

ITEM 12 - Action
November 17, 2010

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

Staff

Recommendation: Adopt Resolution R8-2011 endorsing the appended Statement of Certification.

Issues: None

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

TPB R8-2011
November 17, 2010

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

**RESOLUTION ENDORSING THE 2010 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 July 15, 2009 the TPB approved the 2009 Constrained Long-Range Transportation Plan (CLRP) and FY 2010-2015 TIP which meet the Federal Planning Regulations and are fully documented on the TPB web site; and

WHEREAS, on November 19, 2009, FHWA and FTA found that the 2009 CLRP and FY 2010-2015 TIP conform to the region's State Implementation Plans; and

WHEREAS, on November 17, 2010, the TPB approved the 2010 CLRP and the FY 2011-2016 TIP; and

WHEREAS, a Statement of Certification, dated November 17, 2010 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 17, 2010 which finds that the transportation planning process is addressing the major issues in the National Capital Region and that the process is being conducted in accordance with all applicable requirements, is hereby endorsed and the Chair of the TPB is authorized to sign it.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

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

Table of Contents

1.	The Unified Planning Work Program for Transportation Planning	2
2.	Roles and Responsibilities for Transportation Planning and Programming	2
3.	The TPB Transportation Vision and Planning Factors.....	3
4.	Four-Year Updates of the Long-Range Transportation Plan	3
5.	The Current Plan and Transportation Improvement Program (TIP).....	4
6.	The New Plan and TIP	4
	<i>Approval of the New Plan and TIP.....</i>	<i>4</i>
7.	Annual Listing of Projects	5
8.	The Air Quality Conformity Determination for the New Plan and TIP	5
9.	The Financial Plan.....	5
	<i>Transit Ridership is Constrained.....</i>	<i>5</i>
10.	Participation Plan and Public Involvement.....	6
	<i>Visualization and Electronic Access</i>	<i>7</i>
	<i>The Public Involvement Process for the New Plan and TIP</i>	<i>7</i>
11.	Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults	8
12.	Title VI of the Civil Rights Act of 1964	9
	<i>Analysis of Disproportionate and Adverse Impacts</i>	<i>10</i>
13.	Human Service Transportation Coordination.....	10
14.	Congestion Management Process.....	11
15.	Management, Operations and Technology.....	11
16.	Freight Planning	12
17.	Bicycle and Pedestrian Planning	12
18.	Environmental Consultation and Mitigation	12
19.	Scenario Planning and Climate Change.....	13
20.	Transportation/Land Use Connections (TLC) Program	14
21.	TIGER Grant for a Regional Bus Priority Corridor Network	14
22.	Related Documents and Other Items on the Web	15
23.	Federal Review of the TPB's Planning Process	16
24.	Signature Pages.....	16

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 2011 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 17, 2010. The UPWP was approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on June 10, 2010. 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. A minor amendment was made to this agreement 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. 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 2010 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". 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.

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 is 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). A final brochure will be produced after the TPB adopts the 2010 CLRP.

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 July 15, 2009 the TPB approved the 2009 CLRP and the FY 2010-2015 TIP.

On November 19, 2009, FHWA and FTA found that the 2009 CLRP and FY 2010-2015 TIP conform to the region’s State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan and TIP

On November 18, 2009, the TPB began the development of the 2010 CLRP by releasing the final solicitation document for the 2010 CLRP and the FY 2011-2016 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP.

Approval of the New Plan and TIP

The 2010 CLRP was developed according to the requirements in the final planning regulations that implement SAFETEA-LU.

A new financial analysis was developed for the 2010 CLRP and found that the CLRP meets the financial requirements that proposed projects can be funded with available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2010 CLRP was adopted by the TPB on November 17, 2010.

The FY 2011-2016 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 2011-2016 TIP was adopted by the TPB on November 17, 2010.

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 2010 CLRP and the FY 2011-2016 TIP for the Washington Planning Region with the Clean Air Act Amendments (CAAA) of 1990 as amended was approved by the TPB on November 17, 2010. The Air Quality Conformity analysis found that the 2010 CLRP and FY2011-2016 TIP are in compliance with the following 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 <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.

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.mwcoq.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.

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). 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).

The Public Involvement Process for the New Plan and TIP

The TPB held two public comment periods during the development of the 2010 CLRP; the first was held from April 15, 2010 to May 16, 2010 on the projects to be included in the air quality conformity analysis, and the second was held from October 14, 2010 to November 13, 2010 on the draft 2010 CLRP, the draft FY 2011-2016 TIP, and draft air quality conformity determination. A public forum was held on the development of the TIP on October 14, 2010.

During the development of the 2010 CLRP and the FY 2011-2016, the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment:, including:

- A. At the April 15, 2010 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 May 19, 2010 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.
- 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 14, 2010 the draft air quality conformity analysis, the draft 2010 CLRP, the draft FY 2011-2016 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 November 13, 2010. 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 in a searchable format. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on November 17, 2010. The final version of the TIP includes summaries of the comments and the responses.

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

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

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI 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.

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 Plan is updated, the AFA committee reviews maps of proposed major projects and comments on the long-range plan. The AFA chair, TPB member Catherine Hudgins, presented those comments to the TPB on October 20, 2010. The comments can be viewed at the AFA committee web page: www.mwcog.org/uploads/committee-documents/bF5XXV1a20101109151227.pdf

The TPB has a Language Assistance Plan (available at <http://tiny.cc/sk62k>) and follows the COG accommodations policy (www.mwcog.org/accommodations) to provide access to documents, meetings or any other planning activities for limited English proficiency populations and those with disabilities.

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.

12. Title VI of the Civil Rights Act of 1964

The 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. 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 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). The Federal Highway Administration (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 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.mwcoq.org/titlevi.

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 disadvantaged and women businesses 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.

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.mwcoq.org/accommodations/.

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 2009 CLRP was conducted and published on the CLRP website <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 2009 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2009 CLRP does not appear to have disproportionate adverse impacts on these groups. After the 2010 CLRP is adopted, another analysis will be conducted.

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 2010 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 Human Services Transportation Plan 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

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: http://www.mwcog.org/transportation/committee/committee/default.asp?COMMITTEE_ID=231

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.

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.

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>.

Related to scenario 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. The focus of

these discussions has been on a financially unconstrained regional vision for transportation investment building on the 2010 CLRP.

20. 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.

21. TIGER Grant for a Regional Bus Priority Corridor Network

COG/TPB was awarded 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 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.

22. 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
2010 Plan	www.mwcog.org/clrp
2010 Plan Brochure (Available Jan 2011)	www.mwcog.org/clrp/resources/
FY2011-2016 TIP	http://www.mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2010 Plan and FY2011-2016 TIP	http://www.mwcog.org/transportation/activities/quality/
Call for Projects for 2010 CLRP and FY2011-2016 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	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=306
COG Accommodations Policy	http://www.mwcog.org/accommodations/
FY2011 UPWP	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=374
Coordinated Human Services Transportation Plan	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=382
Congestion Management Process	www.mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	www.mwcog.org/clrp/projects
On-line CLRP & TIP Project Listing	http://www.mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	http://www.mwcog.org/clrp/elements/environment/default.asp
Visualization of the CLRP	www.mwcog.org/clrp/projects/current/ge_intro.asp

Item	Specific Location
Freight Plan	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=381
Bike and Pedestrian Plan	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	http://www.mwcog.org/clrp/elements/safety/default.asp
COG Title VI Plan	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	http://www.mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	http://www.mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	http://www.mwcog.org/transportation/activities/tlc/

23. Federal Review of the TPB’s Planning Process

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted a joint review of the TPB’s planning process during an on-site visit April 19 and 20, 2010. The Federal team also met with the Citizens Advisory Committee and the Access for All Advisory Committee to discuss public involvement. Under Federal Planning regulations FHWA and FTA must review and certify that the TPB’s planning process meets the requirements of the Metropolitan Transportation Rule at 23 CFR Part 450 Subpart C and 49 CFR part 613 every four years. The last review occurred in 2005 and FHWA and FTA determined that the TPB met the planning requirements as documented in a March 2006 report. FHWA and FTA anticipate providing a draft certification report to the TPB on the review in late-November 2010.

24. Signature Pages

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

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

November 17, 2010

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 project;
- 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

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

November 17, 2010

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

Garrett Moore
District Administrator
Virginia Department of Transportation

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FOR THE NATIONAL CAPITAL REGION

November 17, 2010

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

David Snyder, Chairman
National Capital Transportation Planning Board (TPB)