

Appendix A: Consultation and Cooperation

Purpose

Intergovernmental coordination is a foundational role for the Central Lane MPO. This coordination is facilitated through the development of the Unified Planning Work Program and budget, specific review procedures for major planning projects such as the Regional Transportation Plan and Metropolitan Transportation Improvement Program, and active and meaningful participation on advisory committees. This appendix summarizes the interagency coordination that guides CLMPO's work and follows the framework identified in 23 CFR 450.316¹. This defines how CLMPO conducts consultation with other governments, agencies or stakeholders that are affected by the regional transportation system during the transportation planning process. The process for CLMPO public participation is identified in the Public Participation Plan.

Partners in Planning

The coordination of CLMPO's planning activities with state and federal transportation planning and management efforts is accomplished in numerous ways.

- **Planning Agencies-** The following jurisdictions participate in regular advisory meetings to ensure coordination and cooperation.
 - City of Eugene
 - City of Springfield
 - City of Coburg
 - Lane County
 - Lane Transit District
 - Oregon Department of Transportation

¹ Appendix X describes Public Involvement for this Regional Transportation Plan. [The Public Participation Plan](#) describes participation policies and procedures for CLMPO activities.

- Staff and elected officials participate in the following committees
 - Metropolitan Policy Committee: The policy board of the Central Lane MPO is the Metropolitan Policy Committee (MPC), and the geography of this body is determined by the distribution of population and development within the central Lane County area. After each census the Central Lane MPO redefines the boundaries of the urbanized area and adjusts its membership accordingly. The MPO works in cooperation with MPC, local government, state and federal agencies and the public to improve transportation in the Central Lane County region. All meetings are open to the public, and public participation is encouraged.
 - Transportation Planning Committee: The Central Lane MPO is supported by several additional committees. MPC has appointed the Transportation Planning Committee (TPC) which contains staff-level participation from the various local governments within the Central Lane MPO area, primarily planners and engineers. All meetings are open to the public, and public participation is encouraged. The following subcommittees provide input to TPC:
 - The Technical Advisory Sub-Committee (TASC) is a subcommittee to TPC of technical staff.
 - The Transportation Options Advisory Committee is a subcommittee to TPC and provides input on Transportation Options planning and programs.
 - The Safe Lane Coalition provides a collaborative space to create education and programs that improve safety outcomes in the CLMPO and Lane County.
 - Lane Area Commission on Transportation: The Central Lane MPO also works closely with the Lane Area Commission on Transportation (Lane ACT). Lane ACT is an advisory body to the Oregon Transportation Commission (OTC) established to provide a forum for stakeholders to collaborate on transportation issues affecting Lane County and to strengthen state/local partnerships in transportation. For more information visit the State of Oregon's ACT page.
- State and federal planning agencies: Federal and State representatives are invited to monthly TPC and MPC meetings. The following coordination meetings are among those that support ongoing conversations around CLMPO planning issues.
 - Quarterly Coordination CLMPO Certification meetings
 - Quarterly ODOT/Transit/MPO Coordination meetings
 - MTIP/STIP Quarterly Statewide meetings
 - Various Statewide Modeling Committee meetings

Consultation Procedure Documents

Listed below are the consultation procedure documents as required by the FAST-ACT and by the Code of Federal Regulations under sections CFR 450.210 and CFR 450.316.

- 1) The MPO/ODOT/Transit agreement² is required by 23 CFR 450.314 which provides a matrix of the roles and responsibilities between the three agencies regarding long-range and short-range financial planning used in the preparation of transportation plans and programs; the collection, analysis and reporting of federally required performance measures; and the annual listing of obligated projects. This document is updated every 5-10 years. The most recent version of this agreement (IGA 32794) was executed on February 9, 2019
- 2) Central Lane MPO Public Participation Plan seeks to ensure broad public participation during the development, review, and refinement of regional transportation programs. The intent is to involve the public early in the transportation planning process and to include a variety of public involvement opportunities. The [Central Lane MPO Public Participation Plan](#) was approved October 1, 2015 by the Metropolitan Policy Committee (MPC).
The Public Participation Plan:
 - a. Ensures that all MPO transportation plans, programs, and projects include adequate public involvement prior to action by the Metropolitan Policy Committee.
 - b. Explain and describe how the public can be involved in the transportation planning process.
- 3) [Coordinated human services transportation plan: The Lane Coordinated Transportation Plan](#), adopted by Lane Transit District “unified, comprehensive strategy for public transportation service delivery that identifies the transportation needs of individuals with disabilities, older adults, and individuals with limited income, laying out strategies for meeting these needs, and prioritizing services,” that is developed through a public process.
- 4) Program of Projects Cooperative Procedures Intergovernmental Agreement between the MPO and Lane Transit District outlines the cooperative procedures associated with LTD’s Program of Projects. This outlines the process in which the Metropolitan Transportation Improvement Program fulfills the federal requirements of public outreach for the Program of Projects.
- 5) Lane Council of Governments’ intercommunity transit line *Link Lane* provides bus routes that connect communities within and beyond Lane County. The service is provided by Lane Council of Governments in partnership with the Confederated Tribes of Coos, Lower Umpqua and Siuslaw Indians and is funded by Oregon’s Statewide Transportation Improvement Fund. The partnership is described in the *Florence-Eugene Pilot Bus Route* Intergovernmental Agreement.

Interagency air quality conformity consultation

The CLMPO conducts and interagency air quality conformity consultation and report for the RTP and the MTIP. An air quality conformity determination (AQCD) for a transportation plan or program is a finding that proposed transportation activities will not impede this area from continuing to meet air quality standards and will not cause or contribute to new air quality violations. The report is required in areas

² Current agreement can be found online: [ODOT/MPO/Public Transportation Provider Agreement](#)

that have previously been determined to have violated standards for at least one of six pollutants identified by US-EPA. In the Eugene-Springfield area, that pollutant is coarse particulate matter (PM₁₀).

CLMPO the lead agency responsible for making the conformity determination for the RTP and RTP amendments, MTIP and MTIP amendments, and preparing and distributing the draft and final documents. The determination is done in direct coordination with the interagency consultation group (IAC) consisting of representatives from several state and federal agencies, including Department of Environmental Quality (DEQ), Department of Transportation (DOT), Environmental Protection Agency (EPA), Federal Transit Authority (FTA), Lane Regional Air Protection Agency (LRAPA), and ODOT. This process includes draft document review, discussion meetings, and thirty day public involvement period.

Tribal Consultation

Land Acknowledgment

The CLMPO boundary resides within ancestral and unceded traditional territories of the Chelamela, Kalapuya, Siuslaw, and Winefelly Peoples. The Indigenous peoples of this land never surrendered lands or resources to the United States. Following treaties between 1851 and 1855, Kalapuya people were dispossessed of their indigenous homeland by the United States government and forcibly removed to the Coast Reservation in Western Oregon. Today's descendants of the Kalapuya are citizens primarily of the Confederated Tribes of Grand Ronde Community of Oregon and the Confederated Tribes of the Siletz Indians of Oregon. We give our respect and appreciation to all the Kalapuya generations stewarding this land and to the many more tribes who have ancestral connections to this land. Additionally, we recognize the historical and ongoing legacy of colonialism and acknowledge this as a point of reflection for us all as we work towards dismantling colonial practices.

We express our respect for all federally recognized Tribal Nations of Oregon. This includes the Burns Paiute Tribe, the Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians, the Confederated Tribes of the Grand Ronde Community of Oregon, the Confederated Tribes of Siletz Indians of Oregon, the Confederated Tribes of the Umatilla Indian Reservation, the Confederated Tribes of Warm Springs, the Coquille Indian Tribe, the Cow Creek Band of Umpqua Tribe of Indians, and the Klamath Tribes. We also express our respect for all other displaced Indigenous peoples who call Oregon home.

Tribal Government Consultation

The United States Government's relationship with Tribal governments is set forth in the Constitution of the United States, treaties, statutes, judicial decisions, and Executive orders and Presidential memorandums. Therefore, to the greatest extent practicable and to the extent permitted by law, CLMPO consults with tribal governments prior to taking actions that have substantial direct impact on federally recognized tribal governments. To ensure that the rights of sovereign tribal governments are

fully respected, all such consultations are to be open and candid so that tribal governments may evaluate for themselves the potential impact of relevant proposals.

Confederated Tribes of the Coos, Lower Umpqua and Siuslaw Indians and the Confederated Tribes of Siletz Indians are oth contacted during the RTP and MTIP update period to determine their interest in participating in the RTP or TIP update, the extent they would like to participate and the means of receiving information and commenting on the draft documents.

General Transportation Consultation

The agencies and organizations other agencies and organizations are also notified through the public outreach process discussed in the Public Participation Plan. Results of the consultation will be recorded and added to the record of the document as appropriate. Some consultation will coincide with the defined public review period for a document, and as such will be 30-days in duration. Comments received will be summarized and responded to as appropriate and included in the final RTP or MTIP.