

RESOLUTION 2014-02

**ADOPTING ADDENDUM TO
THE CENTRAL LANE METROPOLITAN PLANNING ORGANIZATION
FY2014-FY2015 UNIFIED PLANNING WORK PROGRAM**

WHEREAS, the Lane Council of Governments Board has been designated by the State of Oregon as the official Metropolitan Planning Organization (MPO) for the Central Lane region; and

WHEREAS, the LCOG Board has delegated responsibility for MPO policy functions to the Metropolitan Policy Committee (MPC), a committee of officials from Eugene, Springfield, Coburg, Lane County, Lane Transit District, and ODOT; and

WHEREAS, the development of an annual Unified Planning Work Program that delineates the MPO's planning and programming activities over a fiscal year is among the major requirements of the Metropolitan Transportation Planning Process; and

WHEREAS, the Central Lane Metropolitan Planning Organization has adopted a Unified Planning Work Program for FY2014 and FY2015, in coordination with the United States Department of Transportation (USDOT) and the Oregon Department of Transportation (ODOT); and

WHEREAS, the proposed addendum to the Unified Planning Work Program has been reviewed and is found to conform to all federal and state planning regulations and to reflect the priorities, scope of work, and level of effort desired for regional transportation planning for FY2014 and FY2015; and

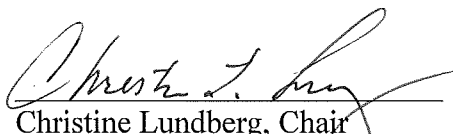
WHEREAS, the proposed FY2015 funding for the Unified Planning Work Program is available to be programmed in the FY2012-2015 Metropolitan Transportation Improvement Program,


NOW, THEREFORE, BE IT RESOLVED:

That the Metropolitan Policy Committee adopts the attached Addendum to the Central Lane MPO FY2014 and FY2015 Unified Planning Work Program.

PASSED AND APPROVED THIS 1st DAY OF MAY, 2014, BY THE METROPOLITAN POLICY COMMITTEE.

ATTEST:


Christine Lundberg, Chair
Metropolitan Policy Committee


Brenda Wilson
Executive Director
Lane Council of Governments



UPWP

Unified Planning Work Program
FY 2014 and 2015
Interim Review and Update

ADDENDUM TO THE UPWP May 2014

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INTRODUCTION

The Unified Planning Work Program (UPWP) is a federally required certification document describing the transportation planning activities to be undertaken in the Central Lane metropolitan area for a specific fiscal year or years. Development of the UPWP provides local agencies with an opportunity to identify transportation needs, objectives and products. The UPWP sets priorities for regional transportation planning activities that are responsive to the goals set by the regional transportation plan, and the federal mandates of the current transportation funding bill within the guidelines set by the U.S. Department of Transportation.

In May 2013, the Central Lane MPO adopted a Unified Planning Work Program covering a two-year period. The Unified Planning Work Program for Fiscal Years 2014 and 2015 contains the following:

- Planning tasks in seven program areas authorized over the two-year period;
- Federally funded studies and all relevant state and local planning activities related to integrated transportation planning conducted without federal funds;
- Funding sources for each program area; and
- The agency or agencies responsible for each task or study.

UPDATES TO THE ADOPTED UPWP

The following addendum to the adopted 2014 and 2015 Unified Planning Work Program describes changes to action items, additional action items that are anticipated to occur within FY 2014 and 2015, and revisions to estimated timelines, as needed. The remaining work items outlined in the adopted UPWP are proposed to remain as adopted, unless otherwise modified herein. The adopted UPWP can be found at <http://www.thempo.org/359/Our-Work-Plan>.

A. Regional Transportation Plan (RTP) and Long-Range Planning

CONTINUED ACTION ITEM(S)

I. Safety and Security Plan

Products

- Collision database integrated with all sources

4. Regional Transportation System Plan

- Adoption is now anticipated in FY15, awaiting completion of the local jurisdiction Transportation System Plans.
- Participate in public information and public involvement efforts to help communicate the differences and similarities between the RTP and other transportation planning projects and plans.
- Participate in Coburg, Eugene, and Springfield Transportation System Plan projects, as needed, to ensure regional coordination, identify areas of potential conflict, and advocate for ongoing implementation of RTP policies.
- Continue to analyze and report on existing performance measures, as needed.
- Review existing performance measures in light of regional and local policy sets and RTP goals and objectives.
- Hold discussions with elected officials and public on RTSP structural and policy framework.
- Consider modified benchmarks and performance measures for the extended planning period.
- Create draft of RTSP structural and policy framework based upon elected official discussions and public input.
- Begin developing RTSP policy language.
- Continue discussions and refinement of regional transportation concepts.
- Incorporate information from scenario planning project work.

Products

- Regional Transportation System Plan (draft and final plan), including proposal for updated benchmarks and performance measures
- Regional Transportation Work Plan Status Reports to MPC.
- Public involvement materials.
- Interim/draft update products, including technical memorandum, forecasts, scenarios, modeling results and other products as appropriate.
- Memos and reports as necessary to support plan implementation.
- Benchmark and performance measure reporting, as needed.

5. Transportation System Plan(s) (TSP)

- Continue support and assist in the update and implementation of the local TSPs and other local and regional transportation planning and integrated transportation-land use planning efforts, as appropriate.

Products

- Updated regional travel demand model that incorporates the updated land use, networks and policies of the TSPs.

REVISED ESTIMATED TIMELINE

No changes.

B. Programming and Implementation

CONTINUED ACTION ITEM(S)

2. Metropolitan Transportation improvement Program (MTIP)

Products

- Adopted FY15-18 MTIP
- Adopted Air Quality Conformity Determination (AQCD)

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1 FFY15-18 State Transportation Improvement Program (STIP)		Public Review of Draft STIP	Ensure MTIP consistency with final approved FY15-18 STIP	
2 FFY15-18 Metropolitan Transportation Improvement Program (MTIP)	Coordination with LaneACT and ODOT	Public Review of Draft MTIP, Air Quality Conformity Determination;	Ensure MTIP consistency with final approved FY15-18 STIP; MTIP Adoption; AQCD Adoption	US DOT Approval
3 MTIP Annual Report		Publish 2013 Annual Report; Inform Policy Board		Publish 2014 Annual Report; Inform Policy Board
4 Allocate FFY15-18 Surface Transportation Program-Urban (STP-U) Funding	Regional criteria and priorities for STP-U project selection for 15-18 and Public Involvement	Public Involvement and Project Selection for FY15-18 STP-U Funding		
5 Unified Planning Work Program (UPWP)		UPWP mid-year review and addendum adoption		Prepare draft FY16-17 UPWP; Public involvement and adoption
6 Economic Analyses in Project Selection (Phase I)			Existing data assessment; Tools assessment	Database testing

C. Public Participation

ADDITIONAL ACTION ITEM(S)

I. Public Participation Program Refinement

- Examine web-based software to enhance public outreach for regional projects and planning; purchase package if acceptable solution is found
- Evaluate the effectiveness of public involvement tools and approaches reporting on performance measures
- Revise Public Participation Plan review and update schedule

ADDITIONAL CORE MPO ACTIVITIES

Ongoing Public Involvement Activities

- Incorporate citizen involvement for all regional transportation planning “special projects” in coordination with the Central Lane MPO Public Participation Plan. Public involvement in the region effectively provides for accessible, full and open access to decision making. Special planning projects select from a spectrum of involvement tools to best meet the public involvement needs of the project; including, but not limited to, public comment periods, public hearings, public workshops and open houses, focus groups, stakeholder interviews, and surveys. These tools will facilitate the solicitation, collection and response to comments submitted by the public and interested parties.

Title VI Program

- Incorporate information developed through the Lane Livability Consortium (LLC) planning and engagement processes.

D. Air Quality Planning

ADDITIONAL ACTION ITEM(S)

2. State Implementation Plan (SIP) for Carbon Monoxide (CO)

Due to notification in late Fall 2013 from USEPA that the region has to submit an update to the current CO SIP before the maintenance period can end, LCOG, as the responsible agency for CO planning, will in coordination with ODEQ and LRAPA prepare the required plan, including a final emissions budget for the area. This plan will be a limited maintenance plan which will significantly reduce the analytic requirements of transportation conformity determinations.

- Prepare budget, contingency measures; draft report
- Conduct public outreach.
- Complete the submittal process.

Products

- CO SIP Update submitted to USEPA for approval

3. Evaluation of Air Toxics

As an emerging and important issue, the MPO will work with ODEQ and LRAPA to obtain knowledge and experience with evaluating the effect of vehicle emissions and fuels on the emission of air toxics. Issues affecting dispersion will be investigated to understand how these chemicals can disperse into neighborhoods adjacent to heavily traveled roads. Associated with this will be a characterization of the populations that may be most affected.

- Identify, acquire and test tools and data bases (e.g. NATA) that assess risk from air toxics.
- Prepare the USEPA emissions model MOVES for computing air toxic emissions based on VMT and fuel usage.
- Investigate measures that can be used to track progress on reducing air toxic emissions.

Products

- MOVES model set up to compute air toxic emissions
- Performance measures

REVISED ESTIMATED TIMELINE

Action Item Number/Title		Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1	Air Quality Performance Measures		Design metrics, methodologies; Test with existing data/tools	Formalize databases; access new tools	Displays and Reports; web display
2	State Implementation Plan for Carbon Monoxide		prepare draft limited maintenance plan; being public involvement and agency review	Submit plan to EPA for approval	
3	Evaluation of Air Toxics			Tools and data bases; MOVES preparation	Measures to track
4	Ongoing training, assistance, consultation	On-going			

E. Transportation System Modeling and Data Maintenance

CONTINUED ACTION ITEM(S)

2. Bike Model

- Update the bike utilities in the mode choice model using those provided by the new code. This will incorporate surveyed cyclist route preferences into the software that estimates the mode chosen by travelers.

Products

- Updated mode choice model

3. RTP Travel Model Update

- Update population, employment, land use and travel data for a new base year.
- Obtain coordinated population forecasts for 2040 and develop an estimate for the MPO area. Develop an employment forecast by sector.
- Extend the Springfield, Coburg and Eugene future land use scenarios to the forecast year using the land use allocation model.
- Use the project lists of the TSPs in conjunction with the TIP, STIP and CIPs to develop the fiscally constrained future network.
- With LTD, review the 2035 version of the transit system, and update as needed. This includes consideration of operating characteristics of high capacity transit service as well as that of local buses, revenue/service hours and schedules, station locations, and park and rides. Forecast fares and group pass participation by employers.
- Calibrate the base year model using counts and transit ridership.
- Compute performance measures.

Products

- 2040 population and employment, spatially allocated.
- Fiscally constrained and illustrative project lists
- Calibrated base year model
- 2040 forecast model
- Performance measures report

4. UPGRADE TO THE REGIONAL TRAVEL DEMAND MODEL

- Complete UO submodel update. This incorporates the results of the UO survey into the travel model to provide better forecasting of travel by UO students.

Products

- Updated regional travel demand model

ADDITIONAL CORE MPO ACTIVITIES**Coordination**

- Work with Oregon Modeling Steering Committee (OMSC) / Model Planning Committee and others to oversee the implementation of a bike-pedestrian count archive and web-display to facilitate research into alternative modes. This project is sponsored by National Institute for Transportation and Communities.

SPECIAL MPO PLANNING PROJECTS**1. Regional Transportation Systems Planning**

As a part of the travel model development for the Regional Transportation Systems Plan, the MPO and LTD will develop a future transit network that is representative of LTD's future system architecture and operations.

Products

- Fiscally constrained transit network

2. Regional Land Use Modeling

URBANSIM development has been slowed by the need for staff to work on other more urgent issues dealing with comprehensive plan and TSP updates by local agencies. This work started up again in December 2013, and will now include URBANCANVAS, a 3-D visualization tool that provides realistic depictions of the patterns forecast, and the ability to sketch changes at neighborhood scales and estimate impacts with very short turnaround time.

- Complete development and testing.

Products

- Validated, calibrated URBANSIM model

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
I Data Collection & Analysis A. OHAS	Rewrite and expand survey	Augment; Begin analysis	2010 model preparation; Complete analysis.	Report
B. UO Travel Survey	Finish cleaning data;	Weight and expand; Complete model update	Integrate into travel demand model; begin preparation of data report	Complete Report
C. Traffic Counts Data	Continue data collection	Continue data collection	Continue data collection	Continue data collection
	Design database, access, display	Upload test set; test, revise, review/test.	Design upload templates; user access through web; review/test.	Development Plan for Expansion and Maintenance
D. Bike Counts	Continue bike count collection	Continue bike count collection	Continue bike count collection	Continue bike
	Design bike and ped count module to traffic counts db; display	Upload regional bike counts; test, revise/review	Design upload templates; user access through web; review/test	Upload full data set
E. Crash Data		Continue collect and archive ODOT/DMV crash data		Continue collect and archive ODOT/DMV crash data; local data
		Locate local sources; clean/store;	Augment with volumes, all modes; design reports, indicators	Report
F. Transit Data	Transit Data	Collect Transit Data	Collect Transit Data	Collect Transit Data
		Define metrics, Determine available data and access	Design database; access scripts, products.	Review/revise products; design web site
G. Auto Travel Time Data		Investigate INRIX and HERE data	Define corridors to process; extract; display/report	

	H. Employment Data	Acquire data from OED; begin augmentation	Complete processing		
	I. Social Data		Define uses, identify attributes; develop download processes	Design database; scripts, displays	Publish
	J. Other Data	Ongoing, as needed			
2	Bike Model	Continue data collection; clean; test model paths	Review results;	Update mode choice. Review results; compare with counts; assess survey need	Undertake survey if needed.
3	RTP Travel Model Update		Population and employment forecasts for 2040; Update land use allocation	Develop project lists, network updates; update transit system;	Validation; Performance measures; update documentation
4	Upgrade Regional Travel Model	Begin new UO/College sub-model	Begin update with OHAS products	Integrate UO/Collection and validate	Begin update to trip distribution submodel
5	Functional Classification Upgrade			Map, review, transmit to ODOT	
6	Map-21 Performance Measures			Review requirements; Scope and identify tools;	identify data sources
	Ongoing: Technical Assistance Data Maintenance Model Maintenance Training/Workshops Coordination	Ongoing			

F. Transportation Options (TO)

CONTINUED ACTION ITEM(S)

- Conduct, facilitate and support the Project Management Team (PMT) and Technical Advisory Committee (TAC).
- Provide overall project management.
- Maintain project website.
- Participate in Regional Transportation System Plan (RTSP) process
- Monitor the development of the Statewide Transportation Options Plan
- Finalize draft materials, including the Existing Conditions Report, Goals and Policies, Regional TDM/TO Toolkit, Performance Measures, and Strategic Plan.
- Conduct public outreach on draft materials.
- Review materials with decision-makers
- Revise materials based upon public and decision-maker input.
- Adoption process.
- Develop an operational plan for short-term strategies identified in the Strategic Plan.

Products

- An update to the Regional Transportation Plan's TDM Element and associated content in the RTP
- A Regional TDM/TO Strategic Plan

ADDITIONAL POINT2POINT ACTION ITEMS

1. Program Enhancements

- SmartTrips program funding has been secured for central Main Street in Springfield (between 28th and 48th streets). Implement 'SmartTrips' individualized marketing in Springfield along the Main Street corridor.
- Additional program outreach has been scoped for Main Street/McVay and Thurston and Main Street in Springfield (between 49th and 69th streets).

2. Public Outreach Program Enhancements

Products

- ETC Resource Web Page

ADDITIONAL POINT2POINT ONGOING OPERATIONS

Other

- Implement the Be Seen Be Safe Safety Campaign in coordination with ODOT along with other statewide TO agencies, a share the road campaign to foster a culture of awareness and respect on our roadways and shared paths and to make the streets of our communities safer for motorists, cyclists, and pedestrians.

- Assist ODOT and statewide stakeholder teams with the development of the Statewide Transportation Options Plan.

CONTINUED CITY OF EUGENE ACTION ITEMS

I. SmartTrips Eugene

SmartTrips is a comprehensive approach to reduce drive-alone trips and increase biking, walking, and public transit in targeted geographic areas of the city. It incorporates an innovative and highly effective individualized marketing methodology, that hand-delivers packets of information to residents who wish to learn more about all of their transportation options including transit, walking, bicycling, carpooling, and combining trips. Key components feature biking and walking maps and organized activities that get people out in their neighborhoods or places of employment to shop, work, and discover how many trips they can easily, conveniently, and safely make without using a car. Success is tracked by evaluating qualitative and quantitative results from surveys and other performance measures. SmartTrips program funding has been secured for east Bethel in Eugene. Additional program outreach has been scoped in west Bethel, and the west Eugene EmX corridor.

Tasks

- Conduct individualized outreach and marketing, including staff time and implementation.

2. Eugene Sunday Streets

Products

- ☐ Two Eugene Sunday Streets events in FY14 and two in FY15

CONTINUED CITY OF EUGENE ONGOING OPERATIONS

- Publish the monthly InMotion e-newsletter and distribute to over 1,800 people throughout the Eugene – Springfield area. Include feature articles and updates on walking and biking activities and opportunities for public involvement in the Eugene-Springfield metro area. Provide resources section for information on local and state laws and information on local and national walking and biking organizations.

ADDITIONAL CITY OF EUGENE ONGOING OPERATIONS

- Develop update to the Pedestrian and Bicycle Strategic Plan which was first adopted in 2008.

REVISED ESTIMATED TIMELINE

Action Item Number/Title	Early FY 2014	Late FY 2014	Early FY 2015	Late FY 2015
1	Regional Transportation Options Plan (RTOP)	RTOP Strategic Plan	Ongoing implementation	
2	SmartTrips Eugene and Springfield	Ongoing implementation, with funding secured for 2013 and 2014 and additional programs planned for the next 10 years as funding allows.		
3	Safe Routes to Schools Regional Plan	Ongoing implementation of Safe Routes to Schools programs over the next 5 years as funding allows.		
4	Regional Bike Parking Study	Implementation of a phased bicycle parking acquisition and installation program according to the recommendations in the plan and as funding allows.		
5	City of Eugene Sunday Streets	Ongoing implementation, with a new program planned for the summer of 2013, 2014, and 2015.		
6	Point2point 5 –Year Strategic Plan	Development once the RTOP is completed using the recommendations with completion in early 2015.		

G. Intergovernmental Coordination

No changes.

Special Projects

NEW PROJECTS

Eugene Bike Share Feasibility Study	
Project Description	The purpose of the Eugene Bike Share Feasibility Study is to determine if a bike share system is feasible in Eugene, and if so, an appropriate scale and operational model to implement in the Eugene area. Desired outcomes associated with bike share system implementation include infrastructure compatibility with the University of Oregon (UO) bike share system, integration with the transit network, high visibility, improved mobility options, and attraction of high-skilled workers.
Lead Agency	LTD and City of Eugene
Partner Agencies	NA
Current Status	Project underway
Est. Completion	Mid 2014
Est. Project Cost	\$110,000

REVISED PROJECTS

❖ Indicates revised information

OTHER PLANNING EFFORTS	
Franklin Corridor Project: NEPA Analysis	
Lead Agency	City of Springfield
Partner Agency	ODOT and LTD
❖ Current Status	Phase 2 is substantially completed including refined intersection design, realignment of the facility to match existing center line, and draft environmental baseline reports.
❖ Est. Completion	2014/2015 depending if NEPA results in a Categorical Exclusion or Environmental Assessment)
Est. Project Cost	\$1.8 million
Springfield Downtown Demonstration Block	
❖ Project Description	As an outcome of the Downtown Circulation Project this small project will install several pedestrian scale decorative posts with LED light fixtures and enhance existing crosswalks with brick pattern pavement markings along two blocks of Springfield's downtown. The LED light fixtures have been identified for installation in this key location in Springfield's downtown to improve safety, visibility, and aesthetic in the area. The project is slated to be complete by summer 2015.

	Lead Agency	City of Springfield
	Partner Agency	ODOT and SUB
	Current Status	Prioritization and cost estimating in progress
❖	Est. Completion	Summer of 2015
	Est. Project Cost	TBD
Springfield Downtown Parking Implementation		
	Lead Agency	City of Springfield
	Partner Agency	ODOT and Springfield Economic Development Agency
	Current Status	Identifying materials and resources, installation of signage infrastructure
❖	Est. Completion	TBD
	Est. Project Cost	\$150,000
Main St/McVay Transit Improvement Feasibility Study		
❖	Project Description	The purpose of the Transit Improvement Feasibility Study is to analyze the need, technical viability, and public support for potential Main Street transit improvements. The Main Street-McVay Corridor follows Main Street from Thurston to Glenwood, and McVay Highway to Lane Community College. The City of Springfield and LTD have formed a project partnership to advance this Study together.
❖	Lead Agency	LTD and City of Springfield
	Partner Agency	ODOT, City of Eugene, City of Springfield and Lane County
❖	Current Status	Project Team conducted initial “community conversations” that involved stakeholder outreach and input. Staff is currently developing overall project scope. Project team has developed a multi-tiered project governance structure that includes stakeholder, elected and appointed officials’ input and general public input.
	Est. Completion	2014
	Est. Project Cost	\$750,000
Main Street Pedestrian Crossing		
❖	Project Description	In a collaborative effort between the City of Springfield, Oregon Department of Transportation (ODOT) and LTD, six pedestrian crossing projects recommended under the 2010 Main Street Pedestrian Safety Study are being implemented in order to provide safer crossing opportunities along the Main Street corridor.

	<p>The City of Springfield is the lead in overseeing the public outreach, construction and installation of the pedestrian crossings. The City of Springfield conducts stakeholder outreach in each location before construction occurs to perform analysis and determine possible mitigation measures related to the crossings.</p> <p>These six additional pedestrian crossings were identified in the 2010 Main Street Pedestrian Safety Study. The Study recommended a total of eight pedestrian crossings. To date two crossings have been installed by ODOT with the remaining crossings to be installed by the City of Springfield.</p>	
	Lead Agency	City of Springfield
	Partner Agency	ODOT and LTD
❖	Current Status	Coordinating with other Main Street projects
❖	Est. Completion	Ongoing through 2015
	Est. Project Cost	TBD
Hunsaker/Beaver/Wilkes Area Study		
	Lead Agency	Lane County
	Partner Agency	City of Eugene, ODOT, LTD, and LCOG
❖	Current Status	Lane County was recently awarded federal funds to prepare study. Work plan is under development.
❖	Est. Completion	2016-2017
❖	Est. Project Cost	\$200,000
NW Eugene-LCC Transit Corridor Plan		
	Lead Agency	City of Eugene and LTD
	Partner Agency	ODOT, Lane County and LCOG
❖	Current Status	Scoping
❖	Est. Completion	2015
❖	Est. Project Cost	\$651,730 additional funding may be needed
Eugene Street Design Standards		
	Lead Agency	City of Eugene
	Partner Agency	ODOT and Lane County
❖	Current Status	Scoping

❖	Est. Completion	2015
	Est. Project Cost	\$100,000
TRANSPORTATION SYSTEM PLANS		
Regional Transportation Systems Planning		
<i>City of Springfield TSP</i>		
	Lead Agency	City of Springfield
	Partner Agency	DLCD, City of Eugene, ODOT, Lane County, LTD, and LCOG
❖	Current Status	Complete
❖	Est. Completion	Adopted 2014
	Est. Project Cost	\$330,000, plus additional City staff costs
<i>Lane County TSP</i>		
	Lead Agency	Lane County
	Partner Agency	DLCD, ODOT, Eugene, Springfield, Coburg, LTD, LCOG and the small cities in Lane County outside the MPO
❖	Current Status	Project underway
❖	Est. Completion	2016
❖	Est. Project Cost	\$300,000
<i>City of Coburg TSP</i>		
	Lead Agency	City of Coburg
	Partner Agency	ODOT, Lane County, LTD, and LCOG
	Current Status	Project underway
❖	Est. Completion	2014
	Est. Project Cost	\$160,000
TRANSPORTATION GROWTH MANAGEMENT (TGM) PROGRAM		
TGM Projects Inside the MPO		
<i>Lane Transit District Long-Range Transit Plan</i>		
	Lead Agency	LTD
	Partner Agency	City of Eugene, City of Springfield, FTA, and LCOG
❖	Current Status	Complete

❖	Est. Completion	Adopted 2014
	Est. Project Cost	NA
<i>South Willamette Street Improvement Plan</i>		
	Lead Agency	City of Eugene
	Partner Agency	LTD and LCOG
	Current Status	TGM funded
❖	Est. Completion	December 2014
	Est. Project Cost	\$180,000 - 300,000

Central Lane MPO
Unified Planning Work Program
FY 2014 Funding

To be determined when funding information is provided by the Oregon Department of Transportation.