



**Visualize 2050
Planning and
Programming Process**

Emergency Preparedness Planning

Part 7 of 27



National Capital Region
Transportation Planning Board

December 2025

TABLE OF CONTENTS

OVERVIEW OF TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING	3
TPB'S ROLE AND KEY STAFF.....	3
Systems Performance, Operations and Technology Subcommittee.....	3
ROLE OF KEY PLANNING AGENCIES.....	4
COG Transportation Emergency Preparedness Committee.....	4
PUBLIC ENGAGEMENT.....	5
METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM.....	5

OVERVIEW OF TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING

In the National Capital Region (NCR), traffic incidents can have wide-reaching effects involving multiple jurisdictions across local, state, and federal levels. Over the past 25 years, the region has seen incidents ranging from the everyday minor traffic incident, inclement weather that shut roads in the region down unexpectedly, to the terrorist attacks of September 11, 2001. Responding to these incidents requires coordination on a regional level unique to the NCR when compared to other regions in the country.

The region has over 40 law enforcement (local, state, and federal) and emergency medical services (EMS) agencies, three state departments of transportations (DOTs), and multiple transit agency providers. Coordination among responding agencies takes place daily for incidents around the region. Much of this coordination is the outcome of work facilitated by the Transportation Planning Board (TPB) and the Metropolitan Washington Council of Governments (COG) and its public safety programs. This work aims to foster working relationships, support knowledge exchange, and assist in the coordination and enhancement of transportation emergency preparedness and response efforts and programs across the region.

TPB'S ROLE AND KEY STAFF

The TPB staff, in conjunction with COG's Department of Homeland Security and Public Safety (DHPS) staff, carry out transportation emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI)

Processes. Staff conduct Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning and support the regional Transportation Emergency Preparedness Committee (RESF-1).

FIGURE 7.1: KEY STAFF

TPB Staff	Title	Role
Andrew Burke	Transportation Engineer	SPOTS Staff
Eli Russ (DHPS Staff)	Senior Public Safety Planner	RESF-1 Staff

Systems Performance, Operations and Technology Subcommittee

The TPB Systems Performance, Operations and Technology Subcommittee (SPOTS) provides support and coordination for the transportation sector's role in overall regional emergency preparedness planning in conjunction with the COG public safety programs. SPOTS members are kept apprised of work being done by the RESF-1 committee to help in planning for operations in the region. This is a component of a much larger regional set of emergency preparedness activities funded primarily outside the Unified Planning Work Program (UPWP) by U.S. Department of Homeland Security (DHS) and COG local funding. The RESF-1 Committee, within the COG public safety committee structure, advises these efforts and coordinates with emergency management

agencies, police, fire, and other emergency response committees. More information about the RESF-1 Committee is provided in the following section.

SPOTS also participates in Traffic Incident Management (TIM) planning as it relates to transportation emergency preparedness planning for the region by participating in the regional TIM committees sponsored by member agencies. SPOTS also conducts FHWA's Traffic Incident Management Self-Assessment (TIMSA) for the region, bringing together TIM professionals from member agencies to answer the assessment from a regional perspective.

ROLE OF KEY PLANNING AGENCIES

While there are a multitude of agencies that take part in emergency preparedness planning in the region, the state DOTs take the lead when it comes to transportation system emergency preparedness. Each of the DOTs coordinate with their respective state emergency management agencies on incident responses that fall under the emergency management agency's purview. One of the most complicated issues for the region is evacuation planning because most plans involve crossing state borders. The TPB and COG have helped facilitate conversations on this topic through the RESF-1 Committee.

COG Transportation Emergency Preparedness Committee

The RESF-1 Committee's purpose is to build working relationships, exchange knowledge and engage in the coordination and enhancement of transportation emergency preparedness and response efforts and programs across the COG region. The Committee advises the TPB and its subcommittees, Emergency Preparedness Council (EPC), Homeland Security Executive Committee (HSEC) and COG Board of Directors, as requested, on regional matters pertaining to transportation emergency preparedness.

The RESF-1 Committee plans for and addresses transportation agencies' roles regarding emergency transportation planning, emergency response, coordination, and recovery during and after a declared emergency or other major event. This committee has been established to provide an open forum for regional transportation officials to exchange information and discuss the emergency response, coordination, and recovery requirements of transportation as well as provide a voice for transportation in the larger Homeland Security Program for the region. Input from the RESF-1 Committee also contributes to the planning of cross-functional issues such as evacuation, where transportation plays a meaningful role.

FIGURE 7.2: KEY PLANNING AGENCIES

Planning Agency	Role
District Department of Transportation (DDOT)	State DOT
Maryland Department of Transportation/State Highway Administration (MDOT/SHA)	State DOT
Virginia Department of Transportation (VDOT)	State DOT

PUBLIC ENGAGEMENT

The TPB's monthly meetings are an opportunity for the public to express sentiments regarding any topic, including emergency preparedness planning. Comments are provided to the TPB members and relevant TPB staff.

METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM

To improve safety and mobility in the region through information sharing, planning, and coordination, the TPB, the Washington Metropolitan Area Transit Authority (WMATA), and the District of Columbia, Maryland, and Virginia DOTs created the Metropolitan Area Transportation Operations Coordination (MATOC) Program following the September 11, 2001, attacks. MATOC's mission is to provide situational awareness of transportation operations across the National Capital Region (NCR) through the communication of consistent and reliable information that enables operating agencies and the traveling public to make effective and timely decisions. TPB and COG also assist MATOC in bringing together experts from regional agencies to coordinate and share information on topics like snow/inclement weather operations, transit operations, and information technology issues that feed operations centers. MATOC holds regional conferences on relevant topics (TIM), tabletop exercises, and after-action reviews of major traffic disruption incidents.