

# **NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD STATEMENT OF CERTIFICATION**

December 17, 2025

This document describes how the federal metropolitan transportation planning process is being conducted by the National Capital Region Transportation Planning Board in accordance with all the applicable requirements; this self-certification of the planning process is required under 23 CFR 450.336 and is signed by the three state departments of transportation and the TPB.

## **TABLE OF CONTENTS**

1.	THE UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING	2
2.	ROLES AND RESPONSIBILITIES FOR TRANSPORTATION PLANNING AND PROGRAMMING	2
3.	FOUR-YEAR UPDATES OF THE METROPOLITAN TRANSPORTATION PLAN	3
4.	THE TRANSPORTATION IMPROVEMENT PROGRAM AND ANNUAL LISTING OF PROJECTS	4
5.	THE AIR QUALITY CONFORMITY DETERMINATION FOR THE NEW PLAN	5
6.	PERFORMANCE-BASED PLANNING AND PROGRAMMING	5
7.	PARTICIPATION PLAN AND PUBLIC INVOLVEMENT	6
8.	TITLE VI AND RELATED NONDISCRIMINATION REGULATIONS	6
9.	HUMAN SERVICE TRANSPORTATION COORDINATION	8
10.	CONGESTION MANAGEMENT PROCESS	9
11.	RELATED DOCUMENTS AND OTHER ITEMS ON THE WEB	9
12.	FEDERAL REVIEW OF THE TPB'S PLANNING PROCESS	10
13.	SIGNATURE PAGES	10
14.	METROPOLITAN TRANSPORTATION PLANNING PROCESS APPLICABLE FEDERAL REQUIREMENTS	11

The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington DC-MD-VA Urbanized Area. The TPB has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area. The FAST Act was signed into law on December 4, 2015, and the final planning rule which is the most current was published on May 27, 2016. On November 15, 2021, President Biden signed into law the Infrastructure Investment and Jobs Act (also known as the Bipartisan Infrastructure Law). The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certified the planning process for the TPB's TMA on June 4, 2019. The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) self-certify that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all federal metropolitan planning applicable requirements as evidenced by the descriptions below. The TPB reviewed this self-certification document at its December 2025 meeting.

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

The FY 2026 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 19, 2025, and approved by FHWA and FTA on May 28, 2025. The UPWP was developed to address the applicable metropolitan planning requirements of record in March 2025 as well as to comply with the air quality conformity regulations. The UPWP includes support for 14 standing committees that assist with carrying out the federally required metropolitan planning process; Figure 7 on page 39 of the UPWP shows the TPB committee structure. More about the UPWP can be found at [mwcog.org/transportation/plans/upwp/](http://mwcog.org/transportation/plans/upwp/).

## **2. Roles and Responsibilities for Transportation Planning and Programming**

In the metropolitan Washington 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 recently updated. As required under the federal metropolitan planning regulations, the TPB, the state DOTs and the providers of public transportation have documented their transportation planning roles and responsibilities in the metropolitan Washington region in a Memorandum of Understanding (MOU) that was approved on April 18, 2018.

The state transportation agencies (DDOT, MDOT and VDOT) have an agreement with the Metropolitan Washington Council of Governments (COG), dated March 5, 2025, that specifies the terms and conditions for funding its administrative support of the transportation planning process. COG is the administrative agent for the TPB. The responsibilities for the primary planning and programming activities are indicated in the UPWP.

There is also an agreement between the TPB, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), and Calvert County, Maryland, for completing the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland that was approved in 2016. The agreement ensures that transportation plans,

programs, and projects in Calvert County are assessed for regional air quality conformity as required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Also included in the UPWP is the 2021 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.

Representatives of DDOT, MDOT, and VDOT, the signatories of this self-certification statement and document, meet every month through the State Technical Working Group (STWG), with WMATA, to coordinate and ensure that the TPB is meeting all applicable metropolitan planning and air quality conformity regulations. At the November 4, 2025 and December 2, 2025 STWG meetings, representatives of the state DOT's discussed the process and content for this self-certification statement and document.

### **3. Four-Year Updates of the Metropolitan Transportation Plan**

Federal metropolitan planning regulations require the TPB to update the plan every four years. TPB's metropolitan transportation plan is known as the National Capital Region Transportation Plan. Visualize 2050 is the most recent National Capital Region Transportation Plan, adopted on December 17, 2025, and available at [www.visualize2050.org](http://www.visualize2050.org). As noted in the document, the federal planning factors guided the development of the plan.

The TPB's performance-based planning and programming process informing Visualize 2050 is documented in the Visualize 2050 Planning and Programming Process document available at [www.visualize2050.org/plan-development/](http://www.visualize2050.org/plan-development/). The process document consists of many parts providing in depth information about how the TPB conducts its planning activities to achieve performance measure targets associated with its goals. The Visualize 2050 process documentation consists of the following parts and topics:

- Part 1: Policy Evolution
- Part 2: Public Engagement and Communications
- Part 3: Air Quality Conformity Analysis
- Part 4: Emissions Reduction Activities
- Part 5: Natural Hazards Resiliency
- Part 6: Congestion Management Process
- Part 7: Emergency Preparedness and Transportation Security Coordination
- Part 8: Emerging Technologies
- Part 9: Environmental Consultation and Mitigation
- Part 10: Freight Planning
- Part 11: Housing Coordination
- Part 12: Land Use and Transportation Coordination
- Part 13: Public Health
- Part 14: Regional ITS Architectures
- Part 15: Transportation Safety Planning
- Part 16: Modeling of Travel Demand and Mobile Emissions
- Part 17: Travel and Tourism
- Part 18: Roadway Planning
- Part 19: Bus Transit Planning

- Part 20: Railway Planning
- Part 21: Bicycle, Pedestrian, and Micromobility Planning
- Part 22: Transportation Demand Management
- Part 23: Surface Connection to Air Planning
- Part 24: Pipeline and Waterways
- Part 25: Future Scenarios Planning
- Part 26: Financial Planning
- Part 27: Amendments/Adjustments Process

Past TPB metropolitan transportation plans include:

The 2022 update to Visualize 2045 was adopted on June 15, 2022 and is documented at [www.visualize2045.org](http://www.visualize2045.org).

The TPB's 2018 metropolitan long-range transportation plan, known as Visualize 2045 approved by the TPB on October 17, 2018. It is documented at <https://www.mwcog.org/documents/2018/10/17/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/>.

*2014 Update to the Financially Constrained Long-Range Transportation.* Approved by the TPB on October 15, 2014, and is documented at <http://www1.mwcog.org/clrp/>.

*2010 Update to the Financially Constrained Long-Range Transportation Plan.* Approved by the TPB on November 17, 2010, and documented on the website the same date, with a report published in 2011.

*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.

#### **4. The Transportation Improvement Program and Annual Listing of Projects**

The TIP describes the schedule for distributing federal, state, and local funds for state and local transportation projects. It represents an agency's intent to construct or implement specific projects and identifies the anticipated flow of funding.

The FAST Act 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/obligation-report](http://mwcog.org/obligation-report).

In 2024, the TPB implemented an updated database, known as Project Tracker, to collect, manage, analyze, and report on data on projects in the metropolitan transportation plan and the Transportation Improvement Program (TIP). The database software vendor has an arrangement with the Federal Highway Administration that gives the TPB, access to the Federal Management Information System (FMIS). This enables the TPB staff to automatically generate lists of obligated funds for the annual project listing and share that listing with implementing agencies in the TPB region.

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

On December 17, 2025, the TPB approved the findings of the Air Quality Conformity analysis of Visualize 2050 and the FY 2026-2029 TIP for the metropolitan Washington region. The plan and TIP conform to the requirements (Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)), and meet 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 in April 2012, and (3) as detailed in periodic FHWA / FTA and EPA guidance. The air quality conformity report can be found at <https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/>.

## **6. Performance-Based Planning and Programming**

Performance-based planning and programming (PBPP) is a process authorized in the Fixing America's Surface Transportation (FAST) Act. PBPP requires states and MPOs to "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds." In coordination with partners, the TPB was tasked with setting targets for 26 performance measures, which it has completed in coordination with its state agency partners.

The TPB will update targets and report performance data as required by federal law. The 2022 update to Visualize 2045 was the first TPB quadrennial plan that reports data and includes discussions on progress toward PBPP targets. Tracking performance measures and targets to assess current system performance and progress towards meeting regional goals continues to be a core TPB function. Visualize 2050 provides a snapshot of this ongoing activity in the plan's Chapter 3 which serves as the System Performance Report for the metropolitan transportation plan. The FY 2026-2029 TIP also includes a discussion and analysis of how projects in the TIP address performance targets by reporting on specific funds used that would target various performance measures.

More information about the TPB's PBPP efforts can be found online at <https://www.mwcog.org/PBPP>.

The TPB, state departments of transportation, and providers of public transportation track performance measures in the following areas:

- Highway and Transit Safety
- Highway and Transit Assets
- Highway Reliability, Freight, and Congestion
- Vehicular Emissions (Congestion Mitigation and Air Quality);

For each of these areas, the TPB is responsible for determining how to calculate measures and set targets for the metropolitan planning area. TPB's efforts overlap with state-level transportation agencies and public providers of transportation who are also responsible for calculating measures and setting targets at the state level or for the transit system. Accordingly, the TPB coordinates with the states and transit agencies in establishing measures and targets for the region. This ensures consistency in the methods used to calculate measures and adequately reflects the various factors considered. The TPB has individual letters of agreement with each responsible party which identify exactly how information will be shared and how targets will be coordinated and set for each of the performance measures.

## **7. 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 federally required long-range transportation plan. An update to the TPB's Participation Plan was approved in 2020 and can be found at <https://www.mwcog.org/tpb-participation-plan/>. This update reflects a year-long process to make the plan easier for the public and staff to use.

The plan articulates the TPB's policy for public participation. It describes how members of the public can get involved and demonstrates how staff work to meet and exceed federal requirements. The plan guides TPB staff interactions with the public so that public-facing work can: 1) reach as many people as inclusively as possible, and 2) collect meaningful input and build support to inform TPB plans and programs, and aid in decision making. The Participation Plan is required under federal laws and regulations pertaining to metropolitan planning and Title VI. The plan builds on previous efforts designed to encourage participation in the TPB process and provides reasonable opportunities for residents and other interested agencies to be involved in the metropolitan transportation planning process. As required by federal regulation, TPB staff developed the Participation Plan in consultation with interested parties, including residents, representatives of people with disabilities, users of public transportation and bicycle and pedestrian facilities, and affected public agencies.

During the development of Visualize 2050 and the FY 2026-2029 TIP, the participation procedures outlined in the TPB Participation Plan were followed, and opportunities were provided for public comment. The staff also provided presentations and held discussions with the TPB Community Advisory Committee and Access for All Advisory Committee. Part 2 of Visualize 2050's Planning and Programming process documents how the plan implemented the Participation Plan and describes the comment periods, including appendices with a listing of all comments received.

Public participation for Visualize 2050 was conducted between 2023-2025.

## **8. Title VI and Related Nondiscrimination Regulations**

The TPB has complied with longstanding federal regulations and guidance to ensure nondiscrimination in programs, procedures, operations, and decision-making regardless of race, ethnicity, income level, disability status, gender or age. Its current policy reads:

## **TITLE VI NONDISCRIMINATION POLICY**

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite [www.mwcog.org/nondiscrimination](http://www.mwcog.org/nondiscrimination) o llame al (202) 962-3300.

Copyright © 2025 by the Metropolitan Washington Council of Governments

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 (described in Section 2). 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 current disadvantaged business enterprise requirements.

## **TITLE VI: CIVIL RIGHTS ACT OF 1964**

The TPB fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. 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 42 U.S.C. §2000d-1, and 23 U.S.C. 324 regarding the prohibition of discrimination based on gender. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, and subsequent reauthorizations, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

The FTA requires that COG, as a Designated Recipient of the FTA Section 5310 Enhanced Mobility program, submit a Title VI Program to “document compliance with DOT’s Title VI regulations by submitting a Title VI Program to their FTA regional civil rights officer once every three years or as otherwise directed by FTA.” The Program includes a policy statement, Title VI assurances, and nondiscrimination complaint procedures. The Program also includes general requirements for MPOs. The TPB serves as the MPO for the Metropolitan Washington region. In June 2024, the COG Board adopted the Title VI Program as required by FTA.

COG, as the administrative agent for the TPB, also has a “Title VI Plan to Ensure Nondiscrimination in all Programs and Activities” to document the ongoing efforts by COG and the TPB to ensure compliance with Title VI based on FHWA requirements. This Plan includes policies and procedures to ensure nondiscrimination in all COG and TPB programs and services (available at <https://www.mwcog.org/nondiscrimination/>). While there is overlap between the Title VI Plan and Title VI Program, the Plan includes required elements

for the FHWA, FTA, and other Federal agencies. COG's Title VI plan and the Title VI complaint form are available here: <https://www.mwcog.org/nondiscrimination/>.

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES AND LIMITED ENGLISH SPEAKERS**

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 (<https://www.mwcog.org/accommodations/>). The accommodations policy is translated into the six most commonly spoken languages in the region other than English, available on the Accommodations page of the website, the six languages are Spanish, French, Korean, Vietnamese, Amharic, and Chinese. The Visualize 2050 website includes a Google translation tool that will translate the webpage text from English to one of 90+ different languages.

The TPB has a Language Assistance Plan that is provided in Attachment F of COG's Title VI Plan:

<https://www.mwcog.org/file.aspx?D=WiCxhmpRZP7nBAqgHZrdAUMAlvJeSViakyiKaO4giL8%3D&A=pGyWdIKPQnTNQH6DUqnNuRH%2BqWGcTDxagkzg43111tU%3D>. In 2022, COG added the Language Line Solutions for services to allow for translating phone calls to Spanish, Chinese (Mandarin and Cantonese), French, Japanese, Polish, Russian, Vietnamese, Armenian, Cambodian, German, Haitian Creole, Italian, Korean, Portuguese, Farsi, Tagalog, Thai, Urdu, and all other languages.

## **AMERICANS WITH DISABILITIES ACT AND REHABILITATION ACT OF 1973**

The TPB complies with 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 ensuring the nondiscrimination of individuals with disabilities. The TPB also complies with related regulations under Section 504 of the Rehabilitation Act of 1973.

The TPB also complies with the Older Americans Act, confirms opportunity for employment with no discriminatory personnel practices because of age and Section 324 of 23 U.S.C. No one of the basis of gender shall be denied participation in or benefits of any program or activity receiving federal assistance under Title 23.

## **9. Human Service Transportation Coordination**

The TPB adopted an update to the Coordinated Human Service Transportation Plan on May 17, 2023, to guide the implementation of the FTA Enhanced Mobility for Older Adults and Individuals with Disabilities Program (Section 5310) which can be found here: <https://www.mwcog.org/coordinated-human-service-transportation-plan/>. The Coordinated Plan identifies the unmet transportation needs for people with disabilities, low-income individuals, and older adults, and provides demographic data and maps of traditionally disadvantaged population groups. The TPB's AFA Committee oversaw the development of the updated Coordinated Plan. People with disabilities, older adults, and those with low incomes, in addition to transportation and human service agencies, serve on the AFA.

COG serves as the designated recipient for the FTA Enhanced Mobility Section 5310 programs in the Washington DC-VA-MD Urbanized Area. The Coordinated Plan and information on the Enhanced Mobility Program are available at <https://www.mwcog.org/transportation/programs/enhanced-mobility/>.

## 10. Congestion Management Process

The TPB maintains and continuously updates a Congestion Management Process (CMP) that is a key part of the metropolitan transportation planning process. The CMP is committed to the management of the existing and future transportation system through the use, where appropriate, of both demand and operational management strategies. These strategies comprise a significant portion of the CMP. The CMP addresses the Federal Highway Administration (FHWA) requirements for MPOs in a Transportation Management Area (TMA) laid out in the final planning regulations. More information on the CMP can be found at <https://www.mwcog.org/CMP> or in [Part 6 of the Visualize 2050 Planning and Programming Process documentation found at https://visualize2050.org/plan-development/](https://visualize2050.org/plan-development/).

The CMP has four main components:

1. Monitoring and evaluating transportation system performance
2. Defining and analyzing strategies
3. Compiling project-specific congestion management information
4. Implementing and assessing strategies

Through the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively and ultimately reduce the need for highway capacity increases for single-occupant vehicles (SOVs), except where necessary.

Congestion Management Process (CMP) documentation is included in the TPB’s process for soliciting projects from implementing agencies for the 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 TIP projects.

## 11. Related Documents and Other Items on the Web

This self-certification refers to information and documents available on the website; below is a summary of where to find the latest information after the December 17, 2025, TPB approval of Visualize 2050, the FY 2026-2029 TIP and the air quality conformity determination.

Item	Specific Location in Visualize 2050 or on the Website
Visualize 2050	<a href="https://visualize2050.org">visualize2050.org</a>
2022 and 2018 Visualize 2045 Plan Document	<a href="https://visualize2045.org">visualize2045.org</a>
FY 2026-2029 TIP	<a href="https://www.mwcog.org/TIP">mwcog.org/TIP</a> and <a href="https://visualize2050.org">visualize2050.org</a>
Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP	<a href="https://www.mwcog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/">www.mwcog.org/transportation/planning-areas/air-quality-and-environment/air-quality-conformity/</a> and <a href="https://visualize2050.org">visualize2050.org</a>

Visualize 2050 Technical Inputs Solicitation and Addendum	Appendix C of the FY2026-2029 TIP available at <a href="https://visualize2050.org/plan-resources/">visualize2050.org/plan-resources/</a>
Public comments on the plan and TIP	Part 2 of the Visualize 2050 Planning and Programming Process documentation <a href="https://visualize2050.org/plan-development/">visualize2050.org/plan-development/</a>
Financial Plan	Chapter 5 of Visualize 2050 <a href="https://visualize2050.org/the-plan/">visualize2050.org/the-plan/</a>
Public Participation Plan	<a href="https://mwcog.org/tpb-participation-plan/">mwcog.org/tpb-participation-plan/</a>
COG Accommodations Policy	<a href="https://mwcog.org/accommodations/">mwcog.org/accommodations/</a>
FY 2026 UPWP	<a href="https://mwcog.org/transportation/plans/upwp/">mwcog.org/transportation/plans/upwp/</a>
Coordinated Human Services Transportation Plan	<a href="https://mwcog.org/coordinated-human-service-transportation-plan/">mwcog.org/coordinated-human-service-transportation-plan/</a>
Congestion Management Process	Part 6 of Visualize 2050 Planning and Programming Process Documentation
Annual Listing of Projects	<a href="https://mwcog.org/obligation-report">mwcog.org/obligation-report</a>
Online Visualize 2050 & TIP Project Database	<a href="https://ncrtpb.ecointeractive.com/">https://ncrtpb.ecointeractive.com/</a>
Environmental Mitigation Discussion	Part 9 of Visualize 2050 Planning and Programming Process Documentation
Freight Plan	<a href="https://mwcog.org/freight-plan">mwcog.org/freight-plan</a>
Bicycle and Pedestrian Plan	<a href="https://mwcog.org/documents/bicycle-and-pedestrian-plan/">mwcog.org/documents/bicycle-and-pedestrian-plan/</a>
COG Title VI Plan and Title VI Program	<a href="https://mwcog.org/TitleVI">mwcog.org/TitleVI</a>
Language Assistance Plan	Attachment B in <a href="https://mwcog.org/TitleVI">mwcog.org/TitleVI</a>

## 12. Federal Review of the TPB’s Planning Process

In March 2023, 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. On June 2, 2023, the FHWA and the FTA jointly certified the planning process for the TPB Transportation Management Area (TMA) and Fredericksburg Area Metropolitan Planning Organization (FAMPO). The certification review is documented in a June 2023 report. The next review will be scheduled in 2026 or 2027.

## 13. Signature Pages

After the table in the following section, the signature pages are provided from the Departments of Transportations of the District of Columbia, Maryland, Virginia and the Transportation Planning Board and 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.

## 14. Metropolitan Transportation Planning Process Applicable Federal Requirements

The following table identifies the section and pages where each of the applicable federal requirements listed on the signatures pages is addressed in this document.

	<b>Requirement</b>	<b>Addressed in Section</b>	<b>Page(s)</b>
(1)	23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);	All	2 to 10
(2)	In nonattainment and maintenance areas, 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);	5	5
(3)	Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;	8	6 to 8
(4)	49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;	8	6 to 8
(5)	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);	8	7 to 8
(6)	23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;	8	7 to 8
(7)	The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 <i>et seq.</i> ) and 49 CFR parts 27, 37, and 38;	8	8
(8)	The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;	8	8
(9)	Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and	8	6 to 8
(10)	Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities	8	8

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION  
FOR THE NATIONAL CAPITAL REGION**

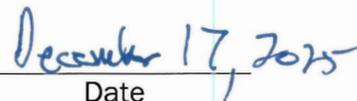
December 17, 2025

In accordance with 23 CFR 450.336, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby 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 of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, 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);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) 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);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
Walter Alcorn, Chair

National Capital Transportation Planning Board (TPB)

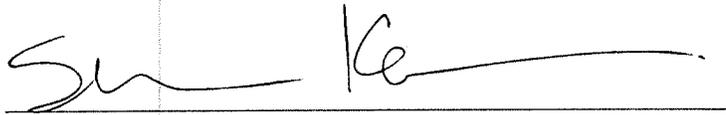
  
Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION  
FOR THE NATIONAL CAPITAL REGION**

December 17, 2025

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby 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 of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, 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);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) 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);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



Sharon Kershbaum  
Director  
District Department of Transportation

12/17/2025

Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION  
FOR THE NATIONAL CAPITAL REGION**

December 17, 2025

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby 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 of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, 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);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) 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);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C.; regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



\_\_\_\_\_  
Samantha J. Biddle  
Acting Transportation Secretary  
Maryland Department of Transportation

12/17/2025  
\_\_\_\_\_  
Date

**METROPOLITAN TRANSPORTATION PLANNING PROCESS  
SELF-CERTIFICATION  
FOR THE NATIONAL CAPITAL REGION**

December 17, 2025

In accordance with 23 CFR 450.334, the District Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation and the National Capital Region Transportation Planning Board (TPB) which is the Metropolitan Planning Organization for the Washington DC-MD-VA Urbanized Area, hereby 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 of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450 (Metropolitan Planning);
- (2) In nonattainment and maintenance areas, 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);
- (3) Title VI of Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1), 49 CFR part 21;
- (4) 49 U.S.C. 5332 prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) 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);
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of Title 23, U.S.C., regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.



William Cuttler, P.E.  
District Engineer

Virginia Department of Transportation

12/17/25  
Date

TPB R5-2026  
December 17, 2025

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

**RESOLUTION ENDORSING THE 2025 CERTIFICATION OF THE METROPOLITAN  
TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements..."; and

**WHEREAS**, the Statement of Certification documenting how the TPB's planning process is being carried out and how the process is compliant with all of the applicable requirements is appended to this resolution; and

**WHEREAS**, a Statement of Certification 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 THAT** the National Capital Region Transportation Planning Board does hereby certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements:

The appended Statement of Certification, dated December 17, 2025, 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 December 17, 2025.