

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

**RESOLUTION ENDORSING THE 2013 CERTIFICATION OF
THE URBAN TRANSPORTATION PLANNING PROCESS FOR
THE NATIONAL CAPITAL REGION**

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

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

WHEREAS, on July 18, 2012, the TPB approved the 2012 CLRP which meets the Federal Planning Regulations and is fully documented on the TPB web site; and

WHEREAS, on May 24, 2013, FTA and FHWA found that the 2012 CLRP conforms to the region's State Implementation Plans; and

WHEREAS, on May 24, 2013, FTA and FHWA also found that "...the 2012 CLRP and FY 2013-2018 TIP for the metropolitan planning area is based on a continuing, comprehensive transportation planning process carried on cooperatively by the District of Columbia, State of Maryland, State of Virginia, TPB, and the Washington Metropolitan Area Transit Authority in accordance with the requirements of 23 U.S.C. 134 and Section 5303 of the Federal Transit Act." and

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

WHEREAS, a Statement of Certification, dated July 17, 2013 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the TPB and is appended to this resolution.

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

The appended Statement of Certification, dated July 17, 2013 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 July 17, 2013.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

STATEMENT OF CERTIFICATION

July 17, 2013

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

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area. The TPB has the responsibility under the provisions of Moving Ahead for Progress in the 21st Century (MAP-21) for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. MAP-21 was signed into law on July 6, 2012 and draft planning regulations are expected in October 2013. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its July 17, 2013 meeting.

1. The Unified Planning Work Program for Transportation Planning

The FY 2014 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 20, 2013. The UPWP was developed to address the provisions of MAP-21 as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the provisions of MAP-21 which was signed into law on July 6, 2012.

2. Roles and Responsibilities for Transportation Planning and Programming

In the Washington Metropolitan region, the roles and responsibilities involving the TPB, the three state DOTs, the local government transportation agencies, WMATA and the state and local government public transportation operators for cooperatively carrying out transportation planning and programming have been established over several years. As required under MAP-21, the TPB, the state DOTs and the public transportation operators have documented their transportation planning roles and responsibilities in the Washington Metropolitan Region in a Memorandum of Understanding (MOU) that was executed by all parties on January 16, 2008.

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

Also included in the UPWP is the 2004 agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia in which FAMPO committed to being responsible for meeting the TMA responsibilities for the transportation planning

and programming requirements within the Metropolitan Washington Urbanized Area portion of Stafford County and producing the required planning documents on the TPB's current planning cycle. 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 2012 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. On December 3, 2012, FAMPO transmitted 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. A description of how each planning factor is encompassed by the TPB Vision can be found at: mwcog.org/clrp/federal/vision_factors.asp.

The 2013 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

MAP-21 requires the TPB to update the plan every four years. The 2010 CLRP was the official quadrennial update and is documented on the web (mwcog.org/clrp) 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. A brochure for the 2010 CLRP was produced in 2011.

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

2006 Update to the Financially Constrained Long-Range Transportation Plan.

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

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

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2001.

5. The Currently Adopted Plan and Transportation Improvement Program (TIP)

On July 18, 2012 the TPB approved the 2012 CLRP and the FY 2013-2018 TIP. The TIP is updated on a two-year cycle, so the FY 2013-2018 TIP remains the TIP of record. The TIP includes transit, highway, bikeway and pedestrian and ridesharing improvement projects and transit and ridesharing operating support. It only includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

On May 24, 2013, FHWA and FTA found that the 2012 CLRP and FY 2013-2018 TIP conform to the region's State Implementation Plans, and that the conformity determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended.

6. The New Plan

On October 17, 2012, the TPB began the development of the CLRP by releasing the final solicitation document for the 2013 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 2013 CLRP was developed according to the provisions of MAP-21. The 2013 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 2013 CLRP was adopted by the TPB on July 17, 2013.

The FY 2013-2018 TIP which was adopted by the TPB on July 18, 2012 remains the TIP of record.

7. Annual Listing of Projects

MAP-21 requires that the TPB publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, the TPB has prepared a

listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at mwcog.org/clrp/projects/tip/obligations.asp.

8. The Air Quality Conformity Determination for the New Plan

On July 17, 2013, the TPB approved the air quality conformity analysis of the 2013 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 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 2010 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: mwcog.org/clrp/elements/financial.asp.

The CLRP is updated annually with amendments that include new projects or adjust the phasing or other aspects of some of the projects or actions in the plan, or change specific projects as new information on them becomes available. In spring 2013, the financial analysis for the 2010 CLRP was reviewed to ensure that it conforms with MAP-21 requirements for the 2013 CLRP.

The CLRP must be updated every four years as required by MAP-21. The last major update of the CLRP which included a full financial analysis was in 2010; the 2014 CLRP requires and will include a new full financial analysis. During the spring of 2013, analytical methods were reviewed and identified for updating the 2010 financial analysis to incorporate new transportation revenues approved by the state legislators for Virginia and Maryland, and to reflect the federal funding levels in MAP-21 that became law in July 2012. In FY 2014, the expected revenues and expenditures to be included in the 2014 CLRP for the years 2015 to 2040 will be analyzed, projecting to reflect new state revenue sources and expenditure estimates in consultation with the state and local DOTs and public transportation operators. The financial analysis, as in past years, identified a shortfall in the forecasts for WMATA capital funding for 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 2008, Congress passed the Passenger Rail Investment and Improvement Act which provides an additional \$3 billion in revenues over 10 years in funding for WMATA's capital and preventive maintenance projects, with \$150 million per year of federal funding and a matching \$150 million per year in required dedicated local matching revenues, as approved by the legislatures of Maryland, Virginia, and the District of Columbia. This legislation is set to expire in 2020 and currently there is not any federal legislation in place to extend that act beyond 2020. This additional revenue was assumed to be available through 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 2013 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 were 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 and TIP. First, unconstrained origin and destination trip tables are produced for all forecast years. A constrained transit trip table is then created for each year 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 is committed to a transparent interface with the public and with relevant public agencies to support the regional transportation planning process, including the development of the CLRP. The TPB's Participation Plan was approved in 2007 and 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 for the National Capital Region Transportation Planning Board" is available at mwcog.org/store/item.asp?PUBLICATION_ID=306.

Visualization and Electronic Access

Beginning in 2010, the TPB has made available to the public an on-line, searchable database of all the transportation projects and programs in the CLRP & TIP. Projects are either programmed in the FY2013-2018 TIP or planned in the 2012 CLRP. The on-line database will be updated with the projects in the 2013 CLRP following TPB approval. The database is available at: mwcog.org/clrp/projects/search.asp. In addition, the TPB makes public information available electronically on two main

websites: the CLRP website and the TPB website: mwcog.org/transportation.

The CLRP website includes area maps of all newly proposed projects; static maps of all major highway, transit, HOV/HOT, and bicycle/pedestrian projects; and the ability to view CLRP projects using Google Earth.

The Public Involvement Process for the New Plan

The TPB held two public comment periods during the development of the 2013 CLRP; the first was held from January 10 to February 9, 2013 on the projects to be included in the air quality conformity analysis, and the second was held from June 13 to July 13, 2013 on the draft 2013 CLRP and the draft air quality conformity determination.

During the development of the 2013 CLRP the participation procedures outlined in the TPB Participation Plan were followed, and several opportunities were provided for public comment, including:

- a) At the January 10, 2013 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the CLRP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the January TPB meeting.
- b) At the February 20 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 January 31, 2013 the Draft 2013 CLRP was presented to the TPB's Access for All Advisory Committee for their consideration and comment.
- d) At the June 13th CAC meeting, the draft 2013 CLRP and the draft air quality conformity analysis were released for a 30-day public comment period which closed on July 13.
- e) An opportunity for public comment on these documents was provided on the TPB website and at the beginning of the June and July TPB meetings.
- f) Comments and responses from the two public comment periods were posted on the website at mwcog.org/transportation/public. The staff responses to the comments were reviewed and accepted for inclusion in the CLRP by the TPB on July 17, 2013. The final version of the TIP document will include summaries of all comments and responses

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

On September 6, 1991, the U.S. Department of Transportation issued regulations (49

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

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. The Federal Transit Administration (FTA) issued the Circular "Title VI Requirements and Guidelines for Federal Transit Administration Recipients" (FTA C 4702.1B) on October 1, 2012. The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process. The COG Board of Directors adopted a "Title VI Plan to Ensure Nondiscrimination in all Programs and Activities" on July 14, 2010. COG serves as the administrative 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: 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 February 20, 2013. The AFA comments on the Draft 2013 CLRP were distributed to the TPB in this memo: mwcog.org/uploads/committee-documents/IV1bX1tf20130220133957.pdf

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

As described under item 13 below, 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 tpbcoordination.org. In 2011, an assessment of the TPB's JARC and New Freedom program and grants was conducted by an independent consulting firm. The report "Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region" was presented to the TPB on January 18, 2012.

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

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

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

The Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, has 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 online at: mwcog.org/titlevi. In November 2012, a COG Title VI Coordinators meeting was held to review the Title VI Plan to see if any updates were needed, and review new Title VI Non-Discrimination Regulations and Guidance. TPB staff received Title VI training from FHWA and VDOT in June 2011, 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.

In November 2012, COG revised its Title VI Program which reiterates the policies and practices outlined in the Title VI Plan, and submitted the program to FTA Region 3. In a letter from FTA Region 3 on November 9, 2012, the FTA concurred with COG's Title VI Program and stated that the program meets the requirements set out in the FTA's Title VI Circular, 4702.1A.

COG 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 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 policies 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 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 lobbying prohibition.

COG developed a Disadvantaged Business Enterprise (DBE) Administrative Program and Policy on April 2, 2013 which included a DBE Goal and Small Business Participation Element. On June 3, 2013 FTA Region 3 provided two letters concurring with the DBE methodology and goal, and the DBE and SBE program.

Analysis of Disproportionate and Adverse Impacts

The CLRP is analyzed to ensure that the plan does not disproportionately and adversely affect low-income, minority and disabled populations by using Census data and travel demand data on the accessibility to jobs by highway and transit in 2040. An analysis of the last major update of the Plan, the 2010 CLRP, is available at: mwcog.org/clrp/performance/EI/EJintro.asp. Also included is a regional demographic profile based on the latest available Census data, maps showing major CLRP projects and locations of low-income, minority, older adult, limited English proficiency and disabled populations, and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2010 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2010 CLRP does not appear to have disproportionate adverse impacts on these groups. For the 2012 CLRP, another accessibility analysis was conducted examining accessibility to jobs by highway and transit in 2040 and was documented in the 2012 CLRP brochure and website. A sensitivity analysis on the impacts of the 2012

CLRP on traditionally transportation-disadvantaged populations was conducted and suggests that decreases in accessibility to jobs on the eastern side of the region are likely due to higher congestion levels and land use changes forecast for 2040. A description of how the TPB further addresses planning-related Title VI requirements, as outlined in the COG Title VI Plan, is available above in Section 11 “Transportation for Persons with Disabilities, Low-Income Individuals and Older Adults”.

13. Human Service Transportation Coordination

The TPB adopted an updated Coordinated Human Service Transportation Plan in December 2009 which was coordinated and is consistent with the 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 tpbcoordination.org. In 2011, an assessment of the TPB’s JARC and New Freedom program and grants was conducted by an independent consulting firm,. The report “Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region” was presented to the TPB on January 18, 2012. The report outlined recommendations for changes to the solicitation process, changes to strengthen the oversight of subgrants, and recommendations to provide additional technical assistance to grantees in the implementation of grants. Overall, the assessment found that no widespread changes to the TPB administrative and oversight process are called for.

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

14. Congestion Management Process

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

16. Freight Planning

The TPB is dedicated to incorporating freight into the transportation planning process. The TPB Freight Plan 2010 provides analysis of current and forecast freight transportation and identifies projects that benefit freight transportation in the National Capital Region. The TPB Freight Subcommittee meets bimonthly to exchange information and to provide stakeholder input into the TPB freight planning products. For example, the TPB Freight Subcommittee developed the first Top 10 Freight Project List in 2011, and updated the list in 2013. The 2011 TPB Regional Freight Forum, a 1-day conference on regional freight trends brought together TPB board members, Capitol Hill representatives, freight-industry representatives from all modes, and federal, state, and local planners. For more information and to view the freight planning documents and freight subcommittee activities, go to mwcog.org/freight.

17. Bicycle and Pedestrian Planning

The TPB approved the *2010 Bicycle and Pedestrian Plan* on October 20, 2010. This plan identifies the capital improvements, studies, actions, and strategies that the region proposes to carry out by 2040 for major bicycle and pedestrian facilities. The Bicycle and Pedestrian Subcommittee of the TPB Technical Committee assisted in the development of the plan, and continues to meet regularly to exchange information among stakeholders and provide advice to the TPB on bicycle and pedestrian issues.

To promote pedestrian and bicycle safety, the TPB sponsors the regional Street Smart campaign, which consists of Fall and Spring waves of advertising, public relations, and enforcement activities. For more information on the campaign see bestreetsmart.net.

A recent example of how TPB integrates bicycle and pedestrian considerations into the metropolitan planning process was the development of a regional Complete Streets Policy, which was adopted on May 16, 2012. TPB has also sponsored a regional Green Streets workshop as it considers ways to encourage more pedestrian-friendly streetscapes. More information about the TPB's bicycle and pedestrian planning activities can be found at: mwcog.org/transportation/activities/planning.

18. Environmental Consultation and Mitigation

The TPB established procedures in its Participation Plan for environmental consultation. The TPB 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. The maps with the CLRP projects and environmentally sensitive areas are at: mwcog.org/clrp/elements/environment/envmapping.asp. The CLRP also includes an environmental potential mitigation discussion which identifies potential activities to moderate the environmental impacts of the long range transportation plan which can be found at: mwcog.org/clrp/elements/environment/envmitigation.asp.

19. Scenario Planning and Climate Change

COG has adopted a long-range climate vision, which includes greenhouse gas (GHG) emissions reduction goals for 2012, 2020 and 2050, as adopted in the 2008 COG Climate Change Report and in the 2010 COG Region Forward Plan, which is a long-range multi-sector vision for the region. The TPB's "What Would it Take?" scenario analyzed over 40 strategies to examine how COG's multi-sector climate change goals could be met in the transportation sector. Strategies ranged from exploring the potential impact of increased fuel economy standards and alternative fuel forecasts to accelerated completion of regional and local level bicycle plans and congestion reduction strategies. The final report for the "What Would it Take?" scenario was

completed in May 2010. An analysis of the impact of proposed new fuel economy standards for both light-duty and heavy-duty was conducted in 2011 and showed how the standards move the region closer to meeting the COG GHG reduction goals in the transportation sector.

The TPB's "CLRP Aspirations" scenario sought to create a land use and transportation vision for the region that includes aggressive land use development centered on the

region's activity centers to be connected via a bus rapid transit system running on a network of variably priced road lanes. The first phase of a priority bus system envisioned in this scenario was funded under a TIGER grant. A GHG analysis of the "CLRP Aspirations" scenario and the TIGER priority bus project was included in the "What Would it Take?" scenario. The final report for the "CLRP Aspirations" scenario was completed in September 2010. The final reports for the "What Would It Take?" and "CLRP Aspirations" scenarios are available at:

mwcog.org/clrp/elements/scenarios.asp.

20. Regional Transportation Priorities Planning

In May 2010, in response to a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a regional priorities plan, the TPB hosted an event called the "Conversation on Setting Regional Transportation Priorities". The Conversation generated broad interest among TPB stakeholders in developing a priorities plan. 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 those transportation strategies that best promote the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life, and environmental stewardship. Ultimately, it is envisioned that 10 to 15 strategies will be identified that the region can agree are the top priorities for addressing the most pressing challenges that the region faces in meeting the TPB's goals.

The TPB approved the scope of work for the RTPP in July 2011. The scope of work acknowledged the importance of public support for the RTPP, and called for extensive public outreach throughout the process. On January 11, 2012 the TPB released "Developing a Regional Transportation Priorities Plan for the National Capital Region, Interim Report 1: *Initial Goals, Performance Measures, Challenges and Strategies, and Proposed Public Outreach Activities through June 30, 2012*".

In January and February 2012, TPB staff conducted a series of five listening sessions with regional stakeholders representing a variety of interests throughout the region as well as citizen groups. On June 2, 2012 the TPB hosted a citizen forum comprised of a representative sample of citizens from throughout the region. On July 18, 2012 the TPB was briefed on the "Draft Interim Report 2: *Public Outreach Activities Completed through June 30, 2012, Communicating and Refining the RTPP materials, and Proposed Public Outreach Activities through January 31, 2013*".

In spring 2013, the TPB conducted a web-based, interactive survey with a random sample of the public to learn what challenges are most important to the public and what strategies they think would best address these challenges. The results of the survey and the previous work done on the RTPP will be presented to the TPB in July 2013, followed by a period for public comment and preparation of a final report in September 2013. Future public outreach may include a combination of web-based polling, additional deliberative forums, and mobile kiosks throughout the region.

The purpose of these efforts would be to inform the selection of priority strategies from a longer list of strategies under discussion. More information on the Regional Transportation Priorities Plan can be found at mwkog.org/transportation/priorities.

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 up to \$220,000 in technical assistance for projects up to \$60,000 to individual communities to catalyze or enhance local and regional planning efforts. The TLC program also includes a Clearinghouse, which is a web-based source of information about transportation/land use coordination, including regional and national experience with transit-oriented development and other key strategies. In FY2012, the TLC Program grew to include a Regional Peer Exchange Network, which provides a variety of opportunities and media through which to communicate information and best practices on TLC topics. For the FY2013 cycle, the TPB initiated a new Design Pilot Project. Through this effort, the TPB awarded \$80,000 in technical assistance for design and preliminary engineering to the City of Frederick to help prepare a previously funded TLC planning project for implementation. Any local jurisdiction that is a member of the TPB is eligible to apply for either planning or design technical assistance. More information on the TLC program is available at: mwkog.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 priority bus 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 TIGER grant funding is being used to 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 construct a multimodal Takoma/Langley transit center in Prince George's County.

Since the signing of the grant agreement, the TPB and sub-recipients have conducted design and technological development activities, and begun construction work on several projects. As of June 2013, approximately \$11 million of the grant, or 19%, has been expended. The primary expenditures to date have been \$5.1 million for 13 replacement buses for PRTC, \$2 million for construction of the City of Alexandria's US-1 (Potomac Yard) Transitway, \$1.7 million for PRTC's Computer-Aided Dispatch and Automatic Vehicle Location (CAD/AVL) system, and \$9000,000 for District DOT's corridor projects. Additional multi-million dollar expenditures for FY 2014 will include completion of the US-1 Transitway and initial deployment of Transit Signal Priority and Real-Time Passenger Information displays along priority bus corridors in the District of Columbia, Maryland, and Virginia.

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
2013 Plan	mwcog.org/clrp
2013 Plan Brochure (not published yet)	mwcog.org/clrp/resources/
FY2013-2018 TIP	mwcog.org/clrp/projects/tip/
Air Quality Conformity Analysis of the 2013 Plan	mwcog.org/transportation/activities/quality/
Call for Projects for 2013 CLRP	mwcog.org/clrp/resources/
Public comments on the new Plan	mwcog.org/transportation/public/
Financial Plan	mwcog.org/clrp/elements/financial/
TPB Vision and Relation to the Planning Factors	mwcog.org/clrp/process/vision.asp
Participation Plan	mwcog.org/store/item.asp?PUBLICATION_ID=306
COG Accommodations Policy	mwcog.org/accommodations/
FY2014 UPWP	mwcog.org/transportation/activities/upwp/
Coordinated Human Services Transportation Plan	mwcog.org/store/item.asp?PUBLICATION_ID=382
Congestion Management Process	mwcog.org/clrp/elements/cmp/default.asp
Annual Listing of Projects	mwcog.org/clrp/projects/tip/obligations.asp
On-line CLRP & TIP Project Database	mwcog.org/clrp/projects/search.asp
Environmental Mitigation Discussion	mwcog.org/clrp/elements/environment/
Visualization of the CLRP	mwcog.org/clrp/projects/current/ge_intro.asp
Freight Plan	mwcog.org/store/item.asp?PUBLICATION_ID=381

Bike and Pedestrian Plan	mwcog.org/store/item.asp?PUBLICATION_ID=386
Safety Element	mwcog.org/clrp/elements/safety/
COG Title VI Plan	mwcog.org/store/item.asp?PUBLICATION_ID=383
TPB Language Assistance Plan	mwcog.org/store/item.asp?PUBLICATION_ID=384
Scenario Study	mwcog.org/clrp/elements/scenarios.asp
Transportation Land Use Connections (TLC) Program	mwcog.org/transportation/activities/tlc/
TIGER Grant for Priority Bus Transit	mwcog.org/transportation/committee/committee/default.asp?COMMITTEE_ID=254

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. Seven TPB planning elements received commendations and four FAMPO planning elements were commended. The report included 11 TPB recommendations, 3 FAMPO recommendations, and 4 corrective actions that FAMPO must address. The TPB's planning process was certified with the condition that FAMPO address the 4 corrective actions. FAMPO has successfully addressed all 4 corrective actions.

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

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	2-17
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	7-11
3.	Section 1101(b) of MAP-21 (Pub. L.112-196) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects (DBE Involvement)	12	9-11
4.	The provisions of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation (Nondiscrimination - Individuals with Disabilities)	11	7
5.	The provision of 49 CFR part 20 regarding restrictions on influencing certain activities (Lobby Prohibition)	12	9
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	7-11
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	9-11

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

July 17, 2013

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Scott York, 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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Helen Cuervo
District Administrator
Virginia Department of Transportation