

## SELF CERTIFICATION

### Metropolitan Transportation Planning Self-Certification

for the  Metropolitan Planning Organization (  MPO)

STIP Fiscal Year(s)

The following is to demonstrate and resolve that the  Metropolitan Planning Organization's (MPO) transportation planning process meets all applicable requirements of Self Certification Process as specified in [23 U.S.C. 134](#), [49 U.S.C. 5303](#) and [23 CFR 450](#).

Confirm MPO planning processes and briefly describe the status of approved changes since the most recent Self-Certification and/or propose an action plan for compliance. The MPO will make supporting documentation available upon request from Oregon Department of Transportation (ODOT) or the United States Department of Transportation (USDOT). Submit Self Certification concurrently with the locally approved Transportation Improvement Program (TIP) to Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

1. Received Governor Designation or Redesignation upon MPO formation (49 U.S.C. 5303(d), 23 U.S.C. 134(d) and 23 CFR 450.310)

☒ Yes ☐ No

Link:

2. Defined and updated geographic scope (49 U.S.C. 5303(e), 23 U.S.C. 134(e) and 23 CFR 450.312)

- a. Defined boundary includes the metropolitan planning area, existing urbanized area, and the contiguous area expected to become urbanized within the next 20 years.

☒ Yes ☐ No

Link:

Comments (800 characters max):

No changes in the MPO and Air Quality Boundaries have been made since the last self-certification. The map of the SKATS area including the Urban Growth Boundary (UGB) is included on page 6 of the annual Unified Planning Work Program.

3. Established and executed agreements, updated as necessary (49 U.S.C. 5303(d), 23 U.S.C. 134(d), and 23 CFR 450.310 and 450.314)

- a. Adopted bylaws or enabling statute of the MPO.
- b. Established agreements among participating agencies relative to the metropolitan transportation planning process; including bi-state agreements (if applicable).
- c. Established agreements between the State and MPO.
- d. Established agreements between the MPO and other entities.

☒ Yes ☐ No

Comments (800 characters max):

No changes to the SKATS Cooperative Agreement since it was amended on September 8, 2003, to add a representative from the city of Turner. The SKATS Policy Committee Bylaws were last amended on November 25, 2003. Agreements #32794 and #24736 define the roles and responsibilities of SKATS, ODOT, and the Salem-Keizer Transit District and were adopted 2-7-19 and 4-17-08, respectively. These agreements are included in the adopted UPWP.

The ODOT/SKATS 2019 UPWP IGA was fully executed on 6/25/2019 per IGA # 33454. The ODOT/SKATS 2020 UPWP IGA is pending.

4. Executed continuous, cooperative and comprehensive planning and considered and addressed the following planning factors (49 U.S.C. 5303(c) and 5303(h), 23 U.S.C. 134(c) and 134(h) and 23 CFR 450.306)

- a. Supported economic vitality of the metropolitan area;
- b. Increased the safety of the transportation system;
- c. Increased the security of the transportation system;
- d. Increased accessibility and mobility of people and freight;
- e. Protected and enhanced the environment, promoted energy conservation, improved quality of life, and promoted consistency between transportation improvements and State and local planned growth and economic development patterns;
- f. Enhanced integration and connectivity of the transportation system;
- g. Promoted efficient system management and operations;
- h. Emphasized preservation of the existing transportation system;
- i. Improved the resiliency and reliability; and
- j. Enhanced travel and tourism.

☒ Yes ☐ No

Comments (800 characters max):

As noted in the SKATS 20-year 2019-2043 RTSP Chapter 1-Introduction, and also in the SKATS 2021-2026 TIP, Chapter 1 – Introduction, SKATS participates in continuous, cooperative, and comprehensive transportation planning with local, state, and federal representatives. The planning factors were considered and addressed as part of the update to the SKATS TIP for FY 2021-2026 and the SKATS 2019 2043 Regional TSP.

5. Metropolitan transportation planning products

- a. Adopted Unified Planning Work Program (23 CFR 450.308 and 23 CFR 420.111):
- i. Established consistency with the Metropolitan Transportation Plan (MTP).
  - ii. Documented planning efforts to satisfy the scope of the MTP and Metropolitan Transportation Improvement Program (MTIP)
  - iii. Documented all transportation activities in the MPO planning area.
  - iv. Addressed Transportation Management Area (TMA) Quadrennial Certification Review Findings in work program (if applicable).

☒ Yes   ☐ No

Date of adoption:

Fiscal Year(s) of UPWP:

Link:

Comments (800 characters max):

The annual SKATS work plan describes the transportation planning tasks within the MPO. These task include updates of the SKATS TIP (corresponding with the ODOT STIP schedule) maintenance of the MTIP including amendments; addressing TMA certification findings as applicable; coordination with the local jurisdictions, Cherriots Transit, and ODOT on regional transportation policy issues and needs; data collection about the regional transportation system; public participation activities; travel demand model use and refinement; tasks associated with the corridor and sub-area plans and studies of regional importance; and recurring activities such as update of the Regional Transportation Systems Plan (RTSP) and TIP. The 2020-2021 UPWP was adopted April 28, 2020.

b. Adopted Metropolitan Transportation Plan (MTP) (49 U.S.C. 5303(j), 23 U.S.C. 134(i), 23 CFR 450.306, 450.322 and 450.324):

- i. Demonstrated fiscal constraint.
- ii. Established a 20-year planning horizon.
- iii. Documented performance targets consistent with, or supportive of, the goals, objectives, performance measures, and targets established by State Performance-Based Planning and Programming processes.
- iv. Developed in cooperation with the State Department of Transportation and carried out in coordination with the stateside transportation planning process.
- v. Developed in cooperation and established consistency with the capital and operational plans of the transit operator.
- vi. Demonstrated Air Quality Conformity Determination (AQCD), as applicable.

☒ Yes   ☐ No

Date of MTP adoption:

MTP planning horizon year:

Date of USDOT AQCD conformity determination:

Link(s):

Comments (800 characters max):

The SKATS Regional Transportation Systems Plan was adopted by the Policy Committee on May 28, 2019. A 20-year planning horizon is established in the RTSP. Chapter 6 summarizes how the plan meets fiscal constraint requirements. Performance targets were considered during the development of the RTSP and support the goals, objectives, performance measures, and targets established by State Performance-Based Planning and Programming processes. The Performance targets are included in Appendix P. The plan was developed in coordination with ODOT, SAMTD, and the SKATS Technical Advisory and Policy Committees, which include representatives from the cities of Salem, Keizer, Turner; Polk and Marion Counties, the Salem-Keizer Transit District, the Salem-Keizer School District, FHWA, and ODOT.

c. Adopted Metropolitan Transportation Improvement Program (MTIP) (49 U.S.C. 5303(i), 23 U.S.C. 134(j) and 23 CFR 450.306, 450.322 and 450.326):

- i. Summarized public involvement for MTIP development.
- ii. Demonstrated consistency with the MTP.
- iii. Linked investment priorities to performance targets as documented in the MTP; consistent with, or supportive of the goals, objectives, performance measures, and targets established by the State Performance-Based Planning and Programming processes.
- iv. Demonstrated fiscal constraint.
- v. Developed cooperatively with the State Department of Transportation.
- vi. Developed cooperatively and is consistent with the capital and operational plans of the transit operator.
- vii. Included all Title 23 funded projects (23 U.S.C 134(j)).

☒ Yes   ☐ No

Date of adoption:

Link:

Comments (800 characters max):

Public outreach activities of the SKATS FY 2021-2026 TIP are documented in Chapter 10 and in Appendix D of the TIP. Financial constraint is documented in the Financial Plan Chapter (Chapter 7). The FY 2021-2026 Program of Transportation Projects included the projects programmed for the first four years of the TIP (including all Title 23 funded projects) plus two years of illustrative projects for planning purposes. Projects in the TIP come from or are consistent with the adopted MTP and were evaluated against the MTP's goals, objectives, and performance measures and targets. The TIP was developed in coordination with ODOT; SAMTD (transit district); and the SKATS Technical Advisory and Policy Committees. The plan will be submitted to the governor, FHWA, and FTA for their approval.

d. Adopted Participation Plan with documented processes that outline roles, responsibilities, and key decision points for consulting with individuals, affected public agencies, representatives of public and private transportation providers, users of public transportation and multimodal facilities, representatives of the disabled and other interested parties in metropolitan transportation planning processes (23 CFR 450.316(a)):

- i. Released for at least 45 days of public review.
- ii. Defined process for interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.
- iii. Defined process for public participation during MTP and MTIP development.

☒ Yes ☐ No

Date of adoption:

Link:

Comments (800 characters max):

The SKATS Public Participation Plan (PPP) includes the vision, goals, policies, practices and tools of public participation for metropolitan transportation planning as used by SKATS. Specific practices describe how the public will be involved in the metropolitan planning process including the various phases (kick-off, development, draft, and adoption process ) of the MTP and MTIP. The Public Participation Plan was most recently adopted by the SKATS Policy Committee on November 28, 2017 after a 45-day public review period. Public comments on the PPP during the 45-day period are included as Appendix A.

6. Adopted Title VI Plan (Title VI of the Civil Rights Act of 1964, Executive Order 13166, Executive Order 12898, 23 U.S.C. 324, 49 CFR 21 and 23 CFR 771):

☒ Yes ☐ No

Date of adoption:

Link:

Comments (800 characters max):

SKATS submits to ODOT an Annual Accomplishment Report (AAR) on Title VI and Public Participation. The Title VI Plan was updated in 2019 based on ODOT's recommendations and was endorsed by the SKATS Policy Committee on November 26, 2019. The Title VI plan also includes the Mid-Willamette Valley COG's Non-Discrimination Policy Statement and Assurances (signed by the COG's Executive Director). Additional Title VI information (including Title VI complaint forms in English and Spanish) are on the MWVCOG website. Public engagement brochures for the RTSP and TIP are produced in English and Spanish. Translation services for public meetings are made available on request. Environmental Justice analysis is conducted on draft MTP and MTIP's before adoption.

7. Establish a documented process that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies in metropolitan transportation planning processes (23 CFR 450.316(e)):

- a. Consulted and coordinated processes with agencies and officials responsible for other planning activities affected by transportation.
- b. Consulted Tribal governments when the Metropolitan Planning Area included Tribal lands.
- c. Consulted Federal land management agencies when the Metropolitan Planning Area included Federal public lands.

☒ Yes   ☐ No   ☐ N/A

Link:

Comments (800 characters max):

The Consultation Process for use During the Development of the SKATS RTSP and TIP is a document that describes when and who is contacted during the development of the RTSP and TIP. Tribal governments and resource agencies were included in the outreach to develop this document. The document was developed in 2019 and has been extensively reviewed by ODOT, FHWA and FTA but it is waiting for final approval before posting it online.

8. Disadvantage Business Enterprises (DBE) program compliance with existing requirements in consultation with ODOT Office of Civil Rights, as applicable for Federal Highway Administration subrecipients (49 CFR 26):

- a. Adopted the ODOT DBE Program Plan and overall goal for FHWA funded contracts.
- b. Tracked DBE participation.
- c. Certify the inclusion of assurances.

☐ Yes   ☐ No   ☒ N/A

Comments (800 characters max):

Not applicable to SKATS. The SKATS planning program meets the contracting requirements for disadvantaged business enterprises as defined. It should be noted that since the contracting activities of SKATS are minimal, with many years of no outside contracts with the private sector, the DBE contracting goals assigned to SKATS have consistently been zero in the annual UPWP agreement between ODOT and the MWVCOG.

9. DBE program compliance with existing requirements in consultation with ODOT Office of Civil Rights, as applicable for Federal Transit Administration direct recipients (49 CFR 26):

- a. Concurred with the DBE Plan and overall goal for FTA funded contracts.
- b. Tracked DBE participation.
- c. Certify the inclusion of assurances.

☐ Yes   ☐ No   ☒ N/A

Comments (800 characters max):

10. Americans with Disabilities Act (ADA) compliance (Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 126, and 49 CFR 26, 37 and 38).

- a. Conducted meetings in accessible locations and provided reasonable accommodations.
- b. Transportation facilities within the MPO area are planned, designed and constructed to ADA standards.
- c. Designation of coordinator to manage ADA compliance.

☒ Yes   ☐ No

Comments (800 characters max):

SKATS complies with the ADA by providing special accommodations for its meetings and other public involvement opportunities upon request. Conference facilities at the MWVCOG offices are ADA accessible. The MWVCOG website and SKATS documents are ADA compliant. New transportation facilities within the MPO area are planned, designed, and constructed to ADA standards. Mike Jaffe is the designated ADA coordinator for the MWVCOG.



11. Air quality compliance (Clean Air Act, as amended 42 U.S.C. 7401; 49 U.S.C. 5303(g), and 23 U.S.C. 134(g)):

- a. Established roles and responsibilities for air quality monitoring, analysis and planning.
- b. Addressed air quality conformity requirements for nonattainment and maintenance areas (if applicable)

☒ Yes   ☐ No   ☐ N/A

Date of USDOT conformity determination lapse:

Link:

Comments (800 characters max):

The AQCD for the RTSP was adopted on May 28, 2019; it received federal approval on March 2, 2020. The AQCD for the 2021-2026 TIP was adopted on May 26, 2020; it is in the process of being reviewed by FHWA and FTA. The Salem-Keizer area was classified as an attainment/maintenance area for the carbon monoxide (CO) national ambient air quality standards with an EPA-approved Limited Maintenance Plan. Regulations require nonattainment and maintenance areas to demonstrate that MTP and TIPs conform to the State's air quality implementation plan. The transportation conformity regulations for Oregon are found in OAR 340-252-0010 et seq. SKATS receives CMAQ funds and coordinates with ODOT on approval of CMAQ-funded projects.

12. Congestion management compliance in Transportation Management Areas, as applicable (49 U.S.C. 5303(k), 23 U.S.C. 134(k), 23 CFR 450.322):

- a. Developed Congestion Management Process reflective of, and consistent with, the MTP and TIP.

☒ Yes   ☐ No   ☐ N/A

Comments (800 characters max):

SKATS has included a CMP as part of previous adopted MTPs. Based on USDOT's 2017 Planning Certification Review and corrective actions, SKATS embarked on revisions to the CMP in 2018-2019, including a FHWA-sponsored peer review and a local working group. The most recent version of the CMP is being reviewed by ODOT, FHWA and FTA as part of the USDOT's 2020 Certification Review of SKATS.

13. Lobbying Prohibition compliance (49 CFR 20).   ☒ Yes   ☐ No

Comments (800 characters max):

SKATS does not use any federal transportation funds for lobbying purposes. The prohibition against lobbying is included in the annual SKATS PL/5303 Agreement under MWVCOG Obligations. In IGA #33454, 2019 UPWP Agreement, it is listed on page 4, paragraph #5.

14. Established policies and procedures regarding Employment & Business Opportunity Discrimination (49 U.S.C. 5332 and 23 CFR 230); Older Americans Act (42 U.S.C. 6101); Gender Discrimination (23 U.S.C. 324); and Discrimination Against Individuals with Disabilities (29 U.S.C. 794 and 49 CFR 27).

☒ Yes ☐ No

Comments (800 characters max):

The MWVCOG Employee Handbook (March 2020) includes Equal Employment Opportunity Policies consistent with federal law. MWVCOG provides equal employment opportunity to all qualified employees and applicants without unlawful regard to race, color, religion, gender, sexual orientation, national origin, age, disability, genetic information, veteran's status, or any other status protected by applicable federal, Oregon, or local law. The SKATS Title VI plan includes the Mid-Willamette Valley COG's Non-Discrimination Policy Statement and Assurances (signed by the COG's Executive Director).

15. Coordinated with ODOT to satisfy requirements for MPOs, as subrecipients of federal funding (23 CFR 420.121(m), 49 CFR 18.37(a)):

☒ Yes ☐ No

Comments (1600 characters max):

SKATS coordinates with ODOT to make sure that planning and research funds provided to SKATS are expended on eligible activities. The annual agreement for the subgrant to the Salem Area Mass Transit District includes the necessary provisions of subrecipient compliance. This agreement (FTA 5303 Planning Fund "Pass Thru" Agreement) was signed on May 14, 2020.

THE Salem-Keizer Area METROPOLITAN PLANNING ORGANIZATION CONCURRENT WITH THE SUBMITTAL OF THE ENTIRE PROPOSED TIP TO THE FHWA AND THE FTA AS PART OF THE STIP APPROVAL, THE STATE AND THE MPO SHALL CERTIFY AT LEAST EVERY FOUR YEARS THAT THE METROPOLITAN TRANSPORTATION PLANNING PROCESS IS BEING CARRIED OUT IN ACCORDANCE WITH ALL APPLICABLE REQUIREMENTS INCLUDING: 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart 23 CFR 450.336; 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; Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21; 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; Section 1101(b) of the FAST Act (Pub. L. 114-457) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects; 23 CFR part 230, regarding the implementation of an equal employment opportunity program and Federal and Federal-Aid highway construction contracts; The provision of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37 and 38; 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; Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

Michael Jaffe, Transportation Planning Director

Printed Name, Position

Authorized MPO Representative

Jun 9, 2020

Date

☒ By checking this box, I, the Authorized MPO Representative, certify that the metropolitan planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements.

Printed Name

ODOT Region Manager

Date

☐ By checking this box, I, the ODOT Region Manager, certify that the metropolitan planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements.