

Self-Certification Questions

ORGANIZATION AND STRUCTURE

- 1. Is the RRTPO 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, the RRTPO has been established by agreement of the impacted localities and Governor in accordance with state law.*
- 2. Does the RRTPO Board include elected officials, providers of major modes of transportation, and appropriate state officials?** *The voting membership of the Policy Board is comprised of elected officials from each of the member localities, the Capital Region Airport Commission, GRTC Transit System, Richmond Metropolitan Transportation Authority (RMTA), and VDOT (serving on behalf of the Secretary of Transportation). Additional voting members represent major interests such as RideFinders, the Port of Virginia, the Department of Rail and Public Transportation, and the Central Virginia Transportation Authority.*
- 3. Is training about the transportation planning process provided for the RRTPO Board and its advisory committees?** *Members are given an introduction through the ABCs of the RRTPO. This booklet covers, in brief, the organizational structure, membership, meeting schedules, budget, bylaws, policies, and non-binding governance documents. RRTPO staff also provide orientation to the organization on an individual basis for both new and current members as requested.*
- 4. Does the RRTPO boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period?** *Yes, the RRTPO and Tri-Cities planning areas cover the entire urbanized area of the MSA. Additionally, the RRTPO includes outlying rural counties with significant ties to the urbanized area as defined by commuting patterns and membership in the PlanRVA planning district commission.*

TRANSPORTATION PLANNING AND PROGRAMMING PROCESS

- 1. Is the transportation planning process continuous, cooperative, and comprehensive?** *Yes, the RRTPO serves as the forum for cooperative regional transportation decision-making. The RRTPO carries out metropolitan transportation planning in cooperation with the state and transit providers. The RRTPO develops the region's transportation plans and programs, and approves the long-range transportation plan, ConnectRVA 2045, which is a prerequisite for the allocation of federal-aid highway and transit funds. The development of an efficient and effective multimodal transportation network is essential for the region if it*

is to sustain a strong economy, clean environment, and high quality of life.

2. Is there a currently adopted Unified Planning Work Program (UPWP)? Yes, the RRTPO's current UPWP can be found on [the PlanRVA website](#).

- a. **Are tasks and products clearly outlined?** Yes, the UPWP includes main task areas which detail expected results or products. This includes expected deliverables and on-going program activities.
- b. **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, the UPWP includes an expected completion date, expected outcome, responsible party, and a budget for each task. Some activities central to the "continuous" part of the MPO's mandate are listed as needed or ongoing.
- c. **Is the work identified in the UPWP completed in a timely fashion?** Yes, UPWP work is generally completed based on approved project schedules. Where projects are expected to be carried over from one fiscal year to the next, they carry over is noted in the next UPWP.

3. Is there a valid Long Range Transportation Plan (LRTP)? Yes, the RRTPO's most recent Long-Range Transportation Plan titled ConnectRVA 2045, was adopted October 4, 2021, and can be found on [the PlanRVA website](#). The 2050 update to the plan is in development and expected to be presented for adoption in September.

- a. **Does the LRTP have at least a 20-year horizon at the time of adoption?** ConnectRVA 2045 has a 23-year planning horizon – 2022 to 2045. The plan was developed using the data for the Base Year 2017. The plan was adopted by the TPO Policy Board on October 4, 2021.
- b. **Does it address the ten planning factors?** These planning factors are the foundation of ConnectRVA 2045 and are addressed in various ways in the plan. The planning factors are first described in Chapter 2 under "Federal Guidance on Transportation Planning". The planning factors were incorporated in the seven Guiding Principles of the plan which shaped the Vision, Goals and Objectives (VGO) as described in Chapter 4. Along with the VGO, 15 performance measures were developed for the plan that provided the technical means (data) for measuring the progress toward meeting the goal and objectives. Some of the performance

measures directly evaluated the planning factors. These performance measures were used to evaluate, score, and rank all the projects for inclusion in the constrained plan - see Technical Report E: Project Prioritization Process Report for details. Chapter 3 also provided discussion on planning factors including safety, environmental mitigation, resiliency, economic development, and tourism.

c. **Does it cover all modes applicable to the area?** Yes, the LRTP covers highway, active transportation, bus, and rail transit. Park and Ride and bridge improvements are also called out separately. A breakdown of project types by mode can be found in [exhibits 40 – 42d](#).

d. **Does the LRTP specify the RRTPO's project selection methodology?** Yes, the LRTP spells out the weighting of planning goal areas and specific performance measures within each area in Technical Report E: Project Prioritization Process Report. This prioritization methodology has been extended to the regional funding programs administered by the RRTPO.

e. **Is it financially constrained?** Yes, the financial plan includes cooperatively developed costs and revenues in year of expenditure dollars reasonably expected to be available. The financial information is summarized in Chapter 6 and the details are in the [Technical Report F: Constrained Plan Development Report](#).

f. **Does it include funding for the maintenance and operation of the system?** Chapter 6 demonstrates that the plan's primary focus is on preservation and maintenance of the existing transportation system. Exhibit 36 shows that more than 45% of the available financial resources (constrained budget) for the plan will be dedicated to highway maintenance and operations and State of Good Repair.

g. **Is it updated/reevaluated in a timely fashion (at least every four or five years)?** Yes, the ConnectRVA 2045 plan was approved in October of 2021, five years after the Plan 2040 update. The 2050 update is currently in progress and expected to be presented for adoption in September.

h. **Does the area have a process for including environmental mitigation discussions in the planning process?** Yes, Chapter 3 has a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities under the "Environmental Resources & Mitigation" section.

4. **Is there a valid Transportation Improvement Program (TIP)?** Yes, the current FY24 - FY27 TIP can be found on [the PlanRVA website](#). The draft FY27 - FY30 TIP, effective October 1, can be found on the [dedicated TIP engagement website](#).

a. **Is it consistent with the LRTP?** Yes, all projects in the Transportation Improvement Program are screened against ConnectRVA 2045 for consistency with regional planning goal and objectives. The RRTPO reviews candidate projects for consistency prior to providing endorsements for projects seeking state and federal funding.

b. **Is it fiscally constrained?** Yes, all projects in the TIP have funding allocated and are feasible within projected obligation limits and available non-federal resources. The Financial Plan section of the TIP covers the constraint demonstration.

c. **Is it developed cooperatively with the state and local transit operators?** Yes, the TIP was developed in coordination with VDOT, DRPT, GRTC, and 5310 providers. GRTC provides both projects and revenue projections critical to developing the TIP.

d. **Is it updated at least every four years and adopted by the RRTPO and submitted to the Governor?** Yes, the TIP is updated every three years. Upon approval, the TIP is submitted to VDOT and DRPT for the Governor's approval and submission to FHWA and FTA.

5. **Does the area have a valid Congestion Management Process?** Yes, the congestion management process can be found on [the PlanRVA website](#). An updated CMP report has been completed and will be adopted with the 2050 LRTP.

a. **Is it consistent with the LRTP?** Yes, Technical Report I: FY-21 Congestion Management Process tracks the system performance measures, outlines strategies to manage demand, and works to ensure the continued reliability of the regional multimodal transportation system in the Richmond Region. Exhibit 42a in Chapter 6 provides the constrained project list of projects in ConnectRVA 2045 that will add capacity to the region's highway network. Any highway project under "Widening," "New Road," "Auxiliary Lane," or "Road Extension" will add capacity specifically for single-occupant vehicles.

b. **Is it used for the development of the TIP?** The CMP informs the project selection criteria for TPO-allocated funds and endorsement of applications for funding programs administered by

others. Congestion mitigation and enhanced mobility account for 15% of the prioritization process for TPO-directed funds.

c. **Is it monitored and reevaluated to meet the needs of the area?** *The CMP is updated approximately every 4 years in advance of updates to the Long-Range Transportation Plan.*

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?** *To keep agencies aware of transportation projects in the ConnectRVA 2045 plan, RRTPO staff maintains a list of agency and local jurisdiction contracts and interested parties includes them on all the public review and comment period announcements. Partner agencies and advocacy organizations are regularly invited to sit on steering and advisory committees for various planning efforts.*

TITLE VI AND RELATED AUTHORITIES

1. **Does the planning process meet the following requirements of federal law?**

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?** *The RRTPO has adopted a [Title VI plan](#) that details policies and procedures in place to comply with the requirements of the Civil Rights Act and related statutes.*

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, the RRTPO accepts ADA complaints through the same grievance process as established for Title VI. Additionally, PlanRVA, as the supporting agency for RRTPO, has established a proactive request process for accommodations to ensure all interested parties have access to meetings and materials. This form is available in Spanish and English.*

c. **Disadvantaged Business Enterprises (DBE): Does the RRTPO have a DBE policy statement that expresses commitment to the DBE program?** *Yes, the RRTPO is committed to the DBE program. PlanRVA has committed to diversity in suppliers and intentionality in the Inclusive Purchasing Program policy. An overview of PlanRVA's inclusive purchasing program is found on [the PlanRVA website](#).*

PUBLIC PARTICIPATION PLAN

1. **Does the area have an adopted Public Participation Plan (PPP)?** Yes, the Public Engagement Plan was last updated in April of 2024 can be found on [the PlanRVA website](#).

a. **Did the public participate in the development of the PPP?** The plan was developed in coordination with the TAC and CTAC as representatives of member agencies and the broader public.

b. **Was the PPP made available for public review for at least 45-days prior to adoption?** Yes, the plan was opened to a 45-day public review which resulted in six significant comments. Input from this public review led to changes to the plan prior to adoption.

c. **Is adequate notice provided for public meetings?** Agendas and related reports are published the week before the meeting.

d. **What sources does the RRTPO use to educate and inform the public about plans, programs, and activities (i.e. website, press releases, newspapers, mailers, etc.)?** The RRTPO uses websites, press releases, social media, newspapers, paid advertising, and more. For each project, the RRTPO develops an engagement strategy using the [public engagement toolkit](#) based on the intended outcome of such outreach.

e. **Are meetings held at convenient times and at accessible locations?** RRTPO board and committee meetings are generally held at the PlanRVA offices which are accessible by GRTC and private vehicles. The location is accessible and has been developed with universal access in mind. While board meetings are during typical work hours, they are also available to livestream via Zoom Webinar and YouTube. Meetings are also recorded and available for viewing at a later time.

f. **Is the public given an opportunity to provide oral and/or written comments on the planning process?** All Policy Board and committee meetings offer a period for public comment during which any written comments are also read. For planning products, the engagement plan defines a set period for public review. Comments submitted during these reviews are provided to the policy board to inform the decision-making process.

g. **Does the RRTPO seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households?** PlanRVA and the RRTPO are committed to engaging traditionally underserved communities in the planning process.

h. **Is the PPP periodically reviewed and updated to ensure its effectiveness?** *The RRTPO annually reviews progress towards engagement goals and publishes an engagement report. The RRTPO has also committed to reviewing and updating the engagement plan every five years as a precursor to the next LRTP update.*

i. **Are plans/program documents available in an electronic accessible format?** *Yes, all TPO plans and program documents are available on the PlanRVA website. Additionally, the RRTPO has made efforts to provide additional web-based tools and visualizations to increase visibility and easy access to information in the plans.*

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?** *Yes, the RRTPO coordinates with local government staff, transit agency staff, Tri-Cities MPO staff, state agency staff, and federal agency staff in an interagency process for conformity. The latest conformity report can be found on [the PlanRVA website](#). The draft conformity report for the updated FY27-FY30 TIP can be found on the [dedicated FY 27-FY30 TIP engagement website](#).*

DOCUMENTATION AND REPORTING

1. **What supporting documentation/information is provided to the RRTPO Board when the self-certification is approved?** *This analysis and the latest federal certification are provided as reference for the Policy Board.*

2. **How is the self-certification provided to the Federal agencies?** *Yes, the self-certification is approved by the RRTPO and submitted to FHWA and FTA along with the TIP/STIP.*

3. **Is there continuity and consistency between the self-certification and quadrennial Federal Certification?** *Yes, the Federal Certification review completed in 2022 found no corrective actions in the RRTPO program and received commendations for the LRTP, TIP, UPWP, Title VI, and multimodal planning. The 2026 certification review resulted in the program being certified, but the final report is still pending.*

CERTIFICATION REFERENCE

1. Highway and Public Transportation
 - a. 23 U.S.C. 134 – Highways
Sec. 134. Metropolitan Planning
This section describes the legal framework for metropolitan planning areas (MPAs) and the conduct of the metropolitan transportation planning processes, development of transportation plans, programs,

and activities to encourage and promote the safe and efficient management, operation and development of transportation systems.

b. 49 U.S.C. 53 – Public Transportation

Sec. 5303. Metropolitan Transportation Planning

This section provides the legal framework to encourage and promote the safe and efficient management, operation, and development of surface transportation systems that will serve the mobility needs of people and freight and foster economic growth and development within and between States and urbanized areas. This section also encourages the continued improvement and evolution of the metropolitan and statewide transportation planning processes.

c. 23 CFR part 450.336 (a) – Self certifications and Federal certifications Regulations to ensure the State and MPAs certify at least every four years that the metropolitan planning process is being carried out in accordance with all applicable requirements.

2. Clean Air Act and Related Regulation

a. The Clean Air Act (CAA) is the law that defines the Environmental Protection Agency's responsibilities for protecting and improving the nation's air quality and the stratospheric ozone layer. The last major change in the law, the Clean Air Act Amendments of 1990, was enacted by Congress in 1990.

b. 40 CFR part 93 – Determining Conformity of Federal Action State or Federal Implementation Plans

This section sets forth policy, criteria, and procedures for demonstrating and assuring conformity of such activities to an applicable implementation plan developed pursuant to the CAA. This section also provide procedures for air quality nonattainment and maintenance to implement requirements with respect to the conformity of transportation plans, programs, and projects which are developed, funded, or approved by the United States Department of Transportation (USDOT), and by MPOs or other recipients of highway or transit funds.

3. Title VI of the Civil Rights Act of 1964 states, "No person in the United States shall, on the ground of race, color, or national origin be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." Title VI of the Civil Rights Act of 1964 set a standard which authoritatively outlawed discrimination in the conduct of all federal activities. Subsequent laws and Presidential Orders added handicap, sex, age, and income status to the criteria for which discrimination is prohibited.

4. 49 U.S.C. 5332 prohibits 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 provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.
6. 23 CFR part 230 provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.
7. The Americans with Disabilities Act (ADA) prohibits discrimination against people with disabilities in employment, transportation, public accommodation, communications, and governmental activities. It prohibits the discrimination on the basis of disability by public accommodations and in commercial facilities.
8. The Older Americans Act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.
9. Section 324 of title 23 U.S.C. prohibits discrimination based on gender.
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 prohibit discrimination against individuals with disabilities.