

**TRI-CITIES AREA METROPOLITAN PLANNING ORGANIZATION  
CERTIFICATION OF THE TRANSPORTATION PLANNING AND PROGRAMMING  
PROCESS**

The Tri-Cities Area Metropolitan Planning Organization, Virginia Department of Transportation, and Virginia Department of Rail and Public Transportation hereby certify that the conduct of the metropolitan planning and programming process complies with all applicable requirements as listed below, and that this process includes activities that support the development and implementation of the Long-Range Transportation Plan and associated Air Quality Conformity Determination (as applicable), the Transportation Improvement Program and associated Air Quality Conformity Determination (as applicable), and the Unified Planning Work Program.

1. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR part 450.336 (a);
2. 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;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 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 the FAST Act (Pub. L. 114-357 and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
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.

**Tri-Cities Area Metropolitan  
Planning Organization**

  
Signature

Ronald Svejkovsky

Printed Name

TCAMPO Director

Title

4/13/23

Date

**Virginia Department of  
Transportation**

  
Signature

Dale Totten

Printed Name


Richmond District Engineer

Title

04/13/2023

Date

**Virginia Department of  
Rail & Public Transportation**

  
Signature

Grant Sparks

Printed Name

Director of Transit Planning

Title

4/17/23

Date

## SELF-CERTIFICATION QUESTIONS

### **ORGANIZATION AND STRUCTURE**

1. Is the TCAMPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city, and in accordance in procedures set forth in state and local law?
  - *Yes, by a continuing agreement in 1974 between the Commonwealth of Virginia Department of Highways and the Crater Planning District Commission. In 1979, the Secretary of Transportation designated the Tri-Cities Area policy Committee as the Metropolitan Planning Area (MPO) for the Tri-Cities Area.*
2. Does the TCAMPO Policy Committee include elected officials, providers of major modes of transportation, and appropriate state officials?
  - *Yes, 6 locality-elected officials, 1 transit provider, and 2 agencies*
3. Is training about the transportation planning process provided for the TCAMPO Policy Committee and TAC?
  - *Informal training is provided by the MPO Director.*
4. Does the TCAMPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?
  - *The TCAMPO boundary encompasses existing urbanized area plus contiguous area expected to become urbanized within the 20-year forecast period. Portions of the MPO boundary were formally established by agreement between RRTPO and TCAMPO in 2014.*

### **TRANSPORTATION PLANNING AND PROGRAMMING PROCESS**

1. Is the transportation planning process continuous, cooperative, and comprehensive?
  - *Yes, the UPWP, LRTP, and MTIP show the programs, plan, and projects that demonstrate the MPO's planning process is continuous, cooperative, and comprehensive.*
2. Is there a currently adopted Unified Planning Work Program (UPWP)? *Yes, [FY23 UPWP](#)*
3. Are tasks and products clearly outlined?
  - *Yes, see [FY23 UPWP](#)*
4. Does the UPWP include sufficient detail of who will perform the work, the schedule for completing work, the resulting products, proposed funding, and a summary of the total amounts of federal and matching funds?
  - *Yes, see [FY23 UPWP](#)*
5. Is the work identified in the UPWP completed in a timely fashion?
  - *FY22 tasks were completed in a timely fashion (ex: [Plan2045](#))*
3. Is there a valid Long Range Transportation Plan (LRTP)? *Yes, [Plan2045](#)*
  - a. Does the LRTP have at least a 20-year horizon at the time of adoption? *Yes*
  - b. Does it address the ten planning factors? *Yes*

- c. Does it cover all modes applicable to the area? *Yes*
  - d. Does the LRTP specify the TCAMPO's project selection methodology? *Yes*
  - e. Is it financially constrained? *Yes*
  - f. Does it include funding for the maintenance and operation of the system? *Yes*
  - g. Is it updated/reevaluated in a timely fashion (at least every four or five years)? *Yes, these plans are updated every 5 years*
  - h. Does the area have a process for including environmental mitigation discussions in the planning process? *Yes*
4. Is there a valid Transportation Improvement Program (TIP)? *Yes, [FFY 2021-24 MTIP](#)*
- a. Is it consistent with the LRTP? *Yes*
  - b. Is it fiscally constrained? *Yes*
  - c. Is it developed cooperatively with the state and local transit operators? *Yes*
  - d. Is it updated at least every four years and adopted by the TCAMPO and submitted to the Governor? *Yes*
5. Does the area have a valid Congestion Management Process? *Yes, [link](#)*
- a. Is it consistent with the LRTP? *Yes*
  - b. Is it used for the development of the TIP? *Yes*
  - c. Is it monitored and reevaluated to meet the needs of the area? *Yes*
6. Does the area have a process for including environmental, state, other transportation, historical, local land use and economic development agencies in the planning process? *Yes*

#### **TITLE VI AND RELATED AUTHORITIES**

1. Does the planning process meet the following requirements of federal law? *Yes, [link](#)*
- a. Title VI: Are there procedures in place to address complaints related to Title VI of the Civil Rights Act of 1964 and related statutes and do they comply with federal regulation? *Yes, [link](#)*
  - b. American Disabilities Act (ADA): Are there procedures in place to address ADA complaints of non-compliance and do they comply with federal regulation? *Yes, [Page 66 of FFY 2021-24 MTIP \(Appendix F\)](#)*
  - c. Disadvantaged Business Enterprises (DBE): Does the TCAMPO have a DBE policy statement that expresses commitment to the DBE program? *Yes, [Page 67 of FFY 2021-24 MTIP \(Appendix F\)](#).*
2. Environmental Justice: Has the TCAMPO identified low-income and minority populations within the planning area and considered the effects in the planning process? *Yes, is identified and discussed in [Plan2045](#) and its [Technical Appendices](#)*

#### **PUBLIC PARTICIPATION PLAN**

1. Does the area have an adopted Public Participation Plan (PPP)? *Yes, adopted in 2016, [link](#)*
- a. Did the public participate in the development of the PPP? *Yes*

- b. Was the PPP made available for public review for at least 45-days prior to adoption? *Yes*
  - c. Is adequate notice provided for public meetings? *Yes*
  - d. What sources does TCAMPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)? *Website, TCAMPO Facebook page, Facebook Groups, Instagram*
  - e. Are meetings held at convenient times and at accessible locations? *Yes, the TAC meets at the Colonial Heights Public Library and the Policy Committee meets at the PAT Multimodal Center in Petersburg. The public also can participate via Zoom.*
  - f. Is the public given an opportunity to provide oral and/or written comments on the planning process? *Yes, via comment periods, surveys, etc. throughout the planning, TIP, and LRTP processes and our public meetings*
  - g. Does TCAMPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households? *Yes, we have been able to better reach them via Facebook Groups, Instagram, our website, and online survey; and are developing additional methods.*
  - h. Is the PPP periodically reviewed and updated to ensure its effectiveness? *Yes, particularly during plan development*
  - i. Are plans/program documents available in an electronic accessible format? *Yes, our plans/program document (in PDF format) are on our website*
2. Does the area participate in an interagency process designed to facilitate communication among involved agencies and make decisions on the transportation conformity process and air quality improvement matters? *Various interagency processes include PHOPs, FOLAR, Crater PDC committees, etc.*

## **DOCUMENTATION AND REPORTING**

1. What supporting documentation/information is provided to the TCAMPO Board when the self-certification is approved? *This document with the links*
2. How is the self-certification provided to the Federal agencies? *Sent draft self-certification to federal and state agencies first for review and approval, then is sent to the TAC and Policy Committee for review and approval for public review, then after public review the self-certification is approved by the TAC and Policy Committee (signed by the MPO, VDOT, and DRPT) at time of MTIP adoption.*
3. Is there continuity and consistency between the self-certification and quadrennial Federal Certification? *While we try to coordinate these, VDOT and DRPT are also trying to get these better coordinated with their processes.*