

ITEM 12 - Action
October 18, 2006

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

Staff

Recommendation: Approve Resolution R10-2007 to adopt the appended Statement of Certification.

Issues: None

Background: The Joint Planning Regulations issued by US DOT require that "the state and MPO shall annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements..."

The Board is being asked to adopt the attached Statement of Certification and authorize the chairman to sign it. In addition, representatives of the District of Columbia Department of Transportation, the Maryland Department of Transportation, and the Virginia Department of Transportation are being asked to sign the statement of certification.

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

**RESOLUTION ON THE 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 final planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on October 28, 1993 require that "the State and MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements ..."; and

WHEREAS, on October 19, 2005, the TPB approved the 2005 CLRP and the FY 2006-2011 TIP; and

WHEREAS, on December 21, 2005 and January 20, 2006, FHWA and FTA found that the 2005 CLRP and FY 2006-2011 TIP conform under the 1-hour, 8-hour ozone, Co and PM 2.5 air quality standards to the region's State Implementation Plans, and that the financial information needed to support the fiscal planning constraint determination is complete; and

WHEREAS, in the March 27, 2006 report: *Transportation Planning Certification Summary Report Washington, DC-VA-MD, Transportation Management Area*, FHWA and FTA made nine commendations and sixteen recommendations regarding the planning process and determined that "the transportation planning process of the Transportation Planning Board of the Washington DC-VA-MD TMA meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613;" and

WHEREAS, on October 18, 2006, the TPB approved the fourth triennial update to the CLRP and the FY 2007-2012 TIP, which are fully documented on the TPB web site; and
WHEREAS, a Statement of Certification, dated October 18, 2006 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 October 18, 2006, which finds that the transportation planning process is addressing the major issues in the National Capital Region and is being conducted in accordance with all applicable requirements, is hereby adopted.

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING
BOARD

STATEMENT OF CERTIFICATION

OCTOBER 18, 2006



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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

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

October 18, 2006

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The National Capital Region Transportation Planning Board (TPB), which has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU), the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Part 450 and 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 October 18, 2006 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2007 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 15, 2006 and amended on July 7, 2006. The UPWP was approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on May 4, 2006. The UPWP was developed to address the U.S. Department of Transportation's final metropolitan planning requirements as well as comply with air quality conformity regulations (the Environmental Protection Agency regulations published November 24, 1993 and as subsequently amended, most recently June 1, 2005). The TPB developed the work program to address the new requirements in SAFETEA-LU.

2. Roles and Responsibilities for Transportation Planning and Programming

The roles and responsibilities involving the TPB, state and local government transportation agencies, the transit authority, and other metropolitan planning organizations (MPOs) for cooperatively carrying out transportation planning and programming have been established over several decades. General Memoranda of Agreement, defining the roles of the various local agencies and the state transportation agencies in the transportation planning process, which were executed prior to July 1, 1965, were reviewed and continue to be in effect. On October 30, 2003, the state transportation agencies executed an agreement with the Metropolitan Washington Council of Governments (COG) that specifies the transportation planning responsibilities and provides for the administrative support of the transportation planning process. 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 is an agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia which identifies the roles and responsibilities for cooperatively conducting the planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area.

3. **The TPB Transportation Vision and Planning Factors**

In 1995, the TPB began an extensive visioning process involving citizens, elected officials and interested organizations of the region to develop a consensus about a transportation vision that would not be constrained to facilities and actions that can be funded with existing resources. On October 21, 1998, the TPB adopted its Transportation Vision. In 1999 the TPB published a brochure entitled “Marking the Vision a Reality ... Together” aimed at identifying new facilities and programs with new funding sources to be advanced for the next triennial update of the Financially Constrained Long-Range Transportation Plan (CLRP) in 2000. An extensive public education and outreach campaign was launched to obtain public input on four key themes from the vision. A national polling firm hired by the TPB conducted random telephone surveys, disseminated brochures, and led a series of focus groups in which citizens responded to the key vision themes.

The goals, objectives and strategies in the TPB Vision incorporate the eight federal planning factors. Each planning factor is included in the Vision goals, objectives and strategies, except for security, which is covered implicitly by the TPB Vision. The full Vision document is available at www.mwcoq.org/transportation.

The Vision is 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,” and in the project database forms agencies must describe how the project meets the goals in the Vision. In 2007, the project submission forms for the Plan and TIP will be revised to include a field asking how the project will address the 8 Federal planning factors. After the plan is adopted by the TPB, an analysis of how the plan relates to the TPB Vision goals and the planning factors will be conducted.

Within the regional transportation plan, the TPB established a priority area for project submissions to maintain and expand the regional transportation coordination program and related activities to benefit transportation management, safety, and security. Security has been a major focus since the 9/11 attacks. With TPB member participation, regional transportation security activities are undertaken through the homeland security committee structure of the COG, involving federal, state and local public safety and homeland security stakeholders. Through COG, a Regional Emergency Support Function #1 - (RESF-1) Committee has been established as one of numerous RESFs, addressing emergency response needs such as law enforcement, fire, health,

and public information. RESF-1 addresses transportation's role in response, coordination, and recovery during and after a declared emergency (or other similar major event). RESF-1 also provides transportation input into the larger regional discussions on cross-functional emergency management issues where transportation plays a supporting role, such as for evacuation, as well as input into the Regional Emergency Coordination Plan.

On October 19, 2005, the TPB added an initial multi-year Regional Transportation Coordination Program to the CLRP and Transportation Improvement Program. The program, a partnership of the region's major transportation agencies, is to coordinate and support regional sharing of transportation systems condition and management information during incidents through integration of systems technologies, improved procedures and planning, and improved accuracy and timeliness of transportation information provided the public. Although individual agencies continue to be the responders to incidents, the regional transportation coordination program aims to keep transportation, police and other agencies across the region in the information loop so that they may make quick decisions to manage sudden transportation system surges or other effects from regional incidents. The TPB calls for maintenance and expansion of this coordination program and related activities to benefit transportation management, safety, and security.

4. **The Triennial Updates of the Long-Range Transportation Plan**

The TPB produces a triennial update of the Long-Range Transportation Plan. The 2006 triennial update will be published on a new plan website (www.mwcog.org/regionaltransportationplan) in efforts to make information available earlier than the published document as well as to improve access and visualization of the plan to the public. A brochure with key information about the plan will also be published. SAFETEA-LU requires metropolitan areas to update the long-range plan every four years instead of every three.

It is anticipated that the TPB will continue to approve and amend the plan each year. The website will be continuously updated to reflect amendments to the plan.

Documentation of past triennial updates includes:

1997 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. Approved by the TPB on July 15, 1998 and documents the first triennial update to the CLRP covering the TPB actions affecting the CLRP between September 21, 1994 and July 17, 1997.

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 2002.

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 October 2004.

5. **The Current Plan and Transportation Improvement Program (TIP)**

On October 19, 2005, the TPB approved the 2005 CLRP and the FY 2006-2011 Transportation Improvement Program (TIP).

On December 21, 2005, FHWA and FTA found that the 2005 CLRP and FY 2006-2011 TIP conform 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. FHWA and FTA also stated in the December 21, 2005 letter that based on their transportation planning regulatory requirements, day to day involvement, and extensive review of technical analysis reports, and in accordance with the provision of Section 134(h)(2)(b), Title 23 USC, they find the financial information needed to support the fiscal constraint determination to be complete.

On January 20, 2006, FHWA and FTA found that the analytical results from the TPB's PM2.5 Air Quality Conformity Analysis of the 2005 CLRP and FY 2006-2011 TIP demonstrate that conformity is consistent with the Environmental Protection Agency's (EPA's) Transportation Conformity Rule (40 CFR Part 93). FHWA and FTA also found that the 2005 CLRP and FY 2006-2011 TIP conform 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 December 21, 2005, the TPB began the development of the 2006 CLRP by releasing the final solicitation document for the 2006 CLRP and the FY 2007-2012 TIP, which requested that the transportation implementing agencies explicitly consider the Vision as the policy framework when they submitted projects and programs for inclusion in the CLRP. All submissions for the 2006 CLRP included a description of how the project or program contributes to specific Vision goals and objectives.

Approval of the New Plan and TIP

The 2006 CLRP was developed according to the requirements in the current Metropolitan Planning Rules, and 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 2006 CLRP was adopted by the TPB on October 18, 2006.

The FY 2007-2012 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. This TIP was adopted by the TPB on October 18, 2006.

7. Annual Listing of Projects

Both TEA-21 and SAFETEA-LU 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.

8. The Air Quality Conformity Determination for the New Plan and TIP

The determination of conformity of the 2006 CLRP and the FY 2007-2012 TIP for the Washington Planning Region with the Clean Air Act Amendments (CAAA) of 1990 as required under the Environmental Protection Agency final regulations issued November 24, 1993 (and subsequently amended in August and November 1995, August 1997 and with additional guidance published in May 1999, June 2002 and most recently April 5, 2005,) was approved by the TPB on October 18, 2006.

The Round 7.0a land use forecasts used in the regional travel demand and air quality conformity analysis of the 2006 CLRP were developed by the Metropolitan Development Policy Committee and are consistent with the adopted 2006 CLRP. Round 7.0a forecasts were approved by the COG Board on October 11, 2006 to be effective when the TPB adopts the 2006 CLRP.

In each year's update of the CLRP since 2000, the TPB in its conformity analysis has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels. However, as a result of the November 2004 "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels.

The TPB "Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs," adopted by the TPB on September 21, 1994 and amended on May 20, 1998, which are compatible with those adopted in the District of Columbia, Maryland, and Virginia, were followed for the air quality conformity determination of the 2006 CLRP, the FY 2007-2012 TIP and for the FY 2007 UPWP.

9. **The Financial Plan**

A comprehensive financial plan was prepared for the 2006 CLRP. It reviews and updates projected transportation revenues and costs for operating, maintaining, and expanding the regional transportation system through 2030. It includes forecasts of transportation revenues and expenditures for the Washington Metropolitan Region for the 24-year period of 2007 to 2030. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. All of the forecasts and assumptions were reviewed extensively at eight meetings between July 2005 and July 2006 by a working group of the TPB Technical Committee. The TPB was briefed on the draft financial analysis at its July 19, 2006 meeting.

The total \$104 billion in revenues for the 2006 CLRP are projected to equal the estimated expenditures. The projections are in constant 2006 dollars of revenues and expenditures through 2030 for the total region, Suburban Maryland, Northern Virginia, and the District of Columbia by mode and category.

The financial plan demonstrates that the estimated revenues from existing and proposed sources that can reasonably be expected to be available and equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region from 2007 through 2030. The documentation on the financial plan is available on the TPB website at: www.mwcog.org/transportation.

Transit Ridership is Constrained

During 2006, progress was made in Congress and the legislatures of Maryland, Virginia, and District of Columbia to begin to identify an additional \$3 billion in revenues (\$1.5 billion in federal funds from the Davis Bill and \$1.5 billion in matching funds from dedicated sources in the District and states) for WMATA's future capital needs. However, for the 2006 CLRP the \$3 billion in new WMATA revenue is not assumed. To address this situation where funding has not yet been identified to accommodate all of the projected WMATA ridership growth, the method that has been applied since the 2000 CLRP was used to

limit the projected ridership to be consistent with the available funding for the capacity improvements.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2010 was explicitly accounted for by constraining transit ridership to or through the core area to 2010 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 2010, 2020, and 2030. Constrained transit trip tables are then created for 2020 and 2030 by inserting 2010 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. **Public Involvement**

To foster greater participation by citizens, transportation, environmental, and other advocacy groups in the transportation planning process, the TPB adopted on September 21, 1994 its public involvement process to fulfill the requirements of the Intermodal Surface Transportation Efficiency Act of 1991.

During 1998, the TPB received a consultant report presenting an assessment of the public involvement activities and recommending several improvements and changes. On May 19, 1999 the TPB released a set of proposed revisions to the TPB Public Involvement Process for public comment. At the September 15, 1999 TPB meeting, the Board received a summary and a complete set of the public comments on the proposed revisions. On October 20, 1999 the TPB approved its Revised Public Involvement Process, which includes an appointed Citizen Advisory Committee (CAC) and other changes to improve the effectiveness of the process.

The TPB's current mechanisms for public education and involvement include the following activities:

- The Citizens Advisory Committee (CAC) includes 15 citizens from across the region. The CAC provides region-oriented citizen advice to the TPB and conducts public forums across the region.
- The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies and services that are important to low-income communities, minority communities and people with disabilities.
- Publications include a monthly newsletter and annual report and other special reports and comments, including a Citizens Guide to Transportation Decision Making in the Washington Region.

- An extensive website provides comprehensive information on TPB activities and online opportunities for public input.
- A public comment period is held at the beginning of every TPB monthly meeting.
- The TPB follows federal requirements for public involvement, including a public comment period of at least 30 days prior to the approval of major documents or major amendments, and the development and consideration of written responses to comments received.
- The TPB launched its Community Leadership Institute as a pilot in April 2006. The Institute seeks to engage community leaders who have not been typically involved in the regional transportation planning process.
- A wide variety of public outreach forums have been conducted over the years, often in conjunction with the CAC. In the past two years, these forums have focused on the TPB's scenario study, the Regional Mobility and Accessibility Study. Numerous other outreach activities, including presentations by staff and board members, are made on a regular basis.

The TPB is currently expanding its public involvement efforts. In 2005, two consultant organizations were contracted to provide assistance with public involvement activities, including the Community Leadership Institute and website improvements. In the past year, staff has been added to provide more support for public outreach.

The TPB is developing a Plan website to provide an avenue for citizens to visualize the long-range transportation plan and have improved access to the latest information on the plan. The website will include a searchable database of Plan and TIP projects, and an interactive GIS based-map of projects in the plan, both expected to be available in early 2007.

The TPB has contracted with a consultant to conduct an evaluation of public involvement activities for transportation planning carried out in the Washington region. This evaluation will identify strengths and weaknesses, and suggest potential improvements for the future. In particular, the consultant report will include recommendations regarding the development of a public participation plan and other public involvement requirements of SAFETEA-LU. A public participation plan is expected to be drafted with input from the public by spring 2007.

The Public Involvement Process for the New Plan and TIP

During the development of the 2006 CLRP and the FY 2007-2012, the TPB public involvement process was followed, and numerous opportunities were provided for public comment:

(1) At the February 9, 2006 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the Plan and 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 February, March, and April TPB meetings;

(2) At the April 19, 2006 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents;

(3) On September 14, 2006, the draft air quality conformity analysis, the draft 2006 CLRP, the draft FY 2007-2012 TIP, a new plan brochure and comprehensive set of web-based information on the plan and TIP were released for a 30-day public comment period which closed on October 14, 2006, and an opportunity for public comment was provided on-line at the TPB web site and at the beginning of the September 20 and October 18 TPB meetings; and

(4) A brochure describing the draft Plan was mailed to the TPB News mailing list (about 1900 people) and an e-mail announcing the public comment period was sent to a larger list.

(5) The comments were posted on the website, and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on October 18, 2006; and the final version of the TIP includes summaries of the comments and the responses.

Starting in 2004, public comments for the Plan and TIP can be made on the website, are posted on the website and are searchable by the public.

11. Transportation for Persons with Disabilities 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.

The TPB Access for All Advisory (AFA) Committee has developed recommendations to improve transportation services for people with disabilities and older adults. These recommendations were transmitted to the WMATA

Board from the TPB on January 21, 2004. In addition, the TPB and the AFA hosted a "Disability Awareness Day" on October 20, 2004 to highlight a typical commute for a person with a disability where members of the TPB, a person with a disability, and a member of the press traveled together to a press conference to COG. Also on October 20, 2004, the TPB adopted a resolution recognizing "the importance of accessible and dependable transit service, sidewalks, and safe pedestrian crossings for people with disabilities," and encouraging TPB members to implement the AFA recommendations to improve transit services for people with disabilities.

The TPB Access for All Advisory Committee called for a study of ways to improve the quality of MetroAccess, the service for people with disabilities who are unable to use the bus and rail system in 2004. The study was conducted between April and December of 2005 under the guidance of a study steering committee comprised of a wide variety of stakeholders. The study steering committee identified gaps and shortcomings in existing paratransit services from the perspective of customers, human service agencies, and transportation providers. Sixteen recommendations that addressed these gaps were developed based on innovative paratransit practices from around the country. The study was featured in the Washington Post, WAMU, and the Examiner. WMATA established an Ad-Hoc MetroAccess committee to review the 15 recommendations in the study and endorsed several of the priority recommendations. The Ad-Hoc MetroAccess recommendations were accepted by the WMATA Board on June 15, 2006.

COG adopted an accommodations policy for people with disabilities in 2006 which the TPB and the AFA 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.

12. **Metropolitan Planning and Title VI of the Civil Rights Act of 1964**

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.

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*. Additional guidance was provided by FHWA and the Federal Transit Administration (FTA) in a memorandum dated

October 7, 1999 titled "Implementing Title VI Requirements in Metropolitan and Statewide Planning". The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decisionmaking to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process.

Actions have been taken to ensure that the planning process includes participation by low-income, minority, disabled and elderly communities. First, the TPB in January 2000 appointed members to the new Citizens Advisory Committee including appropriate representation from low-income, minority, and disabled groups as specified in the TPB Public Involvement Process as amended on October 20, 1999. The TPB CAC holds monthly meetings open to the public and six of the twelve meetings are held in different communities in the region. Second, the TPB created the Access for All Advisory (AFA) Committee on November 15, 2000. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of low-income and minority communities and persons with disabilities. Approximately 25 community leaders are members of the committee, which meets every other month. The committee also has ex-officio representation from the major transportation implementing agencies in the region.

The AFA committee's first report was presented to the TPB at its March 20, 2002 meeting. On June 18, 2003, the AFA report: Improving Transit Information for Limited English Speakers was approved by the TPB for transmittal to all transit agencies in the region. The committee's 2003 report was presented to the TPB at its March 17, 2004 meeting.

An analysis of how the long-range plan impacts low-income, minority and disabled populations was conducted and documented in a report presented to the TPB on July 20, 2005. 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 2004 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2004 CLRP does not appear to have disproportionate adverse impacts on these groups. After the 2006 CLRP is adopted, another analysis looking for disproportionate adverse impacts will be conducted.

COG/TPB is an equal employment opportunity (EEO) employer and has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to women and disadvantaged only proposals for contracting work.

The AFA committee comments on the draft plan each year, and for the 2006 CLRP comments were presented and distributed to the Board at its September 20, 2006 meeting by Kathy Porter, the chair of the AFA.

13. Human Service Transportation Coordination

SAFETEA-LU provides three Federal Transit Administration (FTA) human service related transportation programs, all of which must be coordinated with a human service transportation coordination plan. The programs are: the Elderly Individuals and Individuals with Disabilities Program (Section 5310), the Job Access and Reverse Commute Program (JARC, Section 5316), and the New Freedom Program (Section 5317), a new program for projects that go "above and beyond" the Americans with Disabilities Act's (ADA's) transportation requirements.

In order to ensure that the new requirements are met and federal funds are made available as soon as possible for the Washington D.C.-MD-VA Urbanized Area, the TPB sponsored a series of stakeholder meetings from April to June of 2006 that included representatives of the Washington Metropolitan Area Transit Authority (WMATA), the District of Columbia, Maryland and Virginia Departments of Transportation, public and private transportation providers, human service agencies and consumers of specialized transportation services.

The outcome of the meetings was the endorsement of an expanded role for the TPB in human service transportation coordination. The new TPB responsibilities include:

- 1) Establish a task force to oversee the development of the human service transportation coordinated plan. The task force includes a wide range of stakeholders such as human service agencies, public and private transportation providers, and consumers;
- 2) Serve as the designated recipient for JARC and New Freedom funds for the Washington D.C.-MD-VA Urbanized Area; and
- 3) Conduct the competitive selection process for JARC and New Freedom programs for the Washington D.C.-MD-VA Urbanized Area.

The Washington Metropolitan Area Transit Authority (WMATA) wrote to the TPB supporting the recommendation that the TPB serve as the designated recipient for the JARC and New Freedom funds for the Washington D.C.-MD-VA Urbanized Area.

On July 19, 2006 the TPB adopted a resolution establishing a Human Service Transportation Coordination Task Force and authorizing the TPB to submit a formal request that the TPB be designated the recipient of JARC (Section

5316) and New Freedom (Section 5317) funds for the Washington D.C.-MD-VA Urbanized Area.

In August 2006, the Mayor of the District of Columbia, the Governor of Virginia and the Governor of Maryland designated the TPB the recipient of JARC (Section 5316) and New Freedom (Section 5317) funds for the Washington D.C.-MD-VA Urbanized Area.

On September 20, 2006, the TPB approved the Task Force membership. TPB member Kathy Porter will chair the task force.

The task force met for the first time on October 5, 2006, and is currently developing the required coordinated plan and the framework for the competitive selection process. After the plan and framework are approved by the TPB, proposals for FY2006 JARC and New Freedom funding will be solicited. The TPB will oversee the review and selection of project proposals in accordance with the competitive selection process, and approve the selected projects for inclusion in the TIP.

14. **Congestion Management Process**

A Congestion Management System (CMS) documentation process is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. Starting with the FY99-04 TIP and 1997 CLRP update, the region's transportation implementing agencies submit documentation of CMS strategies considered in conjunction with significant federally-funded CLRP or TIP projects. This documentation, for a given project or location, includes information on: the CMS strategies that the corridor or location is already benefiting from; additional CMS strategies considered for the corridor or location; CMS strategies to be implemented in conjunction with the project; and a statement as to whether CMS strategies could preclude the need for the project. The completed CMS documentation forms are included with the relevant project line items.

In addition to the CMS documentation forms for individual projects, the CMS in the Washington metropolitan area includes monitoring, forecasting, evaluation, and implementation components. Congestion on the transportation system of the region is monitored through the travel monitoring activities in the region's Unified Planning Work Program, as well as through activities of the operating agencies. The potential impacts of proposed transportation facilities and strategies are assessed through TPB's regional travel modeling process as well as through analyses conducted by member agencies in project planning studies. Evaluation and implementation of a full range of CMS strategies have been undertaken by TPB and its members.

SAFETEA-LU now requires a Congestion Management *Process* (CMP) and the TPB is currently working on how to address this requirement. It is anticipated that a Congestion Management Process will begin in 2007.

The Congestion Management Process is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion and enhance the mobility of persons and goods. With the CMP, as with the CMS, 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).

The CMP addresses both specific projects and the regional transportation system in general. Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the CLRP include information on how alternatives to SOV capacity were considered in the study or proposal for the project.

15. Environmental Consultation and Mitigation Discussion

SAFETEA-LU includes new environmental consultation requirements. The TPB has asked for feedback from environmental agencies on the best way to consult with them on the development of the Plan. Currently, a database is being assembled containing the contact information of federal, state and local officials throughout the region. In 2007, these officials will be requested to provide inventories of historic or natural resources, so that they may be compared with the CLRP.

SAFETEA-LU also requires the plan to include a discussion of potential environmental mitigation activities. A review of current minimization and mitigation strategies being considered throughout the region will be conducted to inform such a discussion.

16. Related Documents on the Web

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

Document	Specific Location
2006 Plan	www.regionaltransportationplan.org
2006 Plan Brochure	http://www.mwcog.org/regionaltransportationplan/documents/
FY2007-2012 TIP	http://www.mwcog.org/regionaltransportationplan/plan/drafttip.asp
Air Quality Conformity Analysis of the 2006 Plan and FY2007-2012 TIP	http://www.mwcog.org/regionaltransportationplan/documents/
Public comments on the new Plan	www.mwcog.org/regionaltransportationplan/public/comment.asp
2005 Plan and FY2006-2011 TIP	www.mwcog.org/regionaltransportationplan/plan/current/default.asp
Financial Plan	http://www.mwcog.org/regionaltransportationplan/documents/
TPB Vision and Relation to the Planning Factors	http://www.mwcog.org/regionaltransportationplan/development/vision_and_factors.asp
Public Involvement Process	http://www.mwcog.org/transportation/involved/documents.asp
COG Accommodations Policy for People with Disabilities	http://www.mwcog.org/accommodations/
FY2007 UPWP	http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3&SUBCLASSIFICATION_ID=23

17. Federal Certification Recommendations

As required by federal regulations, the Federal Highway and Transit Administrations conducted a Certification Review of the TPB transportation planning process on September 19-20, 2005. The final report was presented to the TPB on April 19, 2006 and included 9 commendations and sixteen recommendations. Some of the recommendations had timelines associated with them, varying from 6 months to two years. Table 1 provides a summary of how the TPB has addressed the recommendations.

Table 1: Overview of TPB Work Activities Addressing the Recommendations from the Federal Certification Review Conducted in September 2005

<p>Review Recommendation The TPB should:</p>	<p>How the TPB has Addressed the Recommendation</p>
<p>1. Work with transit operators to establish a formal written agreement specifying roles and responsibilities for transit planning.</p>	<p>The Technical Committee was briefed on steps to develop an agreement on regional transit planning at its June 2006 meeting. A working group of the Technical Committee has been established to document the agreements on current roles and responsibilities in transit planning and to develop the bus system for the long-range plan.</p>
<p>2. Work with FAMPO to reach a resolution on the allocation of regional transit funds.</p>	<p>Since June 2006, the Technical Committee has been briefed monthly on the on-going discussions with FAMPO about the allocation of regional transit funds. In September 2006, the TPB received FAMPO's proposals for allocation of these funds. In October 2006, the Technical Committee was briefed on these proposals and a possible TPB response.</p>
<p>3. Include a signatures page in the annual self-certification.</p>	<p>A signatures page has been added to this year's self-certification document. The three DOT's and the Chair of the TPB will sign the document.</p>
<p>4. Provide an expanded explanation of links between the CLRP and the TIP.</p>	<p>An expanded explanation of the link between the TPB Vision, the TIP and CLRP were added to the new TIP document as well as the new Plan website.</p>
<p>5. Improve the documentation and transparency of the project selection process, including a description of the roles the TPB and implementing agencies have in project selection.</p>	<p>In April 2006, the TPB hosted the first Community Leadership Institute which brought together community leaders from around the region for a 2-day workshop. The workshop focused on how transportation decisions are made in the region. Another CLI is being held October 25 and 28, 2006. The Citizens Guide has been updated to better reflect the roles in transportation planning and the decision making process. The new TIP document and the new Plan website include sections on how projects are developed and selected for the Plan and TIP.</p>

Review Recommendation The TPB should:	How the TPB is Addressing the Recommendation
<p>6. Develop a more detailed financial plan for the next CLRP; including more information on sources and categories of estimated revenues and costs.</p>	<p>A comprehensive financial plan was developed for the 2006 CLRP. Detailed forecasts of revenues and expenditures for the period 2007 to 2030 were prepared by the transportation implementing agencies and jurisdictions, and all forecasts and assumptions were reviewed extensively at eight meetings between July 2005 and July 2006 by a working group of the TPB Technical Committee. The plan includes an expended appendix which describes the methodology and assumptions used, and 18 tables detailing the forecasts for Suburban Maryland, Northern Virginia, the District of Columbia and WMATA.</p>
<p>7. Provide a complete description of the transit ridership constraint methodology used to address the lack of funding to adequately expand Metrorail capacity in the CLRP.</p>	<p>A complete description of the transit constraint methodology was added to the Plan brochure, the Plan website, the air quality conformity determination, the financial analysis and to this self-certification document.</p>
<p>8. Develop a comprehensive description of the Congestion Management System.</p>	<p>SAFETEA-LU requires a Congestion Management Process (instead of a "System") and TPB staff is working on how the TPB will holistically approach this new area. The CMP will be under the purview of the Technical Committee, which was briefed on this at its July meeting. A new description of the Congestion Management System/Process was developed and incorporated into the TIP, the plan website and this self-certification document.</p>
<p>9. Include information in the UPWP on how funds are allocated to the States and the District of Columbia.</p>	<p>The FY2007 UPWP has a more complete description of the coordinated process for providing technical assistance to member agencies.</p>

Review Recommendation The TPB should:	How the TPB is Addressing the Recommendation
10. Maintain commitments to Transportation Emission Reduction Measures (TERMS).	The transportation implementing agencies have made commitments to fund thier TERMS and these commitments remain in effect.
11. Demonstrate and document how the federal planning factors are addressed in the planning process.	Improved documentation of how the planning factors are addressed in the planning process was added to the TIP document, the new Plan website, and this self-certification. The TPB addresses the planning factors via its Vision, which incorporates the planning factors specified in SAFETEA-LU. An explanation of how security is addressed by the planning process was added which describes TPB's security planning efforts after 9/11.
12. Expand freight planning efforts.	The TPB has issued a Request for Proposals to for a study to review current activities regarding freight and goods movement and to identify promising activities for FY 2008.
13. Explicitly demonstrate how the safety and security planning factors are addressed in the planning process.	As stated under recommendation 11, improved documentation of how the TPB addresses the planning factors, including safety and security, has been added to the TIP document, the new Plan website and this self-certification
14. Coordinate more frequently on land use issues.	To engage the TPB on a regional discussion of land use and transportation issues, the chair has been working with TPB staff on developing options for a potential land-use transportation incentives program that could help move forward regional priorities for concentrating land use around existing transportation infrastructure. The TPB has been discussing these potential options at each monthly meeting from June to October 2006.

Review Recommendation The TPB should:	How the TPB is Addressing the Recommendation
<p>15. Make Title VI compliance more visible and describe the steps taken to ensure compliance in the CLRP update.</p>	<p>To make the TPB's proactive compliance with Title VI more visible, a more thorough description of the steps taken to ensure compliance was added to the TIP document, the Plan brochure, the Plan website and to this self-certification document. The TPB was briefed four times on AFA issues related to Title VI compliance: 1) February 15, 2006: the Demand Responsive / MetroAccess Study; 2) May 17, 2006: Report on Improving MetroAccess Service; 3) July 19, 2006: AFA subcommittee report on Transportation Issues for Low-Income Populations; and 4) September 20, 2006: AFA comments on the draft Plan. The Demand Responsive Study and the AFA subcommittee report are featured prominently on the TPB "What's Happening" page. These reports have also been distributed to agencies that can implement the recommendations, such as transit and economic development agencies</p>
<p>16. Evaluate the effectiveness of its public involvement outreach efforts.</p>	<p>A consultant has been selected to perform an assessment of the effectiveness of public involvement activities. The consultant will also make recommendations on how the TPB can best meet the new SAFETEA-LU requirements for public participation, including the development of a Public Participation Plan.</p>

18. Signature Pages

The following signature pages from 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.

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

October 18, 2006

The National Capital 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:

- i. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- ii. 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;
- iii. Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (Public Law 109–59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project;
- iv. The provision of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- v. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- vi. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d))
- vii. 49 U.S.C. 5332; and
- viii. 23 CFR Part 230.

Michelle Pourciau
Director
District of Columbia Department of Transportation

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

October 18, 2006

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- vii. 49 U.S.C. 5332; and
- viii. 23 CFR Part 230.

Samuel F. Minnitte, Jr.
Director, Office of Planning
Maryland Department of Transportation

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

October 18, 2006

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- vii. 49 U.S.C. 5332; and
- viii. 23 CFR Part 230.

Dennis Morrison
District Administrator
Virginia Department of Transportation

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

October 18, 2006

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- vii. 49 U.S.C. 5332; and
- viii. 23 CFR Part 230.

Michael Knapp, Chair
National Capital Transportation Planning Board (TPB)