 - 6. ADOPTION OF CONSENT AGENDA ITEMS**
Reuben Collins, COG Board Chair
 - A. Resolution R12-2026 – Resolution Approving the Fiscal Year 2025 [Single Audit Report](#)
 - B. Resolution R13-2026- Resolution Authorizing COG to be a Subrecipient for a DHS Grant to Manage the Biowatch Sample Collection in the National Capital Region
 - C. Resolution R14-2026 – Resolution Authorizing COG to Receive a Grant, Procure and Enter into a Contract to Conduct Phase 41 of the Continuous Airport System Planning (CASP) Program
 - D. Resolution R15-2026 – Resolution Authorizing COG to Receive a Grant, Procure and Enter into a Contract to Develop a Compatible Use Plan for Joint Base Anacostia Bolling
 - E. Resolution R16-2026 – Resolution Authorizing COG to Receive a Grant, Procure and Enter into a Contract to Establish a Research Center to Mitigate PFAS in Drinking Water of the Metropolitan Washington Region

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

F. Resolution R17-2026 – Resolution Authorizing COG to Procure and Enter into a Contract to Develop a Regional Interoperable Communications Plan and Strategy

Recommended Action: Adopt Resolutions R12-2026 – R17-2026.

12:20 P.M. 7. REGIONAL COORDINATION AND RESPONSE TO JANUARY 2026 WINTER WEATHER

Eli Russ, COG Senior Public Safety Planner

Christopher Beckman, U.S. OPM Director of Emergency Management

Kevin Donahue, District of Columbia City Administrator

Richard Madaleno, Montgomery County Chief Administrative Officer

John Scrivani, Virginia Department of Emergency Management State Coordinator

Leroy Jones, Metro Executive Vice President

Through the Regional Coordination Plan for Winter Weather in the National Capital Region, COG supports information sharing and decision-making among local, state, and federal government agencies and strategic partners to minimize winter weather-related disruptions that impact the region. The board will be briefed on the impacts and response to the winter storm on January 25, 2026.

Recommended Action: Receive briefing.

1:05 P.M. 8. REGIONAL ECONOMIC MONITORING

Timothy Canan, COG Planning Data and Research Program Director

Greg Goodwin, COG Principal Regional Planner

Tracy Hadden Loh, Brookings Fellow

COG regularly measures economic growth through the Regional Economic Monitoring System (REMS) reports and dashboard, which tracks job growth, unemployment, inflation, housing production, and changes to the federal workforce. In 2025, COG partnered with Brookings Metro to launch the DMV Monitor, a new dashboard that tracks additional economic indicators, such as real estate, venture capital, and tourism, and provides in-depth analysis of the region's economic, social, and fiscal health. COG and Brookings staff will share recent trends and what can be found in each of these complementary resources.

Recommended Action: Receive briefing.

1:40 P.M. 9. EXECUTIVE SESSION/CLOSED MEETING

Reuben Collins, COG Board Chair

Pursuant to Board Rules of Procedure 4.08 and 4.09, the Board will vote to hold an Executive Session/Closed Meeting of Board Members only for discussion of a personnel matter – annual evaluation of COG's Executive Director.

Recommended Action: Receive briefing and adopt Resolution R18-2026.

1:55 P.M. 10. OTHER BUSINESS

2:00 P.M. 11. ADJOURN

The next COG Board Meeting will take place in-person on Wednesday, March 11 from 12:00 – 2:00 P.M. at the National Association of Counties.

AGENDA ITEM #2

CHAIR'S REPORT

AGENDA ITEM #3

EXECUTIVE DIRECTOR'S REPORT

MEMORANDUM

TO: COG Board of Directors
FROM: Clark Mercer, COG Executive Director
SUBJECT: Executive Director's Report – February 2026
DATE: February 4, 2026

POLICY BOARD & COMMITTEE UPDATES

National Capital Region Transportation Planning Board (TPB) – In January, area officials and COG staff announced the 2025 State of the Commute (SOC) [survey results](#) at a media event and provided an overview to the TPB at its meeting on January 21. The TPB adopted a resolution endorsing the DMVMoves regional transit initiative and as agreeing to develop a transit integration action plan to create a more seamless network. The also reviewed the FY 2027 Unified Planning Work Program, which outlines the TPB's scope of work for the coming year, including bicycle & pedestrian plan and freight plan updates as well as the Regional Travel Survey.

Chesapeake Bay Policy Committee (CBPC)– At its January meeting, CBPC members received a briefing on federal updates including EPA funding and the Water Resources Development Act (WRDA) and regulatory actions on PFAS (forever chemicals) and Waters of the United States (WOTUS). They also received state updates from Virginia and Maryland, provided by AquaLaw, and a presentation from the Izaak Walton League of America (IWLA) on their Salt Watch Community Science Initiative and other actions on road salt. Finally, the Alliance for the Chesapeake Bay provided an update on the Chesapeake Bay Program after the signing of the new Bay Agreement in December.

Climate Energy & Environment Policy Committee (CEEPC) - At its January meeting, the Climate, Energy and Environment Policy Committee (CEEPC) reviewed greenhouse gas reduction progress, focusing on electric vehicles and tree canopy, unveiled the Environmental Justice Toolkit 2.0 and legislative tracking priorities. These efforts prepare the committee for its 100th meeting in March to finalize 2026 regional goals.



DMVMoves earning more endorsements

As state legislative sessions began in Annapolis and Richmond, the DMVMoves plan (including the recommendation for an additional \$460M in annual capital funding for Metro) has won the support of a growing group of local and regional governing bodies since being endorsed by the COG and WMATA Boards.

[Learn about the outreach & next steps](#)

Human Services Policy Committee (HSPC)

– The Human Services Policy Committee met in January to address Medicaid eligibility shifts and expiring Affordable Care Act subsidies. Health officials from the Maryland Department of Health, Montgomery County, and Fairfax County detailed strategies to maintain coverage for residents. The committee also reviewed Montgomery County’s Primary Care Coalition programs and a Northern Virginia Opioid Task Force collaboration supporting those affected by addiction. These regional insights help jurisdictions navigate federal policy changes and ensure health care access for vulnerable populations across metropolitan Washington.



EV Session at DC Auto Show

At the DC Auto Show, the Climate, Energy, and Environment Policy Committee (CEEPC) explored electric vehicle deployment. Leaders discussed building an equitable, resilient charging network to meet regional sustainability goals.

OUTREACH & PROGRAM HIGHLIGHTS

Member Outreach – In January, Clark Mercer, Deputy Executive Director Kanti Srikanth, and Multimodal Program Planning Director Tom Harrington gave presentations on COG’s work program and DMVMoves. They presented to the City of College Park, City of Greenbelt, Montgomery County Council, and Alexandria City Council, urging legislatures to endorse the DMVMoves transit plan, including new capital funding for transit this year.

Winter Preparedness Calls and Tips – COG staff facilitated five regional winter weather conference calls to share information and support decision-making during and after the historic winter storm on January 25. Hundreds of attendees representing local, state, federal government agencies and other strategic partners participated in these calls. COG’s Community Engagement Campaign (CEC) also raised awareness about the impacts of winter weather on our water resources and infrastructure, including tips to protect home pipes as well as advice on using winter salts while preventing harmful runoff into the region’s streams, rivers, and reservoirs.

COG Staff Present at 2026 Transportation Research Board Annual Meeting - At the Transportation Research Board (TRB) annual meeting in Washington, DC, COG Transportation Planning staff Pierre Gaunard, Kenneth Joh, and Katherine Rainone presented their research to global transportation leaders.

MEDIA HIGHLIGHTS

Reuben Collins Elected COG Board Chair – Reuben Collins' election as COG Board Chair was covered by The Southern Maryland Chronicle and The BayNet.

[The Southern Maryland Chronicle](#)

DMVMoves Coverage – The DMVMoves plan being reviewed and endorsed by local jurisdictions was covered by Governing, FFXnow, ALXnow, and ARLnow.

[Governing](#)

Federal Cuts to Homelessness Services – COG Homelessness Services Committee Chair Christine Hong was quoted on the potential impacts of federal cuts to homelessness services at the January COG Board meeting. The meeting was covered by FFXnow and Street Sense Media.

[FFXnow](#)



State of the Commute Press Event

In January, COG debuted the results of the 2025 State of the Commute Survey at a press event. The press conference and report were covered by The Washington Post, FOX 5, FOX Baltimore, 7 News, WTOP, WAMU, WMAL, The Alexandria Brief, FFXnow, and WebProNews.

[Washington Post](#)

MEMORANDUM

TO: COG Board of Directors
FROM: Clark Mercer, COG Executive Director
Julie Mussog, CFO & CAO
SUBJECT: Fiscal Year 2026 Second Quarter Financial Report
DATE: February 4, 2026

We are providing the following interim financial reports to the Board of Directors for the six months ended December 31, 2025:

- Statement of Revenue, Expense, and Change in Net Position for the period July 1, 2025 – December 31, 2025
- Comparative Statement of Net Position as of December 31, 2024, and December 31, 2025

SUMMARY AND HIGHLIGHTS

As of the first six months of the fiscal year, the net deficit from operations is \$1.8 million. This is a result of a \$1.8 million decrease in designated program funds. This deficit is primarily a timing issue where program funds collected in prior fiscal years have been spent down. The DOEE Switcher program spent \$1.7 million of the \$2.0 project fund balance that we have been carrying for a couple of years. We were notified after the budget process was completed that this project would finally be moving forward so this spend down of designated fund balance was not reflected in the budget. The increase in undesignated fund balance was \$36,100 and a positive delta as compared to the budget.

Operating revenue is tracking to close to budget at 42% six months into the year. Total operating expenses are tracking a bit higher at 44%. The higher expenses are a result of \$1.7 million in expenses exceeding revenue from the DOEE Switcher program. Without these expenses the revenue and expense percentages would be inline. Lower federal and state revenue to the budget is driven by lower spend in Transportation Planning Board Work Program (TPB) and Commuter Connections (\$2.5 and \$1.6 million). The remaining difference to budget is \$3.6 million of HUD grant funds that were budgeted that have not materialized as of the end of Q2. These are cost reimbursement projects, so the year-to-date expenses are also lower than budget but tracking to the prior year. Spend and thus revenues are typically higher in the second half of the year for most programs at COG. Salaries are lower than budget due to unbudgeted turnover and delays in hiring some new budgeted positions in TPB and Community Planning.

Subrecipient pass-through funds are at 0% of the amount budgeted. Enhanced Mobility programs account for this total budgeted amount we expect to track higher in the second half of the year.

The Statement of Net Position as of December 31, 2025, shows an overall decrease in net position of \$0.4 million. The decrease reflects the decrease in restricted project funds of \$3.6 million offset by the \$4.4 million increase in the capital reserve fund for the office renovation project which was

funded by a \$4.1 million transfer from undesignated funds and \$0.3 of depreciation expense. Undesignated funds have decreased \$2.2 which reflects the \$4.1 million transfer to the capital reserve fund partially offset by positive surplus from the end of FY2025.

Board-designated reserves, which include the operating and capital expenditures reserves remain 100% funded at \$16.1 million (\$5.2 operating reserve and \$10.9 capital reserve).

**Metropolitan Washington Council of Governments
Comparative Statement of Net Position
As of December 31, 2024 and December 31, 2025**

	FY2026 as of 12/31/2025	FY2025 as of 12/31/2024	Increase (Decrease)
<u>Assets</u>			
Cash & Investments	17,748,200	21,020,200	
Accounts receivable	11,195,700	12,965,700	
Prepaid expenses and other assets	1,198,000	(274,400)	
Capital assets, net of depreciation	3,104,300	2,127,200	
Total Assets	33,246,200	35,838,700	(2,592,500)
<u>Liabilities</u>			
Accounts payable	2,855,000	3,831,900	
Accrued payroll, leave & other liabilities	203,100	1,826,000	
Deferred revenue	4,648,900	4,277,000	
Other Non-current Liabilities	-		
Total Liabilities	7,707,000	9,934,900	(2,227,900)
<u>NET POSITION*</u>			
Net investment in capital assets	3,104,300	2,127,200	977,100
Board designated reserves	16,166,300	11,739,300	4,427,000
Restricted project funds	4,378,800	7,929,700	(3,550,900)
Undesignated	1,889,800	4,107,600	(2,217,800)
Total Net Position	25,539,200	25,903,800	(364,600)
Total Liabilities and Net Assets	33,246,200	35,838,700	(2,592,500)

*Excludes Net Pension Asset of \$6,629,000 which is available only for pension plan benefits.

Metropolitan Washington Council of Governments
FY 2026 Statement of Revenue, Expense, and Change in Net Position
For the six months ended December 31, 2025
With Comparisons to Approved Budget and Prior Year Results

Prepared on an accrual basis

	Fiscal YTD As of 12/31/2025	Budget FY2026	% of Budget	Prior FY As of 12/31/2024
Operations Revenue				
Federal and state revenue	15,926,600	43,450,200		13,045,100
Member dues	2,784,000	5,568,000		2,651,400
Regional funds	1,974,600	3,824,200		1,811,700
Building revenue	282,500	580,900		367,500
Other revenue*	3,345,200	5,040,900		3,429,900
Total Operations Revenue	24,312,900	58,464,200	42%	21,305,600
Operations Expense				
Salaries - Direct program	6,728,500	15,351,000		5,744,200
Other employee benefits	1,732,500	3,627,300		1,569,200
Consultants	9,551,400	20,367,300		4,114,600
Other direct program expense	3,494,300	8,676,500		3,617,100
Support services, rent and other allocated expense	4,632,300	11,109,800		4,862,400
Total Operations Expense	26,139,000	59,131,900	44%	19,907,500
Net Surplus (Deficit) - Operations	(1,826,100)	(667,700)		1,398,100
Increase (Decrease) in Designated Program Fund Balance	(1,862,200)	(573,000)		922,600
Change in Undesignated Fund Balance	36,100	(94,700)		475,500

*Other Revenue includes sponsorships, donations, fees for services, and other miscellaneous revenue.

Revenue - All Sources	FY2026 YTD	FY2026 Budget	
Operations	24,312,900	58,464,200	42%
Special Revenue Funds	151,600	108,500	140%
Subrecipient Pass-Through	-	4,619,700	0%
Contributed Services			
Total Revenue - All Sources	24,464,500	63,192,400	

DMV MOVES

Moving our region forward, together.

earning endorsements across the region...

VIRGINIA

- Arlington County
- Fairfax County
- Loudoun County
- City of Alexandria
- City of Manassas
- City of Falls Church
- City of Fairfax

MARYLAND

- Montgomery County
- Prince George's County
- City of College Park
- City of Rockville
- City of Greenbelt

REGIONAL ORGANIZATIONS

- Metropolitan Washington Council of Governments
- Northern Virginia Transportation Authority
- Northern Virginia Transportation Commission
- Washington Metropolitan Area Transit Authority

AGENDA ITEM #4

**AMENDMENTS TO
THE AGENDA**

AGENDA ITEM #5

**APPROVAL OF THE
MINUTES**

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 North Capitol Street, NE
Washington, D.C. 20002

MINUTES
COG Board of Directors Meeting
January 14, 2026

BOARD MEMBERS AND ALTERNATES: See attached chart for attendance.

SPEAKERS:

Christine Hong, Montgomery County Chief of Homeless Services
Hilary Chapman, COG Housing Program Manager
Monica Beyrouiti Nunez, COG Government Relations Manager
Emmett Jordan, COG Audit Committee Chair

1. CALL TO ORDER AND PLEDGE OF ALLEGIANCE

COG Board Chair Rodney Lusk called the meeting to order at 12:03 P.M. and led the Pledge of Allegiance.

2. ELECTION OF 2026 COG BOARD OFFICERS

The COG Board voted on and approved of the 2026 COG Board Officers.

- Chair Reuben Collins (Charles County)
- Vice Chair Charles Allen (District of Columbia)
- Vice Chair Alyia Gaskins (City of Alexandria)

Action: The board adopted Resolution R1-2026

3. ELECTION OF 2026 POLICY & ADMINISTRATIVE COMMITTEE LEADERSHIP

The COG Board voted on and approved of the 2026 Policy & Administrative Committee Leadership.

Action: The board adopted Resolution R2-2026

4. CHAIR'S REPORT

The Chair's report included the following items:

- 2026 COG Boards and Policy Committees Meeting Dates

5. EXECUTIVE DIRECTORS REPORT CHAIR'S REPORT

The Executive Director's report included the following items:

- National Capital Region Transportation Planning Board (TPB) – In December 2025, the TPB approved *Visualize 2050*, the region's transportation plan, and the FY 2026-2029 Transportation Improvement Program (TIP). The board also allocated \$10.7 million for twenty-five Enhanced Mobility projects and set annual safety targets.
- Metropolitan Washington Air Quality Committee (MWAQC) – During its December meeting, MWAQC received a briefing on the work being done to redesignate the region as now being in attainment of the 2015 federal ozone standard, which current data supports.
- COG Honors Regional Leadership Award Winners - In December, COG honored Montgomery County Councilmember Kate Stewart, Greater Washington Region Clean Cities Coalition Executive Director Antoine Thompson, and former Northern Virginia Regional Commission Executive Director Robert Lazaro Jr.

- Chesapeake Bay Policy Committee (CBPC) – At its November meeting, CBPC members received a preview of upcoming state and federal issues for 2026, and a summary of the recent Potomac Drinking Water Source Protection Partnership (DWSPP) Workshop conducted with the Water Resource Foundation (WRF).
- Climate Energy & Environment Policy Committee (CEEPC) - At its November meeting, Climate Energy and Environment Policy Committee (CEEPC) members received a briefing on the German energy transition and the role of renewables in transatlantic climate partnerships.
- Food and Agriculture Regional Member (FARM) Policy Committee – In December, the FARM Policy Committee hosted its second annual Regional Food Aggregation and Distribution Summit. Leaders from the District of Columbia, Montgomery County, and Prince William County joined producers and state agencies to expand institutional local food purchasing.
- Human Services Policy Committee (HSPC) – The Human Services Policy Committee (HSPC) met in November to discuss regional workforce development. Members heard from Smart Incentives, George Mason University, and Northern Virginia Community College on aligning education with labor market needs and supporting dislocated workers.
- COG Earns Top Engineering Award for Flood Resilience - COG received a Grand Award for its Blue-Green Infrastructure project. This collaboration with the District of Columbia and Prince George's County increases regional flood resilience.
- Collaboration in Action: Greener rides and rooftops - On the latest episode of Collaboration in Action, Clark Mercer highlights how regional leaders accelerate the transition to sustainable energy. The episode explores electric vehicle infrastructure and solar expansion through partnerships with the District of Columbia, Prince George's County, and Clean Cities Coalition, showing how collaboration reduces emissions and improves regional air quality.

6. AMENDMENTS TO THE AGENDA

There were no amendments to the agenda.

7. APPROVAL OF THE MINUTES FROM OCTOBER 8 AND NOVEMBER 17, 2025

The minutes from the October 8 and November 17, 2025 board meetings September 8, 2025 board meeting were approved.

8. ADOPTION OF CONSENT AGENDA ITEMS

- Resolution R30-2025 – Approving Updates to COG's Procurement Policy
- Resolution R31-2025 – Authorizing COG to Procure and enter into a contract to install technology cabling in the office building
- Resolution R32-2025 – Authorizing COG to procure and enter into a contract for 24/7 security monitoring and support in the office building
- Resolution R3-2026 – Authorizing an amendment to the COG by-laws to increase state general assembly representation on the COG board
- Resolution R4-2026 – Authorizing COG to enter into a construction loan with Pinnacle Bank
- Resolution R5-2026 – Authorizing COG to procure and enter into a contract to conduct the Blue Plans service area billing meters desktop review/assessment study
- Resolution R6-2026 – Authorizing COG to procure and enter into a contract to update the Regional Wastewater Flow Forecast Model
- Resolution R7-2026 – Authorizing COG to procure and enter into a contract to perform Hydraulic modeling for the Potomac Interceptor (PI) Points of Connection

Action: The board adopted Resolutions R30-2025-R7-2026

9. FY2025 AUDITED FINANCIAL STATEMENTS

COG Audit Committee Chair Emmett Jordan presented the FY2025 audit report to the Board.

Action: The board received briefing, and adopted Resolution R8-2026

10. 2026 LEGISLATIVE PRIORITIES

COG Board Chair Reuben Collins, and COG Government Relations Manager Monica Beyrouti Nunez briefed the board on the draft 2026 legislative priorities for transportation, environment, housing, health and human services, and public safety and food security proposed by the COG Legislative Committee. The Board was briefed on the proposal for the Fiscal Year 2027 Member Dues and Regional Fees.

Action: The board received briefing, and adopted Resolution R9-2026

Action: Adopted Resolution R26-2025

11. HOUSING AFFORDABILITY PLANNING PROGRAM GRANTS

The board was briefed and voted on the recommended 2026 recipients of COG's Housing Affordability Planning Program (HAPP) grants.

Action: The board received briefing, and adopted Resolution R10-2026

12. IMPACTS OF POTENTIAL FUNDING CHANGES TO HOMELESSNESS PROGRAMS BY THE U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT (HUD)

The board was briefed and discussed the risk of funding gaps for existing housing and services, and adopted a resolution to transmit letters to HUD and Congress urging prompt, time-limited continuity measures to prevent avoidable disruption during the FY2025 transition.

Action: The board received briefing, and adopted Resolution R11-2026

11. OTHER BUSINESS

12. ADJORN

The meeting was adjourned at 1:50 P.M.

**COG Board of Directors
Meeting
January 14, 2026 Attendance**

Jurisdiction	Member	Y/N	Alternate	Y/N
District of Columbia				
Executive	Hon. Muriel Bowser		Ms. Beverly Perry	
	Mr. Kevin Donahue		Mr. Tomas Talamante	Y
Council	Hon. Phil Mendelson		Hon. Brianne Nadeau	Y
	Hon. Charles Allen	Y		
Maryland				
City of Bowie	Hon. Tim Adams		Mr. Dufour Woolfley	
Charles County	Hon. Reuben Collins	Y	Hon. Thomasina Coates	
City of Frederick	Hon. Michael O'Connor		Hon. Gayon Sampson	
Frederick County	Hon. Jessica Fitzwater		Ms. Victoria Venable	
City of College Park	Hon. Denise Mitchell	Y	Hon. Fazlul Kabir	
City of Gaithersburg	Hon. Robert Wu		Hon. Neil Harris	
City of Greenbelt	Hon. Emmett Jordan	Y	Hon. Kristen Weaver	
City of Laurel	Hon. Keith Sydnor	Y	Hon. Brenis Smith	
Montgomery County - Exec	Hon. Marc Elrich		Mr. Richard Madaleno Ms. Fariba Kassiri Mr. Earl Stoddard	Y
Montgomery County - Council	Hon. Evan Glass			
Montgomery County - Council	Hon. Kate Stewart	Y		
Prince George's County - Exec	Hon. Aisha Braveboy		Mr. Maxene Bardwell	Y
Prince George's County - Council	Hon. Krystal Oriadha		Hon. Wanika Fisher	
Prince George's County - Council	Hon. Ingrid Watson		Hon.	
City of Rockville	Hon. Monique Ashton			
City of Takoma Park	Hon. Talisha Searcy			
Maryland General Assembly	Hon. Brian Feldman			
Virginia				
City of Alexandria	Hon. Alyia Gaskins	Y	Hon. Sarah Bagley	
Arlington County	Hon. Takis Karantonis	Y		
City of Fairfax	Hon. Catherine Read	Y	Hon. Stacey Hardy-Chandler	
Fairfax County	Hon. Rodney Lusk	Y	Hon. Daniel Storck	
Fairfax County	Hon. Jeff McKay		Hon. Andres Jimenez	
Fairfax County	Hon. James Bierman	Y	Hon. Walter Alcorn	
City of Falls Church	Hon. David Snyder	Y	Hon. Marybeth Connelly	
Loudoun County	Hon. Laura TeKrony	Y		
Loudoun County	Hon. Phyllis Randall		Hon. Koran Saines	
City of Manassas	Hon. Mark Wolfe		Hon. Sonia Vasquez Luna	
City of Manassas Park	Hon. Darryl Moore			
Prince William County	Hon. Deshundra Jefferson	Y	Hon. Kenny A. Boddye	
Prince William County	Hon. Andrea Bailey	Y	Hon. Tom Gordy	
Virginia General Assembly	Hon. Mark Sickles			

Y = voting member present

P = present alternate in addition to member

Total voting present: 19

AGENDA ITEM #6

ADOPTION OF CONSENT AGENDA ITEMS

ADOPTION OF CONSENT AGENDA ITEMS

February 2026

A. RESOLUTION APPROVING THE FISCAL YEAR 2025 [SINGLE AUDIT REPORT](#)

The board will be asked to adopt Resolution R12-2026 accepting the FY-2025 single audit as approved by the COG Audit Committee. In accordance with COG's procedures and in compliance with requirements established by the Federal Government for recipients of grants and other financial assistance programs, COG engages an independent certified public accounting firm to conduct an annual fiscal year-end audit. In January 2026 the COG Board accepted the FY2025 Audit. This approval further accepts the final single audit noting a clean report with no findings.

RECOMMENDED ACTION: Adopt Resolution R12-2026.

B. RESOLUTION AUTHORIZING COG TO BE A SUBRECIPIENT FOR A DHS GRANT TO MANAGE THE BIOWATCH SAMPLE COLLECTION IN THE NATIONAL CAPITAL REGION

The board will be asked to adopt Resolution 13-2026 authorizing the Executive Director, or his designee, to receive and expend grant funds from Prince George's County in the amount of \$1,333,680.90. The National "Bio Watch" Program is a combined effort of state, local, and federal governmental agencies designed and implemented to protect citizens against the threat or acts of bioterrorism through a system of environmental monitors that can indicate within 24 hours whether deadly agents have been released into the air. The objectives of the Bio Watch Program are to demonstrate the effectiveness of the air monitoring systems, to aid in protecting public health through the early detection of the release of biological agents and to provide environmental data in support of actions in response to airborne biological agent releases. This program improves the state's ability to support national security initiatives and adds a new element to the protection of public health and welfare. It also serves to provide an infrastructure for future program expansion or enhancement through deployment of new technology. Funding for this effort will be provided through a grant from the Department of Homeland Security. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R13-2026.

C. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO CONDUCT PHASE 41 OF THE CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

The board will be asked to adopt Resolution R14-2026 authorizing the Executive Director, or his designee, to receive and expend grant funds from Federal Aviation Administration (FAA) in the amount of \$277,800. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to Phase 41 of the Continuous Airport System Planning (CASP) Program. COG will be required to provide a match of \$27,800 which is available in the Budget of the Department of Transportation Planning.

RECOMMENDED ACTION: Adopt Resolution R14-2026.

D. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO DEVELOP A COMPATIBLE USE PLAN FOR JOINT BASE ANACOSTIA BOLLING

The board will be asked to adopt Resolution R15-2026 authorizing the Executive Director, or his designee, to receive and expend grant funds from the Office of Local Defense Community Cooperation in the amount of approximately \$600,000. The resolution also authorizes the Executive Director, or his designee, to proceed with procurement for a contractor, or contractors, and enter into a contract to develop a Compatible Use Plan for Joint Base Anacostia Bolling. COG will be required to provide a match of approximately \$70,000 which is available from the Department of Environmental Programs, Regional Water Fund and Regional Environmental Fund.

RECOMMENDED ACTION: Adopt Resolution R15-2026.

E. RESOLUTION AUTHORIZING COG TO RECEIVE A GRANT, PROCURE AND ENTER INTO A CONTRACT TO ESTABLISH A RESEARCH CENTER TO MITIGATE PFAS IN DRINKING WATER OF THE METROPOLITAN WASHINGTON REGION

The board will be asked to adopt Resolution R16-2026 authorizing the Executive Director, or his designee, to receive and expend grant funds from the National Institute of Standards and Technology (NIST) in the amount of \$1,031,000. The resolution also authorizes the Executive Director, or his designee, to enter into a contract with Virginia Tech's Occoquan Watershed Monitoring Laboratory to establish a regional scientific center with the goal of facilitating drinking water system compliance with PFAS rules and regulations, integrate existing regional activities related to data collection and characterization of PFAS in the Potomac and Occoquan drinking watersheds, and coordinate multilateral partnerships developed through the center that will facilitate local efforts for source reduction and pollution prevention. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R16-2026.

F. RESOLUTION AUTHORIZING COG TO PROCURE AND ENTER INTO A CONTRACT TO DEVELOP A REGIONAL INTEROPERABLE COMMUNICATIONS PLAN AND STRATEGY

The board will be asked to adopt Resolution R17-2026 authorizing the Executive Director, or his designee, to receive and expend \$355,000 for the development of a regional interoperable communications plan and strategy. As the Secretariat for the Urban Area Security Initiative for the National Capital Region, COG has been requested by the District of Columbia Homeland Security and Emergency Management Agency to procure a contractor(s) and enter into a contract to with Mission Critical Partners (MCP) to develop regional interoperable communications plans, policies, and strategy and identify key gaps in planning, resource management, and support to maintain and foster NCR interoperable communications plans and policies.. Funding for this effort will be provided through a [specify if it is a subgrant from the State Administrative Agent (SAA) for the National Capital Region. No COG matching funds are required.

RECOMMENDED ACTION: Adopt Resolution R17-2026.

AGENDA ITEM #7

REGIONAL COORDINATION AND RESPONSE TO JANUARY 2026 WINTER WEATHER

WINTER WEATHER PLAN

2025-2026 Regional Coordination Plan for Winter Weather in the National Capital Region

Published October 2025

Revised January 2026

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Metropolitan Washington
Council of Governments

COG WINTER WEATHER PLAN 2025-2026

Seasonal Update: October 29, 2025

2025-2026 REVISION LOG

DATE	DESCRIPTION
2025 Seasonal Update	Re-organized plan sections. Added additional content in Informational Resources and Concept of Operations sections. Updated Appendix A: Contact Roster.
November 2025	Appendix A: Contact Roster update (VDEM SAU). Informational Resources – updated MView global groups graphic.
January 2026	Concept of Operations – revised Montgomery County DPW to DOT; added Charles and Frederick Counties to call agenda. Informational Resources and Appendix B – updated OPM entries. Introduction – added 1987/1988 plan origination. Appendix A – various revisions.

ABOUT COG

The Metropolitan Washington Council of Governments (COG) is an independent, nonprofit association that brings area leaders together to address major regional issues in the District of Columbia, suburban Maryland, and Northern Virginia. COG's membership is comprised of 300 elected officials from 24 local governments, the Maryland and Virginia state legislatures, and U.S. Congress.

CREDITS

Editor: Eli Russ. Contributing Editors: Scott Boggs, Scott Fisher, Steve Kania, and COG Snow Core Group.

Photo Credit: Photo by Maryland GovPics/Flickr; Photo by Zach Stern/Flickr; Photo by Ben R/Flickr; Photo by cathryndc/Flickr; Photo by VDOT/Flickr.

ACKNOWLEDGEMENTS

Thank you to all the members of the COG Snow Core Group for building a foundational document for sustained coordination during the winter weather season in the National Capital Region.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

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INTRODUCTION

Purpose

The purpose of this plan is to coordinate information sharing and decision-making among local, state, federal government entities and other strategic partners within the National Capital Region (NCR), or the COG region, to minimize winter weather-related disruptions (e.g., public safety, transportation, business, and the environment) that impact the whole community. This plan is annually updated by COG and advances a regional coordination process that was ratified in 1988.

COG hosts an annual meeting before each winter season to promulgate this plan and share information regarding partner agency preparations and plans. Presentation materials from this briefing event are available on the COG [website](#).

Scope

All emergencies, including winter weather events, start and end at the local level. Local jurisdictional plans are in place for responding to specialized local conditions, such as winter weather emergencies. This plan is intended for regional coordination and collaboration with all members of the COG region during severe winter snow, ice, or other related storms or significant weather event. This plan should not supersede or conflict with any local, state, or federal plans.

The COG region is defined by the municipal, local, and state entities that encompass the NCR, to include, but not limited to, jurisdictions in Maryland, the District of Columbia (DC), and Virginia. See Appendix C for a map of COG's member governments.

CONCEPT OF OPERATIONS

Commencement

This regional plan will initiate upon the issuance of advisories, special weather statements (e.g., Potential Winter Commuting Hazard Statement), watches, warnings, or an increasing winter storm threat level from the NWS requiring multi-jurisdictional, regional coordination; increasing or cascading effects due to notice or no-notice weather; or a primary stakeholder(s) request for regional coordination. These conditions are flexible as it applies to location, severity, and time of precipitation, duration, and if the anticipated weather or impacts occur on a weekday or on a weekend. In addition, the commencement of this plan will consider region-wide traffic and transportation impacts.

Examples commonly used for the commencement of this plan include, but are not limited to:

- One inch of snow within the beltway, during rush hour; or
- Two inches of snow outside the beltway, during rush hour; or
- Two inches of snow for all areas during non-rush hour; or
- Reasonably significant amount of ice accumulation in the region at any time; or
- Widespread high winds, major flooding, or other regionally impactful weather

situational awareness and information sharing across the region. Participants are notified of the conference call by text and/or e-mail through RICCS.

A typical conference call agenda and format includes:

- **Limited roll call** (for those with speaking roles only)
- **NWS briefing**
- **Situation updates** provided by the following entities (e.g., addressing mobilization levels, pre-treatment status, and current/projected roadway conditions and roadway temperatures, while referencing the standard language in the MATOC Road Conditions Table and Agency Mobilization Levels in Appendix B):
 - DC DPW/DDOT, Virginia DOT, and Maryland DOT State Highway Administration
 - Montgomery County DOT, Prince George's County DPW & Transportation, Charles County DPW, Frederick County DPW
 - National Park Service
 - WMATA, Amtrak, Maryland Area Regional Commuter Train, and Virginia Rail Express
 - Other transportation/transit partners
 - Emergency management agencies for DC, Virginia, and Maryland and local jurisdictions in the NCR
 - Law enforcement/other public safety agencies
 - Local jurisdiction and school districts open/close decisions
 - **OPM comments**
 - Other stakeholders with pertinent updates or questions
- **COG adjourns the call**
- **COG facilitates post-call next steps**
 - OPM status change broadcasted via RICCS
 - Follow-up call coordination (e.g., multi-day precipitation or ice event/recovery)

Contact COG DHSPS Staff for conference call requests or to send a message to regional stakeholders. For other requests, to request RESF-specific coordination calls, or for follow-up information, please contact the appropriate RESF Committee Chair or COG DHSPS Staff.

Key Partners

While response to, and timely recovery from, winter weather emergencies require a wide range of stakeholder involvement, this plan will identify key partners particularly crucial to the restoration of transportation services and the return to normal operations for residents, public safety operations, and all other essential services for the region. These key partners include:

- The National Weather Service (NWS) Baltimore/Washington Weather Forecast Office
- County and city/town departments of transportation (DOT) and departments of public works (DPW)
- State DOTs
- Local, state, and federal emergency management departments and the NCR Watch Desk
- Washington Metropolitan Area Transit Authority (WMATA)
- Other transit partners to include commuter bus and rail systems
- MATOC
- PIOs
- Utilities

- School district administrators
- Local and state law enforcement and fire/rescue
- U.S. Office of Personnel Management (OPM) Office of Emergency Management
- Federal Emergency Management Agency Office of National Capital Region Coordination
- COG

COMMUNICATIONS

Regional

It is imperative that inter-jurisdictional communication and information sharing is established and practiced between COG partners during winter weather events, particularly as it relates to the highways and other snow emergency routes throughout the region. Winter weather response agencies should communicate with each other regarding snow emergency matters, such as open/close decisions, common public messaging, and demand management during the response and recovery phases. For example, jurisdictions are expected to coordinate their response operations in the vicinity of inter-jurisdictional boundaries, on major highways, and on bridges.

Public Information

In any emergency, public information is critical to the situational awareness of each jurisdiction, and to the situational awareness of the jurisdiction's residents. The local public information officers (PIO) are responsible for providing information to the public during winter weather events. PIOs operate within their jurisdiction's communications plan in accordance with their local emergency operations plans, which are consistent with the Joint Information System of the National Incident Management System. This system provides the mechanism to organize, integrate, and coordinate information to ensure timely, accurate, accessible, and consistent messaging across multiple jurisdictions and/or disciplines with nongovernmental organizations and the private sector.

The region's PIOs, through the RESF-15 Committee, maintain an all-hazards Regional Crisis Communications Guide that provides guidance for coordinated common messaging during winter events and an operational framework to achieve that coordination. The Guide also includes a Metropolitan Area Transportation Operations Coordination Program (MATOC)/COG Protocol for PIO Coordination Related to Regional Transportation Incidents focused on work-week rush hours. The goal is to ensure that each of the approximately six million residents of the NCR receive accurate, timely information whether it comes from local, state, or federal officials.

Jurisdictional outreach options for distributing winter weather or any hazard information to the public include, but are not limited to:

- Emergency Alert System
- Wireless Emergency Alert
- Social media
- Media advisories and news releases
- Messaging along major roadways
- Radio messaging via amateur radio or AM/FM channels, and/or
- House-to-house alerts by emergency personnel

The dissemination of warnings to individuals with disabilities or access and functional needs is vital during emergencies. Examples of effective communication methods include:

- TDD/TTY (for communicating with people who are deaf or hard of hearing)
- Sign language interpretation, and/or
- Foreign language interpretation and translation services

INFORMATIONAL RESOURCES

National Weather Service

The NWS Baltimore/Washington Weather Forecast Office provides local snow and ice information and real-time updates at <https://www.weather.gov/lwx/wintermaps>, on X (@NWS_BaltWash), and on Facebook (@NWSBaltWash). Also, the NWS offers a chatroom (NWSChat powered by Slack) to interact with core government partners. Email nws-sterling-wxsupport@noaa.gov to ask how to join.

U.S. Office of Personnel Management

OPM provides current operating status information and dismissal/closure procedures for the federal government in the Washington, DC area at <https://www.opm.gov/policy-data-oversight/snow-dismissal-procedures/current-status/> as well as on X (@USOPM).

Washington Metropolitan Area Transit Authority

WMATA provides current system status and alerts at <https://www.wmata.com/service/status/index.cfm>, on X (@Metrorailinfo, @Metrobusinfo, @WMATA), Metro Customer Information Center (202-GO-METRO), and via MetroAlerts subscription.

NCR Watch Desk

The Regional HSIN Operations Connect Situational Awareness Chat Room, operated by the HSEMA NCR Watch Desk, is open 24/7 (or during daytime hours or during significant events) to share real-time information and situational awareness among homeland security partners in the NCR.

Individuals with a signed non-disclosure agreement on file with the District of Columbia Fusion Center may request access to the Chat Room (<https://www.share.dhs.gov/ncroperationsconnect>). Non-HSIN (Homeland Security Information Network) account holders may request access to the Chat Room and to be added to the vetted users list by emailing the NCR Watch Desk (fusioncenter@dc.gov) from your government-issued email account. To request a HSIN Chat Room user account, visit <https://www.dhs.gov/how-join-hsin>.

Metropolitan Area Transportation Operations Coordination Program (MATOC)

The MATOC Program is a coordinated partnership between transportation agencies in District of Columbia, Maryland, and Virginia that aims to improve safety and mobility in the region through

information sharing, planning, and coordination. MATOC's mission is to provide situational awareness of transportation operations in and around the National Capital Region, specifically during the morning and afternoon rush hour periods. MATOC maintains an Operations Center in College Park, Maryland where its staff are primarily focused on monitoring real-time roadway and public transportation operations in and around the NCR. This center is staffed on weekdays from 4:30am to 8:00pm. For major planned/special events or severe weather events, MATOC expands its hours of operations and staffing levels to keep its stakeholders aware of changes to the area's transportation network.

After the winter events of January 2011, MATOC's member agencies formed its maintenance focused SWCWG in an effort to better inform regional decision makers on preparations, mobilizations, and responses prior to, during, and after a severe weather event. MATOC's **Agency Mobilization Levels** and **Road Conditions Table** are listed in Appendix B.

To view MATOC travel information, the public can access **TrafficView** (www.trafficview.org) or visit MATOC's website (<https://matoc.org/>) and click on the Traveler Information tab to access real-time traffic information, including alert updates on X (@MATOC) and links to agency 511 traveler and other traffic/transportation websites.

TrafficView is a regional interactive map created by MATOC to consolidate information from transportation agencies in DC, Maryland, and Virginia. Using TrafficView, data can be shared with the public and the media so drivers may plan travel routes; watch live camera feeds; and view accident, signage, congestion, and weather data. TrafficView is the public-facing portion of **Regional Integrated Transportation Information System (RITIS)**.

Regional Integrated Transportation Information System (RITIS)

RITIS is an automated data integration and dissemination system that provides real-time and archived information on the status of the surface transportation network, primarily used in support of situational awareness, planning and analysis, and operations management for traffic, winter weather, and emergency response.

Authorized users from approximately 225 public sector and transportation agencies in the NCR utilize RITIS for aggregated transportation and emergency management information from approximately 300 data feeds in the region, such as live video feeds, radio scanners, cameras, weather maps, and other information. Access to RITIS for authorized users is provided through a secure web-based portal (www.ritis.org/login) and managed by MATOC, who also holds monthly RITIS training webinars: <https://matoc.org/training/>

MView Regional CCTV Interoperable Video Sharing Program for Public Safety Personnel

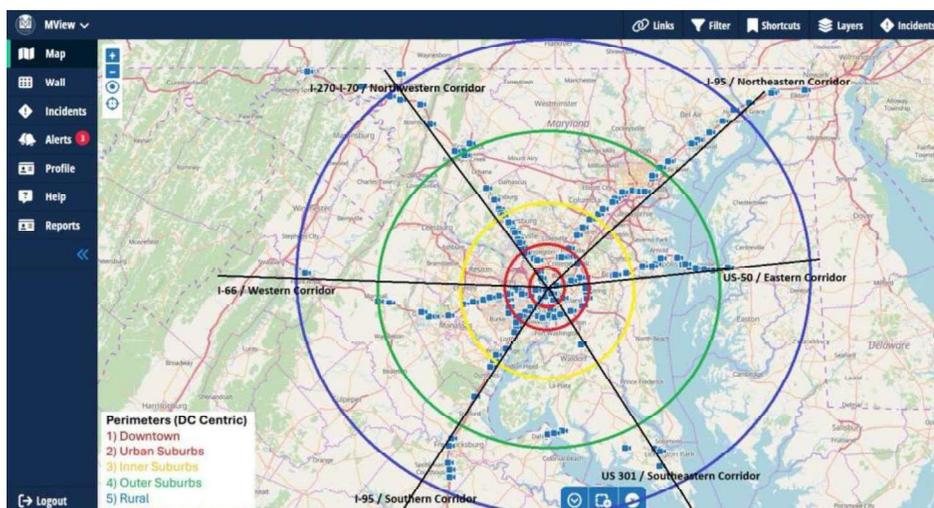
MView is a video sharing program managed by the Maryland Coordination and Analysis Center that partners with public and private organizations to provide situational awareness support during events and weather incidents. Users view live regional video feeds from multiple organizations in one interface via the MView portal to support real-time situational awareness at key locations and for

planned and crisis event monitoring and incident response. As of 2025, MView partners with 380+ organizations and shares over 40,000+ live video streams to public safety personnel for enhanced interoperability and increased situational awareness.

MView live feeds are available via web browser and accessible on laptops, desktops, tablets, and smartphones. The system provides video feeds from stationary, mobile, portable, and aerial cameras to police, fire, emergency management, transportation, transit, port, school, university, park, stadium, and other public safety personnel. The video sharing portal can also securely connect municipal, local, state, district, federal, and regional responders on DCNet, OCTO, NCRNet, PGiNet, and Maryland's SwGI. Individuals may contact cctv.helpdesk@mcac.maryland.gov to request an MView account.

MView is able to provide access to live video streams covering five different states including Washington D.C, Maryland, Virginia, Pennsylvania, and New Jersey and is working to onboard Delaware and New York within 2026. This type of video coverage provides exceptional support for multi-state events such as weather and no-notice events, and the platform utilizes several features including a weather-overlay map to enhance situational awareness.

In October 2025, MView worked with the MATOC Program to create six different long-term event/global groups to capture each corridor around the NCR. These groups consist of over 200 cameras that capture each major highway entering the Washington D.C. area including US-50, I-95, I-270, US-301, and I-66.



NCR Geospatial Data Exchange

The NCR Geospatial Data Exchange (NCR GDX) allows local, regional, state, and federal participants in the NCR to share routine and critical geospatial information (maps, locations) for emergency management professionals and systems. Participating organizations can easily share and discover data (both base and event-specific) or utilize several GDX supported initiatives (e.g., CAD2GIS and the Regional Special Events dashboard). The NCR GDX also supports several initiatives that may be useful for winter weather events including the *Power Outage* and *Regional Status* dashboards along with the *Regional Incidents and Response* tool suite that provide real-time feeds of power outage data, closures and delays, incident and response locations, and other critical updates from across the region. To view more information and to request access, visit the NCR GDX Hub Site at <https://home-ncrgdx.hub.arcgis.com/>

Metropolitan Washington Council of Governments

REGIONAL INCIDENT COMMUNICATION AND COORDINATION SYSTEM (RICCS)

Public officials whose jobs relate to emergency management coordination for severe winter weather and may apply to receive RICCS notifications from the NCR Watch Desk, MATOC, and COG (including an invitation to the regional severe weather coordination conference call) at <https://www.mwcog.org/public-safety-and-homeland-security/program-areas/emergency-communication/riccs-application/>. Users may log in to RICCS to update their information and contact devices at www.mwcog.org/riccs. For the Manager Portal (sending capability), users can log in to their accounts at <http://manager.everbridge.net>. For assistance with RICCS, contact COG at riccs@mwcog.org or 202-962-3304.

NCR MUTUAL AID AGREEMENT

The NCR Mutual Aid Agreement, authorized by the federal Intelligence Reform and Terrorism Prevention Act of 2004, and entered into by state governments and other local entities in the metropolitan Washington area, is the foundational document that enables intrastate and interstate mutual aid and resource sharing in the NCR between and among local governments, state governments, and federal entities. The Mutual Aid Agreement supports mutual aid provided during emergencies, public service events, and trainings between and among units of government, including, but not limited to, police, fire, emergency management, public health, public works, and transportation entities.

The Mutual Aid Agreement is effectuated through mutual aid operations plans, which are in place for several RESFs that are engaged in winter weather operations. Public safety and transportation entities should anticipate the need for regional mutual aid requests and consider the resources that may be available within their agencies and across the area to provide assistance. At the request of an agency, COG may convene additional RESF conference calls to support communication and coordination around regional mutual aid requests.

NCR EOC CONTACT BOOK

COG DHSPS maintains the NCR EOC Contact Book for EOC and watch desk/center stakeholders. The Book is updated every 6-12 months and includes contact information for local, state, federal, and major private sector centers in the region. Appropriate centers may request the June 2025 edition by emailing JSnarr@mwcog.org.

COOPERATIVE PURCHASING PROGRAM

The COG NCR Contracts Dashboard launched in February 2025, part of the Regional Cooperative Purchasing Program that leverages the combined buying power of the NCR and other regions to reduce costs. It lists more than 14,000 contracts held by multiple local governments and agencies, including relevant contracts for public safety, winter weather operations, and snow/ice maintenance. Many of these contracts contain the COG Rider Clause, which allows members to leverage existing agreements without going out to bid. Access the database here: <https://www.mwcog.org/purchasing-and-bids/cooperative-purchasing/ncr-contracts/>

COMMUNITY ENGAGEMENT CAMPAIGN

COG and the region's water and wastewater utilities raise awareness with the public about the impacts of winter weather on our water resources and infrastructure via its Community Engagement Campaign partnership. The Be Salt Smart and the Protect Your Pipes campaigns encourage residents to protect their home's pipes and prevent harmful salt runoff into our region's water resources. For more information: <https://www.mwcog.org/environment/planning-areas/water-resources/outreach-and-education/>

APPENDIX B: ORGANIZATIONAL OPERATIONS

This following section further details the information related to winter weather operations, coordination, and decision-making of the respective organizations.

National Weather Service

During weather-related threats, the National Weather Service (NWS) provides a brief for the conference call participants at the beginning of the call. NWS may use the following as a guide for describing weather threats affecting the region.

- Watch, Warning, Advisory, or Statement statuses;
- Main impacts expected;
- Onset time of precipitation across the region;
- Road/surface temps at onset time and what they are expected to be over the next 24-hours;
- Exit time of steady precipitation;
- Amount expected in inches;
- Precipitation will fall as? Any changeovers? When? (important to define phase line between snow, rain, mixed precipitation);
- Temperatures during event (and the following 24-hours);
- Winds during event (and the following 24-hours);
- Degree of confidence expressed in percentage; and
- When the forecast will be updated again.

NWS can provide, or stakeholders on the call may also ask for, any relevant or hazard specific questions, as necessary.

Washington Metropolitan Area Transit Authority

Washington Metropolitan Area Transit Authority (WMATA) has an emergency operations plan which includes a robust Concept of Operations, command and control, leadership, down to its operational status and phase descriptions. The following briefly highlights some critical information for stakeholder purposes as it relates to the COG Winter Weather Conference Calls.

Metro utilizes a team concept in preparing for winter issues and addressing concerns during a winter storm to include the Executive Vice President and Chief Operations Officer, Senior Vice President, Metro Integrated Command and Communications Center, Assistant Chief Transportation Officer-Bus, Assistant Chief Transportation Officer-Rail, Chief Fleet Officer, Executive Vice President and Chief Infrastructure Officer, Senior Vice President Facilities, Senior Director Video & Consequence Management, Director Consequence Management, and an Emergency Operations Center team. The following sections provide brief descriptions of WMATA's operational phases:

Alert: WMATA's alert phase is the first 12–24 hours. WMATA's team monitors weather forecasts, operations throughout service area, and issues weather advisories

Readiness: This phase starts 8 hours prior to the forecasted weather hazard. Mobilization of resources starts in this operational phase to include deployment to pre-designated locations. The following are WMATA readiness levels and general impact on their operations:

Level 1 (0-2") – little to no impact

Level 2 (2-4") – begins to impact operations

Level 3 (4-8") – longer delays and decrease in service areas

Level 4 (8"+) – process of limiting service with potential for full shutdown

Operations: The Operation phase starts at the onset of the weather event. These activities are required until normal operations are restored.

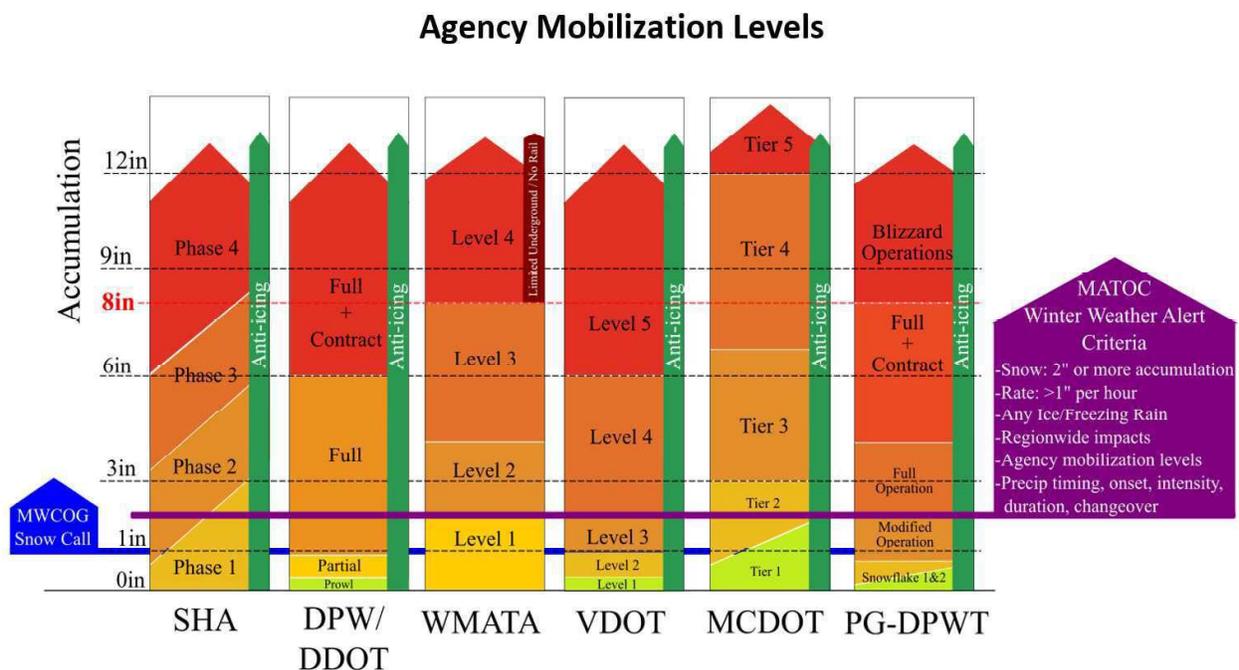
Recovery: The Recovery phase begins during operations and personnel are redirected to provide and restore regular service to rail, bus, and MetroAccess.

Metropolitan Area Transportation Operations Coordination

Following the experiences of the September 11th attacks and other major incidents, the National Capital Region Transportation Planning Board championed creation of the Metropolitan Area Transportation Operations Coordination (MATOC) Program, partnering with the region’s major transportation agencies in the District of Columbia, Maryland, and Virginia, and WMATA.

MATOC’s primary purpose is to strengthen multiagency coordination among transportation response agencies during incidents, improve the quality and timeliness of the information available through current sources, and help ensure transportation systems conditions and information are provided to emergency management and public safety agencies to aid in their responses to emergencies and disasters. MATOC promotes coordination and situational awareness within their Severe Weather Coordination Working Group, Transit Task Force, and other groups.

The following graphics depict participating agencies in MATOC, their applicable mobilization levels that correspond to resources, roadway conditions with recommended terminology, and criteria for MATOC and COG alerting notifications:



Road Conditions Table

Transportation System Status Levels		Suggested terminology and <i>PIO templates</i>
<p>Road Condition 5: IMPASSABLE/ DANGEROUS/ TREACHEROUS</p> <p>Some roads could be temporarily impassable. This may be the result of severe weather (low visibility, etc.) or road conditions (drifting, excessive unplowed snow, glare, ice, accidents, stranded vehicles, etc.) Skeletal transit services. Limited above-ground rail service if more than 8" of accumulation. Lane drops in certain sections.</p>		<p>"treacherous", "impassable", "dangerous" <i>Be where you need to be by <time>.</i></p> <p><i>Get where you need to be before the weather gets bad.</i></p> <p><i>Stay where you are.</i></p>
<p>Road Condition 4: ICY/SNOW PACKED</p> <p>The pavement surface is covered with packed snow and/or ice. There may be loose snow on top of the icy or packed snow surface. Transit lifeline services only with significant delays for rail and bus. Refreeze possible. Lane drops in certain sections.</p>		<p>"unsafe", "impassable" "major delays" <i>Be where you need to be by <time>. Avoid or postpone travel for next <hours>.</i></p> <p><i>Stay at the office an extra <hour>, or leave early, to avoid travel during a winter storm.</i></p>
<p>Road Condition 3: SNOW AND/OR SLUSH COVERED</p> <p>The pavement surface has continuous stretches of packed snow with or without loose snow on top of the packed snow or ice. Core bus services only, delays in rail services. Lane drops on certain sections of roadways.</p>		<p>"caution", "passable"</p> <p><i>Avoid being stranded at bus stops</i></p> <p><i>Avoid or postpone travel for next <hours>.</i></p> <p><i>Stay off the roads.</i></p> <p><i>Stay at the office an extra <hour>, or leave early, to avoid travel during a winter storm.</i></p>
<p>Road Condition 2: SNOW / SLUSH COVERED W/ WHEEL TRACKS EXPOSED</p> <p>Accumulations of loose snow or slush up to 2 inches are found on the pavement surface. Packed and bonded snow and ice are not present. Regular transit services with some minor exceptions and detours for buses. Drifting snow.</p>		<p>"passable"</p> <p><i>Avoid discretionary travel. Road crews engaged in clearing activities.</i></p> <p><i>Curtail "elective" travel. Avoid unnecessary travel.</i></p>
<p>Road Condition 1: CLEAR WET/DRY</p> <p>Clear and wet/dry pavement surface is the general condition. There are occasional areas having snow or ice accumulations resulting in drifting, sheltering, cold spots, frozen melt-water, etc. Transit operations per schedules.</p>		<p>"passable"</p>

U.S. Office of Personnel Management

The following information is from the U.S. Office of Personnel Management (OPM) Governmentwide Dismissal and Closure Procedures (December 2025) of in the Washington, DC area.

Many organizations in the NCR follow the OPM status change in winter weather decisions. This information serves to better inform conference call stakeholders of the cascading effects on the many federal employees that live and travel throughout the COG region:

OPEN

- OPEN – Employees are expected to begin the workday on time. Normal operating procedures are in effect.
- OPEN WITH OPTION FOR UNSCHEDULED LEAVE OR UNSCHEDULED TELEWORK – Open and employees have the Option for Unscheduled Leave or Unscheduled Telework.

OPEN - DELAYED ARRIVAL

- OPEN – X HOUR(S) DELAYED ARRIVAL – WITH OPTION FOR UNSCHEDULED LEAVE OR UNSCHEDULED TELEWORK. Open under a X Hour(s) Delayed Arrival and employees have the Option for Unscheduled Leave or Unscheduled Telework. Employees should plan to arrive for work no more than X hour(s) later than they would normally be expected to arrive.
- OPEN – DELAYED ARRIVAL – EMPLOYEES SHOULD REPORT TO THEIR OFFICE NO LATER THAN XX:XX – WITH OPTION FOR UNSCHEDULED LEAVE OR UNSCHEDULED TELEWORK. Delayed Arrival Employees Should Report To Their Office No Later Than XX:XX – With Option for Unscheduled Leave or Unscheduled Telework. Open under a Delayed Arrival where employees should Report To Their Office No Later Than XX:XX and have the Option for Unscheduled Leave or Unscheduled Telework.

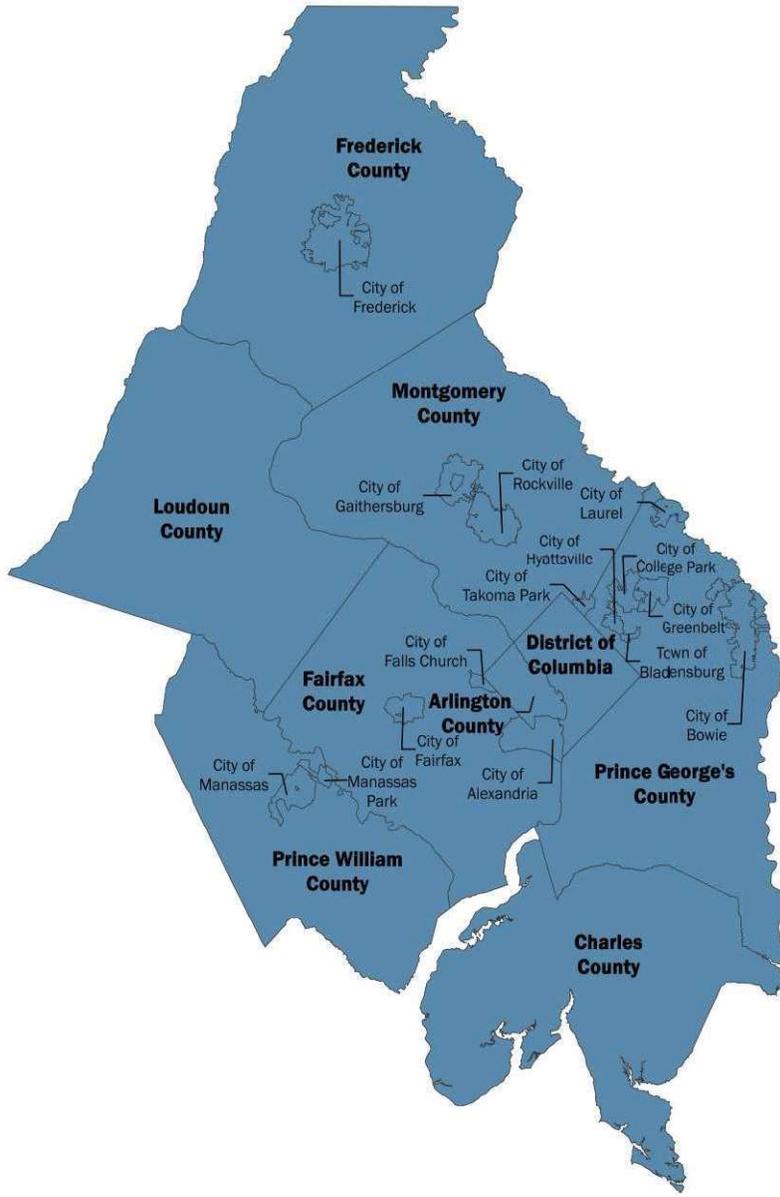
EARLY DEPARTURE

- EARLY DEPARTURE – X HOUR(S) EARLY RELEASE. Employees should depart X Hour(s) earlier than their normal departure times and may request Unscheduled Leave to depart prior to their scheduled early departure times.
- EARLY DEPARTURE – X HOUR(S) EARLY RELEASE – ALL EMPLOYEES MUST DEPART NO LATER THAN XX:XX. Employees are authorized for Early Departure. Employees should depart X Hour(s) earlier than their normal departure time and may request Unscheduled Leave to depart prior to their scheduled early departure time. All employees Must Depart no later than XX:XX at which time Federal offices are Closed.
- IMMEDIATE EARLY DEPARTURE. Federal offices are Closed and on-site employees should Depart Immediately.

OFFICE CLOSURE / SHELTER-IN-PLACE

- FEDERAL OFFICES ARE CLOSED – Maximum Telework is in effect.
- SHELTER-IN-PLACE – Federal offices in the Washington, DC, area are under shelter-in-place procedures and are Closed to the Public.

APPENDIX C: COG MEMBER JURISDICTIONS MAP



- COG Member Governments**
1. Arlington County
 2. Charles County
 3. District of Columbia
 4. Fairfax County
 5. Frederick County
 6. Loudoun County
 7. Montgomery County
 8. Prince George's County
 9. Prince William County
 10. City of Alexandria
 11. City of Bowie
 12. City of College Park
 13. City of Falls Church
 14. City of Fairfax
 15. City of Frederick
 16. City of Gaithersburg
 17. City of Greenbelt
 18. City of Hyattsville
 19. City of Laurel
 20. City of Manassas
 21. City of Manassas Park
 22. City of Rockville
 23. City of Takoma Park
 24. Town of Bladensburg



AGENDA ITEM #8

REGIONAL ECONOMIC MONITORING



Regional Economic Monitoring System Report

Region's unemployment outpaces national rate

The Council of Governments regularly measures economic growth through our Regional Economic Monitoring System (REMS) reports where we track job growth, unemployment, inflation, housing production, changes to the federal workforce, and more. The information is also available online as an interactive dashboard, which allows users to view current and historical regional data as well as some data at the city and county level.

- In November 2025, the unemployment rate for the Washington MSA was higher than the U.S. rate, 4.5 percent compared to 4.3 percent—a rare occurrence. The December rate for the U.S. is 4.1 percent; the MSA number is forthcoming. 4.5 percent unemployment is the highest rate for the region since August 2021.
- According to new BLS data, in December 2025, **there were 53,800 fewer federal jobs in the Washington Metropolitan Statistical Area (MSA)** than in December 2024. The total of 326,200 federal workers in the MSA is the lowest level in 25 years since November 2001.
- The **professional and business services sector also lost about 22,900 jobs** compared to the previous year.

[VIEW INTERACTIVE DASHBOARD AND MONTHLY REMS
REPORT](#)

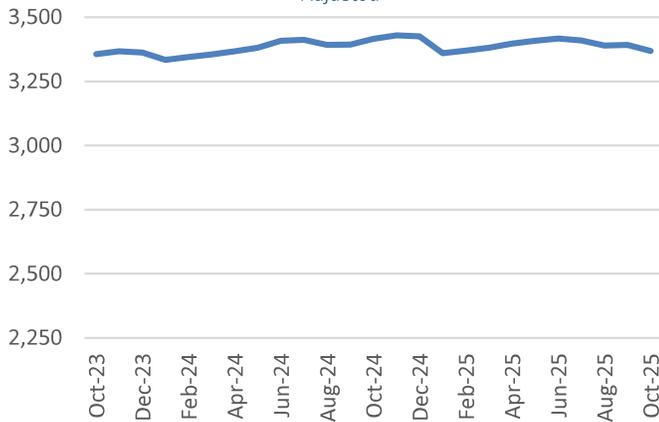
THE REGIONAL ECONOMIC MONITORING SYSTEM (REMS) REPORT – NOVEMBER 2025

In October, over-the-year employment decreased by 46,600 jobs or 1.4 percent in the Washington Metropolitan Statistical Area (MSA), while the national over-the-year employment increased by about 1.1 million jobs or 0.7 percent. Locally, the Leisure & Hospitality Sector gained 6,900 jobs, and the Educational & Health Services Sector gained 11,100 jobs and the Professional & Business Sector lost 21,800 jobs during the last year. The number of Federal Government Sector jobs is at 326,800 jobs in October (a reduction of 27,200 jobs between September and October). The region's inflation increased to 2.5 percent in September 2025 from a rate of 2.0 percent in July 2025. October inflation data for the US and Washington MSA geographies was unavailable due to the 2025 lapse in appropriations. The 1,064 new housing units authorized during October 2025 represent a 40.9 percent decrease from October 2024, when 1,801 new units were started. For a list of jurisdictions in the MSA, visit mwkog.org/REMS.

Washington MSA Total Employment

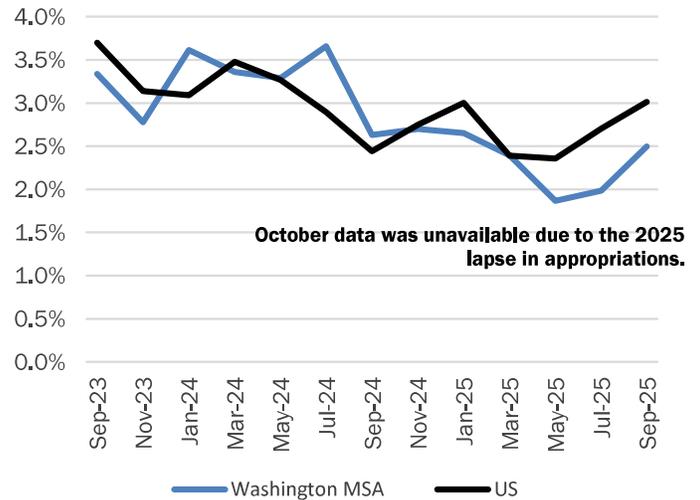
(1,000s of Jobs)

Source: Bureau of Labor Statistics, CES, Not Seasonally Adjusted



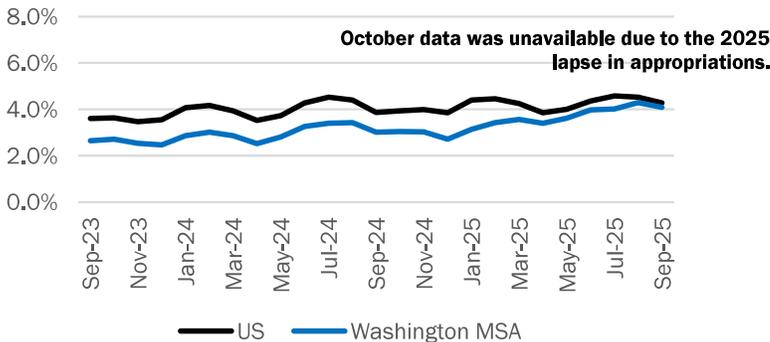
Over-the-Year Inflation Rate Washington MSA and US

Source: Bureau of Labor Statistics



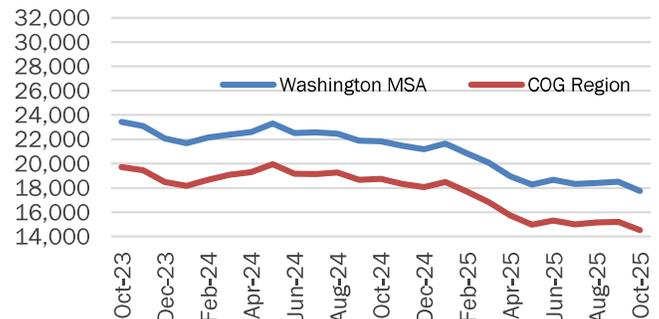
Unemployment Rate Washington MSA and US

Source: Bureau of Labor Statistics, CPS and LAUS, Not Seasonally Adjusted



New Housing Units Authorized 12-Month Total, Washington MSA and COG Region

Source: U.S. Census Bureau



Washington MSA At-Place Employment, by Industry Group* - October 2025

(1,000s of Jobs)

Source: Bureau of Labor Statistics, CES, Not Seasonally Adjusted

Industry Group	At-Place Employment		Change from Last Year	
	Number	Percent	Number	Percent
Manufacturing	56.6	1.7	-0.5	-0.9
Mining, Logging & Construction	178.9	5.3	9.8	5.8
T, T, & U	397.8	11.8	-6.4	-1.6
[Retail]	252.8	7.5	-5.5	-2.1
Information	80.5	2.4	-0.9	-1.1
Financial	155.7	4.6	-0.2	-0.1
Activities	797.4	23.7	-21.8	-2.7
Prof. and Bus. Services	501.1	14.9	11.1	2.3
Educ. & Health Services	325.5	9.7	6.9	2.2
Leisure & Hospitality	279.7	8.3	7.7	2.8
[Accom. and Food Services]	188.5	5.6	3.1	1.7
Other Services	687.0	20.4	-47.7	-6.5
Government	326.8	9.7	-51.8	-13.7
[Federal]				
Total	3,368.9	100.0	-46.6	-1.4

Sources: Preliminary data from the Bureau of Labor Statistics.

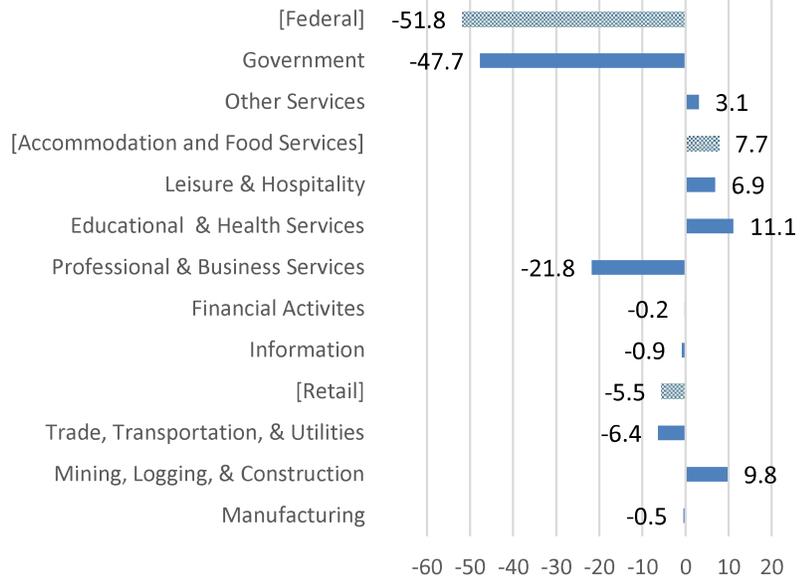
*Industry classification is based on the North American Industry Classification (NAICS). Data reflects inputs, re-estimation, and new statewide controls. Data have been revised to reflect 2025 benchmarks. Data from April 2012 are subject to revision.

T, T, & U stands for Trade, Transportation & Utilities; Prof. and Bus. Services stands for Professional and Business Services; Educ. & Health Services stands for Educational & Health Services; Accom. and Food Services stands for Accommodation and Food Services.

Washington MSA Over-the-Year Employment Change by Industry Group* October 2025

(1,000s of Jobs)

Source: Bureau of Labor Statistics, CES, Not Seasonally Adjusted



Washington MSA Total Federal Government Employment

(1,000 of Jobs)

Source: Bureau of Labor Statistics, CES, Not Seasonally Adjusted



Selected Monthly Indicators Washington MSA

	Number		Change from Last Year	
	Month	Number		Percent
New Homes Auth.	1,064	Oct-25	-737	-40.9
	Rate (%)	Month	Rate Last Year	
Unemployment Rate¹	4.1	Sep-25	3.0	
Inflation Rate²	2.5	Sep-25	2.6	

Sources: Preliminary data from the Bureau of Labor Statistics.

New Homes Authorized – U.S. Census Bureau, Building Permits Survey

¹Indicates MSA-level Data

²The regional inflation rate is reported bi-monthly.

Over-the-Year – Compares the present month with same month last year. For example, Over-the-year Percent Job Growth in in December 2023 is the percentage change between December 2022 and December 2023 in the number of jobs.

At-Place Employment – The number of jobs within a given area. Although some employment data include the number of areas residents who have jobs, at-place employment counts the actual number of jobs in an area.

BROOKINGS

RESEARCH

Consumer spending and visitor demand in the Washington, DC region are dropping

New insights from Brookings' DMV Monitor

Tracy Hadden Loh and Glencora Haskins

December 12, 2025

Editor's note: Figure 4 has been updated to fix an error with the labels

Since President Donald Trump began his second term this January, residents and regional leaders have wondered whether the administration's policies would have unique impacts on the Washington, D.C., metropolitan area, known locally as "the DMV" (the District, Maryland, and Virginia).

Brookings' [DMV Monitor](https://www.brookings.edu/articles/dmv-monitor/) (<https://www.brookings.edu/articles/dmv-monitor/>) is an interactive dashboard tracking 24 indicators of the region's "health," first [published](https://www.brookings.edu/articles/early-warning-signs-for-the-dc-regions-economy-amid-federal-downsizing/) (<https://www.brookings.edu/articles/early-warning-signs-for-the-dc-regions-economy-amid-federal-downsizing/>) in September, to provide an economy-wide perspective on the impacts of federal downsizing on the Greater Washington region. In this updated analysis, we turn to the region's consumer economy. By examining spending at businesses with a physical location in the DMV region, we gain a dual insight into the region's well-being: both how consumers are feeling about the region and what local businesses are seeing in terms of revenue trends. Here's what we learned:

- Consumer spending matters to the DMV region: General and selective sales taxes are a substantial revenue source, comparable to property taxes, for [Maryland](#) ↗ and

Virginia ↗, and it is the third-highest revenue source in the District ↗.

- In the DMV region, typically 18% of spending comes from visitors that live outside the metro area. The visitor economy matters more for some local jurisdictions than others; for example, this share is 33% in the District but only 9% in Alexandria, Va. (2023 numbers; shares are stable across years).
- The first year of the second Trump administration has been notably bad for visitor spending in core jurisdictions where the visitor economy is more important.
- Local spending by DMV residents peaked in 2022 (pandemic “revenge spending”) and has declined every year since. Comparing Q1 through Q3 of each year, 2025 local spending is only 1.1% lower than 2024, suggesting that the immediate impacts of the Department of Government Efficiency (DOGE) on overall local shopping were minimal.
- DMV resident spending in the District declined when the National Guard was deployed this August.

Why consumer spending matters and how we measure it

Consumer spending at local businesses is an indicator of household well-being, and includes both necessary and discretionary spending that households engage in to meet their needs and wants. Such data can help us understand if, for example, the increased unemployment in the DMV region [we observed](https://www.brookings.edu/articles/exploring-unemployment-trends-by-race-in-the-dc-region/) (<https://www.brookings.edu/articles/exploring-unemployment-trends-by-race-in-the-dc-region/>) in the first half of 2025 is having a measurable, market-level effect on consumers. Consumer spending is also the source of revenue that supports local businesses, and thus the income and wealth-building of local entrepreneurs. Finally, consumer spending generates sales tax revenue, which balances local budgets and helps cover the cost of services, especially at the state level. Table 1 summarizes the share of sales tax revenue for various jurisdictions in the DMV region.

For context, while consumer spending is a small fraction of the overall spending that happens in the economy (which also includes federal spending and business-to-business transactions), many of these other transactions are upstream of ultimate consumer spending. In fact, the Bureau of Economic Analysis [estimates](#) ↗ that personal consumption expenditures (i.e., both goods and services) comprise roughly

two-thirds of national gross domestic product (GDP). Consumer spending is therefore a critical economic indicator.

TABLE 1

Sales taxes as a share of government revenue in the DMV region

Jurisdiction	Fiscal year	Share
Virginia	2024	17%
District of Columbia	2023	16.8%
Maryland	2026	13.8%
Prince William County, Va.	2024	9.3%
City of Alexandria, Va.	2022	8.7%
Stafford County, Va.	2022	8.6%
Fauquier County, Va.	2023	8.2%
Arlington County, Va.	2023	6.7%
Fairfax County, Va.	2023	4.9%
Loudoun County, Va.	2024	4.3%
Montgomery County, Md.	2023	0.5%
Charles County, Md.	2025	0.2%
Prince George's County, Md.	2024	0%

Source: Brookings analysis of local government budget reports

Note: Shares include revenue from both general and selective sales taxes. The latter are special higher taxes on items such as alcohol and cigarettes. The state of Maryland's revenue calculation is for Fiscal Year 2026 year to date as of November 2025. Prince George's County, Md., does not collect a local sales tax.

We calculated consumer spending shares and trends using a dataset from [Datafy ↗](#), a company that provides insights about spending, visitation, and performance of every local economy, in combination with advertising technology. Datafy compiles their dataset using a sample of credit cards from a widely used spending data aggregator, [Affinity Solutions ↗](#). Datafy uses this sample in combination with other signals to generate a total estimate for consumer spending.

The spending data cover only credit-card-based transactions at businesses that are physically located in the DMV region; in other words, they do not include online purchases where the transaction occurs outside the DMV, even transactions fulfilled by local businesses such as groceries ordered through Amazon or spending at restaurants through DoorDash. Additionally, some categories of spending that are not typically representative of visitor activity are excluded, such as health care expenses, utilities, and civic payments and fees. Nationwide, there was a [1.7% increase ↗](#) in the share of retail sales done online between 2022 and 2024, so this trend is a real but modest factor to consider when interpreting the results presented in this report.

In our analysis, we disaggregate the spending source by visitors to and residents of the DMV region based on the billing ZIP code of the card. Our dataset extends from May 2021 through September 2025, and all figures presented are in real dollars (i.e., adjusted for inflation).

Visitor demand in the DMV region is down

In the DMV region, the vast majority of the spending that supports local businesses comes from local spenders. Across years, a stable share of approximately 18% of consumer spending in the DMV region is from visitors with billing ZIP codes outside the region. However, there are counties where visitor spending is much more significant. For example, 42.3% of consumer spending in Warren County, Va., is from outside the region, due to the county's location at the nexus of interstates 66 and 81 and its role as a gateway to Shenandoah National Park. At the other end of the spectrum is Charles County, Md., where only 6.4% of spending is from visitors.

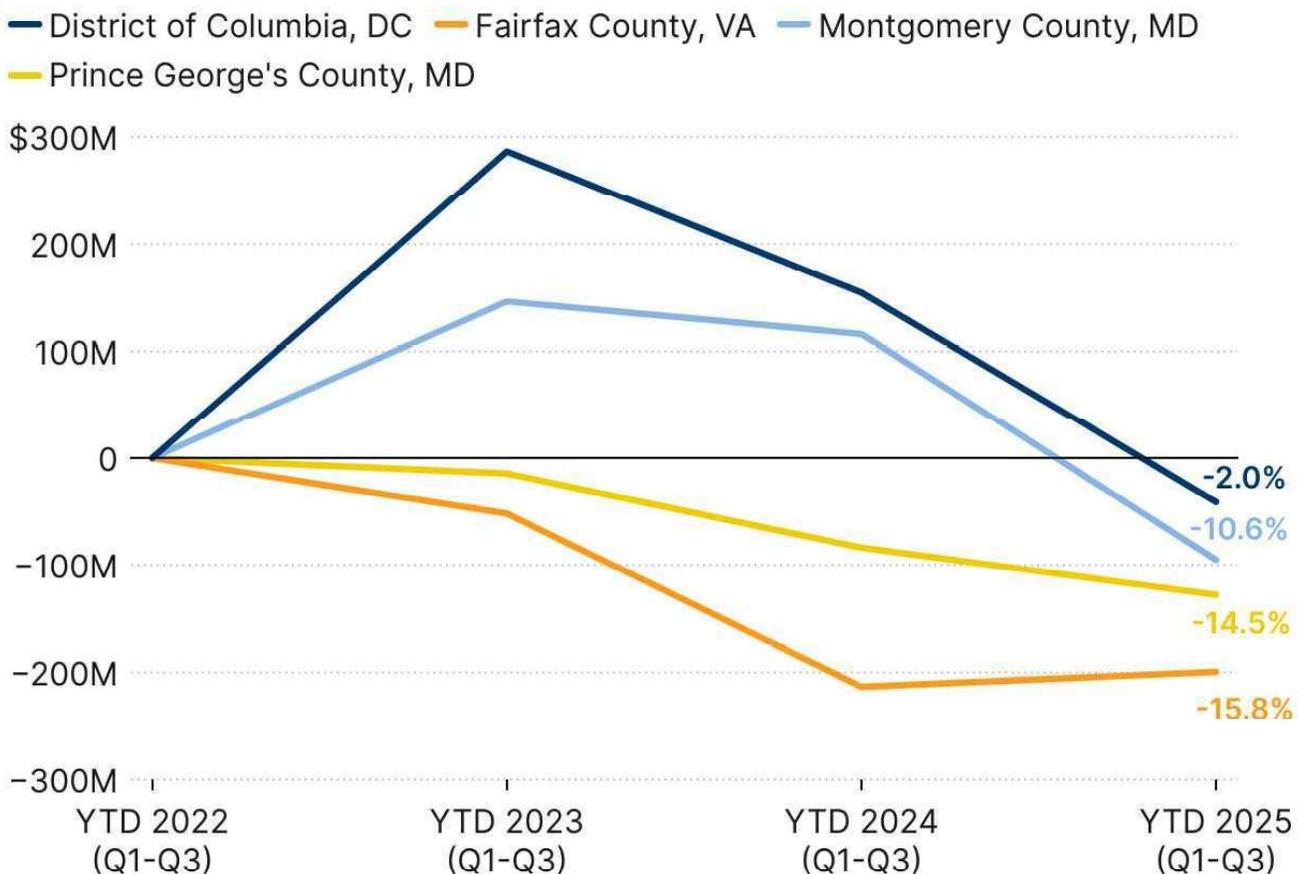
In the DMV region, there are four jurisdictions where cumulative annual visitor spending is measured in billions of dollars: the District of Columbia, Fairfax County, Va., Montgomery County, Md., and Prince George's County, Md. ¹ Figure 1 shows the

trajectories of visitor spending in these four jurisdictions since 2022. In order to examine trends into 2025, we compared the Q1 to Q3 cumulative total of each year in which data were available. These four jurisdictions illustrate that visitor spending trends are not regional—in other words, there is not necessarily one single spending trend happening across the region. Fairfax and Prince George’s counties have had weak visitor spending since the end of the post-pandemic bump, following the similar pattern in resident spending. The District and Montgomery County, however, seem to have a visitor base that is less inflation-sensitive. In fact, the unusually early and long cherry blossom season in 2024 led to [record](#) spending in the District.² Neither jurisdiction fell below 2022 spending levels until 2025, suggesting a possible link to Trump administration policies impacting visitor demand for these specific jurisdictions.

FIGURE 1

Varying impacts of inflation, the end of the post-pandemic spending surge, and changing presidential administrations on visitor demand in the DMV region

Inflation-adjusted dollars



Source: Datafy

Local trends show the disappearance of post-pandemic 'revenge spending'

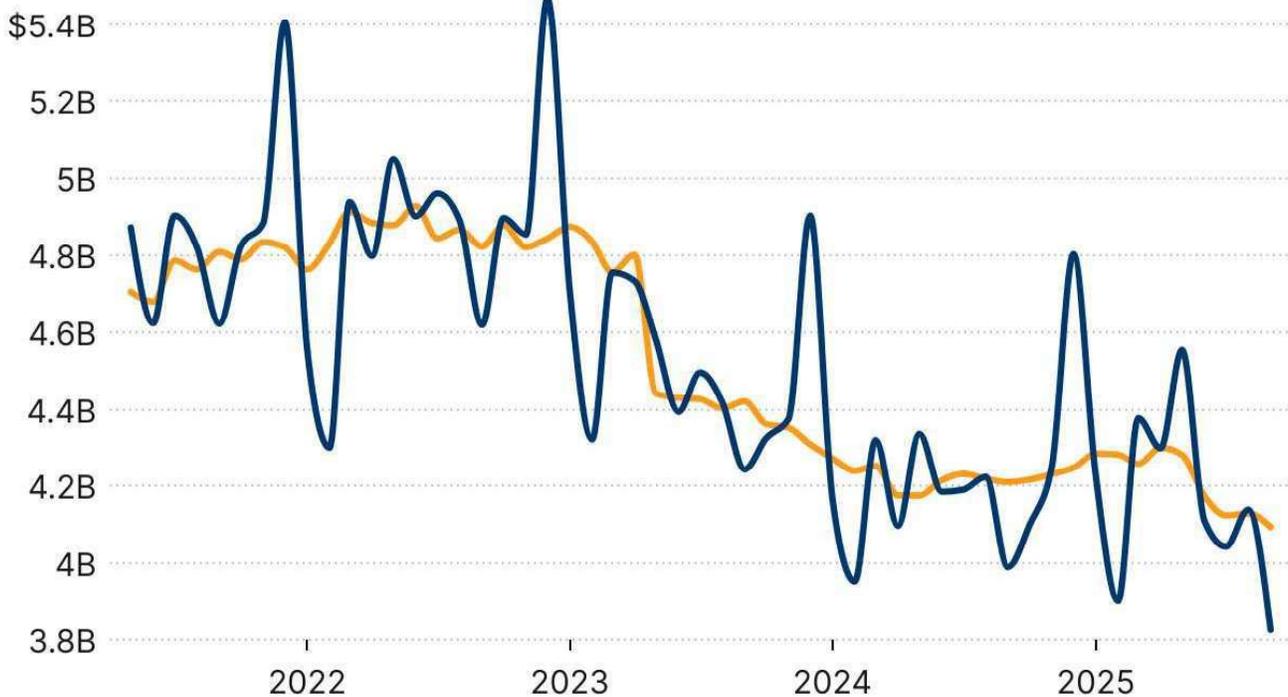
A confluence of factors has disrupted the timeline of consumer spending at businesses in the DMV region, resulting in medium-term year-over-year declines. As the region emerged from the pandemic, spending was strong in 2021 and even better in 2022. This is consistent with the [national consumption trend ↗](#), which saw major surges in 2020 and 2021, as well as higher-than-typical growth in 2022—popularized in media as pandemic and post-pandemic “[retail therapy](#)” ↗ or “[revenge spending](#).” ↗ Local spending by DMV residents peaked in 2022, and has declined every year since (Figure 2).

FIGURE 2

Medium-term trend in DMV resident spending at local businesses

Inflation-adjusted dollars

— Resident spending (not seasonally adjusted) — Resident spending (seasonally adjusted)



Source: Datafy

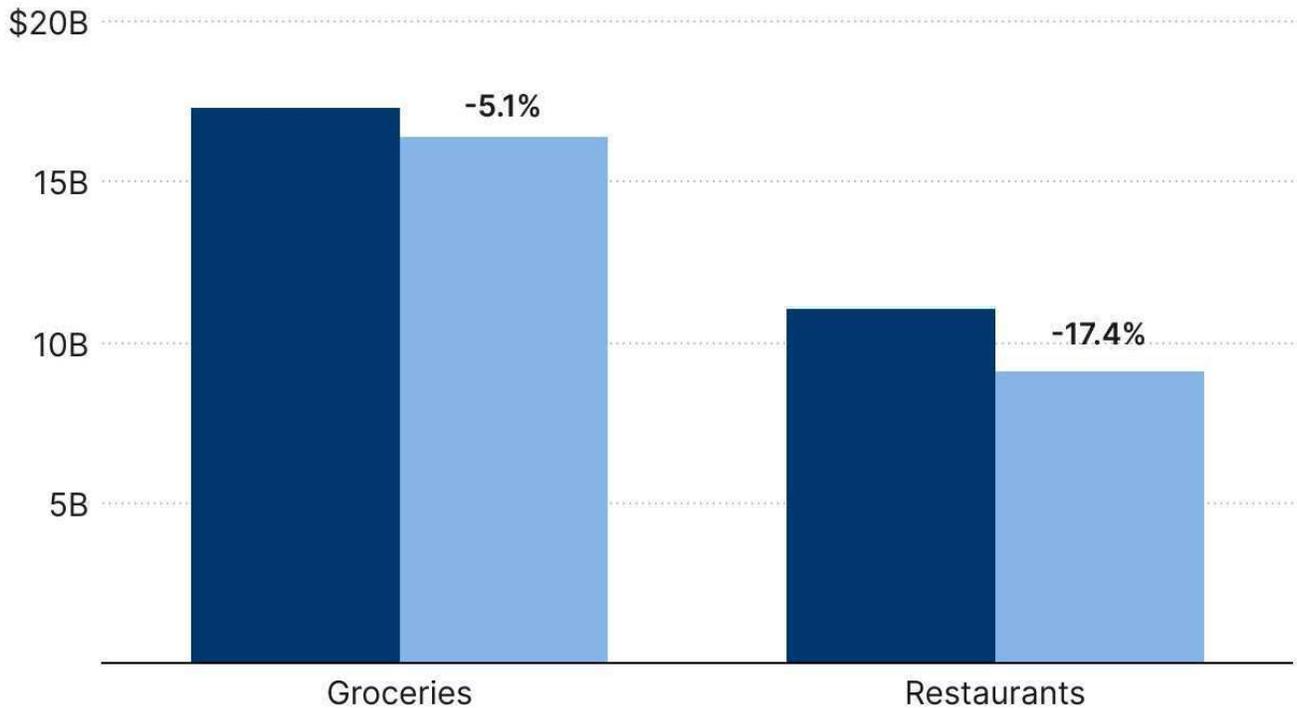
The cumulative impact of this decline is significant. For example, more than half of all DMV resident spending is on food and drinks across two subcategories: groceries and bars/restaurants. Figure 3 shows how resident spending in these subcategories has evolved over time. While both grocery and restaurant spending have declined from their 2022 peaks, the far steeper decline in restaurant spending is over twice as large in absolute dollars off a lower baseline—resulting in a 17.4% drop over just four years.

FIGURE 3

DMV resident spending on groceries and restaurants, 2022 versus 2025

Inflation-adjusted dollars

■ YTD 2022 (Q1-Q3) ■ YTD 2025 (Q1-Q3)



Source: Datafy

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The vast majority of this decline in resident spending occurred in 2023 and 2024. When we look at total resident spending across all subcategories, the decline from 2022 to 2024 is 12.9%. In 2025, aggregate spending year-to-date is almost identical to 2024's first three quarters, caused by positive year-over-year growth in the first two quarters, followed by a 3% to 4% drop in year-over-year spending in Q3 (see Figure 4). This suggests that in the DMV region, any impact of DOGE or early Trump

administration changes on local consumer spending was at first negligible. However, it is important to note that this study period does not include the federal government shutdown, and the Q3 trend reversal merits further discussion.

The impact of National Guard deployment in the District

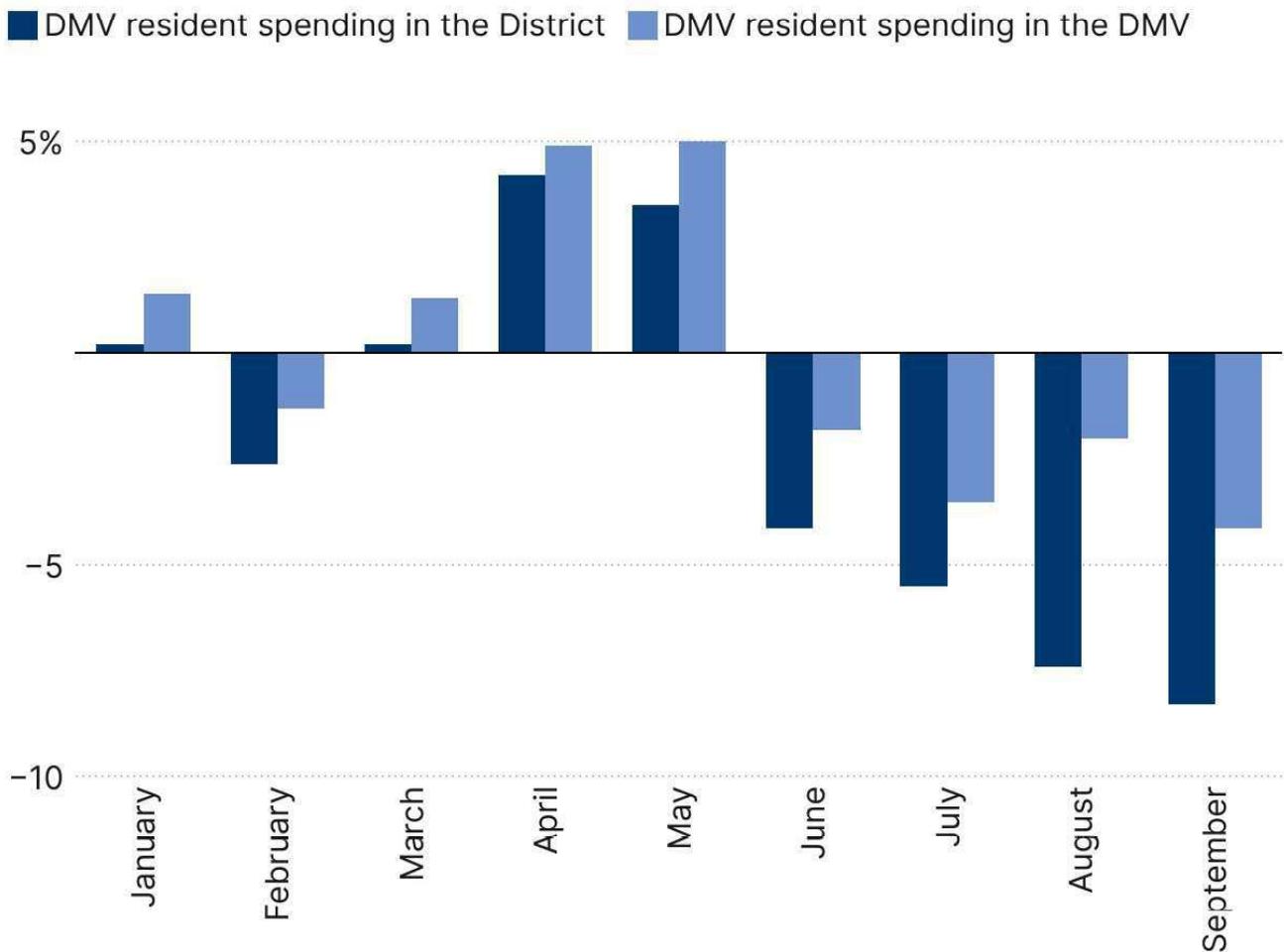
This August, President Trump [deployed](#) the National Guard, drawing from the District's own forces as well as several other states, to Washington, D.C. Our analysis shows no subsequent impact on visitor spending in the region or the District, which remained on a negative trend consistent with 2024 and the rest of 2025. However, there was a dramatic shift in local behavior.

As Figure 4 shows, in spring 2025, residents actually spent more money in both the District and the region at large than the previous year. This was followed by a negative spending trend in June and July, following the same trajectory as resident spending in the region as a whole. Then, in August and September, the gap between resident spending in the District and the DMV region as a whole expanded by two to three times.

FIGURE 4

National Guard deployment coincides with large drop in regional resident spending in the District of Columbia

Change in spending, monthly year-over-year 2024 to 2025, adjusted for inflation



Source: Datafy

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Despite visitor spending remaining stable in the wake of the National Guard deployment, decline in regional demand for the District is also visible in hotel performance data. Revenue per available room (RevPAR) is a typical performance indicator the hospitality industry uses to understand how well a hotel is doing considering both the rate charged for a room and the actual occupancy of the hotel (in short, a hotel version of a vacancy-adjusted asking rent).

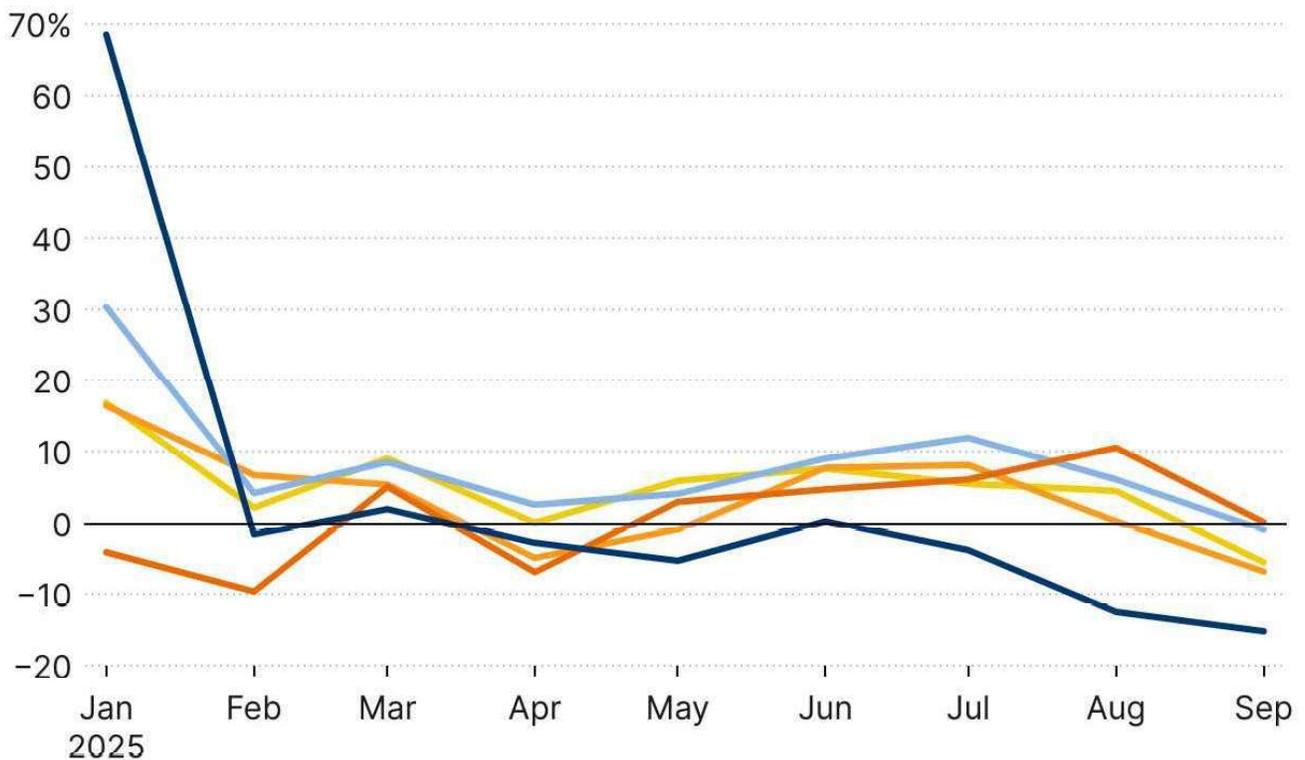
Figure 5 shows the year-over-year monthly change in RevPAR for hotels in each of the DMV region's core counties. The figure shows that following a strong boost to the region (and especially the District) during the January inauguration, the region had a

slightly weak spring season. Over the summer and into the fall, a clear gap in performance opened up between the District and its neighboring counties, where approximately 1,300 non-local troops are reportedly accommodated in hotels.

FIGURE 5

Year-over-year hotel performance for select DMV counties

— District of Columbia, DC — Fairfax County, VA — Loudoun County, VA — Prince William County, VA — Stafford County, VA



Source: CoStar

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Conclusion

Consumer spending is a major piece of the puzzle of economic activity comprising total productivity, and an important source of state government revenue. It is also a clear measure of how households and small businesses are doing. Early indicators are that DOGE and other federal downsizing activities, which negatively impacted (<https://www.brookings.edu/articles/early-warning-signs-for-the-dc-regions-economy-amid-federal-downsizing/>) both direct federal employment and private job growth in the DMV region, did not immediately mute regional consumer spending.

However, other federal actions—including the National Guard deployment to Washington, D.C.—appear to have turned off residents from spending in the region and especially the city.

In addition, visitor spending has been a mixed bag, with some counties struggling in the medium term after the post-pandemic bump, and others seeing a slump in demand only with the change in administration. The net result is that spending at local businesses is down in the region, especially in Q3, suggesting Q4 is at risk as well. Yet while the District of Columbia's chief financial officer [revised consumer spending forecasts downward](#) [↗](#) for both 2026 and 2027, reduced sales tax revenues have not yet become reality and remain a category to watch.

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Footnotes

1. Totals for Fairfax County, Va., include the independent cities of Fairfax and Falls Church. Totals for Prince William County, Va., include the independent cities of Manassas and Manassas Park.

AGENDA ITEM #9

**EXECUTIVE
SESSION/CLOSED
MEETING**

AGENDA ITEM #10

OTHER BUSINESS

AGENDA ITEM #11

ADJOURN