

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):

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

Yes No

Comments (800 characters max):

The bylaws and agreements for all AAMPO work can be found on the website at <https://www.ocwcog.org/transportation/aampo/> or by contacting Nick Meltzer at nmeltzer@ocwcog.org or Billy McGregor at bmcgregor@ocwcog.org.

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

Yes No

Comments (800 characters max):

In development of the TIP, AAMPO staff, TAC, and Policy Board held virtual public meetings where projects could be discussed using the above criteria. Each year, AAMPO receives funding from the Federal Highway Administration, Federal Transit Administration, and the Oregon Department of Transportation to further their 3C planning efforts. This funding has been used to develop projects that result in regional benefits related to transportation.

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):

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 AAMPO RTP is currently being updated, with adoption planned for September 2023. Due to staffing issues the update has been delayed past it's ideal approval date to be compliant.

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):

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):

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):

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 process and outcomes from involving other governments and tribal entities is included in the MTIP and RTP documents, and is reflected in the bylaws of the AAMPO board and TAC.

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):

AAMPO does not have its own DBE Program and relies on Oregon Cascades West Council of Governments (OCWCOG) to administer contracts. In addition, AAMPO receives FHWA funds via ODOT, and it's a small enough amount annually that we're not required to have our own DBE Program. As we operate under ODOT's rules and regulations, it can be assumed we concur with ODOT's program plan.

While OCWCOG is not obligated to incorporate DBE language into legal documents the agency will begin incorporating it into agreements with private business entities, such as corporations, sole proprietorships, etc. OCWCOG is currently collecting information on DBEs during the RFP and ITB processes.

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):

See previous

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):

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):

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):

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

Comments (800 characters max):

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):

Contracting is done through Oregon Cascades West Council of Governments (OCWCOG).

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):

We are in close coordination with ODOT on a weekly basis, with ODOT representation on the TAC and Policy Board. ODOT is given opportunity to comment and shape key plans, including but not limited to, the MTIP and RTP.



THE Albany 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.

Nick Meltzer, AAMPO Manager

Printed Name, Position
Authorized MPO Representative

6/27/2023

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.

Sonny P.A. Chickering

Sonny P.A. Chickering (Jun 28, 2023 10:22 PDT)

Printed Name
ODOT Region Manager

06/28/2023

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.