

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD STATEMENT OF CERTIFICATION

March 18, 2020

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This document describes how the federal metropolitan transportation planning process is being conducted by the National Capital Region Transportation Planning Board in accordance with all the applicable requirements; this self-certification of the planning process is required under 23 CFR 450.336 and is signed by the three state departments of transportation and the TPB.

TABLE OF CONTENTS

NATIONAL CAPITAL REGION	1
TRANSPORTATION PLANNING BOARD	1
STATEMENT OF CERTIFICATION	1
1. The Unified Planning Work Program for Transportation Planning	2
2. Roles and Responsibilities for Transportation Planning and Programming	2
3. Regional Policy Documents and the Federal Planning Factors	3
4. Four-Year Updates of the Long-Range Transportation Plan	3
5. The Currently Adopted Plan and Transportation Improvement Program (TIP)	4
6. The 2020 Amendment to the Visualize 2045 Plan and the New FY 2021-2024 TIP	5
7. Annual Listing of Projects	5
8. The Air Quality Conformity Determination for the 2020 Amendment to the Visualize 2045 Plan	5
9. The Financial Plan	5
10. Performance-Based Planning and Programming	6
11. Participation Plan and Public Involvement	7
12. Title VI and Related Nondiscrimination Regulations	8
13. Human Service Transportation Coordination	11
14. Congestion Management Process	12
15. Systems Performance, Operations and Technology	12
16. Safety Planning	13
17. Freight Planning	13
18. Bicycle and Pedestrian Planning	13
19. Environmental Consultation and Mitigation	14
20. Regional Transportation Priorities Plan and Aspirational Initiatives	14
21. Transportation/Land Use Connections (TLC) Program	16
22. Related Documents and Other Items on the Web	17
23. Federal Review of the TPB's Planning Process	18
24. Signature Pages	18
25. Metropolitan Transportation Planning Process Applicable Federal Requirements	19

The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington DC-MD-VA Urbanized Area. The TPB has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. The FAST Act was signed into law on December 4, 2015 and the final planning rule was published on May 27, 2016. The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certified the planning process for the TPB's TMA on June 4, 2019. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certify that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements as evidenced by the descriptions below. The TPB reviewed this self-certification document at its March 18, 2020 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2020 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 20, 2019 and approved by FHWA and FTA on June 27, 2019. The FY 2021 UPWP was adopted by the TPB on March 18, 2020. The UPWP was developed to address the applicable metropolitan planning requirements of record in March 2020 as well as to comply with the air quality conformity regulations. The UPWP includes support for 14 standing committees that assist with carrying out the Federally-required metropolitan planning process; Figure 6 on page 28 shows the TPB committee structure. More about the UPWP can be found at mwcog.org/transportation/plans/upwp/.

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 recently updated. As required under the federal metropolitan planning regulations, the TPB, the state DOTs and the providers of public transportation have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was approved on April 18, 2018.

The state transportation agencies (DDOT, MDOT, VDOT and VDRPT) have an agreement with the Metropolitan Washington Council of Governments (COG), dated July 29, 2019 that specifies the terms and conditions for funding its administrative support of the transportation planning process. COG is the administrative agent for the TPB. The responsibilities for the primary planning and programming activities are indicated in the UPWP.

There is also an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, for completing the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

that was approved in 2016. The agreement ensures that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

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. This agreement is currently being updated.

Representatives of DDOT, MDOT and VDOT, the signatories of this self-certification statement and document, meet every month through the State Technical Working Group (STWG), with WMATA, to coordinate and ensure that the TPB is meeting all applicable metropolitan planning and air quality conformity regulations. At the February 4 and March 3, 2020 STWG meetings, representatives of the state DOT's discussed the process and content for this self-certification statement and document.

3. Regional Policy Documents and the Federal Planning Factors

The TPB's work is guided by three overarching policy documents: the TPB Vision of 1998, the Regional Transportation Priorities Plan (RTPP) of 2014, and the recently endorsed aspirational initiatives of 2017 and 2018. The FAST Act's ten federal planning factors are encompassed by both the Vision and the RTPP. The Vision can be found at mwcog.org/transportation/plans/tpb-vision and. The RTPP can be found at mwcog.org/RTPP. The aspirational initiatives can be found at mwcog.org/InitiativesStoryMap.

Visualize 2045 includes an evaluation of the financially constrained element's performance in terms of helping to implement the aspirational initiatives. Visualize 2045 also explicitly draws connections between the federal planning factors and RTPP goals, and elements of the TPB's planning efforts and programs. **Chapter 3** of the plan document details the policy framework and federal requirements that Visualize 2045 used as guidance.

The RTPP, the Vision, and the planning factors were also used to guide project submissions for the financially constrained element of Visualize 2045 and the FY 2019-2024 Transportation Improvement Program (TIP). The Visualize 2045 Technical Inputs Solicitation Submission Guide asked submitting agencies to identify how newly proposed projects will address regional policy goals and the federal planning factors. The Technical Inputs Solicitation document can be found in **Appendix B: Summary of Projects in the Financially Constrained Element**.

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

Federal metropolitan planning regulations requires the TPB to update the plan every four years. Prior to SAFETEA-LU, TEA-21 required CLRP updates every three years.

The Visualize 2045 *2018 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on October 17, 2018 and is documented at mwcog.org/visualize2045/. The Visualize 2045 update, anticipated in year

2022, is the next official quadrennial update. The TPB approved the *2020 Amendment to Visualize 2045* on March 18, 2020, which included minor project updates.

Documentation of previous updates include:

2014 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 15, 2014 and documented on the website the same date, with a report published in 2014.

2010 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on November 17, 2010 and documented on the website the same date, with a report published in 2011.

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.

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.

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.

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

Visualize 2045 and the FY 2019-2024 TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2017. Visualize 2045 and the FY 2019-2024 TIP meet 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. Visualize 2045 and the FY 2019-2024 TIP were adopted by the TPB on October 17, 2018. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only 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.

On December 13, 2018, FHWA and FTA found that the Visualize 2045 and the FY 2019-2024 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 2020 Amendment to the Visualize 2045 Plan and the New FY 2021-2024 TIP

TPB produces a new TIP every two years. The FY 2021-2024 TIP began development on May 3, 2019. Along with the TIP development, a new Air Quality Conformity Determination was needed, and this was also an opportunity to make minor project updates that had no implications for on financial constraint. The TIP, materials on updates to the plan, and the conformity analysis were released for public comment on January 31, 2020. The conformity analysis, the FY 2021-2024 TIP, and the 2020 Amendment to Visualize 2045 were approved by the Board on March 18, 2020.

7. Annual Listing of Projects

The FAST Act requires 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 mwkog.org/obligation-report.

8. The Air Quality Conformity Determination for the 2020 Amendment to the Visualize 2045 Plan

On March 18, 2020, the TPB approved the air quality conformity analysis of the 2020 amendment to the Visualize 2045 plan and the FY 2021-2024 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 meet 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 in April 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at <https://www.mwkog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/>.

9. The Financial Plan

The financial plan for Visualize 2045 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 2045. The TPB conducted an analysis of the financial resources available for Visualize 2045 which is documented in Visualize 2045 [Appendix A: Financial Plan](#). Forecast revenues and expenditures for Visualize 2045 total \$293 billion in year of expenditure dollars for the period of 2019 through 2045. 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 17, 2018 meeting. More information on the financial plan is available in [Appendix A: Financial Plan](#) of Visualize 2045, found at visualize2045.org/document-library.

The region's long-range metropolitan transportation plan is periodically updated with amendments that include new projects, adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. When an amendment to the plan is developed, the financial analysis is reviewed to ensure the amendment conforms with the requirements in federal transportation law.

The long-range transportation plan must be updated every four years as required by federal transportation law; Visualize 2045, completed in 2018, included a full financial analysis. The next quadrennial update of the long-range transportation plan will be in 2022 and will include a new full financial analysis which will reflect new revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators.

A significant development in transportation funding for the region in 2018 was the approval for new, long-term dedicated funding for WMATA's state of good repair needs by the District of Columbia, Maryland, and Virginia. In addition to continued support for the current capital subsidy, the three jurisdictions will provide an additional \$500 million annually in funding. The funding allocation was arrived at through WMATA's capital costs formula: the District of Columbia to provide \$178 million, Maryland \$167 million, and Virginia \$154 million per year.

The dedicated funding for WMATA came with various requirements and restrictions. The most important of these financially is a restriction on the WMATA operating subsidy limiting general increases to 3% per year, or some portion of funds would be withheld. In this financial analysis, TPB staff have assumed that WMATA will adhere to this annual subsidy increase limit indefinitely.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) which provided an additional \$3 billion in revenues over 10 years in funding for WMATA's capital and preventive maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. In September 2019, this legislation was extended another year for FY 2020. Longer-term extension will likely take place as part of the overall federal surface transportation reauthorization due in late 2020. This additional funding was assumed to be available through 2045 in the financial plan for Visualize 2045.

10. Performance-Based Planning and Programming

Performance-based planning and programming (PBPP) is a new process authorized in the Fixing America's Surface Transportation (FAST) Act. PBPP requires states and MPOs to "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In coordination with partners, the TPB is tasked with setting targets for 25 performance measures. The TPB set most of these targets initially in June and July 2018, with updates adhering to federally-set deadlines through 2022 and beyond. As PBPP progresses over the years, performance compared to the targets will help inform funding decisions in the TIP and the next long-range transportation plan to help achieve targets. More information about the TPB's PBPP efforts can be found in the region's Visualize 2045 long-range metropolitan transportation plan in [Appendix D: PBPP System Performance Report](#) and at mwcog.org/PBPP.

The TPB, state departments of transportation, and providers of public transportation use the PBPP process in the following areas:

- Highway Safety;
- Highway Assets;
- Highway System Performance;
- Vehicular Emissions;
- Transit Asset Management; and
- Transit Safety.

For each of the six areas, the TPB is responsible for determining how to calculate measures and set targets for the metropolitan planning area. The TPB's efforts overlap with state-level transportation agencies and public providers of transportation who are also responsible for calculating measures and setting targets at the state level or for the transit system. Accordingly, the TPB coordinates with the states and transit agencies in establishing measures and targets for the region. This ensures consistency in the methods used to calculate measures and adequately reflects the various factors considered. The TPB has individual letters of agreement with each responsible party which identify exactly how information will be shared and how targets will be coordinated and set for each of the 25 performance measures.

11. Participation Plan and Public Involvement

The TPB is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the federally required long-range transportation plan. An update to the TPB's Participation Plan was approved in 2014 and can be found at mwcog.org/tpb-participation-plan/. The 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 TPB is currently undergoing a process to update the Participation Plan. The update is expected to be approved in 2020.

During the development of Visualize 2045 and the FY 2021-2024 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and opportunities were provided for public comment, including presentations and discussion with the TPB Citizens Advisory Committee and Access for All Advisory Committee.

Public participation for Visualize 2045 was conducted in 2017 and 2018. Phase 1 Outreach, which was conducted in 2017, was designed to "cast a wide net" and obtain input from a large number of people about high-level concerns and interests. During Phase 1, the TPB established a new name and a graphic identity for the plan. Staff began production of a Visualize 2045 newsletter and established a website.

The primary outreach activity during this period was a survey to obtain information about public attitudes toward transportation in the region. The survey was intended to "take the pulse of the region" by getting a general sense of the public's transportation priorities, concerns and ideas. The survey also helped to acquaint residents with the TPB and with Visualize 2045. Two approaches were used to gather feedback: one method reached a geographically representative sample through a randomized mailing, and the other reached out to all residents of the region through public events, social media, and other communications. In total, more than 6,000 people completed the survey.

Phase 2 Outreach, conducted in 2018, was designed to “dig deeper” by engaging the public in discussion. Phase 2 activities included a series of 13 public forums that were conducted in the spring of 2018 in which more than 300 residents shared their hopes and concerns about the region’s transportation future. At these events, discussion focused on how the region should move forward with implementing the seven initiatives that the TPB endorsed in December 2017 and January of 2018.

Public outreach for Visualize 2045 concluded with three open houses in September 2018. At these events, participants were provided information about the contents of the plan and encouraged to get involved in plan implementation. The open houses, which were held in Maryland, Virginia, and the District of Columbia, featured displays about the draft plan and were staffed by subject-matter experts.

For each amendment or update to its long-range plan that requires an air quality conformity determination, the TPB conducts two 30-day public comment periods. This process was used for Visualize 2045. The first public comment period occurred in the spring before the TPB voted to approve new projects for inclusion in the air quality conformity analysis for the plan. The second comment period occurred in the fall prior to the final approval of the full plan. Comments and responses from the two public comment periods were posted on the website. The TPB reviewed and accepted staff responses to the comments. The final versions of the plan and TIP documents will include summaries of all comments and responses.

For the FY 2021-2024 TIP, TPB staff conducted a federally required public meeting on the TIP in January 2020. At this event, called the “TIP Forum,” TPB staff and staff of the implementing agencies answered questions about projects in the draft TIP and provided information on the funding and planning processes that are reflected in the TIP.

Beginning in 2010, the TPB made available to the public in an online, searchable database of all the transportation projects and programs in the long-range transportation plan and TIP. The Visualize 2045 plan and website also includes a variety of other maps and visualizations, including new major projects in the financially constrained element of the plan, an interactive “Storymap” which describes the seven aspirational initiatives, plus more.

12. Title VI and Related Nondiscrimination Regulations

The TPB has complied with longstanding federal regulations and guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making regardless of race, ethnicity, income level, disability status, gender, or age.

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 (described in Section 2). 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 requirements.

TITLE VI: CIVIL RIGHTS ACT OF 1964

The TPB fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. 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 regarding the prohibition of discrimination based on disability, 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 small businesses owned and controlled by socially and economically disadvantaged enterprises in FHWA and FTA funded projects.

The FTA requires that COG, as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, submit a Title VI Program to “document compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA.” The Program includes a policy statement, Title VI assurances, and nondiscrimination complaint procedures. The Program also includes general requirements for MPOs. The TPB serves as the MPO for the Metropolitan Washington region. In May 2018, the COG Board adopted the Title VI Program as required by FTA. On July 13, 2018, FTA Region 3 concurred with COG’s Title VI Program and stated that the program meets the requirements set out in the FTA’s Title VI Circular, 4702.1A.

COG, as the administrative agent for the TPB, also has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI based on FHWA requirements. This Plan includes policies and procedures to ensure nondiscrimination in all COG and TPB programs and services (available at www.mwcog.org/nondiscrimination). While there is overlap between the Title VI Plan and Title VI Program, the Plan includes required elements for the FHWA, FTA, and other Federal agencies. COG’s Title VI plan and the Title VI complaint form are available here: mwcog.org/nondiscrimination/.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES AND LIMITED ENGLISH SPEAKERS

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 (mwcog.org/accommodations). The accommodations policy is translated into the 6 most spoken languages in the region other than English, available on the Accommodations page of the website, the six languages are Spanish, French, Korean, Vietnamese, Amharic, and Chinese. The Visualize 2045 website includes a Google translation tool that will translate the webpage text from English to one of 90+ different languages. The TPB has a Language Assistance Plan that is provided in Attachment F of COG’s Title VI Plan: mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/.

ENVIRONMENTAL JUSTICE EXECUTIVE ORDER

The USDOT Order 6640.23A issued “FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” in June 2012 to provide guidance on how recipients of federal transportation assistance comply with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations issued February 11, 1994.

To follow these federal environmental justice requirements, the TPB must identify and address disproportionately high or adverse effects its programs, policies, and activities may have on minority populations and low-income populations. The TPB has a two-pronged approach to ensuring nondiscrimination and meeting Title VI and Environmental Justice requirements: examine forecasted impacts of the long-range transportation plan on low-income and minority populations and engage transportation-disadvantaged populations in the planning process.

ANALYSIS OF DISPROPORTIONATE AND ADVERSE IMPACTS OF THE FINANCIALLY CONSTRAINED ELEMENT OF VISUALIZE 2045

The Environmental Justice analysis of the financially constrained element of Visualize 2045 was completed in December 2018. The EJ analysis occurred in two phases: Phase 1 identified Equity Emphasis Areas which are U.S. Census tracts with above average concentrations of low-income and minority populations. Low-income is defined as individuals with household income less than 1.5 times the Federal poverty level, depending on size, and minority populations include African American, Asian, and Hispanic or Latino. Phase 2 of the EJ analysis examined accessibility to jobs, educational institutions, hospitals and travel times for the Equity Emphasis Areas compared to the rest of the region between the current year and 2045.

More information on the Equity Emphasis Areas and the EJ analysis of Visualize 2045 are available here <https://www.mwcog.org/transportation/planning-areas/fairness-and-accessibility/environmental-justice/>.

INVOLVEMENT OF TRANSPORTATION-DISADVANTAGED POPULATIONS IN THE PLANNING PROCESS

In 2001, the TPB created the Access for All (AFA) Advisory Committee to ensure traditionally-disadvantaged populations are heard in the planning process and advise on the issues and concerns of these important population groups, including low-income populations, minority populations, and persons with disabilities. In 2016, the AFA was enhanced to include the work of the former Human Service Transportation Coordination Task Force and the membership expanded to include community leaders representing people with disabilities, low-income populations, minority populations, older adults, and people with limited English Skills, as well as ex-officio representation from the transportation agencies in the region. The AFA is chaired by a TPB member who makes regular reports to the TPB on AFA issues and concerns. The AFA website is mwcog.org/tpbafa/.

Each time the region’s long-range transportation plan and TIP are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations (See Section 11). The TPB’s mailing lists include hundreds of community groups that represent Title VI

protected groups throughout the Washington Region. Press releases are also sent to newspapers published by and for Title VI protected groups. In addition, the AFA committee reviews maps of proposed major projects and comments on the long-range transportation plan.

As described under Section 13, the updated Coordinated Human Service Transportation Plan identifies unmet transportation needs for people with disabilities, low-income individuals, and older adults. The Coordinated Plan and information on the Enhanced Mobility funding program is available at tpbcoordination.org.

AMERICANS WITH DISABILITIES ACT AND REHABILITATION ACT OF 1973

The TPB complies with 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 ensuring the nondiscrimination of individuals with disabilities. The TPB also complies with related regulations under Section 504 of the Rehabilitation Act of 1973.

The TPB also complies with the Older Americans Act, confirms opportunity for employment with no discriminatory personnel practices because of age and Section 324 of 23 U.S.C. No one of the basis of gender shall be denied participation in or benefits of any program or activity receiving federal assistance under Title 23.

DISADVANTAGED BUSINESS ENTERPRISES (DBES) GOAL AND SMALL BUSINESS PARTICIPATION ELEMENT

It is COG's policy that Disadvantaged Business Enterprises (DBEs), as defined in 49 CFR Part 26, shall have the maximum opportunity to participate in the performance of contracts for COG, and specifically those financed in whole or in part with federal funds under grants, contracts, or cooperative agreements. COG's policy is to seek out and include DBEs in the procurement process for all goods and services to the maximum practicable extent. Accordingly, COG encourages DBEs to compete for COG contracts and subcontracts and encourages joint ventures between DBE and non-DBE firms who compete for COG contracts and subcontracts.

COG's "Disadvantaged Business Enterprise Program Administrative Program and Policy" dated April 2013 includes procedures to provide for subcontracting to disadvantaged businesses enterprises, a DBE Goal and a Small Business Participation Element and can be found at <https://www.mwcog.org/purchasing-and-bids/dbe-policy/>. COG's FY 2019-2021 DBE goal methodology for Disadvantaged Business Enterprise (DBE) participation was submitted to FTA for approval. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition. These documents can be found at mwcog.org/purchasing-and-bids/dbe-policy/.

13. Human Service Transportation Coordination

The TPB adopted an update to the Coordinated Human Service Transportation Plan in December 2018 to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310). The Coordinated Plan identifies the unmet transportation needs of people with disabilities, low-income individuals, and older adults, and provides demographic data and maps of traditionally-disadvantaged population groups. The

TPB's Access for All Advisory Committee (AFA) oversaw the development of the updated Coordinated Plan and includes members who identify with having a disability, are older, and/or low-income, in addition to transportation and human service agencies. The plan can be found here mwcog.org/coordinated-human-service-transportation-plan/.

COG serves as the designated recipient for the FTA Enhanced Mobility Section 5310 programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the Enhanced Mobility Program are available at mwcog.org/enhancedmobility/.

14. Congestion Management Process

The TPB maintains a Congestion Management Process (CMP) 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 form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. Visualize 2045 addresses the CMP in its "Performance Planning" chapter, along with the topics of Performance-Based Planning and Programming (PBPP) and Safety. More information on the CMP can be found at mwcog.org/CMP, in **Chapter 6 (Performance Planning)** of Visualize 2045, and in **Appendix E: Congestion Management Process Federal Compliance and Impact on Plan Development** found at visualize2045.org/document-library.

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 Visualize 2045 and the 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 Visualize 2045 or TIP projects.

15. Systems Performance, 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 Systems Performance, Operations and Technology 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 committees and programs can be found at mwcog.org/transportation/planning-areas/management-operations-and-safety.

16. Safety Planning

The TPB ensures the consideration of safety throughout the transportation planning process. Safety is a key factor in the long-range transportation planning process. It is a consideration for all projects submitted for inclusion within the financially constrained element of Visualize 2045. Safety is a key element of the PBPP process – the TPB monitors and sets targets for five PBPP safety-related performance measures. The TPB’s Transportation Safety Subcommittee meets regularly to guide ongoing highway safety analysis, identify the most significant highway safety problems, and exchange information among member jurisdictions and other stakeholders. For more information and to view the activities of the transportation safety subcommittee, go to mwcog.org/committees/transportation-safety-subcommittee/.

17. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The 2016 National Capital Region Freight Plan describes the role freight transportation plays in the region’s economy, provides an overview of the region’s multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues in the region, and provides policies and recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. The 2017 TPB Regional Freight Forum, a one-day conference on freight as an enabler of livability, brought together TPB board members, freight-industry representatives, and federal, state, and local planners, and included discussion of specific case studies in Washington D.C., Maryland (City of Frederick), and Virginia (Arlington County). For more information and to view the freight planning documents and freight subcommittee activities, go to mwcog.org/freight.

18. Bicycle and Pedestrian Planning

The TPB approved the 2015 Bicycle and Pedestrian Plan on January 21, 2015, available here: mwcog.org/documents/bicycle-and-pedestrian-plan/. 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 Subcommittee of the TPB Technical Committee assisted in the development of the plan and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see beststreetsmart.net.

An example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB’s bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/planning-areas/walking-and-biking/.

19. Environmental Consultation and Mitigation

The TPB uses established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the constrained element of Visualize 2045 with the region's natural and historic resources and associated conservation plans. Under this initiative, the TPB has worked with federal, state, and local resource agencies in the region to collect a wealth of environmental data on locations of floodplains, green infrastructure (as defined by Virginia and Maryland conservation plans), historic sites (as defined by national and separate state registers), protected lands (as defined by state wildlife management and conservation plans), and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with regional environmental resource experts at the MWCOG. A new interactive map can be accessed at mwcog.org/EnviroInventoryMap.

Visualize 2045 also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long-range transportation plan. The TPB's environmental consultation process is described in Chapter 7 of Visualize 2045 and historical information on TPB's previous CLRP website: mwcog.org/clrp/elements/environment/default.asp

20. Regional Transportation Priorities Plan and Aspirational Initiatives

The TPB approved the Regional Transportation Priorities Plan (RTPP) in January 2014 at the conclusion of a three-year process. The RTPP is a policy document that focuses attention on a limited number of transportation strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The strategies are meant to be "within reach" both financial and politically. They were identified through a combination of technical analysis, stakeholder input, and public outreach.

Seeking ways to promote implementation of the RTPP, the TPB in 2014 asked staff to compile a list of unfunded transportation projects identified by member jurisdictions that could potentially play a role in improving transportation system performance but have not been included in the region's plans due to a lack of anticipated funding. In 2015, the TPB established a working group to identify a limited number of unfunded priority projects that will address key deficiencies in the long-range transportation plan and support implementation of RTPP goals. This TPB working group was later named the TPB Long-Range Plan Task Force. Full documentation of their proceedings is available at mwcog.org/lrptf.

In 2015 and 2016, staff compiled a draft inventory of unfunded capital transportation needs, comprising approximately 500 projects that are included in state, local and regionally approved plans, but are not currently included in the CLRP. In 2016, the task force oversaw scenario planning activities that analyzed the potential impacts of building all the projects in this inventory (the "All-Build Scenario") and conversely identified the impacts of building no new projects (the "No-Build Scenario") between now and 2040.

Having learned from the All-Build study that new capacity projects alone cannot solve the region's transportation issues, the TPB directed the Long-Range Plan Task Force to explore ways

to enhance the current mix of projects, programs and policies that make up the region's long-range transportation plan. The TPB directed the task force to identify six to ten projects, policies, and programs that would have the potential to improve the performance of the region's transportation system and to make substantive progress towards achieving the goals laid out in TPB's and COG's governing documents.

The Long-Range Plan Task Force used the RTPP as a guide throughout their deliberations – the goals from the RTPP were used as the goals the task force set for their own work – and the regional challenges identified in the RTPP shaped the challenges the task force set out to address. The task force explored combinations of approaches that would promote multimodal travel and reduce vehicle miles traveled. The task force voted to determine which packages of projects should be studied, made that recommendation to the TPB, and the TPB approved the list of ten initiatives for study. TPB staff and a consultant team studied the ten initiatives chosen for analysis and presented the results back to the task force and the TPB. The scenario analysis exercise demonstrated how the ten initiatives compared to each other in terms of a set of performance measures and challenges agreed upon by the task force.

The task force then came to a consensus that five of the ten initiatives that were studied held the most promise, based on the results from the analysis. On December 6, 2017, the task force agreed to advance five of the ten initiatives that were studied to the TPB for its endorsement (Bring Jobs and Housing Closer Together, Expand Bus Rapid Transit Regionwide, Move More People on Metrorail, Provide More Telecommuting and Other Options for Commuting, and Expand Express Highway Network).

At the December 2017 TPB meeting, the TPB passed a resolution proclaiming that the TPB “endorses the attached list of five initiatives, found to have the most potential to significantly improve the performance of the region's transportation system compared to current plans and programs, for future concerted TPB action, and directs staff to include these initiatives in the aspirational element of the TPB's long-range transportation plan, Visualize 2045.”

The final two of the seven aspirational initiatives were endorsed by the TPB at its January 2018 meeting. These two initiatives focus on regional pedestrian and bicycle improvements (Improve Walk and Bike Access to Transit and Complete the National Capital Trail). In addition to including the initiatives in the aspirational element of Visualize 2045, the TPB resolved that staff should use the initiatives “as a factor in selecting projects for the TPB's Transportation Land Use Connections (TLC) Program and the federally funded Transportation Alternatives Set-Aside Program,” effectively establishing a system to ensure these initiatives are prioritized through activities the TPB directs.

Endorsing these seven aspirational initiatives helps the TPB provide strategies and guidance to the region to fulfill the goals originally laid out in the RTPP. At its December 2018 meeting, the TPB approved resolution R10-2019, to begin work on implementing the aspirational initiatives from Visualize 2045, the region's new long-range transportation plan. In 2019, TPB Staff worked on follow-up to this resolution that directed staff to conduct activities related to the implementation of three of the aspirational initiatives. Staff advanced three projects:

Improve walk and bike access to transit – Staff worked on a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online ‘walksheds analysis’ tool that can be used by anyone in the region. Staff conducted

outreach to technical staff at the local jurisdictions to determine which station areas are priority for improvements.

Complete the National Capital Trail Network – Staff implemented a work program for expanding the regional trail network to cover the entire TPB region, as a network.

Provide more telecommuting and other options for commuting – Commuter Connections Program continued to make available to the public the Incentrip app that launched on August 28. Staff also conducted other TDM related activities.

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— “Bring jobs and housing closer together.” The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region’s Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives “Expand bus rapid transit (BRT) regionwide,” and “Expand the express highway network.” COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets.

In September 2019 staff began to implement outreach to local jurisdictions to support implementation of Visualize 2045 and its aspirational initiatives. TPB staff are visiting each TPB member jurisdiction and transit agency to meet with transportation and planning leadership and technical staff, to discuss how TPB can support projects, programs, and policies that the members are advancing that align with the TPB policy framework.

21. Transportation/Land Use Connections (TLC) Program

The Transportation/Land Use Connections Program provides short-term consultant services to local jurisdictions working on creative, forward-thinking, and sustainable plans and projects. The TPB provides consultant assistance of \$30,000 to \$60,000 for local planning projects, and up to \$80,000 for design or preliminary engineering. Since 2007, the TLC program has funded more than 110 projects. Technical assistance may include a range of services, such as: transit corridor and station area planning; transit demand and feasibility assessments; pedestrian and bicyclist safety and access studies; streetscape improvement plans; design guidelines and roadway standards; trail design; Safe Routes to School planning; Complete Streets policy guidance; and transit-oriented development studies. More about TLC can be found at mwcog.org/transportation/activities/tlc.

In recent years, the TLC Program focused its project solicitation on key regional objectives, including strengthening Regional Activity Centers, promoting access to transit, and increasing cross-jurisdictional coordination in planning. The TLC Program also includes a Regional Peer Exchange Network, which conducts programs to encourage learning among TPB member jurisdictions and stakeholders about TLC projects and experiences. Since 2012, the TLC Program has provided staffing support for the TPB’s responsibilities under the MAP-21 Transportation Alternatives Program (TAP). On annual basis, the TPB works with the state DOTs to select small capital improvement projects using TAP funding sub-allocated to the Washington metropolitan region.

22. Related Documents and Other Items on the Web

This self-certification refers to information and documents available on the website; below is a summary of where to find the latest information after the October 17, 2018 TPB approval of Visualize 2045, the TIP and the air quality conformity determination.

Item	Specific Location in Visualize 2045 or on the Website
Visualize 2045	visualize2045.org
Visualize 2045 Plan Document	visualize2045.org/document-library
FY 2019-2024 TIP	mwcog.org/TIP
Air Quality Conformity Analysis of the Financially Constrained Element of Visualize 2045	Appendix C – Air Quality Conformity Report visualize2045.org/document-library
Visualize 2045 Technical Inputs Solicitation	Appendix B – Summary of Projects in the Financially Constrained Element visualize2045.org/document-library
Public comments on the plan and TIP	Appendix J – Summary of Public Comment Periods visualize2045.org/document-library
Financial Plan	Appendix A – Financial Analysis visualize2045.org/document-library
Regional Transportation Priorities Plan	mwcog.org/RTPP/
Participation Plan	mwcog.org/tpb-participation-plan/
COG Accommodations Policy	mwcog.org/accommodations/
FY 2020 UPWP	mwcog.org/transportation/plans/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/coordinated-human-service-transportation-plan/
Congestion Management Process	Appendix E – Congestion Management Process Federal Compliance and Impact on Plan Development visualize2045.org/document-library mwcog.org/CMP
Annual Listing of Projects	mwcog.org/obligation-report
Online Visualize 2045 & TIP Project Database	Visualize2045.org/financially-constrained-element
Environmental Mitigation Discussion	Appendix G – Environmental Consultation and Mitigation visualize2045.org/document-library

Visualization of the Projects in the Financially Constrained Element of Visualize 2045	visualize2045.org/financially-constrained-element
Freight Plan	mwcog.org/freight-plan
Bicycle and Pedestrian Plan	mwcog.org/documents/bicycle-and-pedestrian-plan/
Safety Element	Appendix F – Safety Planning visualize2045.org/document-library
COG Title VI Plan	mwcog.org/TitleVI
Language Assistance Plan	Attachment B in mwcog.org/TitleVI
Long-Range Plan Task Force	mwcog.org/lrptf/
Transportation Land Use Connections (TLC) Program	mwcog.org/tlc

23. Federal Review of the TPB’s Planning Process

In April 2019, 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 June 2019 report. The next review will be scheduled in early 2023.

24. Signature Pages

After the table on page 19 showing where each applicable requirement is described in the document, the signature pages are provided from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board and 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.

25. Metropolitan Transportation Planning Process Applicable Federal Requirements

The following table identifies the section and pages where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

Requirement	Addressed in Section	Page(s)
(1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);	All	2 to 17
(2) In nonattainment and maintenance areas, 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
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	12	8 to 11
(4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	12	8 to 11
(5) Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement);	12	11
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	12	8
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 <i>et seq.</i>) and 49 CFR parts 27, 37, and 38;	12	8 to 11
(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	12	8 to 11
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	12	8 to 11
(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities	12	8 to 11

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
SELF-CERTIFICATION
FOR THE NATIONAL CAPITAL REGION**

March 18, 2020

In accordance with 23 CFR 450.336, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby 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 of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
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- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Kelly Russell, Chair
National Capital Transportation Planning Board (TPB)

Date

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Jeff Marootian
Director
District Department of Transportation

Date

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R. Earl Lewis
Deputy Secretary of Policy, Planning, and Enterprise Services
Maryland Department of Transportation

Date

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Helen Cuervo, P.E.
District Engineer
Virginia Department of Transportation

Date