

**2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHWESTERN PENNSYLVANIA**

APPENDIX 1

**TRANSPORTATION PROCESS
SELF-CERTIFICATION RESOLUTION**

SOUTHWESTERN PENNSYLVANIA COMMISSION SELF-CERTIFICATION PROCESS

Introduction

A self-certification of the metropolitan planning process is required under 23 CFR Part 450.336: For all MPAs, concurrent with the submittal of the proposed TIP to the FHWA and the FTA, as part of the STIP approval, the State (The Commonwealth of Pennsylvania) and the MPO (The Southwestern Pennsylvania Commission) shall certify, at least every four years, that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements including:

- I. 23 U.S.C. 134 and 135, 49 U.S.C. 5303-5304, and 23 CFR part 450;
- II. 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;
- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- V. 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;
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VII. 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;
- VIII. 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;
- IX. 23 U.S.C. Section 324 prohibiting of discrimination based on gender; and
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities;
- XI. The requirements of Executive Order 12898 (Federal Order to Address Environmental Justice in Minority populations and Low Income Populations) have been met;
- XII. The provision of 49 CFR part 20 prohibiting recipients of federal funds from using those funds for lobbying purposes has been met.

Self-Certification Schedule

SPC's self-certification process for Fiscal Years 2019-2022 will begin in April of 2018. SPC staff will review and complete the self-certification checklist. The completed checklist will then be reviewed and commented upon by the SPC Transportation Technical Committee (TTC) at its May meeting. Changes will be made by SPC staff for approval in June by SPC, in conjunction with the 2019-2022 TIP. Once the self-certification review checklist is approved, a Resolution by the Southwestern Pennsylvania Commission will be passed at their regularly scheduled June meeting. The resolution of Certification along with the completed checklist will then be forwarded to the Commonwealth of Pennsylvania, the FHWA, and the FTA.

Self-Certification Checklist

The following checklist is intended to aid the MPO in reviewing and evaluating their processes and programs for the required self-certification process.

1. Is the MPO properly designated by agreement between the Governor and 75% of the urbanized area, including the central city? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR450.310(b)] - [The planning agreement between the Commonwealth of Pennsylvania is in place and up to date.](#)
2. Does the Southwestern Pennsylvania Commission include representation by elected officials, major modes of transportation providers and appropriate state officials? [23 U.S.C. 134(b);49 USC 5303 (c); 23 CFR 450.310(d)] - [A listing of the full Commission roster can be found here: http://www.spcregion.org/about_comm_every.shtml](#)
3. Does the SPC boundary encompass the existing urbanized area and the contiguous area expected to become urbanized within the 20-year forecast period? [23 U.S.C. 134(b); 49 U.S.C. 5303 (c); 23 CFR 450.312(a)] - [According to population projections and their spatial distribution prepared for *Mapping the Future: The Southwestern PA Plan*, the current SPC boundary encompasses the area expected to become urbanized over the next 20 years.](#)
4. Is there a currently adopted Unified Planning Work Program (UPWP)? [23 CFR 450.308]
 - a. Are tasks and work products clearly defined? -[The current UPWP can be found here: http://www.spcregion.org/pdf/upwp/upwp.pdf](#)
 - b. Is the UPWP consistent with the LRTP? - [The UPWP actively works to advance the vision and policies of the adopted Long-Range Transportation Plan](#)
 - c. Is the work identified in the UPWP completed in a timely manner? - [A listing of work completed in previous fiscal years in each functional area is included in the UPWP document.](#)
5. Does the SPC area have a valid transportation planning process? [23 U.S.C. 134; 23 CFR 4503.06]
 - a. Is the transportation planning process continuous, cooperative and comprehensive? – [SPC’s planning process is inclusive of all planning partners, interested parties and the public.](#)
 - b. Is there an adopted Long-Range Transportation Plan (LRTP)? - [Mapping the Future: The Southwestern PA Plan \(MTF\) was adopted by SPC in June of 2015.](#)
 - c. Does the LRTP have at-least a 20 year planning horizon (at the time of adoption)? - [Yes, the Plan’s horizon year is 2040.](#)
 - d. Does it address the ten FAST Act Planning Factors? Does it include all applicable transportation modes? - [Even though *Mapping the Future: The Southwestern PA Plan* was adopted before the FAST Act was signed into law \(December 14, 2015\), the overall plan vision and policy goals support system resiliency and reliability, the enhancement of travel and tourism, as well as the previous eight federal planning factors.](#)
 - e. Is the plan financially constrained? - [Yes, refer to Section 8 of the Plan.](#)

7504, 7506(c) and (d)) and 40 CFR part 93? - An Air Quality Conformity Report is developed, in cooperation with an Interagency Consultation Group (ICG) and included with each submission of the LRTP and the TIP. When major, air quality significant projects are amended into the TIP and the LRTP, additional analysis is completed for the entire network, including the new project.

10. Does the planning process meet the following requirements:

- a. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart; - Yes, see below.
- b. Title VI of the Civil Rights Act of 1964, as amended (42 USC 200d-1), 49 CFR part 21 and the Title VI Assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794; - [SPC's latest Title VI Plan was adopted in March of 2017.](#)
- c. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity; - [These requirements are addressed in the SPC Title VI Plan.](#)
- d. Section 1101(b) of the FAST Act (Pub. L. 114–94) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- e. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 etseq.) and 49 CFR parts 27, 37, and 38; - [These requirements are addressed in SPC's Procurement Procedures.](#)
- f. 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; - [These requirements are addressed in the SPC Title VI Plan.](#)
- g. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; - [These requirements are addressed in the SPC Title VI Plan.](#)
- h. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. - [These requirements are addressed in the SPC Title VI Plan.](#)
- i. All other applicable provisions of Federal law. (i.e. Executive Orders 12898 and 13166) - Please see SPC's [Environmental Justice Reports and the Limited English Proficiency Assessment.](#)

11. Does SPC have an adopted Public Participation Plan? [23 CFR 450.316]

- a. Did the public participate in the development of the Public Participation Plan (PPP)?
- All interested parties were consulted in development of the [Public Participation Plan](#). These parties include:
 - Citizens
 - Affected Public Agencies
 - Representatives of Public Transportation Employees
 - Freight Shippers
 - Providers of Freight Transportation Services
 - Private Providers of Transportation
 - Representatives of Users of Public Transportation
 - Representatives of Users of Pedestrian Walkways and Bicycle Transportation Facilities
 - Representatives of the Disabled
 - Other Interested Parties
- b. Was the PPP made available for public review for at-least 45 days prior to adoption?
- The public comment period was held from February 28, 2011 through April 15,

2011. The plan has been subsequently updated in 2012 and 2015, each with their own 45-day public comment period.

- c. Is adequate public notice provided for public meetings? - Public meetings are advertised at least seven days in advance of the meeting. Public meetings are advertised in local newspapers, including minority publications, as well as through the SPC and planning partner websites, through email distribution lists to stakeholders.
 - d. Are meetings held at convenient times and at accessible locations? - Meetings are held in the late afternoon or early evenings at locations which are ADA accessible, on public transportation routes where possible and centrally located in each respective county or municipality.
 - e. Is the public given an opportunity to provide oral and/or written comments on the planning process? - Oral and written comments are taken, documented and cataloged at meetings and public hearings and written comments are able to be submitted at anytime through SPC's web-based [Public Participation Portal](#) or by postal mail, email or fax.
 - f. Is the Public Participation Plan periodically reviewed and updated to ensure its effectiveness? - See item c, above.
 - g. Are plans/program documents readily available in an electronic format? - All SPC planning documents are available via the [SPC Website](#).
- 12.** Does SPC have a process for including environmental, state, other transportation, historical, local land use, and economic development agencies in the planning process? If so, how? - All candidate projects are considered in a pre-TIP planning process that is integrated with PennDOT's Linking Planning and NEPA screening forms system as well as the PennDOT Connects process. This system is a tool to gather valuable information from the planning phase to consider and screen candidate projects based on environmental resources, cultural resource, economic factors, and modal connectivity. This screening allows ultimately for the development of a better defined and more predictable program. The information collected during pre-TIP planning is used subsequently to increase the efficiency of the environmental scoping, review, and compliance steps of the project development process. The PennDOT Connects process ensures that planning partners, local governments and other stakeholders are engaged early in the project development process and that each project is considered in a holistic way for opportunities to improve safety, mobility, access, and environmental outcomes for all modes and local contexts.