

ITEM 12 - Action

July 18, 2012

Certification of the Urban Transportation Planning Process for the National Capital Region

Staff Recommendation: Adopt Resolution R4-2013 endorsing the appended Statement of Certification

Issues: None

Background: The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements...”

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION ENDORSING THE 2012 CERTIFICATION OF
THE URBAN TRANSPORTATION PLANNING PROCESS FOR
THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that “ the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements...”; and

WHEREAS, in April 2010 FHWA and FTA conducted a certification review of the transportation planning process for the Washington DC-VA-MD Transportation Management Area (TMA), and the review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area; and

WHEREAS, the FHWA and FTA issued a May 5, 2011 report: *Transportation Planning Certification Review of the Transportation Planning Process for the Washington DC-VA-MD Transportation Management Area*, which includes commendations for 7 TPB planning elements and 4 FAMPO planning elements, 11 TPB recommendations and 3 FAMPO recommendations, and 4 corrective actions for FAMPO; and

WHEREAS, the report certification statement reads: “The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.”; and

WHEREAS, TPB staff and FAMPO staff have worked cooperatively to implement the recommendations and actions by the compliance deadline, and on October 19, 2011 the TPB amended the FY 2012 UPWP to include actions in work activities that were taken to implement the 11 recommendations, and on March 21, 2012 the TPB adopted the FY 2013 UPWP which specifies the implementation of on-going recommendations; and

WHEREAS, the actions to implement the 11 TPB recommendations and 3 FAMPO recommendations as well as the 4 corrective actions for FAMPO are documented in a TPB report included with the TPB Statement of Certification; and

WHEREAS, on November 16, 2011, the TPB approved the 2011 CLRP which meets the Federal Planning Regulations and is fully documented on the TPB web site; and

WHEREAS, on February 17, 2012, FTA and FHWA found that the 2011 CLRP conforms to the region's State Implementation Plans; and

WHEREAS, on July 18, 2012, the TPB approved the 2012 CLRP and FY 2013-2018 TIP which meet the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, a Statement of Certification, dated July 18, 2012 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED BY THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD THAT:

The appended Statement of Certification, dated July 18, 2012 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

July 18, 2012

This document describes how the TPB planning process complies with applicable requirements and guidelines.

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under the final planning regulations issued by the U.S. Department of Transportation (USDOT) on February 14, 2007 to implement the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a Legacy for Users (SAFETEA-LU). The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its July 18, 2012 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2013 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 21, 2012. The UPWP was developed to address the U.S. Department of Transportation's final metropolitan planning requirements as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the SAFETEA-LU final planning regulations issued by the US DOT on February 14, 2007.

2. Roles and Responsibilities for Transportation Planning and Programming

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been established over several years. As required under the final planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003, that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP.

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In response to recommendations in the May 2011 federal transportation planning certification review report, the TPB Call for Projects document was transmitted to FAMPO in November 2011 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. On December 6, 2011, FAMPO transmitted this information to TPB on the schedule included in the TPB Call for Projects document.

3. The TPB Transportation Vision and Planning Factors

The eight federal planning factors are encompassed by the TPB Vision; each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. The new planning regulations added safety and security as two separate planning factors, which are addressed by the TPB in on-going planning activities. A description of how each planning factor is encompassed by the TPB Vision can be found at: www.mwcog.org/clrp/federal/vision_factors.asp.

The 2012 Plan was evaluated for performance against the key goals from the TPB Vision. The Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Each year agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the Vision as a guide for what projects should be selected. The Vision is provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

4. Four-Year Updates of the Long-Range Transportation Plan

The final planning regulations issued by the USDOT require the TPB to update the plan every four years, whereas TEA-21 required an update every three years. The 2010 CLRP was the official quadrennial update and is documented on a website in order to make information available earlier than the published document as well as to improve access and visualization of the plan to the public (www.mwcog.org/clrp). A final brochure for the 2010 CLRP was produced in October 2011.

Documentation of the past triennial updates includes:

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.

2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on December 17, 2003 and published in 2004.

2006 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure “What’s in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006” finalized in March 2007, Publication number 20066289.

5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On November 16, 2011 the TPB approved the 2011 CLRP. The TIP is updated on a two-year cycle and the FY 2011-2016 TIP – the current TIP of record – was approved by the TPB on November 17, 2010.

On February 17, 2012, FHWA and FTA found that the 2011 CLRP conforms to the region’s State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan and TIP

On October 19, 2011, the TPB began the development of the CLRP and the TIP by releasing the final solicitation document for the 2012 CLRP and the FY 2013-2018 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan and TIP

The 2012 CLRP and the FY 2013-2018 TIP were developed according to the requirements in the final planning regulations that implement SAFETEA-LU. The 2012 CLRP meets the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2012 CLRP was adopted by the TPB on July 18, 2012.

The FY 2013-2018 TIP, which includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support, was developed according to the requirements in the final planning regulations and includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The FY 2013-2018 TIP was adopted by the TPB on July 18, 2012.

7. Annual Listing of Projects

The final planning regulations require that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at www.mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On July 18, 2012, the TPB approved the air quality conformity analysis of the 2012 CLRP and the FY 2013-2018 TIP for the Washington Metropolitan Region. The Plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meets air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at www.mwcog.org/transportation/activities/quality/.

9. The Financial Plan

The 2010 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report "*Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region*" Prepared By Cambridge Systematics, Inc. with K.T. Analytics, Inc." November 17, 2010. Forecast revenues and expenditures for the CLRP total \$222.9 billion in year of expenditure dollars for the period of 2011 through 2040. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its October 20, 2010 meeting. More information on the financial plan is available at: www.mwcog.org/clrp/elements/financial.asp.

The FY 2012 UPWP was amended on October 19, 2011 to state that the documentation of the financial analysis for the 2010 CLRP on the CLRP web site will be improved. The financial information was organized to facilitate comparisons of capital costs and revenues for major projects and on-going expenditures for operations, maintenance and system preservation. The key analysis parameters and estimating assumptions, including inflation rates and population growth that affect project costs and revenue forecasts, were documented and referenced. The strategies and estimation methods for addressing projected financial shortfalls were also documented and referenced.

Transit Ridership is Constrained

The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for system capacity investments after 2020. Because funding has not yet been identified to accommodate all of the projected WMATA ridership growth, transit ridership is constrained to or through the core to 2020 levels. A transit ridership constraint has been applied since the 2000 CLRP to limit the projected ridership to be consistent with the available funding for the capacity improvements.

In October 2008 federal legislation was enacted to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and the legislatures of Maryland, Virginia, and the District of Columbia have taken steps to identify the required dedicated local matching revenues. This additional revenue was assumed to be available through 2020 in the financial plan for the 2010 CLRP, but it was not assumed to be available beyond 2020, and the transit ridership constraint to or through the core area was applied in the 2010 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2020 was explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels. The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP. First, unconstrained origin and destination trip tables are produced for the years 2020, 2030 and 2040. A constrained transit trip table is then created for 2030 and 2040 by inserting 2020 totals for the transit trip patterns that correspond to trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

10. Participation Plan and Public Involvement

The TPB's Participation Plan articulates the TPB's commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. Approved in 2007, the Participation Plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The Participation Plan addresses all of the SAFETEA-LU final metropolitan planning regulations related to public involvement. The "Participation Plan for the National Capital Region Transportation Planning Board" is available at www.mwcog.org/store/item.asp?PUBLICATION_ID=306.

Visualization and Electronic Access

In 2010, the TPB made available to the public an on-line searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2011-2016 TIP or planned in the 2011 CLRP. The on-line database will be updated with the projects in the 2012 CLRP and FY2013-2018 TIP following TPB approval. The searchable database is available here:

www.mwcog.org/clrp/projects/search.asp.

The TPB also uses other visualization techniques to provide an avenue for citizens to better understand the long-range plan and to have improved access to the latest information on the plan on the web. The transportation projects can be viewed using Google Earth on the CLRP website (www.mwcog.org/clrp). In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: www.mwcog.org/transportation.

The Public Involvement Process for the New Plan and TIP

The TPB held two public comment periods during the development of the 2012 CLRP and the FY 2013-2018 TIP; the first was held from January 12 to February 11, 2012 on the projects to be included in the air quality conformity analysis, and the second was held from June 14 to July 14, 2012 on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity determination.

During the development of the 2012 CLRP and the FY 2013-2018 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment:, including:

- a) At the January 12, 2012 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and the TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting.
- b) At the February 15 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.
- c) On May 3, 2012 the 2012 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.
- d) On June 14, in conjunction with the CAC meeting, a public meeting was held on the draft 2012 CLRP, the draft FY 2013-2018 TIP, and the draft air quality conformity analysis, and the Plan and TIP documents were released for a 30-day public comment period which closed on July 14.

- e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings.
- f) Comments and responses from the two public comment periods were posted on the website at www.mwcog.org/transportation/public in a searchable format. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on July 18, 2012. The final version of the TIP document will include summaries of all comments and responses

By the end of FY 2013, the Participation Plan will be amended to formally reflect recommendations made in the 2011 federal certification report.

11. Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults

On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agenda for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at: www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf.

Several actions have been taken to ensure that the planning process includes the participation of low-income communities, minority communities, persons with

disabilities and older adults. To ensure on-going input from transportation disadvantaged population groups, the TPB established the Access for All Advisory Committee in 2001 to advise on issues, projects and programs important to low-income communities, minority communities and persons with disabilities. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of the committee. Approximately 25 community leaders are members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Patrick Wojahn, presented those comments to the TPB on June 20, 2012. The AFA comments on the Draft 2011 CLRP were distributed to the TPB in this memo: www.mwcog.org/uploads/committee-documents/kV1dWlte20120710120120.pdf

To provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities, the TPB follows the COG accommodations policy (www.mwcog.org/accommodations). The TPB has a Language Assistance Plan that is provided in Attachment F in the [Title VI Plan](#).

As described under item 13 below, The TPB's Coordinated Human Service Transportation Plan, updated in December 2009, identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the Coordinated Plan. The Coordinated Plan guides the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The Coordinated Plan and information on the funding programs are available at www.tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

12. Title VI of the Civil Rights Act of 1964 and Other Federal Requirements

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 which incorporates the U.S. Department of Transportation's Title VI regulations (49 CFR part 21), the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program".

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has developed a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the “Title VI Plan To Ensure Nondiscrimination in all Programs and Activities” which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available here: www.mwcog.org/titlevi. TPB staff received Title VI training from FHWA and VDOT in June 2011, and FTA Title VI training in January 2008. The Title VI Plan documents Title VI training procedures and COG provides annual trainings to staff on nondiscrimination procedures.

COG adopted an accommodations policy for people with disabilities and those with limited English skills in 2006 which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG’s accommodations policy can be found at www.mwcog.org/accommodations/.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women owned business enterprise polices and the prohibition on lobbying.

COG/TPB is an equal employment opportunity (EEO) employer. It has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to disadvantaged and women businesses only in proposals for contracting work. COG’s DBE policy can be found at www.mwcog.org/doingbusiness/dbe. COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

Analysis of Disproportionate and Adverse Impacts

To ensure that the CLRP does not disproportionately and adversely affect low-income, minority and disabled populations, an analysis of the 2010 CLRP was conducted and presented to the Access for All Advisory Committee on October 27, 2011. The analysis will be published on the CLRP website. This analysis included a review of the census data and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. (The 2007 CLRP analysis can be found here www.mwcog.org/clrp/performance/EI/EJintro.asp). A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

13. Human Service Transportation Coordination

The TPB adopted an updated Coordinated Human Service Transportation Plan in December 2009 which was coordinated and is consistent with the CLRP. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the updated plan. The Coordinated Plan guides the selection process priorities for the TPB's Federal Transit Administration's (FTA's) Job Access Reverse Commute (JARC) and New Freedom programs. The TPB serves as the designated recipient for the FTA JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the funding programs are available at www.tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

In FY2013, a Human Service Transportation Coordination Study will be conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study will examine existing and forecast unmet need for specialized transportation in the region for the purpose of identifying alternate service delivery models and funding mechanisms. A final report is anticipated by June 2013.

14. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the SAFETEA-LU requirements, as laid out in the February 14, 2007 federal regulations (Source: §450.320(a), Metropolitan Transportation Planning, Final Rule, Federal Register, February 14, 2007). The CMP element of the CLRP is documented at www.mwcog.org/clrp/elements/cmp/.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP projects.

15. Management, Operations and Technology

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the task force and programs can be found at www.mwcog.org/clrp/federal and www.mwcog.org/clrp/elements/moits.

16. Freight Planning

The TPB approved the 2010 Freight Plan on July 21, 2010. The plan examines freight movement, provides analysis of current and forecast freight conditions and lists projects that would be beneficial to freight movement in the National Capital Region. In 2008, the TPB established a Freight Subcommittee that meets regularly to exchange information among stakeholders and provide advice to the TPB on regional freight issues. For more information and to view the 2010 Freight Plan, go to the Freight Subcommittee webpage: www.mwcog.org/committee/committee/default.asp?COMMITTEE_ID=231

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The *Bicycle and Pedestrian Plan* is intended to be advisory to the CLRP and TIPs, and to serve as a resource for planners and the public. In contrast to the CLRP, the *Bicycle and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation.

On May 16, 2012 the TPB approved a Complete Streets Policy for the National Capital Region. More information about the TPB's bicycle and pedestrian planning activities and the *2010 Bicycle and Pedestrian Plan* can be found at: www.mwcog.org/transportation/activities/planning.

18. Environmental Consultation and Mitigation

In 2007, the TPB established procedures in its Participation Plan for environmental consultation. The TPB has established a dialogue with natural resource, conservation, environmental protection and historic preservation agencies on the development of the CLRP. Environmental and natural resource agencies reviewed maps of environmentally and/or culturally sensitive areas overlaid with the major projects in the CLRP at a workshop jointly sponsored with FHWA on November 9, 2009 on advanced mitigation. Information on the workshop, the maps and the discussion of potential environmental mitigation activities can be found at: www.mwcog.org/clrp/elements/environment.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG) emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario, completed in May 2010, is available at: www.mwcog.org/clrp/elements/scenarios.asp. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system

envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the “CLRP Aspirations” scenario and the TIGER priority bus project was included in the “What Would it Take?” scenario. The “CLRP Aspirations” final report, completed in September 2010, is available at: www.mwcog.org/clrp/elements/scenarios.asp.

Adaptation for climate change effects is a topic receiving increased attention by federal and state transportation agencies. As part of an amendment to the FY2012 UPWP, work activities related to climate change adaptation were included, specifically to monitor local and national practices for potential applicability to the region.

20. Regional Transportation Priorities Planning

In May 2010, in response to a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a regional priorities plan, the TPB hosted an event called the "Conversation on Setting Regional Transportation Priorities". The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. On September 15, 2010 the TPB approved the establishment of a Task Force to determine a scope and process for developing a Regional Transportation Priorities Plan (RTPP). That scope and process was approved by the TPB on July 20, 2011.

The purpose of the RTPP is to identify those transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals.

The TPB approved the scope of work for the RTPP in July 2011. The scope of work acknowledged the importance of public support for the RTPP, and called for extensive public outreach throughout the process. In January and February 2012, TPB staff conducted a series of five listening sessions with regional stakeholders representing a variety of interests throughout the region as well as citizen groups. On June 2, 2012 the TPB hosted a citizen forum comprised of a representative sample of citizens from throughout the region. The RTPP, expected to be complete in mid-2013, will continue to rely heavily on public input throughout the coming year.

On January 11, 2012 the TPB released “Developing a Regional Transportation Priorities Plan for the National Capital Region, Interim Report 1: *Initial Goals, Performance Measures, Challenges and Strategies, and Proposed Public Outreach Activities through June 30, 2012*”. On July 18, 2012 the TPB was briefed on the “Draft Interim Report 2: *Public Outreach Activities Completed through June 30, 2012, Communicating and Refining the RTPP materials, and Proposed Public Outreach Activities through January 31, 2013.*” More information on the Regional Transportation Priorities Plan can be found at www.mwcog.org/transportation/priorities.

21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. Through the program, the TPB provides up to \$60,000 in technical assistance to individual communities to catalyze or enhance local and regional planning efforts. The TLC program also includes a Clearinghouse, which is a web-based source of information about transportation/land use coordination, including regional and national experience with transit-oriented development and other key strategies. In FY2012, the TLC Program grew to include a Regional Peer Exchange Network, which provides a variety of opportunities and media through which to communicate information and best practices on TLC topics. For the upcoming FY2013 cycle, the TPB is initiating a new Design Pilot Program. Through this effort, the TPB is making available up to \$80,000 in technical assistance as a way to assist individual communities in advancing some of the TLC planning projects to implementation by supplementing local funding for conceptual design/preliminary engineering. Any local jurisdiction that is a member of the TPB is eligible to apply for either planning or design technical assistance. More information on the TLC program is available at: www.mwcog.org/transportation/activities/tlc.

22. Transportation Infrastructure Generating Economic Recovery (TIGER) Grant for a Regional Bus Priority Corridor Network

COG/TPB was notified that it received a \$58.8 million TIGER grant from the US Department of Transportation (USDOT) for a regional priority bus system and transit center on February 17, 2010. The multi-year grant agreement was officially executed at a ceremony attended by the US Transportation Secretary on December 14, 2010. The TIGER grant funding will be used to improve bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia; enable priority bus transit to connect Prince William and Fairfax Counties and the City of Alexandria with the District of Columbia; and create a multimodal Takoma/Langlely transit center in Prince George's County.

Over the past eighteen months, the TPB and sub-recipients have prepared for project implementation. Procurement and construction will begin on most projects in fiscal year 2013, with close to \$25 million in expenditures forecast. Approximately one-quarter of the FY 2013 total projected expenditures are associated with the purchase of PRTC's 13 replacement buses, the first six of which were delivered at the end of June 2012. Construction of the US-1 (Virginia) Transitway, which began in July 2012, will lead to the region's first segment of Bus Rapid Transit. Additional multi-million dollar expenditures for the year will include the implementation of Transit Signal Priority and Real-Time Passenger Information along priority bus corridors in the District of Columbia, Maryland, and Virginia.

23. Related Documents and Other Items on the Web

This self-certification refers to many related items and documents which are available on the website. Below is a list of the key documents with a link to their exact location on the website.

Item	Specific Location
2012 Plan	www.mwcog.org/clrp
2012 Plan Brochure (not published yet)	www.mwcog.org/clrp/resources/
FY2013-2018 TIP	www.mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2012 Plan	www.mwcog.org/transportation/activities/quality/
Call for Projects for 2012 CLRP	www.mwcog.org/clrp/resources/
Public comments on the new Plan	www.mwcog.org/transportation/public/
Financial Plan	www.mwcog.org/clrp/resources/
TPB Vision and Relation to the Planning Factors	www.mwcog.org/clrp/process/vision.asp
Participation Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=306
COG Title VI Plan to Ensure Nondiscrimination in all Programs and Activities	www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf
COG Accommodations Policy	www.mwcog.org/accommodations/
FY2013 UPWP	www.mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=382
Congestion Management Process	www.mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	www.mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	www.mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	www.mwcog.org/clrp/elements/environment/

Visualization of the CLRP	www.mwcog.org/clrp/projects/current/ge_intro.asp
Freight Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=381
Bike and Pedestrian Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	www.mwcog.org/clrp/elements/safety/
COG Title VI Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	www.mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	www.mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	www.mwcog.org/transportation/activities/tlc/
TIGER Grant for Priority Bus Transit	http://www.mwcog.org/transportation/committee/committee/default.asp?COMMITTEE_ID=254

24. Federal Review of the TPB's Planning Process

In April 2010, FHWA and FTA conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO area.

The certification review is documented in a May 5, 2011 report. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report includes 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions that FAMPO must address. To date, FAMPO has implemented the first 3 corrective actions and is in the process of implementing the fourth.

The certification statement in the report is as follows:

"The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOCG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months."

TPB staff and FAMPO staff reviewed the recommendations of the federal certification review and worked cooperatively to implement them by the compliance deadlines. At the July 20, 2011 meeting, the TPB was briefed on proposed amendments to the FY 2012 UPWP to implement the TPB staff recommendations. At the October 19, 2011 meeting, the TPB amended the FY 2012 UPWP to include text for work activities that would be undertaken by the end of FY 2012 (June 30, 2012) to implement the recommendations. The implementation of on-going recommendations beyond June 30, 2012 was specified in the FY 2013 UPWP which the TPB adopted on March 21, 2012.

The report included with this TPB Statement of Certification documents the actions to implement the 11 TPB recommendations and 3 FAMPO recommendations as well as the 4 corrective actions for FAMPO. As described in this report, the 4 FAMPO corrective actions have been implemented.

25. Signature Pages

The following signature pages from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements. The following page identifies the section and page where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Metropolitan Transportation Planning Process

Applicable Federal Requirements

	<u>Requirement</u>	<u>Addressed in Section</u>	<u>Page</u>
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-18
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination- Individuals with Disabilities)	11,12	9-11
3.	Section 1101(b) of the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)	12	10
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)	11	8
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	10
6.	Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)	8	5
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)	11, 12	8-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	10

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
3. Section 1101(b) of the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)
4. The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination- Individuals with Disabilities)
5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

Todd M. Turner, Chairman
National Capital Transportation Planning Board (TPB)

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) herby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
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7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

Terry Bellamy
Director
District of Columbia Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

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5. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)
6. Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)
7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

Donald A. Halligan
Director, Office of Planning and Capital Programming
Maryland Department of Transportation

**CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION**

July 18, 2012

The National Capital Region Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)
2. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination-Civil Rights), Section 324 (Nondiscrimination-Gender), and 29 U.S.C. 794) (Nondiscrimination-Individuals with Disabilities)
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7. 49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination- General)
8. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)

Garrett Moore
District Administrator
Virginia Department of Transportation

Report on the Implementation of the Recommendations and
Corrective Actions in the May 2011 Report on the Transportation
Planning Certification Review of the Metropolitan Transportation
Planning Process For the Washington, DC-VA-MD Transportation
Management Area

July 18, 2012

National Capital Region Transportation Planning Board

Background on the Federal Certification Review Recommendations and Corrective Actions

In April 2010, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). The review included the Fredericksburg Area Metropolitan Planning Organization (FAMPO) because a small portion of the TMA extends into part of Stafford County which is in the FAMPO planning area.

The federal certification review is documented in a May 5, 2011 report¹. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. The findings from the review include both commendations for quality activities and recommendations for improving the regional planning process. The federal certification report defined the terms that specify the outcome of the planning certification review as follows:

Commendations/Noteworthy Practices: Elements that demonstrate well thought out procedures for implementing the planning requirements. Elements that address items that have been difficult nationwide could be cited as noteworthy practice.

Recommendations: Less substantial items not requiring action, but having relevance to FHWA and FTA, with the expectation that State and local officials may consider a federal request. Typically, the recommendations involve the state of the practice instead of regulatory requirements.

Corrective Actions: Those items that fail to meet the requirements of the Federal regulations and seriously affect the outcome of the overall process.

The report includes 7 commendations for TPB planning elements. Four FAMPO planning elements received commendations. The report has 11 recommendations for TPB planning activities, and includes 3 recommendations for FAMPO planning activities.

The report includes 4 corrective actions for FAMPO. The first action requires that FAMPO and the Virginia Commonwealth Transportation Board submit a joint letter by August 5, 2011 confirming the FAMPO project selection process for RSTP and CMAQ projects. The next two actions require that FAMPO staff receive Title VI training and that FAMPO establish a Title VI/Nondiscrimination Plan by May 5, 2012. The final action requires that FAMPO establish a process for assessing the impacts of the investments in its plan and TIP on different socio-economic groups by six months following the adoption of the Title VI Plan.

¹ Transportation Planning Certification Review of the Metropolitan Transportation Planning Process For Washington, DC-VA-MD Transportation Management Area, Federal Highway Administration and Federal Transit Administration, May 5, 2011.

The certification statement in the report is as follows:

The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCOG Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.

The Recommendations and Corrective Actions Have Been Implemented by TPB and FAMPO

TPB staff and FAMPO staff reviewed the recommendations of the federal certification review and worked cooperatively to implement them by the compliance deadlines. At the July 20, 2011 meeting, the TPB was briefed on proposed amendments to the FY 2012 UPWP to implement the TPB staff recommendations. At the October 19, 2011 meeting, the TPB amended the FY 2012 UPWP to include text for work activities that would be undertaken by the end of FY 2012 (June 30, 2012) to implement the recommendations. The implementation of on-going recommendations beyond June 30, 2012 were specified in the FY 2013 UPWP which the TPB adopted on March, 21, 2012.

Table 1 that begins on page 3 summarizes the implementation actions for the 11 recommendations for TPB planning activities. Table 2 that begins on page 8 presents the implementation actions for the 3 FAMPO recommendations and 4 FAMPO corrective actions.

The 4 FAMPO corrective actions have been implemented. As required by the first action, FAMPO and the Virginia Commonwealth Transportation Board in June 2011 submitted a joint letter to FHWA confirming the FAMPO project selection process for RSTP and CMAQ projects. As required by the second action, FAMPO staff received Title VI training along with VDOT and TPB staff in July 2011. As required by the third action, FAMPO has produced a Title VI plan which was adopted by the FAMPO Board in May 2012. As required by the fourth action, FAMPO staff have established a process for assessing the impacts of the investments in its plan and TIP on different socio-economic groups.

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
the Washington DC-VA-MD Transportation Management Area**

Table 1: TPB Recommendations

Recommendation	Status	Action
Agreement		
<p>1 TPB should coordinate the planning process and products for the metropolitan area in accordance with the terms of the 2004 agreement with FAMPO and update the agreement if necessary to clearly define the agencies' respective planning process roles and responsibilities, as described in the Agreements/ Certification discussion in the FAMPO section of this report. (See #12 recommendation for FAMPO.)</p>	Implemented	<p>In early FY 2012, the TPB and FAMPO processes and products were reviewed for coordination as specified in the 2004 agreement. TPB staff with FAMPO staff reviewed the CMP, UPWP, TIP and CLRP planning cycles and products and identified some coordination clarifications and updates. The following text was added to the UPWP to clarify the planning roles:</p> <p style="text-align: center;"><i>Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.</i></p> <p>On December 16, 2011, FAMPO transmitted the requested planning products for the portion of Stafford County for the 2012 CLRP amendment. .</p>
Self Certification		
<p>2 The State DOTs should revisit their procedures for certifying the Federal metropolitan planning process to ensure their review and approval of the certifications are clearly defined and the DOT's basis for the certification is documented: for example, that Title VI and ADA requirements are being executed.</p>	Implemented	<p>DDOT, MDOT and VDOT reviewed their procedures for certifying the Federal metropolitan planning process to ensure their review and approval of the certifications are clearly defined and the DOT's basis for the certification is documented. They produced a metropolitan planning process review check list of the National Capital Region which documents their procedures for certifying TPB planning self- certification.</p>

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
the Washington DC-VA-MD Transportation Management Area**

Table 1: TPB Recommendations

Recommendation	Status	Action
Transportation Improvement Program		
<p>3 The TPB TIP should further clarify project selection and prioritization – citing instances for which the TPB actually does prioritization and selection. In addition, a narrative should be included to explain how TPB’s role in the CLRP and TIP selected projects improves the transportation system’s performance and meets regional air quality goals and needs. The states should work with TPB to create high standards of transparency and accountability for State project selection and prioritization processes conducted as part of the metropolitan planning process, including DOT decisions that are incorporated in the TIP.</p>	Implemented	<p>TPB staff met with the DOT’s staff to review documentation of states’ project selection processes. The TIP web site was updated to provide linkages to the project selection and prioritization processes at the DOTs and transit agencies.</p> <p>The Program Development Process and Project Development Process sections of the TIP describe the processes at the DOTs and WMATA and then move on to discussing “Addressing Federal Requirements”. This portion for the FY 2012-2018 TIP was restructured to explicitly discuss TPB actions in the project selection process:</p> <ul style="list-style-type: none"> • Reviewing project inputs for consistency with the Air Quality Conformity Analysis • Producing a financial summary of all funding sources proposed by an agency • Bicycle and Pedestrian, Freight, and Regional Bus Subcommittees development of priority project lists for inclusion on the TIP • TIGER, JARC and New Freedom project development

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
the Washington DC-VA-MD Transportation Management Area**

Table 1: TPB Recommendations

Recommendation	Status	Action
Transportation Improvement Program (continued)		
<p>4 The states should work with TPB to enhance verification of the reasonableness of funding sources for TIP amendments, including a process to define “reasonableness” for different types of project amendments. TPB also should ensure that each jurisdiction provides adequate documentation to justify funding availability when requesting amendments.</p> <p>The TIP should demonstrate that estimates of system level revenues and costs are adequate for the DOTs to operate and maintain Federal-aid routes and public transportation systems. This documentation of available funding resources and O&M estimates can be amended into the TIP as soon as this information is available.</p>	Implemented	<p>All letters from DOTs or WMATA requesting an amendment now include language stating that the proposed funding is available and committed. This language will clarify if the funds are from additional, “new” monies, or if the funds are being diverted from another project.</p> <p>The Financial Plan for the FY 2013 -2018 TIP was expanded to include a table for each DOT and WMATA, showing estimated revenues from federal, state, and local sources, and proposed commitments.</p> <p>The DOTs have documented their commitment of funding expected to be available to adequately operate and maintain the federal-aid routes in the region and WMATA during the TIP six-year period.</p>
Financial Planning/Fiscal Constraint		
<p>5 TPB should increase the transparency of financial planning and fiscal constraint through improved documentation to make analysis and results more comprehensible to the public. Areas to address include:</p> <ul style="list-style-type: none"> • Organization of financial data and estimates to facilitate direct comparison of costs and revenues for projects and continuing and recurrent expenditures on operations, maintenance, and asset rehabilitation; • Key assumptions (e.g., inflation, increases or shifts in allocations, fare increases, and population growth) affecting all projects, cost categories, and revenue sources; and • Estimation methods and strategies for addressing projected financial shortfalls and policy trade-offs. 	Implemented	<p>The web page on the Financial Plan and fiscal constraint for the CLRP was revised to provide clearer and more concise descriptions of the financial analysis for the 2010 CLRP which was completed in October 2010. The financial information presents capital costs and revenues for major projects and on-going expenditures for operations, maintenance and system preservation. The key analysis parameters and estimating assumptions, including inflation rates and population growth are documented. The strategies and estimation methods for addressing projected financial shortfalls are presented.</p>

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
the Washington DC-VA-MD Transportation Management Area**

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation		
<p>6... The Federal team recommends several actions that could enhance the TPB Public Participation Plan and practices:</p> <ul style="list-style-type: none"> • Convene the CAC, AFA, and the WMATA Riders Advisory Council together at reasonable intervals to share ideas, concerns, and ask questions of one another. Continue to convene all TPB and Committee members, similar to the May 26th, 2010 Conversation on Regional Transportation Priorities. <hr/> <ul style="list-style-type: none"> • Limit the time that each AFA meeting spends discussing quality of service, to allow for time to provide productive feedback regarding transportation planning. <hr/> <ul style="list-style-type: none"> • Consider conducting meetings at locations and times that may be more convenient to the general public. Seek opportunities to participate in community events, such as local fairs or open houses, to educate and inform the public of TPB activities as well as look for opportunities to link transportation issues to other prevalent issues (education, housing, employment, etc.). 	<p>Implemented</p>	<p>The TPB regularly seeks out both formal and informal opportunities for coordination among its advisory committees. Historically, there has been extensive informal coordination among the CAC, AFA, and WMATA Riders Advisory Council (RAC). The leaders of these committees have indicated that formal collaboration is most effective when it includes a specific purpose, and the current CAC chair is evaluating the most effective purpose for formal collaboration among these groups. A joint meeting was held in March 2012 between the AFA and the WMATA RAC. The AAC membership includes 2 AFA members. TPB staff and committee leadership will continue to seek out additional coordination opportunities in the fall and spring during the development of the Regional Transportation Priorities Plan (RTPP).</p> <hr/> <p>AFA meeting agendas in 2011 and 2012 included a wide-variety of topics on transportation planning, such as the RTPP and the draft 2012 CLRP projects. The chair of the AFA, who is a TPB member, and AFA members requested agenda items on specific transit and paratransit services. AFA members have stated in surveys conducted in February 2009 and February 2011 that paratransit (MetroAccess) and transit for people with disabilities are the most important topics to include in future agendas.</p> <hr/> <p>The TPB routinely engages with the public outside of traditional business hours, and in a variety of locations. For instance, staff regularly receive and accept invitations to speak at citizen meetings that occur throughout the region. Examples include the Action Committee for Transit, Suburban Maryland Transportation Alliance, Northern Virginia Transportation Alliance, and the Washington chapter of the Urban Land Institute. These ad hoc requests complement the TPB's institutionalized public engagement activities. For instance, in a key step in the development of the RTPP, the TPB recently held a citizen forum on a Saturday to assess how best to communicate proposed regional challenges and strategies to the general public. As the RTPP is developed in FY2013, the TPB expects to conduct outreach sessions with community groups throughout the region.</p>

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation (continued)		
<p>6...</p> <ul style="list-style-type: none"> • Explore other methods and media to provide information to the public other than email. <hr/> <ul style="list-style-type: none"> • Consider recording meetings and making them available over a public cable channel, and on websites, or hold online (Web 2.0) public meetings to allow folks to ‘attend’ the meeting within a specified period of time of the actual meeting. TPB could also increase its use of newspaper columns, such as “Doctor Gridlock.” 		<p>The TPB uses a variety of media to inform citizens about key milestones and activities. TPB staff is regularly featured on local radio, television, and in printed and online news and podcasts to discuss specific programs or ongoing policy issues that affect the region. In addition, the TPB generates its own print and online media. The TPB News, a monthly newsletter that is circulated to over a thousand subscribers via postal mail, as well as others through online channels including the TPB website and social media outlets, provides an overview of TPB activities each month. The TPB Weekly Report, an online publication, provides brief, timely summaries of recent TPB research, analysis, outreach, and planning in the region to over 700 subscribers. News items in these TPB-generated media reach a direct readership as well as an indirect audience, as items are often picked up by other media, including local newspapers, blogs, and radio talk shows. Thus, the TPB’s multi-media approach can generate ripple effects throughout the region.</p> <hr/> <p>The TPB uses a multi-strategy approach to making its information and meetings accessible in a variety of ways. Part of this approach has been explained in the previous response. Other strategies include the following:</p> <ul style="list-style-type: none"> • The TPB will begin webcasting its meetings in FY2013, once COG has obtained and tested the requisite technology. This technology will also afford TPB committees with the opportunity to make their meetings accessible through the Internet by enabling members of the public to listen or watch the proceedings from remote locations. • The TPB has begun to more extensively use webinars to share information among its stakeholders and the public. In September 2011, the TPB introduced the Regional Peer Exchange Network as part of its Transportation/Land-Use Connections (TLC) Program, and through webinar technology hosted a successful event in February 2012 that allowed many people to participate from different locations. • The COG Office of Public Affairs regularly circulates press releases that are picked up by the <i>Washington Post</i> and other news outlets.

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
the Washington DC-VA-MD Transportation Management Area**

Table 1: TPB Recommendations

Recommendation	Status	Action
Outreach/Public Participation (Continued)		
<p>6...</p> <ul style="list-style-type: none"> • Establish a Public-Involvement Management Team with Public Information Officers from each jurisdiction that coordinates among their agencies for transportation planning, programming, and operations activities. This would help to harmonize the individual public outreach efforts and increase media coverage of TPB's work. 		<p>The Public Information Officers from the jurisdictions and agencies in the region address a host of topics in addition to transportation. It is judged that convening meetings of these busy officers to focus on transportation would not be very effective. As a way to provide centralized information on the public involvement opportunities throughout the region, the TPB is developing an online clearinghouse that will serve as a "one stop shop" for obtaining information about transportation planning activities and decision-making processes. TPB staff is working with a consultant to establish the clearinghouse in the Fall, and has convened a stakeholder working group to provide feedback on the interim and final version.</p>
<ul style="list-style-type: none"> • Gather information to evaluate the effectiveness of public outreach strategies. This could include: adding a column to public-speaking sign-in sheets that asks each commenter how they learned about the meeting, posting a small survey on the website each month, or sending a postcard survey asking about the process. 		<p>TPB staff use a variety of means to evaluate the effectiveness of on-going public outreach strategies. For instance, TPB staff regularly holds After Action Reviews of major activities as a way to evaluate their effectiveness and determine ways to improve similar future endeavors. Such reviews have been conducted at the close of the CAC's annual term, at the end of each Community Leadership Institute, and after other major events. Staff also gathers evaluative information through focus group activities. Twice in the past year, the CAC has served as a focus group to provide feedback to TPB staff on efforts such as the TPB Weekly Report, and on methods to gain citizen feedback on the public acceptability of Value Pricing. The AFA has surveyed its members to ascertain the most efficient and effective ways support the committee needs. TPB staff is gathering information and evaluating the effectiveness of these and other public outreach methods. As more experience is gained on these techniques throughout FY2013, consideration will be given to the amending them into the TPB Participation Plan.</p>

Implementation of the Recommendations in the Transportation Planning Certification Review of the Washington DC-VA-MD Transportation Management Area

Table 1: TPB Recommendations

Recommendation			
Outreach/Public Participation (continued)			
<p>...6</p>	<ul style="list-style-type: none"> • Consider opportunities to involve college or high school students in the planning process: <ul style="list-style-type: none"> ○ Develop a CLI for students that could be held during the summer months, and perhaps be eligible for academic credit or recognition. ○ Consider expanding the CAC and AFA membership to include a student interested in transportation or urban planning. ○ Create an outreach program to young students using surveys, games, puzzles, and safety tips, or hold an annual poster contest for the cover page of a particular document, or as the screensaver of the TPB transportation webpage. ○ Engage high-school and/or college students interested in a career in communications by coordinating a Public Service Announcement Contest. The purpose would be to educate students about the role of the TPB and have them utilize their creativity to promote a specific transportation project or topic in 30-second TV spots. ○ Develop a blog to inform the public of current issues, discussions, and decisions. <p>The tasks for meeting this recommendation should be included for review and approval in the next UPWP.</p>		<p>A number of strategies are used to involve students in the regional planning process:</p> <ul style="list-style-type: none"> • Staff have established relationships with the planning departments of the University of Maryland, Virginia Polytechnic Institute and State University, and George Mason University. Staff members regularly serve as guest lecturers on regional planning. • Through these relationships, planning students have been able to learn about and directly participate in TPB activities. In the Fall of 2011 and Winter of 2012, planning students served as scribes in five large-scale deliberative forums that were held by the TPB to ascertain public opinions about value pricing. • Twice in the past two years, TPB staff has worked to partner with organizations that host educational and planning-related programs with high school students. This approach was a part of a strategy to create and conduct a Community Leadership Institute for high school students. Each attempt was met with limited success and a fair amount of challenges, including competing priorities for students, scheduling constraints with the academic calendar, and general lack of interest. • For the second year, the TPB Citizens Advisory Committee has had an alternate member who is a student. • An online clearinghouse is being developed to serve as a “one stop shop” web site for obtaining information about transportation planning activities and decision-making processes throughout the region. <p>In the FY 2012 UPWP, \$100,000 was transferred from the Regional Transportation Priorities Plan in activity in 3.C Regional Studies to activity 1.E to support implementation of enhanced outreach activities pursuant to the recommendations. The FY 2013 UPWP will support these activities.</p>
<p>7</p>	<p>TPB should develop and amend the Plan to include procedures, strategies and desired outcomes for the use of visualization techniques.</p>	<p>Being implemented</p>	<p>TPB staff has and will continue to use visualization techniques in its public engagement. Publications employ a variety of symbols and pictures to enhance its messages to the public. The TPB is further increasing its efforts at using online visualization techniques through its public engagement strategy for the development of the Regional Transportation Priorities Plan. At the end of FY2013, the approach and policies regarding visualization will be formalized in amendments to the TPB’s Participation Plan.</p>

**Implementation of the Recommendations
in the Transportation Planning Certification Review of
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Table 1: TPB Recommendations

Recommendation			
Outreach/Public Participation (continued)			
8	TPB should develop a formal process for selecting an information delivery method that is appropriate to the needs of a project, activity, or audience, and the desired type of public engagement.	Being implemented	The TPB Participation Plan will be amended to indicate that staff will establish a system to explicitly and deliberately determine what types of information sharing should be used for different types of public involvement and outreach requirements. For example, this system will specify the desired targets and potential methods that might be used to announce public comment periods. A different approach would be used to seek input for the new Regional Transportation Priorities Plan.
9	TPB should develop a formal process to review, evaluate, and improve current public engagement techniques and activities regularly or at certain intervals of time.	Being implemented	Throughout FY2013, the TPB will test its already-established evaluation strategies to improve public engagement. The TPB Participation Plan will be amended at the end of the year to formalize these evaluation techniques so that they may be regularly incorporated into TPB's public involvement activities.
Title VI and Environmental Justice			
10	TPB should provide a signed Standard Title VI Assurance, Title VI Plan/program/ method of administration with implementation, compliance, monitoring, enforcement and review procedures. Provide documented procedures regarding how Title VI training will be provided to or obtained by employees, recipients, sub recipients and other stakeholders.	Implemented	The signed assurance and plan have been provided. The procedures for training will be documented.
11	TPB should seek and receive, and its affiliated Federal aid recipients must endeavor to provide, Title VI training and appropriate technical assistance pursuant to 23 CFR 200.9(b)(9). It is further recommended that VDOT especially, checks its Title VI questionnaire to TPB to make sure that the date they are sent out and the due date are sequential.	Implemented	TPB and VDOT staff received this training in July 2011.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

Recommendation	Status	Action
Agreement (FAMPO)		
<p>12 TPB and FAMPO should coordinate their planning processes and planning products to align with the current agreement, or revise the agreement to clearly define and reaffirm their respective planning process roles and responsibilities. In addition, TPB and FAMPO should consider an addendum to the existing agreement that would provide clarification (where needed) of the roles and responsibilities of each MPO per CFR 450.314(f). (See #1 recommendation.)</p>	Implemented	<p>In early FY 2012, the TPB and FAMPO processes and products were reviewed for coordination as specified in the 2004 agreement. TPB staff with FAMPO staff reviewed the CMP, UPWP, TIP and CLRP planning cycles and products and identified some coordination clarifications and updates. The following text was added to the UPWP to clarify the planning roles:</p> <p style="padding-left: 40px;"><i>Each year, the TPB Call for Projects document is transmitted to FAMPO requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO is also requested updated information on the Congestion Management System (CMS) for this portion of Stafford County. FAMPO transmits this information to TPB on the schedule included in the TPB Call for Projects document.</i></p> <p>On December 16, 2011, FAMPO transmitted the requested planning products for the portion of Stafford County for the 2012 CLRP amendment. .</p>
Outreach/Public Participation (FAMPO)		
<p>13 The Federal Team strongly recommends that FAMPO conduct a thorough review and update of the PPP, including all advisory committee structures and responsibilities. The update should include an evaluation of the PPP and TAG to determine their effectiveness in meeting the needs of the intended audiences (including low-income and minority populations). The tasks for meeting this recommendation should be included for review and approval in the next UPWP.</p>	Implemented	<p>TPB staff has consulted with FAMPO staff on public participation plan update which is expected to be complete by September 2012. FAMPO included tasks on this recommendation in its FY 2013 UPWP. The TPB will receive documentation of FAMPO's updated Public Participation Plan in October 2012.</p>

**Implementation of the Recommendations
in the Transportation Planning Certification Review**

Table 2: FAMPO Recommendations & Corrective Actions

Certification (FAMPO)		
14	As part of the MPO Self-Certification process, the Federal Team recommends that FAMPO establish procedural guidance for verifying the process and implementation of self-certification.	Implemented Documentation received on FAMPO's Self-Certification process adopted in July 2011.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

Corrective Action	Status	Action
Agreements (FAMPO)		
<p>1 FHWA and FTA request that the FAMPO's RSTP and CMAQ project selection process be consistent with 23 U.S.C. section 134(j)(3)(5)(a) and 23 CFR 450.330(b). Please submit a joint letter signed by the FAMPO (MPO Chairperson/ representative) and State (CTB Chairperson/representative) confirming that the FAMPO project selection process for RSTP and CMAQ projects to be implemented utilizing 23 U.S.C. funds and/or funds under 49 U.S.C Chapter 53 is consistent with federal regulation for the non-TMA MPO. If the State delegated RSTP and/or CMAQ project selection responsibilities to the FAMPO, please provide clarification in the letter. The compliance deadline for this request is within 3 months following the release of the certification report.</p>	Implemented	CTB and FAMPO letter provided by August 5, 2011
Title VI and Environmental Justice (FAMPO)		
<p>2 The MPO Title VI coordinator must acquire needed Title VI training and knowledge in implementing Title VI obligations.</p>	Implemented	FAMPO, TPB and VDOT staff received training in July 2011.
<p>3 The MPO must establish a Title VI/Nondiscrimination Plan. The Plan must include a public outreach and education plan; staff training plan; procedures for processing complaints; procedures for identifying and addressing Title VI/ Nondiscrimination issues; process for identifying and eliminating discrimination; process for review of programs and grant applications; and a process for collecting and analyzing statistical data (including LEP and EJ populations). <u>The compliance deadline for this request is one year following the release of the certification report.</u></p>	Implemented	Title VI plan adopted by FAMPO on May 22, 2012.

Implementation of the Recommendations in the Transportation Planning Certification Review

Table 2: FAMPO Recommendations & Corrective Actions

Corrective Action	Status	Action
Title VI and Environmental Justice (FAMPO) (continued)		
4 Within the Title VI/Nondiscrimination Plan, the Federal Team requests that the MPO have a documented process for assessing the distribution of impacts on different socioeconomic groups for the investments identified in the transportation plan and TIP. <u>The compliance deadline is six months following the establishment and adoption of the MPO Title VI Plan.</u>	Implemented	TPB received documentation on FAMPO methodology and analysis in the report “Long-Range Transportation Plan Equity Analysis” dated May 2012.