

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

**RESOLUTION ENDORSING THE 2011 CERTIFICATION OF  
THE URBAN TRANSPORTATION PLANNING PROCESS FOR  
THE NATIONAL CAPITAL REGION**

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

**WHEREAS**, the 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**, 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**, 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), and 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; and

**WHEREAS**, the May 5, 2011 report: *Transportation Planning certification review of the transportation planning process for the Washington DC-VA-MD Transportation Management Area*, includes commendations for 7 TPB planning elements and 4 FAMPO planning elements, 11 TPB recommendations and 3 FAMPO recommendations, and 4 corrective actions for FAMPO; and

**WHEREAS**, the report the certification statement reads : “The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MFCOG Transportation Planning Board and the Fredericksburg

Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months.”; and

**WHEREAS**, TPB staff and FAMPO staff have worked cooperatively to implement the recommendations and actions by the compliance deadline, and at the October 19, 2011 meeting, the TPB amended the FY 2012 UPWP to include text to include actions in work activities that will be taken by end of FY 2012 (June 30, 2012) to implement the 11 recommendations; and

**WHEREAS**, any certification implementation actions that continue beyond June 30 will be specified in the FY 2013 UPWP which the TPB is scheduled to adopt in March 2012, and by June 30, 2012, TPB staff will produce a report for FTA and FHWA documenting the TPB and FAMPO implementation of the recommendations and corrective actions; and

**WHEREAS**, on November 17, 2010, the TPB approved the 2010 CLRP and the FY 2011-2016 TIP which meet the Federal Planning Regulations and are fully documented on the TPB web site; and

**WHEREAS**, on February 9, 2011, FTA and FHWA found that the 2010 CLRP and FY 2011-2016 TIP conform to the region’s State Implementation Plans; and

**WHEREAS**, on November 16, 2011, the TPB approved the 2011 CLRP which meets the Federal Planning Regulations and is fully documented on the TPB web site; and

**WHEREAS**, a Statement of Certification, dated November 16, 2011 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 November 16, 2011 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.

**Adopted by the Transportation Planning Board at its regular meeting on November 16, 2011.**

# NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

## STATEMENT OF CERTIFICATION

*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 as delineated under the final planning regulations issued by the U.S. Department of Transportation (USDOT) on February 14, 2007 to implement the Safe, Accountable, Flexible, Efficient Transportation Equity Act: a 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 November 17, 2010 meeting.

## **1. The Unified Planning Work Program for Transportation Planning**

The FY 2012 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 16, 2011. The UPWP was approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on April 25, 2011. 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.

The state transportation agencies (DDOT, MDOT and VDOT) have an October 30, 2003 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 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 be responsible for meeting the TMA responsibilities for the transportation planning and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. In response to recommendations in the May 2011 federal transportation planning certification review report, the TPB Call for Projects document was transmitted to FAMPO in November 2011 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. FAMPO will transmit this information to TPB on the schedule included in the TPB Call for Projects document.

### **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. 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](http://www.mwcog.org/clrp/federal/vision_factors.asp).

The 2011 Plan was evaluated for performance against the key goals from the TPB Vision. The Vision and the planning factors are also 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". 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**

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 2010 CLRP was the official quadrennial update and is documented on a website in order to make information available earlier than the published document as well as to improve access and visualization of the plan to the public ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)). A final brochure for the 2010 CLRP was produced in October 2011.

Documentation of the past triennial updates includes:

*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.

*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.

*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 Currently Adopted Plan and Transportation Improvement Program (TIP)**

On November 17, 2010 the TPB approved the 2010 CLRP and the FY 2011-2016 TIP. The TIP is updated on a two-year cycle and the FY 2011-2016 TIP will remain the TIP of record until the FY 2013-2018 TIP is approved in 2012.

On February 9, 2011, FHWA and FTA found that the 2010 CLRP and FY 2011-2016 TIP conform to the region’s State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

On July 18, 2011 the TPB approved an amendment to the 2010 CLRP to include one new project and two significant changes to existing projects as requested by the Virginia Department of Transportation. This amendment was accompanied by a full air quality conformity analysis.

## **6. The New Plan**

On November 17, 2010, the TPB began the development of the 2011 CLRP by releasing the final solicitation document for the 2011 CLRP, 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*

The 2011 CLRP was developed according to the requirements in the final planning regulations that implement SAFETEA-LU. The 2010 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 2011 CLRP was adopted by the TPB on November 16, 2011.

The FY 2011-2016 TIP which was adopted by the TPB on November 17, 2010 remains the TIP of record. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects, and transit and ridesharing operating support. It 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.

## **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](http://www.mwcog.org/clrp/projects/tip/obligations.asp).

## **8. The Air Quality Conformity Determination for the New Plan**

On November 16, 2011, the TPB approved the air quality conformity analysis of the 2011 CLRP for the Washington Metropolitan Region. The plan conforms 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 [www.mwcog.org/transportation/activities/quality/](http://www.mwcog.org/transportation/activities/quality/).

## **9. The Financial Plan**

The 2010 financial plan for the CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2040. The TPB conducted an analysis of the financial resources available for the 2010 CLRP which is documented in the report "*Analysis of Resources for the 2010 Financially Constrained Long-Range Transportation Plan for the Washington Region*" Prepared By Cambridge Systematics, Inc. with K.T. Analytics, Inc." November 17, 2010. Forecast revenues and expenditures for the CLRP total \$222.9 billion in year of expenditure dollars for the period of 2011 through 2040. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The TPB was briefed on the financial analysis at its October 20, 2010 meeting. More information on the financial plan is available at: [www.mwcog.org/clrp/elements/financial.asp](http://www.mwcog.org/clrp/elements/financial.asp).

The FY 2012 UPWP was amended on October 19, 2011 to state that the documentation of the financial analysis for the 2010 CLRP on the CLRP web site will be improved. The financial information will be organized to facilitate comparisons of capital costs and revenues for major projects and on-going expenditures for

operations, maintenance and system preservation. The key analysis parameters and estimating assumptions, including inflation rates and population growth that affect project costs and revenue forecasts will be documented and referenced. The strategies and estimation methods for addressing projected financial shortfalls will be documented and referenced.

### *Transit Ridership is Constrained*

The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for system capacity investments after 2020. Because funding has not yet been identified to accommodate all of the projected WMATA ridership growth, transit ridership is constrained to or through the core to 2020 levels. A transit ridership constraint has been applied since the 2000 CLRP to limit the projected ridership to be consistent with the available funding for the capacity improvements.

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 the District of Columbia have taken steps to identify the required dedicated local matching revenues. This additional revenue was assumed to be available through 2020 in the financial plan for the 2010 CLRP, but it was not assumed to be available beyond 2020, and the transit ridership constraint to or through the core area was applied in the 2010 CLRP conformity analysis using 2020 ridership levels for 2030 and 2040.

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, 2030 and 2040. A constrained transit trip table is then created for 2030 and 2040 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 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 [www.mwcog.org/store/item.asp?PUBLICATION\\_ID=306](http://www.mwcog.org/store/item.asp?PUBLICATION_ID=306).

#### *Visualization and Electronic Access*

In 2010, the TPB 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 FY2010-2015 TIP or planned in the 2009 CLRP. The on-line database will be updated with the projects in the 2010 CLRP and FY2011-2016 TIP following TPB approval. The searchable database is available here: [www.mwcog.org/clrp/projects/search.asp](http://www.mwcog.org/clrp/projects/search.asp).

The TPB also uses other 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](http://www.mwcog.org/clrp)). In addition, the TPB makes public information available electronically on two main websites: the CLRP website and the TPB website: [www.mwcog.org/transportation](http://www.mwcog.org/transportation).

#### *The Public Involvement Process for the New Plan and TIP*

The TPB held two public comment periods during the development of the 2011 CLRP; the first was held from February 10, 2011 to March 12, 2011 on the projects to be included in the air quality conformity analysis, and the second was held from October 13, 2011 to November 12, 2011 on the draft 2011 CLRP and the draft air quality conformity determination.

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

- a) At the February 10, 2011 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 April and May TPB meetings.
- b) At the March 16, 2011 TPB meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP documentation.
- c) On July 8, 2010 the 2010 CLRP was presented to the TPB’s Access for All Advisory Committee for their consideration and comment.
- d) On October 13, 2011 the draft air quality conformity analysis, the draft 2010 CLRP and a comprehensive set of web-based information on the plan were released for a 30-day public comment period which closed on November 12,

2011. An opportunity for public comment on these draft documents was provided at the beginning of the October and November TPB meetings.

- e) Comments and responses from the two public comment periods were posted on the website at [www.mwcog.org/transportation/public](http://www.mwcog.org/transportation/public) in a searchable format. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on November 16, 2011. Documentation of the comments and responses is posted on the web at [www.mwcog.org/clrp/public/comment.asp](http://www.mwcog.org/clrp/public/comment.asp).

The FY 2012 UPWP was amended on October 19, 2011 to provide more resources to support outreach activities for the new regional transportation priorities planning activity and to implement enhanced outreach activities pursuant to the May 2011 federal certification report recommendations regarding public participation.

## **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 and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). 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 agenda 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: [www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.pdf](http://www.mwcog.org/uploads/pub-documents/qV5fW1420101012131309.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 Patrick Wojahn, presented those comments to the TPB on October 19, 2011. The AFA comments on the Draft 2011 CLRP were distributed to the TPB in this memo: [www.mwcog.org/uploads/committee-ocuments/kl1fWllf20111019164730.pdf](http://www.mwcog.org/uploads/committee-ocuments/kl1fWllf20111019164730.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 ([www.mwcog.org/accommodations](http://www.mwcog.org/accommodations)). The TPB has a Language Assistance Plan that is provided in Attachment F in the [Title VI Plan](#).

The TPB's Coordinated Human Service Transportation Plan, updated in December 2009, 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 Coordinated Plan. The Coordinated Plan guides the selection of projects to be funded by the TPB's Federal Transit Administration Job Access Reverse Commute (JARC) and New Freedom Programs. The Coordinated Plan and information on the funding programs are available at [www.tpbcoordination.org](http://www.tpbcoordination.org). The TPB is conducting an assessment of the 35 JARC and New Freedom grants funded through 2010 and the TPB solicitation and selection process to identify best practices and effective approaches in expanding customer benefits for people with disabilities and those with limited incomes. The final report is expected in January 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 and Title VI-Dependant Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1A) on May 13, 2007 which incorporates the U.S. Department of Transportation's Title VI regulations (49 CFR part 21), the U.S. DOT's Order on Environmental Justice (Order 5610.2), and Policy Guidance related to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005). 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 developed a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to address the numerous Title VI requirements. On July 14, 2010 the COG Board adopted the “Title VI Plan To Ensure Nondiscrimination in all Programs and Activities” which includes a policy statement, Title VI assurances and nondiscrimination complaint procedures. The Title VI Plan describes how COG and the TPB meet a number of Title VI requirements, and is available here: [www.mwcog.org/titlevi](http://www.mwcog.org/titlevi). TPB staff received Title VI training from FHWA and VDOT in June 2010, and FTA Title VI training in January 2008. The Title VI Plan documents Title VI training procedures and COG provides annual trainings to staff on nondiscrimination procedures.

COG adopted an accommodations policy for people with disabilities and those with limited English skills 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/](http://www.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.

COG/TPB is an equal employment opportunity (EEO) employer. It has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to disadvantaged and women businesses only in proposals for contracting work. COG’s DBE policy can be found at [www.mwcog.org/doingbusiness/dbe](http://www.mwcog.org/doingbusiness/dbe). COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year. All COG contracts and subcontracts include the required standard clauses, including lobby prohibition.

## *Analysis of Disproportionate and Adverse Impacts*

To ensure that the CLRP does not disproportionately and adversely affect low-income, minority and disabled populations, an analysis of the 2010 CLRP was conducted and presented to the Access for All Advisory Committee on October 27, 2011. The analysis will be published on the CLRP website. 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 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. (The 2007 CLRP analysis can be found here [www.mwcog.org/clrp/performance/EI/EJintro.asp](http://www.mwcog.org/clrp/performance/EI/EJintro.asp)). 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 an updated Coordinated Human Service Transportation Plan in December 2009 which was coordinated and is consistent with the 2011 CLRP. The TPB’s Human Service Transportation Coordination Task Force oversaw the development of the updated plan. The Coordinated Plan guides the selection process priorities for the TPB’s Federal Transit Administration’s (FTA’s) Job Access Reverse Commute (JARC) and New Freedom programs. The TPB serves as the designated recipient for the FTA JARC and New Freedom programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the funding programs are available at [www.tpbcoordination.org](http://www.tpbcoordination.org). The TPB is conducting an assessment of the 35 JARC and New Freedom grants funded through 2010 and the TPB solicitation and selection process to identify best practices and effective approaches in expanding customer benefits for people with disabilities and those with limited incomes. The final report is expected in January 2012.

### **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/](http://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](http://www.mwcog.org/clrp/federal) and [www.mwcog.org/clrp/elements/moits](http://www.mwcog.org/clrp/elements/moits).

## **16. Freight Planning**

The TPB approved the 2010 Freight Plan on July 21, 2010. The plan examines freight movement, provides analysis of current and forecast freight conditions and lists projects that would be beneficial to freight movement in the National Capital Region. In 2008, the TPB established a Freight Subcommittee that meets regularly to exchange information among stakeholders and provide advice to the TPB on regional freight issues. For more information and to view the 2010 Freight Plan, go to the Freight Subcommittee webpage:

[www.mwcog.org/committee/committee/default.asp?COMMITTEE\\_ID=231](http://www.mwcog.org/committee/committee/default.asp?COMMITTEE_ID=231)

On April 27, 2011, the TPB held its first Regional Freight Forum. The event featured several high-level industry, association, and government agency speakers. Over 80 people attended and the Forum may be repeated in the future.

## **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 Plan* is intended to be advisory to the CLRP and TIPs, and to serve as a resource for planners and the public. In contrast to the CLRP, the *Bicycle*

*and Pedestrian Plan* includes both funded and unfunded projects – projects in this plan may not yet have funding identified to support their implementation. More information about the TPB's bicycle and pedestrian planning activities, and the *2010 Bicycle and Pedestrian Plan* can be found at:  
[www.mwcog.org/transportation/activities/planning](http://www.mwcog.org/transportation/activities/planning).

## **18. Environmental Consultation and Mitigation**

In 2007, the TPB established procedures in its Participation Plan for environmental consultation. The TPB has established a dialogue with natural resource, conservation, environmental protection and historic preservation agencies on the development of the CLRP. Environmental and natural resource agencies reviewed maps of environmentally and/or culturally sensitive areas overlaid with the major projects in the CLRP at a workshop jointly sponsored with FHWA on November 9, 2009 on advanced mitigation. Information on the workshop, the maps and the discussion of potential environmental mitigation activities can be found at:  
[www.mwcog.org/clrp/elements/environment](http://www.mwcog.org/clrp/elements/environment).

## **19. Scenario Planning and Climate Change**

The TPB completed a scenario study examining the role of regional transportation in climate change mitigation in the Washington region, called the "What Would it Take?" scenario. The scenario is a goal-oriented study that specifically asks and tries to answer the question of what it would take in the Washington region to meet aggressive greenhouse gas (GHG) emissions reduction goals in transportation. The study includes the analysis of over 50 strategies from national level CAFE standards and alternative fuel mandates to regional and local level bicycle plans and congestion reduction strategies in order to determine their potential to reduce emissions and contribute to the environmental resilience of this region. COG has adopted a long-range climate vision, most notably manifest through GHG emissions 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 "What Would it Take?" scenario examines the scales and combinations of interventions that would be needed to meet COG's climate change goals in the transportation sector. The final report for the "What Would it Take?" scenario was completed in May 2010.

A second scenario, the "CLRP Aspirations" scenario, sought to create a land use and transportation vision that could serve as a de facto unconstrained plan for the region. The scenario includes an aggressive land use growth vision centered around the region's activity centers to be connected via a bus rapid transit system running on a network of 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. These analyses can be found in the "CLRP Aspirations" final report, which was completed in September 2010.

For more information on these two scenarios and to view the final reports go to <http://www.mwcog.org/clrp/elements/scenarios.asp>.

Adaptation for climate change effects is a topic receiving increased attention by federal and state transportation agencies. While the environmental consultation activities described above strive to meet specific requirements in the Federal regulations, these activities may also provide an opportunity to engage environmental and transportation agencies on the topic of climate change adaptation. Local and national practices will be monitored for potential applicability to the region. Coordination with COG's Department of Environmental Programs (DEP) will occur on the development of a COG Regional Climate Adaption Plan. This plan is anticipated to be complete in January 2012 and will provide an overview of adaption issues in four sectors, one of which is transportation. The final COG Regional Adaptation Plan may identify potential climate change adaptation activities for the region's transportation agencies to consider.

## **20. Regional Transportation Priorities Planning**

On October 15, 2009 the TPB's Citizens Advisory Committee (CAC) invited members of the public to learn about the regional transportation planning process and to provide feedback on how the TPB should integrate public outreach into the 2010 CLRP development process. The October 15 meeting and subsequent discussions with the CAC and the TPB led to the "Conversation on Setting Regional Transportation Priorities" held on May 26, 2010. The purpose of the "Conversation" was to engage the TPB and its committees in an interactive discussion of the possibilities for enhancing the process of setting and implementing regional priorities.

On September 15, 2010 the TPB approved the establishment of a Task Force to determine a scope and process for developing a Regional Transportation Priorities Plan (RTPP). That scope and process was approved by the TPB on July 20, 2011. The purpose of the RTPP is to identify transportation strategies that offer the greatest potential contributions to addressing continuing regional challenges, and to provide support for efforts to incorporate those strategies into future updates of the CLRP in the form of specific programs and projects. Public participation will be sought at each stage of the two-year process, including the development of performance measures, strategies, and priorities. A variety of innovative tools and techniques for public involvement will be used, including social media and public platforms and presentations at regular meetings of citizen organizations. Outreach will include a variety of constituencies including community leaders and ordinary citizens not typically involved in the TPB process.

The RTPP will be built upon regional goals found in the TPB Vision and in COG's Region Forward planning guide. These goals will be used to develop performance measures that can quantify near and long term progress towards meeting these goals. The performance measures will be used to identify regional challenges. Potential near and long term regional strategies will be developed to address those



challenges. These strategies will be obtained from the various planning studies that have been conducted at the state, regional, sub-regional, and local levels, including the CLRP Aspirations Scenario. Potential strategies may also come from the public or from any of the priority project lists developed by the TPB's Technical Subcommittees. Each candidate strategy will be compared using a benefit-cost analysis to determine those with the greatest potential to address regional challenges.

## **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. Through the program, the TPB provides communities with technical assistance to catalyze or enhance planning efforts. Communities receive up to \$60,000 worth of technical assistance to catalyze or enhance planning efforts. Any local jurisdiction that is a member of the TPB is eligible to apply. The second part of the TLC program is the Clearinghouse, a web-based source of information about transportation/land use coordination, including regional and national experience with transit-oriented development and other key strategies. More information on the TLC program is available at: [www.mwcog.org/transportation/activities/tlc](http://www.mwcog.org/transportation/activities/tlc).

## **22. Transportation Infrastructure Generating Economic Recovery (TIGER) Grant for a Regional Bus Priority Corridor Network**

COG/TPB was notified that it received a \$58.8 million TIGER grant from the US Department of Transportation (USDOT) for a regional bus priority system and transit center on February 17, 2010. The multi-year grant agreement was officially executed at a ceremony attended by the US Transportation Secretary on December 14, 2010. The regional bus priority system is the first phase of a regional bus priority network analyzed in the "Aspirations" Scenario. The TIGER grant funding will improve bus transportation along priority corridors in the District of Columbia, Maryland, and Virginia; enable priority bus transit to connect Prince William and Fairfax Counties and the City of Alexandria with the District of Columbia; and create a multimodal Takoma/Langley transit center in Prince George's County. These improvements will provide high quality transit options for commuters and relieve pressure on the regional Metrorail system. This new activity will usher in a new era for the TPB in directly managing and administering TIGER funds to build and operate a major regional transit project.

### 23. 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
2011 Plan	<a href="http://www.mwcog.org/clrp">www.mwcog.org/clrp</a>
2011 Plan Brochure (Available Jan. 2012)	<a href="http://www.mwcog.org/clrp/resources/">www.mwcog.org/clrp/resources/</a>
FY2011-2016 TIP	<a href="http://www.mwcog.org/clrp/projects/tip/">www.mwcog.org/clrp/projects/tip/</a>
Air Quality Conformity Analysis of the 2011 Plan	<a href="http://www.mwcog.org/transportation/activities/quality/">www.mwcog.org/transportation/activities/quality/</a>
Call for Projects for 2011 CLRP	<a href="http://www.mwcog.org/clrp/resources/">www.mwcog.org/clrp/resources/</a>
Public comments on the new Plan	<a href="http://www.mwcog.org/transportation/public/">www.mwcog.org/transportation/public/</a>
Financial Plan	<a href="http://www.mwcog.org/clrp/resources/">www.mwcog.org/clrp/resources/</a>
TPB Vision and Relation to the Planning Factors	<a href="http://www.mwcog.org/clrp/process/vision.asp">www.mwcog.org/clrp/process/vision.asp</a>
Participation Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=306">www.mwcog.org/store/item.asp?PUBLICATION_ID=306</a>
COG Title VI Plan to Ensure Nondiscrimination in all Programs and Activities	<a href="http://www.mwcog.org/uploads/publications/qV5fW1420101012131309.pdf">www.mwcog.org/uploads/publications/qV5fW1420101012131309.pdf</a>
COG Accommodations Policy	<a href="http://www.mwcog.org/accommodations/">www.mwcog.org/accommodations/</a>
FY2012 UPWP	<a href="http://www.mwcog.org/transportation/activities/upwp/">www.mwcog.org/transportation/activities/upwp/</a>
Coordinated Human Services Transportation Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=382">www.mwcog.org/store/item.asp?PUBLICATION_ID=382</a>
Congestion Management Process	<a href="http://www.mwcog.org/clrp/elements/cmp/default.asp">www.mwcog.org/clrp/elements/cmp/default.asp</a>
Annual Listing of Projects	<a href="http://www.mwcog.org/clrp/projects">www.mwcog.org/clrp/projects</a>
On-line CLRP & TIP Project Listing	<a href="http://www.mwcog.org/clrp/projects/search.asp">www.mwcog.org/clrp/projects/search.asp</a>
Environmental Mitigation Discussion	<a href="http://www.mwcog.org/clrp/elements/environment/default.asp">www.mwcog.org/clrp/elements/environment/default.asp</a>

Visualization of the CLRP	<a href="http://www.mwcog.org/clrp/projects/current/ge_intro.asp">www.mwcog.org/clrp/projects/current/ge_intro.asp</a>
Freight Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=381">www.mwcog.org/store/item.asp?PUBLICATION_ID=381</a>
Bike and Pedestrian Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=386">www.mwcog.org/store/item.asp?PUBLICATION_ID=386</a>
Safety Element	<a href="http://www.mwcog.org/clrp/elements/safety/default.asp">www.mwcog.org/clrp/elements/safety/default.asp</a>
COG Title VI Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=383">www.mwcog.org/store/item.asp?PUBLICATION_ID=383</a>
TPB Language Assistance Plan	<a href="http://www.mwcog.org/store/item.asp?PUBLICATION_ID=384">www.mwcog.org/store/item.asp?PUBLICATION_ID=384</a>
Scenario Study	<a href="http://www.mwcog.org/clrp/elements/scenarios.asp">www.mwcog.org/clrp/elements/scenarios.asp</a>
Transportation Land Use Connections (TLC) Program	<a href="http://www.mwcog.org/transportation/activities/tlc/">www.mwcog.org/transportation/activities/tlc/</a>

#### 24. 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. FTA staff briefed the Technical Committee and the TPB on this report at their May meetings. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report includes 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions that FAMPO must address. To date, FAMPO has implemented the first 3 corrective actions and is in the process of implementing the fourth.

The certification statement in the report is as follows:

*"The FHWA and FTA have determined that the metropolitan planning process of the Washington, DC-VA-MD TMA, conducted by the MWCog Transportation Planning Board and the Fredericksburg Metropolitan Area Metropolitan Planning Organization, conditionally meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA are, therefore, jointly certifying the transportation planning process, subject to implementation of the Recommendations and Corrective Actions within the next 18 months."*

TPB staff and FAMPO staff have worked cooperatively to implement the recommendations and actions by the compliance deadlines. At the July 20, 2011 meeting, the TPB was briefed proposed amendments to the FY 2012 UPWP to implement the TPB recommendations. At the October 19 meeting, the TPB

amended the FY 2012 UPWP to include text to include actions in work activities that will be taken by end of FY 2012 (June 30, 2012) to implement the recommendations. Any certification implementation actions that continue beyond June 30 will be specified in the FY 2013 UPWP which the TPB is scheduled to adopt in March 2012. By June 30, 2012, TPB staff will produce a report documenting the TPB and FAMPO implementation of the recommendations and corrective actions.

**25. 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	2-18
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 the SAFETEA-LU (Pub. L.109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement )	12	10
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	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	10

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

November 16, 2011

The National Capital Region 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:

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Muriel Bowser, Chairman  
National Capital Transportation Planning Board (TPB)

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Terry Bellamy

Director

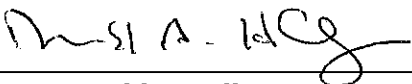
District of Columbia Department of Transportation

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Donald A. Halligan

Director, Office of Planning and Capital Programming  
Maryland Department of Transportation

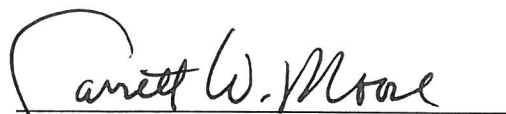


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Garrett W. Moore, P.E.  
District Administrator, Northern Virginia District  
Virginia Department of Transportation