

ITEM 11 - Action
October 15, 2014

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

Staff Recommendation: Adopt Resolution R8-2015 endorsing the appended Statement of Certification.

Issues: None

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

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

**RESOLUTION ENDORSING THE 2014 CERTIFICATION OF
THE URBAN TRANSPORTATION PLANNING PROCESS FOR
THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan; and

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

WHEREAS, on July 17, 2013, the TPB approved the 2013 CLRP which meets the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, on January 22, 2014, FTA and FHWA found that the 2013 CLRP conforms to the region’s State Implementation Plans; and

WHEREAS, on January 22, 2014, FTA and FHWA also found that “ the 2013 CLRP and FY 2013-2018 TIP for the metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, TPB, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of 23 U.S.C. 134 and Section 5303 of the Federal Transit Act.” and

WHEREAS, a Statement of Certification, dated October 15, 2014 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

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

The appended Statement of Certification, dated October 15, 2014 which finds that the

transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

October 15, 2014

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

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area. The TPB has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. MAP-21 was signed into law on July 6, 2012 and proposed planning regulations were released in June 2014. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its October 15, 2014 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2015 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 19, 2014. The UPWP was developed to address the provisions of MAP-21 as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the provisions of MAP-21 which was signed into law on July 6, 2012.

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 MAP-21, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

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

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on

the TPB's current planning cycle. 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.

3. The TPB Regional Transportation Priorities Plan and Planning Factors

The eight federal planning factors are encompassed by both the TPB Vision and the Regional Transportation Plan; each planning factor is included in one or more of the goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. A description of how each planning factor is encompassed by the TPB Vision can be found at: mwcog.org/clrp/federal/vision_factors.asp.

The 2014 Plan was assessed for performance against the key goals from the Regional Transportation Priorities Plan (RTPP). The Regional Transportation Priorities plan re-iterates the goals and objectives in the TPB Vision. The TPB was briefed on the Performance Analysis of the Draft 2014 CLRP at a work session and at its meeting on September 17, 2014. The RTPP, the Vision and the planning factors are also used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the RTPP and Vision as a guide for what projects should be selected. The major RTPP and Vision goals are provided in the TPB's annual "Call for Projects". The project submission forms for the Plan include a field asking how the project will address the eight Federal planning factors.

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

MAP-21 requires the TPB to update the plan every four years.

The 2014 CLRP will be the new official quadrennial update. The *2010 Update to the Financially Constrained Long-Range Transportation* was the last official quadrennial update. It was approved by the TPB on November 17, 2010 and is documented on the website (mwcog.org/clrp).

Prior to MAP-21 and SAFETEA-LU, TEA-21 required CLRP updates every three years. Documentation of the past triennial updates includes:

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 July 17, 2013 the TPB approved the 2013 CLRP and the FY 2013-2018 TIP. The TIP is updated on a two-year cycle, so the FY 2013-2018 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.

On January 22, 2014, FHWA and FTA found that the 2013 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan and TIP

On November 20, 2013, the TPB began the development of the CLRP by releasing the final solicitation document for the 2014 CLRP and FY 2015-2020 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan and TIP

The 2014 CLRP and FY 2015-2020 TIP were developed according to the provisions of MAP-21. The 2014 CLRP and FY 2015-2020 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 2014 CLRP and FY 2015-2020 TIP were adopted by the TPB on October 15, 2014.

7. Annual Listing of Projects

MAP-21 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 October 15, 2014, the TPB approved the air quality conformity analysis of the 2014 CLRP and FY 2015-2020 TIP for the Washington Metropolitan Region. The Plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meets air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 24, 2010, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at mwcog.org/transportation/activities/quality/.

9. The Financial Plan

The 2014 update of the CLRP includes a full financial analysis, as required every four years by MAP-21. The financial plan produced from this analysis demonstrates that the 2014 CLRP, covering the period 2015 through 2040, is financially constrained. The plan is fiscally realistic, balancing all proposed new project investments and system maintenance and operating costs with reasonable revenue expectations, as agreed upon by the MPO and its implementation agency partners in the metropolitan planning process. The plan demonstrates that the forecast revenues reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region.

A total of \$244 billion in transportation expenditures is projected for the Washington Metropolitan Region for the 26-year period of 2015 to 2040. The majority of future transportation revenues will be devoted to the operations and maintenance of the current transit and highway systems. Most importantly, the plan demonstrates full funding for WMATA's forecast needs for both Operations and State of Good Repair through 2040. WMATA expenditures constitute 41 percent and local transit 18 percent of the total for the 2014 CLRP and highways constitute 41 percent. As Federal planning regulations require that the financial analysis show reasonably anticipated revenues and expenditures in year of expenditure (YOE) dollars, this report provides estimates in year of expenditure dollars (which include inflation rates in the future years). The TPB was briefed on the financial analysis at its September 17, 2014 meeting. The draft report, Financial Analysis for the 2014 Constrained Long-Range Transportation Plan for the Washington Region, is available at: <http://www.mwcog.org/uploads/committee-documents/bl1YWF9f20140911144921.pdf>

The update of the financial plan element of the CLRP, specifically the project cost estimates and the revenue amounts reasonably expected to be available to implement the projects as well as operate and maintain the existing transportation system, was prepared by the TPB member jurisdiction and agency staffs, working with the TPB staff and its financial plan consultant. The forecasts and the assumptions they are based on were reviewed by a working committee and subsequently reported to and reviewed by the TPB's Technical Committee.

The financial plan incorporates new transportation revenues approved by the state legislators for Virginia and Maryland; both jurisdictions passed significant legislation that increased the state and local funding available for future transportation investments. It includes revenue and expenditure estimates for the regional rail and bus transit system operated by WMATA and funded by member jurisdictions, which were developed, reviewed and agreed upon jointly between WMATA and its members. Similarly the financial plan includes commuter rail services, VRE and MARC, whose expenditure and revenue estimates were developed, reviewed and agreed to by its respective members. More information on the financial planning process 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 future years, the financial analysis for the 2014 CLRP will be reviewed to ensure that it conforms to MAP-21 requirements for amendments and updates to the CLRP.

For the purposes of the 2014 CLRP air quality conformity determination, a transit ridership constraint was imposed post 2020, as has occurred in past plans where there were capital funding shortfalls for expansion of the Metrorail's core capacity. Because funding has not yet been identified to accommodate all of the projected Metrorail ridership growth, a method that has been applied since the 2000 CLRP is used to limit the projected ridership to reflect the limits of the current service levels and core station capacity. Congestion on the Metrorail system beyond 2020 is explicitly accounted for by constraining transit ridership to or through the core area to 2020 levels.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA) which provides 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. It was assumed in the financial plan that the PRIIA funding for WMATA would continue through 2040, similar to the continuation of other federal funding programs.

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. The update to the 2007 TPB Participation Plan was approved in September 2014. It 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 current "Participation Plan for the National Capital Region Transportation Planning Board" is available

at http://www.mwcog.org/store/item.asp?PUBLICATION_ID=493.

Visualization and Electronic Access

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. Projects are either programmed in the FY2013-2018 TIP or planned in the 2013 CLRP. The on-line database will be updated with the projects in the 2014 CLRP following TPB approval. The database is available at: mwcog.org/clrp/projects/search.asp.

In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: mwcog.org/transportation. The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects; and the ability to view CLRP projects using Google Earth.

The Public Involvement Process for the New Plan and TIP

The TPB held two public comment periods during the development of the 2014 CLRP and new TIP; the first was held from March 13 to April 12, 2014 on the projects to be included in the air quality conformity analysis, and the second was held from September 11 to October 11 on the draft 2014 CLRP and FY 2015-2020 TIP, and the draft air quality conformity determination.

During the development of the 2014 CLRP and FY 2015-2020 TIP the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including:

- a) At the March 13, 2014 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March 19 TPB meeting.
- b) At the April 16 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.
- c) On July 24, 2014, the Draft 2014 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.
- d) At September 11, 2014 CAC meeting, the draft 2014 CLRP, the FY 2015-2020 TIP, and the draft air quality conformity analysis were released for a 30-day public comment period which closed on October 11.
- e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the September and October TPB

meetings.

Comments and responses from the two public comment periods were posted on the website at mwcog.org/transportation/public. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on October 15, 2014. The final version of the TIP document will include summaries of all comments and responses

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

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

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative agent for the TPB. The Title VI Plan documents the actions and procedures the TPB uses to ensure nondiscrimination of transportation-disadvantaged population groups in the planning process. The Title VI plan is described in more detail under item 12 below and can be found at:

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

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

members of the committee, which meets quarterly.

Each time the CLRP is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Tim Lovain, presented those comments to the TPB on September 17, 2014. The AFA comments on the Draft 2014 CLRP were distributed to the TPB in this memo:

<http://www.mwcog.org/uploads/committee-documents/Y11YV15W20140929121523.pdf>

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

<http://www.mwcog.org/publications/Final%20Title%20VI%20Plan%20Revised%20Aug%202010.pdf>.

As described under item 13 below, the key elements of the Coordinated Human Service Transportation Plan were adopted by the TPB in July 2014. The Coordinated Plan identifies unmet transportation needs for people with disabilities, low-income individuals and older adults. These population groups are represented on the Human Service Transportation Coordination Task Force which oversaw the development of the key elements of the Update to the Coordinated Plan. The Coordinated Plan guided the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The TPB has funded 66 JARC and New Freedom grants to improve access to transportation for people with disabilities and those with limited incomes which total over \$25 million in Federal and matching funds. The Coordinated Plan and information on the Enhanced Mobility funding program is available at tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

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

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. FTA issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. FHWA also has published guidance on how the TPB must ensure nondiscrimination in its plans, programs and activities: "FHWA Desk Reference: Title VI Nondiscrimination in the Federal Aid Highway Program."

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface

Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has 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 and related statutes regarding nondiscrimination and environmental justice. The COG Board adopted the Title VI Plan on July 14, 2010 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: <http://www.mwcog.org/publications/nondiscrimination.asp>. In November 2012, COG revised its Title VI Program which reiterates the policies and practices outlined in the Title VI Plan, and submitted the program to FTA Region 3. In a letter from FTA Region 3 on November 9, 2012, the FTA 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’s General Counsel organizes an annual meeting with the Executive Director and the Title VI Coordinators. The last meeting was held on April 22, 2014.

Each COG/TPB staff member is required to attend Title VI training and Title VI training is offered annually. In June 2011, TPB staff received a day-long Title VI training from FHWA Headquarters staff at the Virginia Department of Transportation.

COG’s “Disadvantaged Business Enterprise Program Administrative Program and Policy” dated April 2, 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. On June 3, 2013 FTA Region 3 provided two letters concurring with the DBE methodology and goal, and the DBE and SBE program. All COG contracts and subcontracts include the required standard clauses, including lobbying prohibition.

COG pro-actively arranged for a consultant to review its non-discrimination and DBE plans and policies. The review is expected to be completed in coming months, and will result in revisions to the Title VI Plan to reflect the new COG and TPB membership and other minor changes.

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

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with COG that specifies the terms and conditions for funding its administrative support of the transportation planning process. This agreement was reviewed and updated by amendment on September 17, 2008. The agreement requires COG to meet all US DOT MPO planning requirements and to adhere to Title VI of the Civil

Rights Act of 1964 and applicable non-discrimination laws, and to comply with the small, disadvantaged and women owned business enterprise polices and the prohibition on lobbying.

Analysis of Disproportionate and Adverse Impacts

The CLRP is analyzed to ensure that the plan does not disproportionately and adversely affect low-income, minority and disabled populations by using Census data and travel demand data on the accessibility to jobs by highway and transit in 2040. An analysis of the last major update of the Plan, the 2010 CLRP, is available at: mwcog.org/clrp/performance/EJ/EJintro.asp. Each major plan update, required every 4 years, undergoes a Title VI analysis so the 2014 CLRP, adopted by the Board on October 15, 2014, will be analyzed for disproportionate and adverse impacts. The link above also includes a regional demographic profile based on the latest available Census data, maps showing major CLRP projects and locations of low-income, minority, older adult, limited English proficiency and disabled populations, and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. For the 2012 CLRP, another accessibility analysis was conducted examining accessibility to jobs by highway and transit in 2040 and was documented in the 2012 CLRP brochure and website. A sensitivity analysis on the impacts of the 2012 CLRP on traditionally transportation-disadvantaged populations was conducted and suggests that decreases in accessibility to jobs on the eastern side of the region are likely due to higher congestion levels and land use changes forecast for 2040. A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 "Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults".

13. Human Service Transportation Coordination

The TPB adopted key elements of the Update to the Coordinated Human Service Transportation Plan in July 2014 to guide the implementation of the new Enhanced Mobility of Seniors and Persons with Disabilities Program. The Coordinated Plan was last updated in 2009. The TPB's Human Service Transportation Coordination Task Force oversaw the development of the key elements. In November 2014, the TPB will be asked to approve the new Coordinated Plan document.

The TPB serves as the designated recipient for the FTA Enhanced Mobility, JARC and New Freedom grant programs in the Washington DC-VA-MD Urbanized Area. The key elements, the 2009 Coordinated Plan and information on the new Enhanced Mobility Program are available at tpbcoordination.org.

On August 28, 2014, the TPB issued its first solicitation for Enhanced Mobility grant applications which were due in October 2014. The key elements of the Coordinated Plan provide strategies, priority projects and the competitive selection process for

the Enhanced Mobility program.

In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

A Human Service Transportation Coordination Study was conducted by a consultant as part of WMATA's and Maryland's Technical Assistance in the FY2013 UPWP. The study reviewed specialized transportation services in the region, funding mechanisms for those services, and interviewed select human service agencies in Suburban Maryland. The study included research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland. The study recommends a preferred coordination model and action plan for a pilot for alternative service to MetroAccess in Suburban Maryland. The final report was developed in June 2013.

14. Congestion Management Process

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the requirements laid out in the final planning regulations. The CMP element of the CLRP is documented at mwcog.org/clrp/elements/cmp/. A feature of the CMP is a regional Congestion Dashboard at mwcog.org/congestion.

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

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

projects.

15. Management, Operations and Technology

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

16. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The TPB Freight Plan 2010 provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital 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 region's 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/freight.

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian 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. A 2014 Update to the Bicycle and Pedestrian Plan is being completed and approval is anticipated in November 2014.

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.

Recent examples of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process include the development of a regional Complete Streets Policy, adopted May 2012, and a regional Green Streets Policy to encourage

more pedestrian-friendly streetscapes, adopted February 2014. More information about the TPB's bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/activities/planning.

18. 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 TPB's CLRP website: <http://www.mwcog.org/clrp/elements/environment/default.asp>.

In February 2014 the TPB approved a Green Streets Policy for the National Capital Region. They defined a Green Street as "an alternative to conventional street drainage systems designed to more closely mimic the natural hydrology of a particular site by infiltrating all or a portion of local rainfall events." A green street uses trees, landscaping, and related environmental site design features to capture and filter stormwater runoff within the right of way, while cooling and enhancing the appearance of the street. The TPB endorsed the concept of Green Streets, provided some policy guidance, and urged its members who had not already adopted such a policy to do so. Many of the TPB member governments and agencies, including the District of Columbia and Maryland, have adopted some form of Green Streets policy.

A Green Streets implementation workshop was held on July 28, 2014, with nearly 80 member agency staff and consultants from around the region in attendance. A Green Streets policy survey was carried out in March 2014, and links to high profile state and local projects and plans can be found in the Transportation Planning Information Hub for the National Capital Region.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG)

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

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The final report for the "CLRP Aspirations" scenario was completed in September 2010. The final reports for the "What Would It Take?" and "CLRP Aspirations" scenarios are available at: mwcog.org/clrp/elements/scenarios.asp.

20. Regional Transportation Priorities Planning

The Regional Transportation Priorities Plan was approved by the TPB in January of 2014 after a three-year development process that included extensive technical work and public outreach. The plan identifies strategies with the greatest potential to respond to our region's most significant transportation challenges. It also aims to identify those strategies that are "within reach" both financially and politically—recognizing the need for pragmatism in an era of limited financial resources and a lack of political will to raise significant amounts of new revenue. Development of the Priorities Plan included a unique public opinion survey element to help identify those strategies with the greatest likelihood of garnering broad public support.

The Plan calls for maintaining the region's existing system of roadways and transit first, strengthening public confidence and ensuring fairness, and finding better, more efficient ways to move people and goods throughout the region. Focusing attention on these efforts will move the region toward achieving its shared goals for the future. Ultimately, the purpose of the Priorities Plan is to support efforts to incorporate into future updates of the region's Constrained Long-Range Transportation Plan (CLRP) specific projects and programs that support regional priorities. The Priorities Plan serves as a policy guide to assist local, state, and regional leaders in "thinking regionally and acting locally"—that is, in considering regional needs when identifying transportation improvements to advance to implementation.

21. Transportation/Land Use Connections (TLC) Program

The TLC Program provides support to local governments in the Metropolitan Washington region as they work to improve transportation/ land use coordination. The TPB initiated the TLC Program in November 2006 to provide support to local jurisdictions as they deal with the challenges of integrating land-use and transportation planning at the community level. At the close of the FY 2014 round of the TLC technical assistance program, the TPB had completed 72 technical assistance projects in eighteen of the TPB member jurisdictions for a total of \$2,360,000. In addition to providing technical assistance, the TLC Program includes a Regional Peer Exchange Network. Since 2012, the TLC Program has provided staff support for the project selection process for funding sub-allocated to the Washington metropolitan region under the federal Transportation Alternatives Program (TAP). More information is available at: mwcog.org/transportation/activities/tlc.

22. Related Documents and Other Items on the Web

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

Item	Specific Location
2014 Plan	mwcog.org/clrp
2014 Plan Brochure (not yet published)	mwcog.org/clrp/resources/
FY2015-2020 TIP	mwcog.org/clrp/projects/tip/fy1520.asp
Air Quality Conformity Analysis of the 2014 Plan	mwcog.org/clrp/resources/default.asp#air-quality-analysis
Call for Projects for 2014 CLRP	
Public comments on the new Plan	mwcog.org/TPBcomment
Financial Plan	mwcog.org/clrp/resources/default.asp#financial-analysis
Regional Transportation Priorities Plan	http://www.mwcog.org/transportation/priorities/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision.asp
Participation Plan	mwcog.org/clrp/public/plan.asp

COG Accommodations Policy	mwcog.org/accommodations/
FY2015 UPWP	mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/tpbcoordination/resources/CoordinatedPlan.asp
Congestion Management Process	mwcog.org/clrp/elements/cmp/default.asp
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/major.asp
Freight Plan	mwcog.org/store/item.asp?PUBLICATION_ID=381
Bike and Pedestrian Plan	mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc/

23. Federal Review of the TPB's Planning Process

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

The certification review is documented in a May 5, 2011 report. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report included 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions for FAMPO to address. The TPB's planning process was certified with the condition that FAMPO address the 4 corrective actions. FAMPO has successfully addressed all 4 corrective actions.

TPB staff and FAMPO staff reviewed the recommendations and corrective actions of the federal certification review and worked cooperatively to implement them by the compliance deadlines. On July 18, 2012 the FHWA sent a letter to FAMPO and TPB acknowledging that the corrective actions had been implemented and fully certifying the FAMPO section of the DC-MD-VA TMA area.

In October 2014, FHWA and FTA will conduct the next certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA).

24. Signature Pages

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

Metropolitan Transportation Planning Process

Applicable Federal Requirements

	<u>Requirement</u>	<u>Addressed in Section</u>	<u>Page</u>
1.	23 U.S.C. 134, 49 U.S.C. Section 5303 and 23 U.S.C. 450 Subpart 334 (Metropolitan Planning)	ALL	2-15
2.	Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794 (Nondiscrimination - Civil Rights), Section 324 (Nondiscrimination - Gender), and 29 U.S.C. 794) (Nondiscrimination - Individuals with Disabilities)	11,12	8-11
3.	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	9-11
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination - Individuals with Disabilities)	11	8
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	9-10
6.	Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93 (Conformity Determination)	8	5
7.	49 U.S.C. Section 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity (Nondiscrimination - General)	11, 12	8-11
8.	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts (Equal Employment Opportunity)	12	8-11

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

October 15, 2014

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Patrick Wojahn
Chairman
National Capital Region Transportation Planning Board (TPB)

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Matthew Brown
Director
District of Columbia Department of Transportation

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

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FOR THE NATIONAL CAPITAL REGION**

October 15, 2014

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Helen Cuervo
District Administrator
Virginia Department of Transportation