

ITEM 11 – Action
November 16, 2016

**Certification of the Metropolitan Transportation Planning Process
for the National Capital Region**

Staff

Recommendation: Adopt Resolution R6-2017 endorsing the appended Statement of Certification.

Issues: None

Background: The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that “the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements...” The board will be briefed on the Statement of Certification and asked to endorse it.

TPB R6-2017
November 16, 2016

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

**RESOLUTION ENDORSING THE 2016 CERTIFICATION OF THE
METROPOLITAN 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 Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify that "the state and MPO shall certify at least every four years 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 applicable requirements..."; and

WHEREAS, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

WHEREAS, a Statement of Certification 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 THAT the National Capital Region Transportation Planning Board does hereby certify that the planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated November 16, 2016 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

**METROPOLITAN PLANNING PROCESS REVIEW CHECK LIST
FOR THE NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

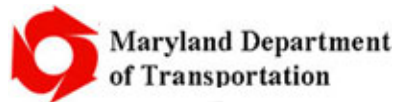
STATEMENT OF CERTIFICATION

DEVELOPED BY AND FOR USE OF THE
DEPARTMENTS OF TRANSPORTATION FROM:

DISTRICT OF COLUMBIA



MARYLAND



VIRGINIA



November 16, 2016

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Applicable Federal Requirements for Metropolitan Planning Process

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 13
(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	4
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	11	6 to 9
(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;	11	6 to 9
(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);	11	8
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	11	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;	11	6 to 9
(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;	11	6 to 9
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	11	6 to 9
(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	11	6 to 9

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

November 16, 2016

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 450.334 and is signed by three state DOT's and the TPB.

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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 8, 2015. 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 November 16, 2016 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2017 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 16, 2016 and approved by FHWA and FTA on June 13, 2016. The UPWP was developed to address the applicable metropolitan planning requirements of record in March 2016 as well as to comply with the air quality conformity regulations. The UPWP includes support for 15 standing committees that assist with carrying out the Federally-required metropolitan planning process; Figure 8 on page 22 shows the TPB committee structure.

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 established over several years. As required under the federal metropolitan planning regulations, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG, dated October 30, 2003 that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The responsibilities for the primary planning and programming activities are indicated in the UPWP.

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In response to recommendations in the May 2011 federal transportation planning certification review report, the TPB Call for Projects document was transmitted to FAMPO in November 2013 requesting new and updated information on the projects located in the portion of Stafford County in the Washington DC TMA to be included in the update of the CLRP. FAMPO was also requested to provide updated information on the Congestion Management System (CMS) for this portion of Stafford County. In December 2013, FAMPO transmitted this information to TPB on the schedule in the TPB Call for Projects document. FAMPO provided updated project inputs for Stafford County for inclusion in the air quality

conformity analysis of the 2016 CLRP amendment prior to the TPB's approval of the project inputs in March 2016.

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 October 4 and November 1, 2016 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 two overarching policy documents: the TPB Vision of 1998 and the Regional Transportation Priorities Plan (RTPP) of 2014. MAP-21's eight federal planning factors are encompassed by both the Vision and the RTPP. The mapping of the TPB Vision to the federal planning factors is documented here: mwcog.org/clrp/process/vision_factors.asp.

The 2015 and 2016 amendments to the CLRP were evaluated for performance against key strategies of the RTPP. The TPB was briefed on these analyses as part of the approval of the CLRP amendments. The RTPP can be found at mwcog.org/RTPP/.

The RTPP, the Vision and the planning factors were also used to guide project submissions for the CLRP and Transportation Improvement Program (TIP). The TPB's annual "Call for Projects" for the CLRP asked submitting agencies to identify how newly proposed projects will address RTPP goals and the federal planning factors. This information about new projects was featured for the first time in "project profiles" that were released in February 2016. The Call for Projects for the new Plan and TIP is here mwcog.org/clrp/update/KeyDocs_2016.asp.

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 *2014 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on October 15, 2014 and is documented on the website (mwcog.org/clrp). The next official quadrennial update will be the 2018 CLRP Update.

Documentation of previous updates include:

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)

On October 21, 2015 the TPB approved the 2015 CLRP Amendment. On October 15, 2014 the TPB approved the 2014 CLRP and the FY 2015-2020 TIP. The TIP is updated on a two-year cycle, so the FY 2015-2020 TIP is the TIP of record. 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. mwcog.org/clrp

On January 5, 2015, FHWA and FTA found that the 2014 CLRP and FY 2015-2020 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. On February 4, 2016, FHWA and FTA found that the 2015 CLRP Amendment conforms to the region's State Implementation Plans.

6. The New Plan and TIP

On December 16, 2015, the TPB began the development of the CLRP by releasing the final solicitation document for the 2016 CLRP Amendment and FY 2017-2022 TIP, which requested that the transportation implementing agencies explicitly consider the Vision, the Regional Transportation Priorities Plan, the eight planning factors, and other TPB and COG policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the CLRP. mwcog.org/clrp

Approval of the New Plan and TIP

The 2016 CLRP Amendment and the FY 2017-2022 TIP were developed according to the provisions of the metropolitan planning regulation of record in December 2015. The 2016 CLRP Amendment and the FY 2017-2022 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. The 2016 CLRP Amendment and FY 2017-2022 TIP were adopted by the TPB on November 16, 2016.

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 mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On November 16, 2016, the TPB approved the air quality conformity analysis of the 2016 CLRP Amendment and the FY 2017-2022 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

9. The Financial Plan

The 2014 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report “*Financial Analysis for the 2014 Constrained Long-Range Transportation Plan*” Forecast revenues and expenditures for the 2014 CLRP total \$244 billion in year of expenditure dollars for the period of 2015 through 2040. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its September 17, 2014 meeting. More information on the financial plan is available at: mwcog.org/clrp/elements/financial.asp.

The CLRP is updated annually with amendments that include new projects or 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. In spring 2016, the financial analysis for the 2014 CLRP was reviewed to ensure that it conforms with requirements in federal transportation law for the 2016 Amendment to the CLRP.

The CLRP must be updated every four years as required by federal transportation law. The last major update of the CLRP which included a full financial analysis was in 2014; the 2018 CLRP will be the next required update and will include a new full financial analysis. In FY 2018, the expected revenues and expenditures to be included in the 2018 CLRP for the years 2019 to 2045 will be analyzed, projecting to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators.

The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for Metrorail capacity expansion after 2020. Because funding has not yet been identified to accommodate projected Metrorail demand in the regional core, the TPB’s travel forecasting process is currently configured to “cap” peak period core Metrorail ridership beyond the year 2020 at 2020 levels. This so-called Metrorail “constraint” has been a policy assumption since the 2000 CLRP.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act which provides 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. This legislation is set to expire in 2020 and currently there is not any federal legislation in place to extend that act beyond 2020. This additional revenue was assumed to be available through 2040 in the financial plan for the 2014 CLRP.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2020 were explicitly accounted for by constraining future peak Metrorail ridership in the regional core to 2020 levels. The Metrorail constraint is applied within the travel demand modeling process as part of the air quality conformity analysis of the CLRP and TIP. The transit constraint effectively suppresses Metrorail demand in the regional core that would have existed without such a constraint. The travel model essentially converts the suppressed Metrorail demand into auto travel, resulting in increased daily automobile trips and increased vehicle emissions.

10. 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 CLRP. 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.

During the development of the CLRP amendments in 2015 and 2016 and the FY 2017-2022 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including presentations and discussion with the TPB Citizens Advisory Committee and Access for All Advisory Committee.

For each annual CLRP amendment or update, the TPB conducts two 30-day public comment periods. This process was used for the CLRP amendments in 2015 and 2016. The first public comment period occurs in the spring before the TPB votes to approve new projects for inclusion in the air quality conformity analysis. The second occurs in the fall prior to the final approval of the CLRP amendment or update. 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 CLRP and TIP documents will include summaries of all comments and responses.

For the FY 2017-2022 TIP, TPB staff conducted a federally required TIP Forum. At this event, 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 has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects.

11. 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. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women-owned business enterprise 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, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has 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 Federal Highway Administration (FHWA) requirements. The COG Board adopted the Title VI Plan in April 2015 and it includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. COG’s Title VI plan and the Title complaint form are available here: mwcog.org/nondiscrimination/

COG also has an FTA-approved Title VI Program which reiterates the policies and practices outlined in the Title VI Plan. In April 2015, the COG Board also adopted the Title VI Program as required by FTA. On Feb 22, 2016, 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.

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 commonly 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 CLRP 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, as appropriate, disproportionately high or adverse effects of its programs, policies, and activities 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 both described here: Analysis: examining forecast impacts of the CLRP on low-income and minority populations, and Involvement: engaging transportation-disadvantaged populations in the planning process.

Analysis of Disproportionate and Adverse Impacts of the CLRP

An enhanced Environmental Justice Analysis will be conducted of the 2016 CLRP Amendment and again for the major update to the CLRP in 2018. The enhanced EJ analysis will occur in two phases. The first phase is the identification of “Communities of Concern” which are small geographic areas that have significant concentrations of low-income and minority populations based on Census tract-level data. Low-income is defined as individuals with household income less than 1.5 times the Federal poverty level, depending on size. The minority populations that will be used to identify the “Communities of Concern” include African-American, Asian and Hispanic/Latino. Phase 2 of the EJ analysis will include examining accessibility to jobs, educational

institutions, hospitals and travel times for the “Communities of Concern” compared to the rest of the region between the current year and 2040.

More information on the proposed “Communities of Concern”, the proposed enhanced EJ analysis of the CLRP and the last EJ analysis of the 2010 CLRP are available here mwcog.org/clrp/performance/EJ/EJintro.asp

Involvement of Transportation-Disadvantaged Populations in the Planning Process

To ensure that the voices of traditionally-disadvantaged populations concerns are heard in the planning process, the TPB created the Access for All (AFA) Advisory Committee in 2001 to advise on issues and concerns of 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 at mwcog.org/tpbafa/.

Each time the region’s Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) are updated, the TPB solicits comments representing the concerns of traditionally disadvantaged populations. 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 CLRP. The AFA chair, currently the TPB’s Vice-Chairman Charles Allen, presented those comments to Board on November 16, 2016. The comments are also documented in a memorandum to the TPB, available here: mwcog.org/clrp/public/afa.asp

As described under item 12 below, the updated Coordinated Human Service Transportation Plan was adopted by the TPB in November 2014. The Coordinated 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

www.mwcog.org/doingbusiness/dbe. COG's FY2016-FY2018 DBE goal methodology for Disadvantaged Business Enterprise (DBE) participation was approved by FTA Region III on August 27, 2015. 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/](http://www.mwcog.org/purchasing-and-bids/dbe-policy/)

12. Human Service Transportation Coordination

The TPB adopted an update to the Coordinated Human Service Transportation Plan in November 2014 to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310) which can be found here: mwcog.org/coordinated-human-service-transportation-plan/. The Coordinated Plan identifies the unmet transportation needs for people with disabilities, low-income individuals and older adults, and also provides demographic data and maps of traditionally-disadvantaged population groups. The TPB's former Human Service Transportation Coordination Task Force oversaw the development of the updated Coordinated Plan. People with disabilities, older adults and those with low-incomes, in addition to transportation and human service agencies, served on this Task Force, and are now represented on the enhanced Access for All Advisory Committee. Since the work of the Task Force is largely done, and for greater efficiency and effectiveness, the Task Force was merged with the Access for All Advisory Committee, as described earlier.

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 tpbcoordination.org.

13. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP is documented at mwcog.org/transportation/planning-areas/management-operations-and-safety/congestion-management-process/.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs). Congestion Management Process (CMP) documentation is included in the TPB's process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally-funded CLRP or TIP projects.

14. 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.

15. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The 2016 TPB Freight Plan provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region, and articulated policies important for freight planning in the region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to [.mwcog.org/transportation/planning-areas/freight/](http://mwcog.org/transportation/planning-areas/freight/).

16. 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 bestreetsmart.net.

A recent 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/.

17. Environmental Consultation and Mitigation

The TPB established procedures in its Participation Plan for environmental consultation. The TPB has completed an extensive data collection and mapping effort that compares the CLRP 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), impervious surface, protected lands (as defined by state wildlife management and conservation plans), sensitive species, and wetlands. In order to accurately compare the transportation plan with these resources and environmental plans, the TPB directly collaborated with experts at several resource agencies, such as the Maryland Department of Natural Resources, Maryland Historical Trust, National Park Service, Virginia Department of Conservation and Recreation, Virginia Department of Game and Inland Fisheries, and Virginia Department of Historic Resources.

The CLRP 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 more detail on the CLRP website: mwcog.org/clrp/elements/environment/default.asp.

18. Regional Transportation Priorities Plan and Unfunded Capital Needs

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 CLRP 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 current CLRP and support implementation of RTPP goals. This TPB working group was later named the TPB Long-Range Plan Task Force. mwcog.org/committees/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.

The work of the Long-Range Plan Task Force, including the compilation and analysis of unfunded capital needs, will be incorporated into the next quadrennial update of the region’s long-range transportation plan, which is due in 2018. That new plan, which will replace the current CLRP, will for the first time include an unfunded element.

19. 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 conceptual design or preliminary engineering. Since 2007, the TLC program has funded more than 100 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. mwcog.org/transportation/activities/tlc

In 2016, 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 DOT to select small capital improvement projects using TAP funding sub-allocated to the Washington metropolitan region.

20. 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 November 16, 2016 TPB approval of the CLRP amendment, the TIP and the air quality conformity determination.

Item	Specific Location on the Website
2016 CLRP Amendment	mwcog.org/clrp
2016 Plan Brochure (not yet published)	mwcog.org/clrp/update/KeyDocs_2016.asp
FY2017-2022 TIP	mwcog.org/clrp/projects/tip/fy1722.asp
Air Quality Conformity Analysis of the 2016 CLRP Amendment	mwcog.org/clrp/update/KeyDocs_2016.asp
Call for Projects for 2016 CLRP Amendment	mwcog.org/clrp/update/KeyDocs_2016.asp
Public comments on the Plan and TIP	mwcog.org/clrp/public/comments.asp
Financial Plan	mwcog.org/clrp/elements/financial/default.asp
Regional Transportation Priorities Plan	mwcog.org/RTPP/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision_factors.asp
Participation Plan	mwcog.org/tpb-participation-plan/
COG Accommodations Policy	mwcog.org/accommodations/
FY2017 UPWP	mwcog.org/transportation/plans/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/coordinated-human-service-transportation-plan/
Congestion Management Process	mwcog.org/documents/2016/09/09/congestion-management-process-technical-report/
Annual Listing of Projects	mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	mwcog.org/clrp/elements/environment/
Visualization of the CLRP	mwcog.org/clrp/projects/clrpprojects.asp
Freight Plan	mwcog.org/documents/2010/07/28/national-capital-region-freight-plan-freight/
Bike and Pedestrian Plan	mwcog.org/documents/bicycle-and-pedestrian-plan/
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/
Language Assistance Plan	Attachment F in mwcog.org/documents/2015/04/15/title-vi-plan-to-ensure-nondiscrimination-in-all-programs-and-activities/
Long-Range Plan Task Force	mwcog.org/committees/lrptf/
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc

21. Federal Review of the TPB's Planning Process

In April 2014, 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 2015 report. Five TPB planning elements received commendations and four FAMPO planning elements were commended.

22. Signature Pages

After the table on page 14 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 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.

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 13
(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	4
(3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	11	6 to 9
(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;	11	6 to 9
(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);	11	8
(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	11	8
(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;	11	6 to 9
(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;	11	6 to 9
(9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	11	6 to 9
(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	11	6 to 9

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

November 16, 2016

In accordance with 23 CFR 450.334, 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.

Timothy Lovain, Chairman
National Capital Transportation Planning Board (TPB)

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
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Leif Dormsjo, Director
District Department of Transportation

Date

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- (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.

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

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS
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Helen Cuervo, P.E., District Engineer
Virginia Department of Transportation

Date