

TPB R4-2010
July 15, 2009

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

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

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

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

WHEREAS, 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 November 19, 2008 the TPB approved the 2008 Constrained Long-Range Transportation Plan (CLRP) and FY 2009-2014 TIP which meet the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, on February 17, 2009, FHWA and FTA found that the 2008 CLRP and FY 2009-2014 TIP conform to the region's State Implementation Plans; and

WHEREAS, on July 15, 2009, the TPB approved the 2009 CLRP and the FY 2010-2015 TIP; and

WHEREAS, a Statement of Certification, dated July 15, 2009 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

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

The appended Statement of Certification dated July 15, 2009, which finds that the transportation planning process is addressing the major issues in the National Capital Region and is being conducted in accordance with all applicable requirements, is hereby adopted.

Adopted by the Transportation Planning Board at its regular meeting on July 15, 2009.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

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

July 15, 2009

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under the final planning regulations issued by the U.S. Department of Transportation (USDOT) on February 14, 2007 to implement Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU). The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its July 15, 2009 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2010 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 18, 2009. The UPWP was submitted the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) in April 2009. The UPWP was developed to address the U.S. Department of Transportation's final metropolitan planning requirements as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the SAFETEA-LU final planning regulations issued by the US DOT on February 14, 2007.

2. Roles and Responsibilities for Transportation Planning and Programming

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

On October 30, 2003, the state transportation agencies updated an agreement with the Metropolitan Washington Council of Governments (COG) that provides for the administrative support of the transportation planning process. This agreement was amended 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 is an agreement between the

TPB and the Fredericksburg Area MPO (FAMPO) in Virginia which identifies the roles and responsibilities for cooperatively conducting the planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area.

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

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

The Vision and the planning factors are used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Each year agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the Vision as a guide for what projects should be selected. The Vision is provided in the TPB's annual "Call for Projects". In 2007, the project submission forms for the Plan and TIP were revised to include a field asking how the project will address the eight Federal planning factors. After the plan is adopted by the TPB, an analysis of how the plan relates to the TPB Vision goals and the planning factors will be conducted.

Emergency Preparedness and Transportation Security

The TPB has been addressing security issues since the events of 9/11. The TPB coordinates with COG's RESF-1 emergency transportation committee that, with police, fire, emergency management, and others, is a part of the COG structure of public safety programs. The Committee, through the Regional Emergency Coordination Plan, addresses Transportation's role regarding emergency response, coordination, and recovery during and after a declared or other major emergency. More information is available at www.mwcog.org/clrp/federal and www.mwcog.org/clrp/elements/security.asp.

Transportation Safety

The Transportation Safety Element of the CLRP, found at www.mwcog.org/clrp/elements/safety/default.asp, integrates the important topic of safety in the planning process, including tracking safety funding in the TIP, sharing best practices, regional traffic safety data compilation and sharing, participation in the State Highway Safety planning process, and coordination of the metropolitan planning aspects of state, regional, and local safety efforts,

especially education and enforcement. A Transportation Safety Subcommittee of the TPB advises staff on the Safety Element and Safety programs. The TPB conducts a yearly "Street Smart" campaign to raise awareness and promote safer behavior among drivers, pedestrians and bicyclists.

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

The final planning regulations issued by the USDOT require the TPB to update the plan every four years, whereas TEA-21 required an update every three years. The TPB produced its last triennial update of the Long-Range Transportation Plan on October 16, 2006. The 2006 CLRP was documented on a website and with a brochure to make information available earlier than the published document as well as to improve access and visualization of the plan to the public. The next update of the plan will occur in 2010.

The 2009 CLRP is also documented on a comprehensive website (www.mwcog.org/clrp). A final brochure will be produced after the TPB adopts the 2009 CLRP.

Documentation of past triennial updates includes:

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

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2002.

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

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

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

On November 19, 2008 the TPB approved the 2008 CLRP and the FY 2009-2014 TIP.

On February 17, 2009, FHWA and FTA found that the 2008 CLRP and FY 2009-2014 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 October 15, 2008, the TPB began the development of the 2009 CLRP by releasing the final solicitation document for the 2009 CLRP and the FY 2010-2015 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. All submissions for the 2009 CLRP included a description of how the project or program contributes to the planning factors

Approval of the New Plan and TIP

The 2009 CLRP was developed according to the requirements in the final planning regulations that implement SAFETEA. The 2009 CLRP meets the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2009 CLRP was adopted by the TPB on July 15, 2009.

The FY 2010-2015 TIP, which includes transit, highway, bikeway and pedestrian, and ridesharing improvement projects, and transit and ridesharing operating support, was developed according to the requirements in the final planning regulations, and includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The FY 2010-2015 TIP was adopted by the TPB on July 15, 2009.

7. **Annual Listing of Projects**

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

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

The determination of conformity of the 2009 CLRP and the FY 2010-2015 TIP for the Washington Planning Region with the Clean Air Act Amendments (CAAA) of 1990 as required under the Environmental Protection Agency final regulations issued November 24, 1993 as amended was approved by the TPB on July 15, 2009. The Air Quality Conformity Determination report can be found at <http://www.mwcog.org/transportation/activities/quality/>

The Round 7.2 land use forecasts used in the regional travel demand and air quality conformity analysis of the 2009 CLRP were developed by the Metropolitan Development Policy Committee and are consistent with the adopted 2009 CLRP. Round 7.2 forecasts were approved by the COG's Metropolitan Development Policy Committee for use for testing purposes in the analysis of the CLRP and TIP on January 14, 2009. The COG Board of Directors adopted the Round 7.2 land use forecasts on July 8, 2009.

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

The TPB "Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs," adopted by the TPB on September 21, 1994 and amended on May 20, 1998, and which are compatible with those adopted in the District of Columbia, Maryland, and Virginia, were followed for the air quality conformity determination of the 2009 CLRP, the FY 2010-2015 TIP and the FY 2010 UPWP.

9. The Financial Plan

The 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 2030. Forecast revenues and expenditures for the CLRP total approximately \$160 billion in year of expenditure dollars for the 22-year period of 2009 to 2030.

The comprehensive financial plan for the 2006 CLRP was updated to show the forecasts of revenues and expenditures in year of expenditure dollars in addition to constant 2006 dollars. The forecasts were prepared by the transportation

implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The documentation on the financial plan is available on the TPB website at: www.mwcog.org/clrp/elements/financial.asp.

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

Transit Ridership is Constrained

In October 2008 federal legislation was enacted to authorize \$150 million per year for 10 years in funding for WMATA's capital and preventive maintenance projects, and, the legislatures of Maryland, Virginia, and District of Columbia have taken steps to identify the required dedicated local matching revenues. This additional revenue was assumed to be available in the financial plan for the 2009 CLRP and the transit ridership constraint to or through the core area was applied in the 2009 CLRP conformity analysis using 2020 ridership levels for 2030.

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

10. **Participation Plan and Public Involvement**

The TPB adopted a new Participation Plan on December 19, 2007. The Plan was developed to articulate the TPB's commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The Participation Plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The Participation Plan addresses all of the SAFETEA-LU final metropolitan planning regulations related to public

involvement. The “Participation Plan for the National Capital Region Transportation Planning Board” is available at <http://www.mwcog.org/publications/>

In 2007, the TPB contracted with a consultant to conduct an evaluation of public involvement activities, as specified in the TPB’s Public Involvement Process as revised October 20, 1999. The evaluation found that TPB could further enhance its public involvement activities by developing a Participation Plan that is strategic and integrated, and that employs a variety of different tools and activities to serve different audiences and constituencies.

The Participation Plan was developed in consultation with a number of different committees and stakeholder groups, including the TPB Citizens Advisory Committee, the Access for All Advisory Committee, the TPB Technical Committee, the Regional Bus Subcommittee, the Bicycle and Pedestrian Subcommittee, and the Ad-Hoc Freight Committee. TPB staff conducted a focus group in August 2007 to inform the development of the Participation Plan and to gain insight into how the TPB can most effectively use its public involvement resources.

The TPB’s Participation Plan includes the following participation activities:

- The Citizens Advisory Committee (CAC) includes 15 citizens from across the region. The CAC provides region-oriented citizen advice to the TPB and conducts public forums across the region.
- The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies and services that are important to low-income communities, minority communities and people with disabilities; the AFA annually presents comments on the long-range plan to the TPB.
- Publications include a monthly newsletter and annual report and other special reports and comments, including a Citizens Guide to Transportation Decision Making in the Washington Region.
- An extensive website provides comprehensive information on TPB activities and online opportunities for public input.
- A public comment period is held at the beginning of every TPB monthly meeting.
- The TPB follows federal requirements for public involvement, including a public comment period of at least 30 days prior to the approval of major documents or major amendments, and the development and consideration of written responses to comments received.
- The TPB launched its Community Leadership Institute (CLI) as a pilot in April 2006 and the last workshop was held in November 2008. The Institute seeks to engage community leaders who have typically not been involved in the regional transportation planning process. The CLI continues to be an effective way to educate community leaders. Five CLI workshops have been conducted to date.

- A wide variety of public outreach forums have been conducted over the years, often in conjunction with the CAC. In the past two years, these forums have focused on the TPB's scenario study, the Regional Mobility and Accessibility Study. Numerous other outreach activities, including presentations by staff and board members, are conducted on a regular basis.

Visualization and Electronic Access

The TPB uses visualization techniques to provide an avenue for citizens to better understand the long-range plan and to have improved access to the latest information on the plan on the web. The transportation projects can be viewed using Google Earth on the CLRP website (www.mwcog.org/clrp). The use of Google Earth allows users to zoom in on projects of interest, and click an icon to get more information. In addition, the TPB makes public information available electronically on two main websites: the TPB website: www.mwcog.org/transportation and the CLRP website (www.mwcog.org/clrp), and advertises that alternative formats for people with disabilities are available upon request. This web-based approach allows the public timely access to the latest information.

The Public Involvement Process for the New Plan and TIP

The 2009 Update to the long-range plan had two public comment periods during its development; the first was held from January 15, 2009 to February 14, 2009 on the projects to be included in the air quality conformity analysis, and the second was held June 11, 2009 to July 11, 2009 on the draft Constrained Long-range Transportation Plan (CLRP), draft Transportation Improvement Program (TIP) and draft air quality conformity determination. A public forum was held on the development of the TIP on June 11, 2009.

During the development of the 2009 CLRP and the FY 2010-2015, the participation procedures outlined in the TPB Participation Plan were followed, and numerous opportunities were provided for public comment:, including:

1. At the January 15, 2009 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the Plan and TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January and February TPB meetings.
2. At the February 18, 2009 TPB meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.

3. On June 11, 2009 the draft air quality conformity analysis, the draft 2009 CLRP, the draft FY 2010-2015 TIP and a comprehensive set of web-based information on the plan and TIP were released for a 30-day public comment period which closed on July 11, 2009. Public comments could be submitted on-line, in writing by e-mail, fax, and regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the May, June and July TPB meetings.
4. Comments and responses from the two public comment periods were posted on the website at www.mwcog.org/transportation/public. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on July 15, 2009. The final version of the TIP includes summaries of the comments and the responses.

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

11. **Transportation for Persons with Disabilities and Older Adults**

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

The TPB Access for All Advisory (AFA) Committee has developed recommendations to improve transportation services for people with disabilities and older adults. In 2006, the TPB transmitted the Access for All Committee Report "Improving Demand Responsive Services for People with Disabilities in the Washington Region" which focused on challenges with MetroAccess. The report identified fifteen recommendations that were developed based on innovative paratransit practices from around the country. WMATA established an Ad-Hoc MetroAccess committee to review the 15 recommendations in the study and endorsed several of the priority recommendations. The Ad-Hoc MetroAccess recommendations were accepted by the WMATA Board on June 15, 2006.

In 2008, the AFA committee in conjunction with the TPB Human Services Transportation Coordination Task Force oversaw the TPB's Independent Review of MetroAccess. The review found significant improvements in the system since 2006 but significant remaining challenges as well. The TPB transmitted the report

“Independent Review of the Washington Metropolitan Area Transit Authority’s (WMATA) MetroAccess Service” to the WMATA Board on November 19, 2008.

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

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

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

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Additional guidance was provided by FHWA and the Federal Transit Administration (FTA) in a memorandum dated October 7, 1999 titled "Implementing Title VI Requirements in Metropolitan and Statewide Planning". The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decisionmaking to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process.

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

The AFA committee's first report was presented to the TPB at its March 20, 2002 meeting. On June 18, 2003, the AFA report: Improving Transit Information for Limited English Speakers was approved by the TPB for transmittal to all transit agencies in the region. The committee's 2003 report was presented to the TPB at its March 17, 2004 meeting. The TPB endorsed the AFA report "Improving Language Access to Transit in the National Capital Region" on May 16, 2007. The latest AFA report focusing on MetroAccess was presented to the TPB on November 19, 2008 "Independent Review of the Washington Metropolitan Area Transit Authority's (WMATA) MetroAccess Service".

An analysis of how the long-range plan impacts low-income, minority and disabled populations was in 2008 and was published on the CLRP website in September 2008 <http://www.mwcoq.org/clrp/performance/EJ/EJintro.asp> This analysis included a review of the census data and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2008 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2008 CLRP does not appear to have disproportionate adverse impacts on these groups. After the 2010 CLRP is adopted, another analysis looking for disproportionate adverse impacts will be conducted.

The Access for All Advisory (AFA) Committee received a presentation on the significant changes to the 2009 Plan Update at its February 23, 2009 meeting. In contrast to previous years, there are no significant new projects proposed for the 2009 CLRP update; instead most of the changes for the 2009 CLRP update will delay the completion dates of projects already in the plan. Therefore, the AFA had few comments on projects in the plan, but during a roundtable discussion raised the transportation-related concerns about how low-income communities, minority communities and people with disabilities may be impacted by the economic downturn. These transportation-related concerns were presented to the TPB by AFA chair Catherine Hudgins on May 20, 2009.

COG/TPB is an equal employment opportunity (EEO) employer and has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to women and disadvantaged only in proposals for contracting work. COG's DBE policy can be found at www.mwcoq.org/doingbusiness/dbe. COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year.

13. Human Service Transportation Coordination

The TPB has become more involved with human service transportation coordination efforts to improve transportation for low-income populations, persons with disabilities and older adults. The TPB established a Task Force to work on this topic in July 2006, and approved a Coordinated Human Service Transportation Plan on April 18, 2007. The TPB has conducted three solicitations

for Job Access Reverse Commute and New Freedom projects as the designated recipient for these Federal Transit Administration programs in the Washington DC-VA-MD Urbanized Area. 26 projects have been funded to date. The preparation of the Coordinated Human Services Transportation Plan was coordinated and is consistent with the 2009 CLRP, and can be found at www.tpbcoordination.org.

14. **Congestion Management Process**

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

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

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

15. **Management, Operations and Technology**

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee.

More details on the task force and programs can be found at www.mwcog.org/clrp/federal and www.mwcog.org/clrp/elements/moits.

16. Freight Planning

In 2008, the TPB Freight Program launched its Freight Subcommittee. The Subcommittee meets regularly to exchange information among stakeholders and provide advice to the TPB on regional freight issues. The Subcommittee also conducts occasional site visits such as to the CSX Transportation rail facilities in Washington. TPB staff maintains contact with the freight community via a monthly e-newsletter, *Focus on Freight*. Additional outreach efforts include attending nearby MPO meetings, freight-related association meetings, and maintaining a TPB Freight Program Web Site. TPB staff also developed an expanded freight planning portion of the CLRP, and an *Integrate Freight Report* white paper. This paper is a statement of methods in which the TPB continues to integrate freight into the transportation planning process and a foundation on which to develop a National Capital Region Freight Plan. TPB is committed to enhanced consideration of freight movement in the transportation planning process. For more information, go to the TPB Freight Program Web Site at www.mwcog.org/transportation/committee.

17. Environmental Consultation and Mitigation

The final planning regulations include new environmental consultation requirements, and as such, the TPB established procedures in its Participation Plan for environmental consultation. The TPB consulted with natural resource, conservation, environmental protection and historic preservation agencies on the development of a process for developing the CLRP. A database was assembled containing the contact information of federal, state and local officials throughout the region. The initial consultation process included establishing contact with these agencies by providing information on the 2007 CLRP and the TPB's planning process, as well as requesting their comments on the plan. These officials were also requested to provide GIS data regarding environmental plans and inventories of historic or natural resources so that they may be compared with the CLRP. These agencies provided comments on the plan that were incorporated into the 2007 CLRP as reflected on the plan website.

In addition, contacts for future engagement have been incorporated into the database of environmental contacts in the region, and environmental GIS data collected. The environmental data provided by the agencies was used to create regional maps of environmentally and/or culturally sensitive areas for comparison with the CLRP. In total, seven maps were created showing floodplains, wetlands, green infrastructure, protected lands, historic sites, sensitive species habitat, and impervious surfaces overlaid with the major projects in the CLRP. On March 6, 2008, the TPB held a consultation meeting with environmental resource and transportation agencies from around the region. The meeting was

well attended with good representation from State resource agencies, State and Local transportation agencies. Staff presented what TPB did in the consultation and mapping and the meeting focused on what would be most helpful way to move forward. Several next steps were identified including the updating process for the resource data on the maps, adding land use considerations to the maps, and the creation of a composite map with “highly sensitive areas” and “areas for restoration” areas identified for review and discussion by the group and other resource and transportation agencies. TPB staff is currently working with FHWA to sponsor a workshop in the Fall of 2009 with environmental and transportation planners to review the results of these outcomes and discuss moving forward.

The planning regulations also require that the plan include a discussion of potential environmental mitigation activities. A review of current minimization and mitigation strategies being considered throughout the region was conducted. This preliminary discussion of mitigation activities in the region was given to environmental agencies for review. The agencies provided comments and additions, which were incorporated into the discussion. The final discussion is included in the 2009 CLRP and can be found at www.mwcoq.org/clrp/elements/environment .

18. Related Documents and Other Items on the Web

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

Item	Specific Location
2009 Plan	www.mwcog.org/clrp
2009 Plan Brochure (Available Jan 2010)	www.mwcog.org/clrp/resources/
FY2010-2015 TIP	http://www.mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2009 Plan and FY2010- 2015 TIP	http://www.mwcog.org/transportation/activities/quality/
Call for Projects for 2009 CLRP and FY2010-2015 TIP	http://www.mwcog.org/clrp/resources/
Public comments on the new Plan	http://www.mwcog.org/transportation/public/
Financial Plan	http://www.mwcog.org/clrp/resources/
TPB Vision and Relation to the Planning Factors	http://www.mwcog.org/clrp/process/vision.asp
Participation Plan	www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3&SUBCLASSIFICATION_ID=20
COG Accommodations Policy for People with Disabilities	http://www.mwcog.org/accommodations/
FY2010 UPWP	http://www.mwcog.org/publications/departmental.asp?CLASSIFICATION_ID=3&SUBCLASSIFICATION_ID=23
Coordinated Human Services Transportation Plan	http://www.mwcog.org/tpbcoordination/documents/Final_Coordinated_Plan_4-18.pdf
Congestion Management Process	www.mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	www.mwcog.org/clrp/projects
Environmental Mitigation Discussion	www.mwcog.org/clrp/elements/environment/envmitigation.asp
Visualization of the CLRP	www.mwcog.org/clrp/projects/current/ge_intro.asp

19. Federal Certification Recommendations

As required by federal regulations, the Federal Highway and Transit Administrations conducted a Certification Review of the TPB transportation planning process on September 19-20, 2005. The final report was presented to the TPB on April 19, 2006 and included 9 commendations and sixteen recommendations. The October 18, 2006 TPB Statement of Certification includes a summary of how the TPB had addressed the recommendations to date. Since this previous Statement of Certification, the TPB has accomplished all of the recommendations.

20. Signature Pages

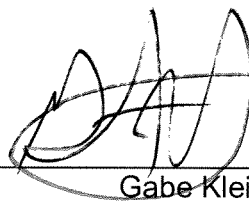
The following signature pages from the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements.

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

July 15, 2009

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

- i. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;
- ii. Title VI of Civil Rights Act of 1964 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- iii. Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (Public Law 109-59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded projects;
- iv. The provision of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;
- v. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;
- vi. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d))
- vii. 49 U.S.C. 5332; and
- viii. 23 CFR Part 230.



Gabe Klein
Director
District of Columbia Department of Transportation

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



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

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- vii. 49 U.S.C. 5332; and
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 Morteza Salehi, 7-10-09

Morteza Salehi
District Administrator
Virginia Department of Transportation

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Charles Jenkins, Chairman
National Capital Region Transportation Planning Board