

# Developing a project approach and budget

## Approach

TGM projects typically include the following tasks:

- Review the existing policy context and develop the project's policy direction such as goals and objectives, evaluation criteria, and performance measures.
- Develop analysis of any existing and future needs and conditions that will affect the transportation system and land uses in the future.
- Develop plans for the location, design, and operation of any transportation facilities and services and/or land uses and supportive public improvements to meet policy direction, identified needs, and funding.
- Develop the plan and policy framework and associated regulations, standards, and procedures that affect the provision of transportation services and facilities and/or land use and supportive public improvements.
- Develop adoption materials and conduct local adoption hearings.

TGM projects also must include public involvement throughout the project, with special emphasis on reaching populations that have not been engaged in the past.

Within that framework, applicants should consider/address the following questions when preparing the task approach:

- What are the desired key elements of a public involvement process? Who has been defined as a historically and currently underserved community? How will the impacts to those communities be addressed and their participation encouraged? Where applicable refer to ODOT's [Oregon Social Equity Index Map](#), [US Environmental Justice Screening and Mapping Tool](#), or [US Census Data](#).
- What work will address Greenhouse Gas reduction? If in a metropolitan area, what work will help address Greenhouse Gas reduction goals for the region?
- What work is needed to address safety issues? How will the proposed project prioritize safe systems when making project decisions?
- Which government entities (e.g., city, county, tribal, transit district, etc.) will need to take action to adopt the final document(s)?
- If TGM funds are requested for a portion of a larger planning effort, identify the discrete tasks that TGM will fund will be completed within the TGM timetable.

Project approaches will score higher if they clearly address project need, are achievable given project scope and objectives, and have sufficient detail to establish needed project work and budget. An approach can reference a guidance document that details the technical work, such as the [TSP Guidelines](#), and focus the response on local considerations. Rarely, the approach will be more general because the methods are unknown; in that case the approach should be clear about the objectives and desired outcomes for each task.

## Budget

For the majority of TGM projects, a consultant prepares all or most project deliverables and the local jurisdiction reviews those deliverables and conducts outreach to meet their match requirement. The factors that typically influence consultant costs include:

- Size of project area - both population and physical size.
- Age, availability, and convertibility of data that will be used in the analysis.
- Number and complexity of issues to be studied.
- Need for specialty consultant services, such as market research and environmental assessments.
- Coordination with other planning projects or with regulatory bodies such as Metro.
- Level of public involvement.
- Jurisdiction's distance from Portland (the location of most consulting firms).

The following table summarizes the consultant costs for the most common types of TGM projects in the TGM-19 to TGM-22 cycles.

*Consultant Costs for Common TGM Projects*

		High	Low	Average
TSP and TSP Updates	Actual	\$400,000	\$140,000	\$220,000
	2024 \$	\$425,000	\$165,000	\$245,000
TSP Refinement including TSP Elements and Transit Development Plans	Actual	\$3215,000	\$75,000	\$180,000
	2024 \$	\$325,000	\$85,000	\$195,000
Integrated Land Use & Transportation Plans	Actual	\$365,000	\$145,000	\$220,000
	2024 \$	\$390,000	\$155,000	\$245,000

## Samples

TGM has funded many projects over the years and it is likely that an earlier TGM project addressed a similar problem. [The table on pages 3 and 4](#) links to worksheets that list the project purpose, tasks, and consultant deliverables and costs for recent projects.

## Contact

For assistance in developing your approach or cost estimate, including projects where the analysis and plan development is done solely or in large part by the local government, or to see information for [older projects](#), please contact [Elizabeth Ledet](#) in our TGM Central office.

## Tasks and costs for recent TGM projects

<i>File Code</i>	<i>Jurisdiction</i>	<i>Project Title</i>
<b>TGM-22</b>		
2D-22	Marion County	Rural Transportation System Plan - Supplemental Project Agreement
3A-22	City of Grants Pass	6th and 7th Street Multimodal Corridor Study
4A-22	City of Maupin	Street Design Standards Plan Update and Donkey Trail Plan
5A-22	City of Wallowa	Joseph Branch Trail-With-Rail Wallowa Section Refinement Plan
<b>TGM-21</b>		
1A-21	City of Gresham	Transportation System Plan 2045
1B-21	City of Milwaukie	Transportation System Plan Update
1C-21	City of Tigard	Electric Mobility and Curbside Management Strategy
1D-21	Washington County	Farmington Corridor Concept and Jurisdictional Transfer Framework Plan
2A-21	City of Dallas	Mill Site Redevelopment Plan
2B-21	City of Harrisburg	Transportation System Plan Update
2C-21	City of Independence	Central Talmadge Plan
2D-21	City of Newport	City Center Revitalization Plan
2E-21	City of Turner	Transportation System Plan Update
3A-21	City of Bandon	Transportation System Plan Update
3B-21	City of Medford	Downtown 2040 Plan
4A-21	City of Klamath Falls	Urban Area Transportation System Plan Update
5A-21	City of Elgin	Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan
<b>TGM-20</b>		
1A-20	City of Estacada	Transportation System Plan Update
1B-20	City of Troutdale	Main Streets on Halsey Cross Section and Street Design Plan
1C-20	City of North Plains	Downtown Improvement Plan
1D-20	City of Tigard	Downtown Reimagined
1E-20	Clackamas County	Walk Bike Clackamas Plan
2A-20	City of Cottage Grove	Pedestrian and Bicycle Plan
2B-20	City of Florence	Transportation System Plan Update
2C-20	City of Sweet Home	Transportation System Plan Update and North Sweet Home Area Refinement Plan
2D-20	LCOG	Link Lane Public Transit Development Plan
3A-20	City of Roseburg	Bike Routes Plan
3B-20	CCPTSD	Transit Development Plan
4A-20	Bend MPO	Mobility Hub Feasibility Study and Pilot Project
4B-20	Deschutes County	Tumalo Community Plan Active Transportation Update; SCVAP Trails Expansion Outreach in NW Deschutes County
5A-20	CTUIR	Transportation System Plan Update

**TGM-19**

1A-19	City of Oregon City	Updated Comprehensive Plan
1B-19	City of Portland	Lower SE Rising Area Plan - IGA Only
1C-19	City of Portland	Parkrose Neighborhood Action Plan
1D-19	TriMet	Transit Oriented Development Plan
2A-19	City of Albany	East Albany Plan
2B-19	City of Cannon Beach	Transportation System Plan
2C-19	City of Jefferson	Transportation System Plan Update
2D-19	Clatsop County	Tsunami Evacuation Facilities Improvement Plan
3A-19	City of Coos Bay	Front Street Blueprint
3B-19	Umpqua Public Transportation District	Transit Master Plan
4B-19	Wasco County & Mid- Columbia Economic Development District	Transportation Development Plan

### 3A-22 City of Grants Pass 6th and 7th Streets Multimodal Corridor Study

The Services performed in conjunction with the Project must generate the 6th and 7th Streets Multimodal Corridor Study (“Study”). The Study will be a result of the Project’s research and analysis of the City’s multimodal network and projects. The Study must identify a series of fundable improvements to improve the sense of community and place while creating an affordable, safe, and functional multi-use transportation network to and through the downtown area. The Project must build on past planning efforts and perform new analysis to identify a clear vision for the 6th and 7th Streets corridor that can be implemented with anticipated funding streams. The Project must result in an amendment to the City’s Transportation System Plan (“TSP”), adopted in 2020.

The City’s downtown is primarily commercial with a mix of shops and dining that serves both the local community and tourists. The adjacent areas are mainly residential with a handful of community spaces, schools and public buildings. The downtown is presently auto dominated, with many opportunities for safety improvements to the pedestrian, bicycle, and transit networks. Shifting the transportation network from auto dominance to multimodal will enable the downtown to become more livable and vibrant.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 25,775</b>
1.1	Refined Project Schedule and (2) Schedule Updates	
1.2	Comment Log	
1.3	Public Involvement and Communications Program	
1.4	Stakeholder Database and (6) Quarterly Project Updates	
1.6	Project Fact Sheet	
1.7	Project Management and Coordination	
1.8	Progress Reports and Invoices (18)	
<b>2</b>	<b>Meetings</b>	<b>\$ 28,576</b>
2.1	Kick-off Meeting	
2.2	Site Visit	
2.3	PMT Meetings (8)	
2.4	AC Meetings (4)	
2.6	Alternatives Review Meeting	
<b>3</b>	<b>Planning Context</b>	<b>\$ 13,185</b>
3.1	TM #1: Plans and Policy Framework	
3.2	TM #1: Plans and Policy Framework	
3.3	TM #3: Baseline Information	
<b>4</b>	<b>Existing and Future Year Conditions Analysis</b>	<b>\$ 83,815</b>
4.1	TM #4: Methodology and Assumptions	
4.2	Traffic Data	
4.3	TM #5 Appendix: Existing Conditions Analysis	

4.4	TM #5: Existing Conditions Summary	
4.5	TM #6 Appendix: Future No-Build Conditions Analysis	
4.6	TM #6: Future No-Build Conditions Summary	
4.7	Open House #1	
<b>5</b>	<b>Alternatives Development</b>	<b>\$ 67,595</b>
5.1	TM #7: Proposed Alternatives	
5.2	TM #8: Alternatives Analysis	
5.4	TM #9: Preferred Alternative and Project Prospectus Sheets	
5.5	Open House #2	
<b>6</b>	<b>6th and 7th Streets Multimodal Corridor Study</b>	<b>\$ 31,200</b>
6.1	Study Outline	
6.2	Draft Transportation Improvement Finance Program	
6.3	6th and 7th Streets Multimodal Corridor Study	
6.4	Draft Implementing Measures	
6.6	Adoption Draft 6th and 7th Streets Multimodal Corridor Study, Adoption Draft Transportation Improvement Finance Program and Adoption Draft Implementing Measures	
6.7	Adoption Hearings (2)	
6.8	Final 6th and 7th Streets Multimodal Corridor Study, Final Transportation Improvement Finance Program, and Final Implementing Measures	
6.9	Title VI Report	
	<b>TOTAL Non-Contingency</b>	<b>250,146</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 65,519</b>
C2.5	Decision Maker Meetings	
C2.7	Additional Meetings	
C2.8	In-person Meetings	
C5.3	Additional Modeling	
	<b>TOTAL Contingency</b>	<b>65,519</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 315,665</b>
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#### 4A-22 City of Maupin Street Design Standards Plan Update and Donkey Trail Plan

The City of Maupin (“City”) Street Design Standards Plan Update and Donkey Trail Plan (“Project”) will consist of 2 parts: 1) Street Design Standards Plan (“SDSP”) will update the version funded by the Transportation and Growth Management (“TGM”) program and adopted by City in 1999. The Updated SDSP will have updated Local Street Network maps that reflects the development in Maupin’s city limits over the last 2 decades as well as suggested amendments to the Zoning Ordinance (No. 311) and Comprehensive Land Use Plan (2006) that prioritize active transportation options and 2) Donkey Trail Plan (“DTP”) will develop a plan for completing the Donkey Trail, to provide an accessible multi-modal pathway and safe walking and bicycling facilities that connect Maupin. Both parts support the growing active transportation needs of Maupin residents and visitors. Together they will provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next 2 decades.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Start</b>	<b>\$ 14,910</b>
1A	Refined Project Schedule	
1B	PMT Meetings (12)	
1C	Advisory Committee Roster	
1D	Project Web Page	
<b>2</b>	<b>Project Foundation</b>	<b>\$ 20,000</b>
2A	Kick Off Meeting	
2B	Draft Memorandum #1	
2C	Draft PIP	
2D	Final Memorandum #1	
2E	Final PIP	
<b>3</b>	<b>Updated SDSP</b>	<b>\$ 40,400</b>
3A	Advisory Committee Meeting #1	
3B	Public Event #1	
3C	Draft Memorandum #2	
3D	Advisory Committee Meeting #2	
3E	Refined Memorandum #2	
3F	Advisory Committee Meeting #3	
3G	Public Event #2	
3H	Final Memorandum #2	
3I	Advisory Committee Meeting #4	
<b>4</b>	<b>Donkey Trail Plan</b>	<b>\$ 21,300</b>
4A	Draft Memorandum #3	
4B	Refined Memorandum #3	
4C	Final Memorandum #3	

<b>5</b>	<b>Adoption</b>	<b>\$ 23,250</b>
5A	Updated SDSP and Donkey Trail Plan	
5B	Implementation Measures	
5C	Department of Land Conservation and Development Notice	
5D	Adoption Package	
5E	Attendance and presentation at Planning Commission Public Hearing	
5F	Attendance and presentation at City Council Public Hearing	
5G	Final SDSP, Final Donkey Trail Plan, and Final Implementation Measures	
5H	Title VI Report	
5I	Project Information Sheet	
	<b>TOTAL Non-Contingency</b>	<b>119,860</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 19,860</b>
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**5A-22 City of Wallowa Joseph Branch Trail-With-Rail Wallowa Section Refinement Plan**

The Project will develop Trail-With-Rail and Trailhead/Pocket Park Plan. The Trail-With-Rail and Trailhead/Pocket Park Plan will be a refinement plan for the 15+ mile Wallowa-to-Minam segment of a longer, proposed 63-mile trail-with-rail. Project outcome will be a detailed trail-with-rail refinement plan that addresses alignment, safety, general design, crossings/connections, materials, adjacent landowner concerns, and tailored to fit within the existing Wallowa Union Railroad Authority (“WURA”) railway corridor 100-foot right-of-way (“ROW”) and contiguous public lands. The Trail-With-Rail and Trailhead/Pocket Park Plan will be adopted into City of Wallowa (“City”) and Wallowa County (“County”) comprehensive plans, Transportation System Plans (“TSP”), and standards and regulations. Project will assist the City, County, WURA and Joseph Branch Trail Consortium (“JBTC”) to streamline the Project’s development and to leverage future funding for the full trail.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Reconnaissance</b>	<b>\$ 24,200</b>
1.1	PMT Meeting #1: Videoconference and Refined Project Schedule	
1.4	Project Web Page	
1.5	Project Area Maps	
<b>2</b>	<b>Context and Site Analysis</b>	<b>\$ 28,100</b>
2.1	Transportation Technical Standards Coordination Memorandum	
2.2	TM #1 Baseline Multimodal and Existing Conditions Assessment	
2.3	TM #2 Land Use Assessment	
2.4	TM #3 Environmental Assessment	
<b>3</b>	<b>Outreach</b>	<b>\$ 31,100</b>
3.1	TM #4 Draft Vision and Evaluation Matrix	
3.2	Walking Tour	
3.2	PMT Meeting #2 and Site Tour	
3.4	Youth Workshops	
3.5	TAC Meeting #1	
<b>4</b>	<b>Design Concept</b>	<b>\$ 50,800</b>
4.1	TM #5 Draft Trail-with-Rail Improvement Areas and Trailhead/Pocket Park Design Concept	
4.4	PMT Meeting #3	
4.5	TAC Meeting #2	
4.6	Open House	
<b>5</b>	<b>Plan and Code Amendments</b>	<b>\$ 37,100</b>
5.1	Draft Trail-with-Rail and Trailhead/Pocket Park Plan	
5.2	TM #8 Implementation Strategy	
5.3	PMT Meeting #4	

5.4	35-Day Notice	
5.5	CC Work Session	
5.6	Joint County PC and County Commissioner Work Session	
5.7	WURA Recommendation	
<b>6</b>	<b>Adoption</b>	<b>\$ 19,200</b>
6.1	Legislative Findings Report and Ordinance Recommendation	
6.2	PMT Meeting #5	
6.3	CC Hearing	
6.4	Joint County PC and County Commissioner Hearings	
6.5	Final Trail-With-Rail and Trailhead/Pocket Park Plan	
6.6	Final Comprehensive Plan Policy and Code Amendments	
6.7	DLCD Notice of Adoption	
<b>TOTAL Non-Contingency</b>		<b>190,500</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
<b>TOTAL Contingency</b>		

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 190,500</b>
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## 1A-21 City of Gresham, Transportation System Plan 2045

The Transportation System Plan 2045 project (the “Project”) will update the City of Gresham’s (“City”) Transportation System Plan (“TSP”) by addressing major policies, action measures and implementation plans related to four topic areas: equity, climate impacts, traffic safety, and emerging technology. The 2013 TSP did not holistically consider policy changes in these areas, while local and regional expectations have advanced in the intervening years. In 2021, the 2013 TSP was updated with the Active Transportation Plan (2018) to incorporate new bicycle and pedestrian projects with a focus on equity, which reflects current Council direction and support.

The Project must create a modern, easily readable document. The Project must include a robust public involvement process with community liaisons to reach disadvantaged and minority communities.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation</b>	<b>\$ 25,900</b>
1.1.2	PMT Kick-Off Meeting	
1.2.1	PMT Meetings (18)	
1.3	SAC Roster Comments	
1.4	TAC Roster Comments	
1.5.1 & 1.5.2	Refined Project Schedule (Draft & Revised)	
1.6	Project Web Page Graphics	
<b>2</b>	<b>Public Involvement Plan</b>	<b>\$ 17,400</b>
2.1	Draft PIP	
2.2	TAC Meeting #1	
2.3	SAC Meeting #1	
2.4	Final PIP	
<b>3</b>	<b>Current Policy and Plans Analysis</b>	<b>\$ 62,400</b>
3.1	Draft Memo #1: Review of Adopted Plans, Rules, Policies and Regulations	
3.2	TAC Meeting #2	
3.3	SAC Meeting #2	
3.4	Draft Memo #2: Updated Policies	
3.5	Policy Subcommittee Meetings (4)	
3.6	TAC Meeting #3	
3.7	SAC Meeting #3	
3.8.2	Public Outreach Milestone #1 Online Survey	
3.8.3	Public Outreach Milestone #1 In-Person Community Events (3)	
3.9	Planning Commission Work Session #1	

3.1	Final Memo #1	
3.11	Final Memo #2	
<b>4</b>	<b>Project Prioritization &amp; Implementation</b>	<b>\$ 84,800</b>
4.1	Draft Memo #3: Project Lists and Prioritization	
4.2	TAC Meeting #4	
4.3	SAC Meeting #4	
4.4.2	Public Outreach Milestone #2 Focus Groups (4)	
4.5	Draft Memo #4: Financial Forecast and Implementation	
4.6	TAC Meeting #5	
4.7	SAC Meeting #5	
4.8.2	Public Outreach Milestone #3 Online Open House	
4.8.3	Public Outreach Milestone #3 Focus Group Follow-ups	
4.8.4	Public Outreach Milestone #3 In-person Community Events (3)	
4.9	Planning Commission Work Session #2	
4.10.1	Final Memo #3	
4.10.2	Final Memo #4	
<b>5</b>	<b>Updated TSP</b>	<b>\$ 41,900</b>
5.1	Draft Updated TSP	
5.2	TAC Meeting #6	
5.3	SAC Meeting #6	
5.4.1	Public Outreach Milestone #4 Online Comment Form	
5.5	Planning Commission Work Session #3	
5.6	Adoption Draft Updated TSP	
5.7	Updated TSP Presentation	
5.11	PIP Summary Report	
	<b>TOTAL Non-Contingency</b>	<b>232,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 4,600</b>
6.1	City Council Work Session (3)	
	<b>TOTAL Contingency</b>	<b>4,600</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 237,000</b>

## 1B-21 City of Milwaukie, Transportation System Plan Update

The City of Milwaukie (“City”) is updating its Transportation System Plan (“TSP”), adopted in 2008, to reflect the City’s:

- Milwaukie 2040 Vision adopted in 2017;
- Climate Action Plan adopted in 2018; and
- Comprehensive Plan adopted in 2020.

The above-listed documents identify the emerging needs, preferences, and goals of the community as they relate to transportation, including: equity, climate change, housing, urban design, and economic development. Additionally, the Updated TSP should reflect and address Goals 1 and 2 of the City Council’s 2021-2022 adopted goals.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 38,860</b>
1A	PMT Conference Call Meetings	
1B	PMT Kickoff Meeting	
1C	Project Webpage and Content	
<b>2</b>	<b>Community and Stakeholder Engagement</b>	<b>\$ 20,400</b>
2A	Community Profile	
2B	Equity Steering Committee Check In	
2C	Engagement Plan	
<b>3</b>	<b>Policy and Planning Framework</b>	<b>\$ 19,700</b>
3A	Policy and Planning Framework Memorandum	
3B	TSP Financial Forecast	
3C	TAC Meeting #1	
3D	AC Meeting #1	
<b>4</b>	<b>TSP Vision, Goals, and Policies</b>	<b>\$ 27,620</b>
4A	Draft TSP Vision, Goals, and Policies Memo	
4B	TAC Meeting #2	
4C	AC Meeting #2	
4D	Outreach Forum #1	
4G	Final TSP Vision, Goals, and Policies Memo	
<b>5</b>	<b>Performance Measures Memorandum</b>	<b>\$ 22,920</b>
5A	Draft Analysis Methodology and Performance Measures Memorandum	
5B	TAC Meeting #3	
5C	AC Meeting #3	
5D	Virtual Outreach Forum #2	
5G	Final Analysis Methodology and Performance Measures Memorandum	

<b>6</b>	<b>Livable Streets Analysis and Recommendations</b>	<b>\$ 31,720</b>
6A	Draft Livable Streets Analysis and Recommendations	
6B	TAC Meeting #4	
6C	AC Meeting #4	
6D	Virtual Outreach Forum #3	
6E	Final Livable Streets Analysis and Recommendations	
<b>7</b>	<b>Transportation System Conditions and Needs/Gaps Analysis</b>	<b>\$ 61,260</b>
7A	Draft Transportation System Conditions and Needs/Gaps Analysis	
7B	TAC Meeting #5	
7C	AC Meeting #5	
7D	Virtual Outreach Forum #4	
7E	Planning Commission Work Session #3	
7F	City Council Work Session #3	
7G	Final Transportation System Conditions and Needs/Gaps Analysis	
<b>8</b>	<b>Future Conditions and Solutions</b>	<b>\$ 61,600</b>
8A	Draft Future Conditions and Solutions Memo	
8B	Draft Regulatory Solutions Memo	
8C	TAC Meeting #6	
8D	AC Meeting #6	
8E	Outreach Forum #5	
8F	Planning Commission Work Session #4	
8G	City Council Work Session #4	
8H	Final Future Conditions and Solutions Memo	
8I	Final Regulatory Solutions Memo	
<b>9</b>	<b>Transportation Projects and Funding Strategy</b>	<b>\$ 40,020</b>
9A	Unconstrained Capital Project List	
9B	Draft Financially Constrained Capital Project List	
9C	TAC Meeting #7	
9D	AC Meeting #7	
9E	Outreach Forum #6	
9F	Planning Commission Work Session #5	
9G	City Council Work Session #5	
9H	Final Financially Constrained Capital Project List	
<b>10</b>	<b>Draft Updated TSP, Presentations, Findings, and Ordinances</b>	<b>\$ 51,900</b>
10A	Draft Updated TSP	

10B	Draft Implementing Ordinances	
10C	TAC Meeting #8	
10D	AC Meeting #8	
10E	Outreach Forum #7	
10F	Findings	
10G	Planning Commission Work Session #6	
10H	City Council Work Session #6	
<b>11</b>	<b>Final Updated TSP Adoption and Final Implementing Ordinances</b>	<b>\$ 14,460</b>
11A	Planning Commission Hearing	
11B	City Council Hearing	
11C	Final Updated TSP and Final Implementing Ordinances	
	<b>TOTAL Non-Contingency</b>	<b>390,460</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 8,280</b>
C.12B	Working Group Meetings	
	<b>TOTAL Contingency</b>	<b>8,280</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 398,740</b>
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## 1C-21 City of Tigard, Electric Mobility and Curbside Management Strategy

The purpose of the Project is to support equitable transportation electrification and effective management of the curb throughout the City of Tigard (“City”). The Project must analyze strengths, weaknesses, opportunities, and challenges related to transportation electrification and ultimately recommend new policies and updates to existing policy guiding the transition to personal and shared electric vehicles, e-bikes, e-scooters, and other emerging electric micromobility modes (collectively, “e-micromobility”). The Project must develop a comprehensive phased plan for curbside management in high demand areas. The strategy must support local, regional, and statewide transportation sector greenhouse gas (“GHG”) emission reduction goals. Project-developed policy recommendations may include, but are not limited to, amendments to City’s Comprehensive Plan, Transportation System Plan, Tigard Municipal Code, Title 18, and engineering design standards of the Tigard Municipal Code, as well as programs, public investment, and public/private partnerships to support transportation electrification. Specifically, the Project must support the introduction and integration of shared electric mobility options with future multi-family and mixed-use residential development within the City limits. The Project must support City efforts to manage curb space to ensure equitable access and use in an era of increasing demand.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 11,200</b>
1.1.3 & 1.1.4	Project Kickoff Meeting agenda and summary	
1.2	Revised Project Management Plan	
1.3	Project Deliverable Templates	
1.4	PMT Meetings	
<b>2</b>	<b>SWG, TTAC and City Council Meetings</b>	<b>\$ 22,250</b>
2.1.2	SWG meeting agenda and presentation	
2.1.3	SWG meeting summary	
2.2	Support preparation for TTAC meetings	
2.3	Support preparation and attend City Council briefings and hearings	
2.4	Local stakeholder meeting agenda, presentation and summary	
<b>3</b>	<b>Community Engagement</b>	<b>\$ 32,100</b>
3.1	Consultant input on Community Engagement Strategy	
3.2	Public-Friendly Schedule and Scope	
3.3.2	Draft Memo #1: Values and Objectives	
3.3.3	Final Memo #1	
3.4	Support and attend Project Tour/Site Visit	
3.5.1	Develop content and graphics for community Open Houses/Workshops	
3.5.2	Attend community Open House/Workshops	
<b>4</b>	<b>Electric Mobility and Curbside Management Existing and Future Conditions Analysis</b>	<b>\$ 34,300</b>
4.1.1	Draft Memo #2: Existing and Future Conditions Analysis	



4.1.2	Revised Draft Memo #2	
4.2	Final Memo #2	
<b>5</b>	<b>Electric Mobility and Curbside Management Needs Assessment</b>	<b>\$ 26,200</b>
5.1.1	Draft Memo #3: Needs Assessment	
5.1.2	Revised Draft Memo #3	
5.2	Final Memo #3	
<b>6</b>	<b>Electric Mobility and Curbside Management Actions</b>	<b>\$ 21,200</b>
6.1.1	Draft Memo #4: Electric Mobility and Curbside Management Actions	
6.1.2	Revised Draft Memo #4	
6.2	Final Memo #4	
<b>7</b>	<b>Final Document and Adoption/Acceptance/Acknowledgment</b>	<b>\$ 19,400</b>
7.1.1	Draft Electric Mobility and Curbside Management Strategy	
7.1.2	Revised Draft Electric Mobility and Curbside Management Strategy	
7.2	Adoption Draft Electric Mobility and Curbside Management Strategy	
7.3	Final Electric Mobility and Curbside Management Strategy	
	<b>TOTAL Non-Contingency</b>	<b>166,650</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 66,650</b>
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## 1D-21 Washington County, Farmington Corridor Concept and Jurisdictional Transfer Framework Plan

The purpose of the Farmington Corridor Concept and Jurisdictional Transfer Framework Plan (the “Project”) is twofold: 1) Develop a context-sensitive corridor concept plan that will safely accommodate all users and modes and an associated project cost estimate for adoption into the Washington County Transportation System Plan (“TSP”), adopted in 2019. and 2) Develop a framework for jurisdictional transfer of SW Farmington Road from Oregon Department of Transportation (“ODOT”) to Washington County (“County”) ownership for the section of SW Farmington Road under State of Oregon jurisdiction between SW 198th Avenue and SW Kinnaman Road within unincorporated Washington County. The Project will support the corridor’s near-term implementation potential.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation and Coordination</b>	<b>\$ 26,500</b>
1A	Project Kickoff Meeting and Project Area Tour	
1B	Draft and Final Memorandum #1: Public Engagement Strategy	
1C	PMT Meetings	
1D	Initial Website Content	
<b>2</b>	<b>Existing Conditions; Needs, Opportunities and Constraints Analysis</b>	<b>\$ 66,600</b>
2A	Draft and Final Memorandum #2: Applicable Plans and Context	
2B	Draft and Final Memorandum #3: Existing Conditions and Planned Improvements	
2C	Draft and Final Memorandum #4: Multimodal Transportation Analysis	
2D	Agency Coordination Meeting #1 summary	
2E	JAC Meeting #1 summary	
2F	Partner Interviews	
2G	Draft and Final Memorandum #5: Project Goals and Objectives	
2H	Draft and Final Memorandum #6: Needs, Opportunities and Constraints	
2I	PAC Meeting #2 summary	
<b>3</b>	<b>Corridor Concept Development</b>	<b>\$ 88,800</b>
3A	Draft and Final Memorandum #7: Preliminary Design Concept Alternatives Screening	
3B	Public Conceptual Design Workshop	
3C	Draft and Final Memorandum #8: Design Workshop Summary	
3D	Draft Memorandum #9: Design Concept Alternatives	
3E	PAC Meeting #3 summary	
3F	Agency Coordination Meeting #2 summary	
3G	Elected Officials Meeting #1 summary	
3H	Public Online Open House	
3I	Final Memorandum #9: Design Concept Alternatives	
<b>4</b>	<b>Preferred Design Alternative</b>	<b>\$ 37,900</b>

4A	Draft Corridor Concept Plan	
4B	PAC Meeting #4 summary	
4C	Revised Draft Corridor Concept Plan	
<b>5</b>	<b>Jurisdictional Transfer Framework Plan</b>	<b>\$ 30,200</b>
5A	Memorandum #10: Draft Regulatory and Policy Framework	
5B	Draft and Final Memorandum #11: Cost Estimate	
5C	Draft and Final Memorandum #12: Implementation and Phasing Plan	
5D	Agency Coordination Meeting #3 summary	
5E	Memorandum #14: Jurisdictional Transfer Framework Plan	
5F	Final Corridor Plan	
5G	Memorandum #16: County Adoption Materials comments	
5H	Board of County Commissioners Work Session	
	<b>TOTAL Non-Contingency</b>	<b>250,000</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 250,000</b>
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## 2A-21 City of Dallas, Mill Site Redevelopment Plan

The purpose of this project is to create the Mill Site Area Redevelopment Plan (“MSARP” or “Project”), a redevelopment plan for the 66-acre former Weyerhaeuser mill site in the City of Dallas (“City”) and provide formal guidance for local land use and transportation improvements. The MSARP is also expected to consider general best practices regarding the following: transportation connectivity, options, and safety; community and neighborhood health; economic vitality; social equity; housing options and availability; and strategic public and private investments.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 9,000</b>
1A	Project Kickoff Meeting	
1B	PMT Meetings (up to 12)	
1C	Refined Project Schedule	
<b>2</b>	<b>Community Engagement Plan and Kick-Off</b>	<b>\$ 7,800</b>
2A	Community Engagement Plan	
2B	PAC Meeting #1 (virtual)	
2C	Stakeholder Interviews and Summary	
2D	Website Content	
<b>3</b>	<b>Existing Conditions</b>	<b>\$ 42,300</b>
3A	Site Visit and Walking Tour	
3B	Analysis Methodology and Assumptions Memorandum	
3C	Memo #1: Existing Conditions Analysis	
3D	Memo #2: Market Study Current Conditions	
3E	Memo #3: Project Vision, Goals, and Objectives	
3F	PAC Meeting #2	
3G	Survey #1	
3H	Community Meeting #1	
<b>4</b>	<b>Land Use and Transportation Recommendations</b>	<b>\$ 39,000</b>
4A	Land Use and Transportation Consultant Work Session and Summary Booklet	
4C	Memo #4: Alternative Projects and Strategies Evaluation	
4D	PAC Meeting #3	
4E	Survey #2	
4F	Community Meeting #2	
4G	Prioritized Land Use and Transportation Projects and Strategies	
<b>5</b>	<b>Proposed Land Use and Transportation Projects and Strategies</b>	<b>\$ 38,900</b>
5A	Memo #5: Recommended Land Use and Urban Design Changes and Strategies	

5B	Memo #6: Recommended Transportation Changes and Implementation Strategy	
5C	Memo #7: Development Recommendations and Refined Anti-Displacement and Equity Strategy	
5D	PAC Meeting #4	
5E	Survey #3	
<b>6</b>	<b>Mill Site Area Redevelopment Plan</b>	<b>\$ 41,500</b>
6A	Draft MSARP	
6B	PAC Meeting #5	
6C	Discussion Draft MSARP	
6D	Planning Commission and City Council Work Sessions	
6E	Adoption Draft MSARP	
<b>7</b>	<b>Adoption</b>	<b>\$ 7,200</b>
7A	Planning Commission and City Council Public Hearings	
7B	Final MSARP	
7C	Title VI Report	
7D	Project Information Sheet	
	<b>TOTAL Non-Contingency</b>	<b>185,700</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 185,700</b>
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## 2B-21 City of Harrisburg, Transportation System Plan Update

The City of Harrisburg Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Harrisburg (“City” or “Harrisburg”) that was adopted in 2000. The Project will identify policies, programs, and improvements needed to enhance conditions for all travel modes, to support planned land uses, and to support economic development in the City. The Project will assure consistency of the updated TSP (“Updated TSP”) with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). The Project will work to ensure that the Updated TSP is coordinated and consistent with adopted regional transportation plans including the Linn County TSP.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation</b>	<b>\$ 15,100</b>
1A	Summary of Background Information	
1B	Project Initiation Meeting	
1C	Initial Project Website Development	
1D	Draft Memorandum #1: Goals and Objectives for Transportation System Improvements	
1E	PAC Meeting #1	
1F	PMT Meetings (12)	
<b>2</b>	<b>Transportation System Conditions, Deficiencies, and Needs</b>	<b>\$ 27,900</b>
2A	Stakeholder Outreach	
2B	Transportation Analysis Methodology and Assumptions Memorandum	
2C	Draft Memorandum #2: Transportation System Conditions, Deficiencies, and Needs	
2D	PAC Meeting #2	
<b>3</b>	<b>Public Event #1</b>	<b>\$ 13,500</b>
3A	Presentation Materials for Public Event #1	
3B	Public Event #1	
3C	Revised Memorandum #1	
3D	Revised Memorandum #2	
<b>4</b>	<b>Transportation System Improvements</b>	<b>\$ 45,600</b>
4A	Draft Memorandum #3: Proposed Transportation System Improvements	
4B	Draft Memorandum #4: Costs and Potential Funding Strategies for Proposed Improvements	
4C	PAC Meeting #3	
4D	Joint Planning Commission and City Council Work Session	
<b>5</b>	<b>Public Event #2</b>	<b>\$ 14,200</b>
5A	Presentation Materials for Public Event #2	
5B	Public Event #2	

5C	Revised Memorandum #3	
5D	Revised Memorandum #4	
<b>6</b>	<b>Implementation Measures</b>	<b>\$ 21,600</b>
6A	Draft Memorandum #5: Comprehensive Plan and Code Amendments	
6B	PAC Meeting #4	
6C	Revised Memorandum #5	
<b>7</b>	<b>Adoption</b>	<b>\$ 36,500</b>
7A	Draft Harrisburg TSP	
7B	Presentation Materials for Planning Commission and City Council	
7C	Planning Commission and City Council Joint Work Session #2	
7D	Planning Commission Draft Harrisburg TSP	
7E	Planning Commission Public Hearing	
7F	Adoption Draft Harrisburg TSP	
7G	City Council Public Hearing	
7H	Final Harrisburg TSP	
7I	Underserved Populations Report	
	<b>TOTAL Non-Contingency</b>	<b>174,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 174,400</b>
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## 2C-21 Independence Central Talmadge Plan

The purpose of the Central Talmadge Plan project (“Project”) is to provide formal guidance as the Study Area transitions from the existing Central Talmadge, a vehicle-oriented strip used for daily commerce, to a mix of uses, including residential. The Project also aims to support the development of high-quality bicycle and pedestrian infrastructure, allowing people to access daily needs without a personal automobile.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 14,100</b>
1.1	Project Kickoff Meeting (Site Visit/Walking Tour)	
1.2	PMT Meetings	
1.3	Refined Project Schedule	
<b>2</b>	<b>Community Engagement</b>	<b>\$ 10,700</b>
2.1	Community Engagement Plan	
2.2	PAC Roster and Interested Party List	
2.3	PAC Meeting #1	
2.4	Stakeholder Interviews and Summary	
2.5	Webpage Content and Project Webpage	
<b>3</b>	<b>Existing Conditions</b>	<b>\$ 56,300</b>
3.1	Background Information	
3.2	Memo #1: Existing Conditions Analysis	
3.3	Memo #2: Market Study Current Conditions	
3.4	PAC Meeting #2	
3.5	Survey #1	
3.6	Community Meeting #1	
3.7	Focus Group Interviews	
<b>4</b>	<b>Land Use and Transportation Alternatives</b>	<b>\$ 14,400</b>
4.1	Memo #3: Project Vision Statement	
4.2	Land Use and Transportation Improvement Projects and Strategies	
4.3	Memo #4: Alternative Projects and Strategies Evaluation	
4.4	PAC Meeting #3	
4.5	Survey #2	
4.6	Community Meeting #2	
4.7	Prioritized Land Use and Transportation Projects and Strategies	
<b>5</b>	<b>Preferred Land Use and Transportation Projects and Strategies</b>	<b>\$ 31,500</b>
5.1	Memo #5: Anti-Displacement and Equity Strategy	



5.3	Memo #7: Recommended Transportation Changes	
5.4	Memo #8: Development Recommendations	
5.5	PAC Meeting #4	
5.6	Coordinated Demonstration Project	
<b>6</b>	<b>Central Talmadge Plan</b>	<b>\$ 15,000</b>
6.1	Draft Central Talmadge Plan	
6.2	PAC Meeting #5	
6.3	Discussion Draft Central Talmadge Plan	
6.4	Planning Commission and City Council Work Sessions	
6.5	Adoption Draft Central Talmadge Plan	
6.6	Adoption Draft Amendments	
<b>7</b>	<b>Adoption</b>	<b>\$ 4,000</b>
7.2	Planning Commission and City Council Public Hearings	
7.3	Final Central Talmadge Plan and Final Amendments	
7.5	Project Information Sheet	
<b>TOTAL Non-Contingency</b>		<b>146,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
<b>TOTAL Contingency</b>		

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 146,000</b>
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## 2D-21 City of Newport City Center Revitalization Plan

The Project must develop a set of land use policies and regulations, with financial incentives, to support reinvestment in the City of Newport's ("City") city center, which is concentrated along the US 20/101 commercial corridors between the east entrance and the Yaquina Bay Bridge. The Project must identify transportation solutions that compliment proposed land use policies to promote mixed use development to create a live-work environment where residents have convenient access to employment and essential services.

<i>NON-CONTINGENCY TASKS/DELIVERABLES</i>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation</b>	<b>\$ 51,800</b>
1.A	Project Management Team Meetings (15)	
1.B	Background Documents and Data	
1.C	Project Initiation Meeting and Site Visit	
1.D	Community Advisory Committee and Interested Parties List	
1.E	Public Involvement Plan	
1.F	Project Website Launch	
<b>2</b>	<b>Outreach</b>	<b>\$ 115,200</b>
2.A	CAC Meetings (6)	
2.B	Targeted Outreach Meetings (10)	
2.C	Targeted Outreach Events (2)	
2.D	Public Events (2)	
<b>3</b>	<b>Develop Policy Basis for Plan</b>	<b>\$ 53,000</b>
3.A	Draft Memorandum #1: Plan Goals and Objectives	
3.B	Draft Memorandum #2: Existing Conditions	
3.C	Draft Memorandum #3: Market Analysis	
3.D	Revised Memorandum #1	
3.E	Revised Memorandum #2	
3.F	Revised Memorandum #3	
<b>4</b>	<b>Gap Analysis</b>	<b>\$ 30,800</b>
4.A	Draft Memorandum #4: Gap Analysis	
4.B	Joint Planning Commission / City Council Work Session #1	
4.C	Revised Memorandum #4	
<b>5</b>	<b>Plan Implementation</b>	<b>\$ 66,100</b>
5.A	Memorandum #5: Comprehensive Plan and Development Code Concepts	
5.B	Draft Memorandum #6: Public Investments	
5.C	Draft Memorandum #7: Incentives and Public/Private Partnerships	

5.D	Draft Memorandum #8: Multimodal Mobility Impact Assessment	
5.E	Joint Planning Commission / City Council Work Session #2	
5.F	Revised Memorandum #6	
5.G	Revised Memorandum #7	
5.H	Revised Memorandum #8	
6	Comprehensive Plan and Development Code Amendments	\$ 27,600
6.A	Draft Memorandum #9: Comprehensive Plan and Development Code Amendments	
6.B	Planning Commission Work Session #3	
6.C	City Council Work Session #3	
6.D	Revised Memo #9	
7	Plan Adoption	\$ 20,300
7.A	Draft NCCRP	
7.B	Planning Commission Draft NCCRP	
7.C	Adoption Draft NCCRP	
7.D	Final NCCRP	
<i>TOTAL Non-Contingency</i>		<b>364,800</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
C1	Contingency Tasks	\$ -
<i>TOTAL Contingency</i>		<b>-</b>

<i>TOTAL Non-Contingency + Contingency</i>		<b>\$ 364,800</b>
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## 2E-21 Turner TSP Update

The City of Turner (“City”) Transportation System Plan Update Project (“Project”) will replace the City’s Transportation System Plan (“TSP”) adopted in 1999. Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. Updated TSP will serve expected growth, support community goals and address needs for travel options, equity and climate change. Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Marion County TSP and the Salem-Keizer Area Transportation Study (“SKATS”), the designated Metropolitan Planning Organization

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management, Project Reconnaissance and Kickoff</b>	<b>\$ 25,200</b>
1.1	Project Oversight and Progress Reports	
1.2	PMT Virtual Meetings	
1.3	Project Schedule	
1.4	Underserved Populations Report	
1.5	Public Engagement Plan	
1.6	Project Kickoff Meeting	
1.7	PAC Roster and Interested Parties List (City Only Task)	
1.8	Project Website	
<b>2</b>	<b>Project Framework</b>	<b>\$ 11,000</b>
2.1	Background Information	
2.2	Draft Memorandum #1: Goals, Objectives, and Evaluation Criteria	
2.3	PAC Meeting #1	
2.4	Code Evaluation	
2.5	City Council TSP Introduction	
<b>3</b>	<b>Existing and Future Conditions</b>	<b>\$ 35,000</b>
3.1	Analysis Methodology and Assumptions Memorandum	
3.2	Draft Memorandum #2: Existing Conditions Inventory and Analysis	
3.3	Draft Memorandum #3: Future Conditions Analysis	
3.4	PAC Meeting #2	
3.5	City Council Meeting #1	
<b>4</b>	<b>Public Engagement #1</b>	<b>\$ 9,700</b>
4.1	Public Event #1	
4.2	Stakeholder Outreach #1	
4.3	Revised Memoranda #1, #2 and #3	
<b>5</b>	<b>Turner Road Coordination</b>	<b>\$ 18,400</b>

5.1	City and Marion County Meeting(s)	
5.2	Draft Turner Road Conceptual Design	
5.4	Draft Memorandum of Understanding	
5.5	Revised Turner Road Conceptual Design and Revised Memorandum of Understanding	
<b>6</b>	<b>Solution Development and Evaluation</b>	<b>\$ 21,800</b>
6.1	Draft Memorandum #4: Proposed Solutions	
6.2	PAC Meeting #3	
6.3	City Council Work Session #2	
<b>7</b>	<b>Public Engagement #2</b>	<b>\$ 9,600</b>
7.1	Public Event #2	
7.2	Stakeholder Outreach #2	
7.3	Revised Memorandum #4	
<b>8</b>	<b>Selection and Implementation</b>	<b>\$ 14,700</b>
8.1	Draft Memorandum #5: Preferred Solutions	
8.2	Draft Memorandum #6: Implementing Measures	
8.3	PAC Meeting #4	
8.4	Revised Memorandum #5	
8.5	Revised Memorandum #6	
<b>8</b>	<b>Adoption</b>	<b>\$ 31,200</b>
9.1	Draft Updated TSP	
9.2	City Council Work Session #3	
9.4	Adoption Draft Updated TSP	
9.5	City Council Public Hearing	
9.6	Final Updated TSP and Final Plan and Code Amendments	
9.7	Title VI Report	
9.8	Project Information Sheet	
	<b>TOTAL Non-Contingency</b>	<b>176,600</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 13,300</b>
C5.3	Climate Friendly Areas Study	
C10.1	Authorization Reports and City Council Meetings	
	<b>TOTAL Contingency</b>	<b>13,300</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 189,900</b>

### 3A-21 Bandon TSP Update

The City of Bandon Transportation System Plan Update (“Project”) will update the Transportation System Plan (“TSP”) for the City of Bandon (“Bandon” or “City”), that was adopted in 2000. The updated TSP (“Updated TSP”) must identify an integrated network of multi-modal transportation facilities and services that will be adequate to support development of the City’s existing and planned land uses over a twenty-year planning horizon. The Project must address transportation facility needs within City limits and the Urban Growth Boundary (“UGB”). The City has identified US Highway 101 redesign and beautification, access management, and future movement to and through an unincorporated area within the City’s UGB that is surrounded by the city (“the Donut Hole”) as high priorities for the Updated TSP. The Updated TSP must meet the requirements of the Transportation Planning Rules (“TPR”).

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 17,800</b>
1A	Refined Project Schedule	
1B	PMT Meetings	
1C	Kickoff Meeting	
1D	Invoice and Progress Reports	
<b>2</b>	<b>Public and Stakeholder Involvement</b>	<b>\$ 25,600</b>
2A	Public Involvement Plan	
2B	Project Website content	
2C	PAC Meetings #1 to #5	
2D	Outreach Events #1 to #3	
2E	Joint City Council and Commission Presentations #1 and #2	
2F	Stakeholder Interviews	
2G	Stakeholder Database	
2H	Comment Log	
<b>3</b>	<b>Goals and Objectives</b>	<b>\$ 9,300</b>
3A	Draft Technical Memorandum #1: Plan, Policy, and Code Review	
3B	Final Technical Memorandum #1: Plan, Policy, and Code Review	
3C	Draft Technical Memorandum #2: Community Transportation Framework	
3D	Final Technical Memorandum #2: Community Transportation Framework	
<b>4</b>	<b>Existing and Future Conditions Analysis</b>	<b>\$ 44,050</b>
4A	Draft Technical Memorandum #3: Analysis Methodology Memorandum	
4B	Final Technical Memorandum #3: Analysis Methodology Memorandum	
4C	Draft Technical Memorandum #4: Existing Transportation Conditions	
4D	Final Technical Memorandum #4: Existing Transportation Conditions	
4E	Draft Technical Memorandum #5: Future Land Use and Transportation Conditions	
4F	Final Technical Memorandum #5: Future Land Use and Transportation Conditions	
<b>5</b>	<b>Develop and Evaluate Transportation System Improvements</b>	<b>\$ 28,100</b>

5A	Draft Technical Memorandum #6: Funding Forecast for Transportation System Improvements	
5B	Final Technical Memorandum #6: Funding Forecast for Transportation System Improvements	
5C	Draft Technical Memorandum #7: Transportation System Improvements	
5D	Final Technical Memorandum #7: Transportation System Improvements	
5E	Agency and City Coordination Meeting	
5F	Joint Planning Commission and City Council Work Session	
<b>6</b>	<b>Preferred Improvements and Funding Program</b>	<b>\$ 15,150</b>
6A	Draft Technical Memorandum #8: Preferred Improvements List	
6B	Final Technical Memorandum #8: Preferred Improvements List	
6C	Draft Project Sheets	
6D	Final Project Sheets	
6E	Draft Technical Memorandum #9: Funding Program	
6F	Final Technical Memorandum #9: Funding Program	
<b>7</b>	<b>Draft TSP</b>	<b>\$ 19,700</b>
7A	Draft Technical Memorandum #10: Amendments and Implementing Measures	
7B	Final Technical Memorandum #10: Amendments and Implementing Measures	
7C	Draft TSP	
7D	Adoption Draft TSP	
<b>8</b>	<b>Final TSP Adoption</b>	<b>\$ 4,300</b>
8A	Planning Commission Public Hearing	
8B	City Council Public Hearing	
8C	Final TSP	
8D	Final Amendments and Implementing Measures	
	<b>TOTAL Non-Contingency</b>	<b>164,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>9</b>	<b>Contingency Tasks</b>	<b>\$ 10,700</b>
9A	Contingent In-person Meetings	
9B	Contingent Virtual Meetings	
9C	Contingent Additional Memorandum, Draft Updated TSP, or Amendments and Implementing Measures Revision	
9D	Contingent Revised Project Sheets	
	<b>TOTAL Contingency</b>	<b>10,700</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 174,700</b>

### 3B-21 City of Medford, Downtown 2040 Plan

Using existing plans as guidance, the City of Medford (“City”) seeks to provide a new vision for how downtown is developed, experienced, and traversed. The purpose of the Project is to develop a revised Medford Downtown 2040 Plan (“Downtown 2040 Plan”) for adoption into the Comprehensive Plan, to evaluate alternative cross sections and projects for highly traveled corridors, and to develop code changes to achieve a high standard of urban design and ensure appropriate land uses. The Downtown 2040 Plan must guide the development and redevelopment of this transit oriented and historic district over the next 2 decades.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Kickoff and Material Sharing</b>	<b>\$ 16,600</b>
1.2	Project Kickoff Meeting	
1.3	Initial Public Outreach Material	
1.4	Project Webpage and Initial Project Outreach Material	
<b>2</b>	<b>Outreach</b>	<b>\$ 51,300</b>
2.1	PAC Meetings #1 to #6	
2.2	Public Events #1 to #3	
<b>3</b>	<b>Existing Conditions</b>	<b>\$ 10,600</b>
3.1	Draft Memorandum #1: Existing Conditions	
3.2	PMT Meeting #1	
3.3	Revised Memorandum #1	
<b>4</b>	<b>Vision and Goals for Downtown</b>	<b>\$ 4,600</b>
4.1	PMT Meeting #2	
4.2	Draft Memorandum #2: Vision and Goals for Downtown	
4.3	Revised Memorandum #2	
<b>5</b>	<b>Land Use and Parking Uses and Standards</b>	<b>\$ 23,600</b>
5.1	PMT Meeting #3	
5.2	Draft Memorandum #3: Land Use and Development Scenarios	
5.3	Draft Memorandum #4: Parking Scenarios, Preliminary Policies and Management Strategies	
5.4	Revised Memorandum #3	
5.5	Revised Memorandum #4	
<b>6</b>	<b>Urban Design and Architectural Standards</b>	<b>\$ 54,600</b>
6.1	PMT Meeting #4	
6.2	Draft Memorandum #5: Urban Design Framework and Architectural Design Standards	
6.3	Revised Memorandum #5	
<b>7</b>	<b>Multi-Modal Improvements</b>	<b>\$ 10,900</b>



7.1	PMT Meeting #5	
7.2	Draft Memorandum #6: Multi-Modal Improvements	
7.3	Revised Memorandum #5	
<b>8</b>	<b>Overall Equity Analysis, Parking, and Climate Friendly and Equitable Communities Rulemaking Review</b>	<b>\$ 9,000</b>
8.1	PMT Meeting #6	
8.2	Draft Memorandum #7: Transportation Planning Rules	
8.3	Revised Memorandum #7	
<b>9</b>	<b>Draft Downtown 2040 Plan and Draft Implementation Measures</b>	<b>\$ 17,400</b>
9.1	Draft Downtown 2040 Plan and Draft Implementation Measures	
9.2	Adoption Draft Downtown 2040 Plan and Adoption Draft Implementation Measures Code	
<b>10</b>	<b>Adoption</b>	<b>\$ 1,600</b>
10.4	Final Downtown 2040 Plan and Final Implementation Measures	
<b>TOTAL Non-Contingency</b>		<b>200,200</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
<b>TOTAL Contingency</b>		<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 200,200</b>
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#### 4A-21 City of Klamath Falls, Urban Area Transportation System Plan Update

The City of Klamath Falls' Urban Area Transportation System Plan Update Project will update the Transportation System Plan ("TSP") for the City of Klamath Falls ("City"), adopted in 2012. The Updated TSP must identify an integrated network of multi-modal transportation facilities and services adequate to support development of the City's existing and planned land uses over a 20-year planning horizon. The Updated TSP work must be coordinated with Klamath County ("County") to update their Comprehensive Plan.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 17,300</b>
1A	Kick off Meeting Conference Call	
1B	PMT Teleconferences	
1C	Project Website	
1D	Refined Project Schedule	
1E	Monthly Progress Reports	
<b>2</b>	<b>Public and Stakeholder Involvement</b>	<b>\$ 42,700</b>
2A	Joint TAC and PAC Meetings	
2A	Meeting (Virtual)	
2A	Meeting (In-Person)	
2B	Meeting Mailers	
2C	Mapping Applications	
2D	Public Project Presentation	
2E	Virtual Open House	
<b>3</b>	<b>Goals and Objectives</b>	<b>\$ 13,800</b>
3A	Draft Tech Memo #1: Plans, Policy, and Funding Review	
3B	Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria	
3C	Final Tech Memo #1	
3D	Final Tech Memo #2	
<b>4</b>	<b>Existing and Future Conditions Analysis</b>	<b>\$ 73,400</b>
4A	Methodology Memorandum	
4B	Draft Tech Memo #3: Existing and Future Conditions Inventory and Analysis	
4C	Final Tech Memo #3	
<b>5</b>	<b>Develop and Evaluate Transportation System Improvements</b>	<b>\$ 40,700</b>
5A	Draft Tech Memo #4: Preferred Plan	
5B	Final Tech Memo #4	
<b>6</b>	<b>Preferred Improvements and Funding Program</b>	<b>\$ 44,600</b>

6A	Draft Updated TSP	
6B	Draft Implementing Ordinances	
6C	Draft Findings	
6D	Adoption Draft Updated TSP	
6E	Adoption Draft Implementing Ordinances	
6F	Final Findings	
<b>7</b>	<b>Final TSP Adoption</b>	<b>\$ 15,500</b>
7A	City and County Joint Work Session	
7B	City and County Joint Planning Commission Hearings	
7C	City Council and Board of Commissioners Joint Hearing	
7D	Final Updated TSP and Final Implementing Ordinances	
	<b>TOTAL Non-Contingency</b>	<b>248,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 248,000</b>
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## 5A-21 Elgin Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan

The Elgin-to-Lookingglass Joseph Branch Trail-With-Rail Refinement Plan Project (“Project”) will develop Trail-With-Rail and Trailhead/Pocket Park Plan, a refinement plan for the inaugural 13+ mile Elgin-to-Lookingglass segment of a longer, proposed 63-mile trail-with-rail. The longer proposed 63-mile trail-with-rail will run alongside the existing railroad between City of Elgin (“City”) and City of Joseph, connecting popular recreational sites and rural communities in Union County (“County”) and Wallowa County. The trail will provide an alternative to Oregon Route 82, improve multimodal transportation options for underserved communities, and present an opportunity to help draw people to the Eagle Cap Excursion Train.

The inaugural segment will start at the Wallowa Union Railroad Authority (“WURA”) Train Depot in downtown Elgin and continue out of town to County’s eastern border with neighboring Wallowa County. Project outcome will be a detailed trail-with-rail refinement plan that addresses alignment, safety, general design, crossings, adjacent landowner concerns, and tailored to fit within the existing WURA railway corridor 100-foot right-of-way (“ROW”) and contiguous public lands. Project will assist the City, County, WURA and Joseph Branch Trail Consortium (“JBTC”) to streamline design and engineering and to leverage future funding for the full trail.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Reconnaissance</b>	<b>\$ 18,000</b>
1.1	PMT Meeting #1: Videoconference and Refined Project Schedule	
1.3	Project Logo/Branding	
1.4	Project Webpage	
1.5	Project Area Maps Review and Update	
1.6	Project Overview Video	
<b>2</b>	<b>Context and Site Analysis</b>	<b>\$ 29,700</b>
2.1	TM #1 Baseline Multimodal and Existing Conditions Assessment Review	
2.2	TM #2 Land Use Assessment Review	
2.3	TM #3 Environmental Assessment Review	
<b>3</b>	<b>Outreach</b>	<b>\$ 28,300</b>
3.1	TM #4 Draft and Final Vision and Evaluation Matrix	
3.2	Walking Tour	
3.3	PMT Meeting #2 and Site Tour	
3.5	TAC Meeting #1	
	<b>TOTAL Non-Contingency</b>	<b>76,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>3</b>	<b>Outreach</b>	<b>\$ 1,600</b>
C3.4	Youth Workshops	
<b>4</b>	<b>Design Concept</b>	<b>\$ 52,500</b>
C4.1	TM #5 Draft Trail-with-Rail Improvement Design and Trailhead/Pocket Park Design Concept	
C4.2	TM #6 Economic Community Benefits of Trails	

C4.3	TM #7 Healthy Community Benefits of Trails	
C4.4	PMT Meeting #3	
C4.5	TAC Meeting #2	
C4.6	Open House	
<b>5</b>	<b>Plan and Code Amendments</b>	<b>\$ 41,700</b>
C5.1	Draft Trail-with-Rail and Trailhead/Pocket Park Plan	
C5.2	TM #8 Implementation Strategy	
C5.3	PMT Meeting #4	
C5.4	35-Day Notice	
C5.5	Joint City PC and CC Work Session	
C5.6	Joint County PC and County Commissioner Work Session	
C5.7	WURA Recommendation	
<b>6</b>	<b>Adoption</b>	<b>\$ 18,900</b>
C6.1	Legislative Findings Report and Ordinance Recommendation	
C6.2	PMT Meeting #5	
C6.3	Joint City PC and CC Hearing	
C6.4	Joint County PC and County Commissioner Hearing	
C6.5	Final Plan	
C6.6	Final Comprehensive Plan Policy and Code Amendments	
C6.7	DLCD Notice of Adoption	
<b>TOTAL Contingency</b>		<b>114,700</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 190,700</b>
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## 1A-20 Estacada TSP Update

The Transportation System Plan Update project (“Project”) is an update to all elements of the City of Estacada’s (“City”) Transportation System Plan (“TSP”), which was adopted in 2007. While parts have been updated – in 2011, 2016, and 2018 - much remains out-of-date and not informed by recent analyses and public input, nor by changes in population, development, and land use plans. A fully Updated TSP must allow the City to address gaps in existing plans as well as identify and plan for the community’s emerging needs, preferences, and goals.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Kickoff</b>	<b>\$ 16,050</b>
1A	PMT Conference Call Meetings and Summary Notes	
1B	PMT Kickoff Meeting and Refined Project Schedule	
1C	Project Web page and Initial Content	
<b>2</b>	<b>Public and Stakeholder Involvement</b>	<b>\$ 14,750</b>
2A	Community Profile	
2B	DEI Committee Check-In	
2C	Public and Stakeholder Involvement Strategy	
2D	School-Based Outreach Program	
2E	Project Flyer	
2F	Press Releases	
2G	Social Media Posts	
<b>3</b>	<b>Project Framework</b>	<b>\$ 17,600</b>
3A	Plan and Policy Context Memo	
3B	TSP Financial Forecast	
3C	Draft Project Goals, Objectives, and Evaluation Criteria	
3D	SG Meeting #1	
3E	DEI Committee Briefing #1	
3F	City Council Briefing #1	
3G	Final Project Goals, Objectives, and Evaluation Criteria	
<b>4</b>	<b>Transportation System Conditions and Gaps</b>	<b>\$ 29,450</b>
4A	Draft Transportation System Conditions and Gaps Memo	
4B	SG Meeting #2	
4C	DEI Committee Briefing #2	
4D	City Council Briefing #2	
4E	Final Transportation System Conditions and Gaps Memo	
<b>5</b>	<b>Project Alternatives and Priorities</b>	<b>\$ 62,050</b>
5A	PMT Workshop	
5B	Community Workshop #1 and Online Community Workshop #1	
5C	Draft Project Alternatives Memo	

5E	Draft Regulatory Solutions Memo	
5G	SG Meeting #3	
5H	Community Workshop #2 and Online Community Workshop #2	
5I	Final Project Alternatives Memo	
5J	Final Regulatory Solutions Memo	
<b>6</b>	<b>Planned and Financially Constrained Transportation Systems</b>	<b>\$ 6,100</b>
6A	Planned and Financially Constrained Transportation Systems Lists	
<b>7</b>	<b>Draft Transportation System Plan Update</b>	<b>\$ 29,550</b>
7A	Draft Updated TSP	
7C	SG Meeting #4	
7D	DEI Committee Briefing #3	
7E	Planning Commission and City Council Work Session	
7F	Adoption Draft Updated TSP	
7G	Adoption Draft Implementing Language	
<b>8</b>	<b>Hearings and Adoption</b>	<b>\$ 9,450</b>
8A	Planning Commission Presentation	
8B	City Council Presentation	
8C	City Council Hearing	
8D	Final Updated TSP	
8E	Final Implementing Language	
	<b>TOTAL Non-Contingency</b>	<b>185,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 185,000</b>

## 1B-20 Troutdale Main Streets on Halsey Cross Section and Street Design Plan

Halsey Street is integral to the mobility, equity, and economic growth of the three cities it connects: Fairview, Troutdale and Wood Village. In 2015, leaders from these cities came together in a ground-breaking partnership with Multnomah County to launch the Project. The Project is an effort for a strategic economic action plan that outlines a vision for the Project corridor and created a roadmap to transform the stretch of Halsey from just west of Fairview Parkway through downtown Troutdale into a vibrant, attractive, pedestrian and bike-friendly “main street”.

The Project seeks to transform the three-mile stretch of NE Halsey Street from a busy, nondescript, car-dominated arterial into a vibrant, attractive, pedestrian and bike-friendly “main street.” Halsey Street should feature public gathering spaces, new housing, and bustling shops and restaurants. Four local governments – the City of Troutdale (“City”) the cities of Fairview and Wood Village, and Multnomah County (“Local Jurisdictions”), will design a unique streetscape, revise Multnomah County’s street cross section, and develop a ten percent (10%) design plan for the Project corridor.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 25,700</b>
1A	Project Kickoff Meeting	
1B	Project Management Plan	
1C	Project Website	
1D	PMT Meetings	
1E	PIP	
<b>2</b>	<b>Cross Section Deficiencies and Needs</b>	<b>\$ 39,900</b>
2A	Draft Memorandum #1: Existing Standards, Existing Conditions and Needs	
2B	Draft Memorandum #2: Cross Section Deficiencies and Needs	
2C	Field Reconnaissance	
2D	Streetscape and Roadway Design Toolkit	
2E	TAC Meeting #1	
2F	PAC Meeting #1	
2G&2H	Final Memorandum #1	
<b>3</b>	<b>Public Event #1</b>	<b>\$ 13,400</b>
3A	Public Event #1: Community Input on Transportation Needs	
3B	Public Event #1: Summary Report	
<b>4</b>	<b>Transportation System Conditions and Gaps</b>	<b>\$ 56,400</b>
4A	Draft Memorandum #3: Halsey Alternatives	
4B	Draft Memorandum #4 Transportation and Land Use Alternatives	
4C	TAC Meeting #2	
4D	PAC Meeting #2	
4E	Public Event #2: Alternatives	
4F	Public Event #2 Summary Report	



4G	Final Memorandum #3 & Final Memorandum #4	
<b>5</b>	<b>Develop a Street Design Plan</b>	<b>\$ 44,100</b>
5A	Draft Memorandum #5: Amendments for Streetscape Elements and Linear Design	
5B	Public Event #3: Information on Final Design	
5C	Public Event #2 Summary Report	
5D	Joint Meeting: TAC, PAC, City's Planning Commission and City	
5E	Final Memorandum #5	
<b>6</b>	<b>Adoption</b>	<b>\$ 12,800</b>
6A	Adoption Draft Main Streets on Halsey Cross Section and Street Design Plan	
6B	Adoption Materials	
6C	Public Hearing Arrangements	
6D	Staff Reports and 35-day Notices	
	<b>TOTAL Non-Contingency</b>	<b>192,300</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ -</b>
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## 1C-20 North Plains Downtown Improvement Plan

Downtown in North Plains has long struggled with isolation, underutilization, traffic conflicts and lack of connectivity with surrounding neighborhoods. This despite the City of North Plains (“City”) population surging in recent years as an exurban bedroom community, with rapid growth projected to continue long-term. City urgently needs to address downtown challenges so North Plains can become a complete community rather than continuing to be a grocery and pharmacy desert, and dependent upon commercial offerings miles away. The North Plains Downtown Improvement Plan (“NPDIP”), a first-ever plan, will address conflicts among uses, reduce vehicle miles traveled and greenhouse gas emissions through active transportation solutions, produce site-specific development options for vacant parcels, create downtown ‘gateway’ elements, and establish a more cohesive look and feel for the corridor. Action items include land use/code amendments and refinements to City’s Transportation System Plan (“TSP”), adopted in April 2019, to encourage mixed-use development and diverse housing types, multi-modal transport options, and a Main Street framework for economic development.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 12,600</b>
1A	Project Kickoff Meeting	
1B	PMT Meetings	
1C	Refined Project Schedule	
<b>2</b>	<b>Community Engagement</b>	<b>\$ 10,500</b>
2A	Community Engagement Plan	
2B	PAC Meeting #1	
2C	Stakeholder Interviews and Summary	
2D	Webpage Content	
<b>3</b>	<b>Existing Conditions</b>	<b>\$ 21,600</b>
3A	Site Visit and Walking Tour	
3B	Memo #1: Existing Conditions Analysis – Support Urban Design Analysis	
3C	Memo #2: Market Study Current Conditions	
3D	PAC Meeting #2	
3E	Survey #1	
3F	Community Meeting #1	
<b>4</b>	<b>Land Use and Transportation Recommendations</b>	<b>\$ 43,200</b>
4A	Memo #3: Project Vision Statement	
4B	Land Use and Transportation Improvement Projects and Strategies	
4C	Memo #4: Alternative Projects and Strategies Evaluation	
4D	PAC Meeting #3	
4E	Survey #2	
4F	Community Meeting #2	
4G	Prioritized Land use and Transportation Projects and Strategies	
<b>5</b>	<b>Proposed Land Use and Transportation Projects and Strategies</b>	<b>\$ 39,700</b>

5A	Memo #5: Recommended Land Use and Urban Design Changes and Strategies	
5B	Memo #6: Recommended Transportation Changes	
5C	Memo #8: Downtown Business Development Recommendations	
5D	PAC Meeting #4	
5E	Survey #3	
<b>6</b>	<b>North Plains Downtown Improvement Plan</b>	<b>\$ 16,000</b>
6A	Draft NPDIP	
6B	PAC Meeting #5	
6C	Discussion Draft NPDIP	
6D	Planning Commission and City Council Work Sessions	
6E	Adoption Draft NPDIP	
6F	Adoption Ready Amendments	
<b>7</b>	<b>Adoption</b>	<b>\$ 3,100</b>
7A	Planning Commission and City Council Public Hearings	
7B	Final NPDIP and Final Amendments	
	<b>TOTAL Non-Contingency</b>	<b>146,700</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 146,700</b>

## 1D-20 Tigard Downtown Reimagined

The purpose of the Project is to integrate Downtown Tigard’s historic roots with contemporary development patterns and respond to community needs for more housing and multimodal travel options. Building upon previous and concurrent planning efforts, this project aims to modernize the City’s approach to development, transportation, and equity by providing recommendations for policies, financial investment, and code changes that:

- Support Transit Oriented Development (“TOD”)
- Set new equity and climate policy and implementation goals
- Provide quality walking, cycling and transit choices
- Create a vibrant community through strategic investments

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 20,900</b>
1A	Project Kickoff Meeting	
1B	Project Management Plan	
1C	Project Deliverable Templates	
1D	PMT Meetings	
<b>2</b>	<b>Community Engagement</b>	<b>\$ 5,800</b>
2A	Community Engagement Strategy	
2B	Public-Friendly Schedule and Scope	
<b>3</b>	<b>Existing and Future Conditions</b>	<b>\$ 46,400</b>
3A	Residential Stability and Displacement Report	
3B	Draft Existing and Future Traffic Conditions and Multimodal Transportation and Safety Report	
3C	Draft Existing and Future Conditions Workshop	
3D	Proposed Evaluation Methodology Memo	
3E	Infographics Summary of Existing and Future Conditions	
3F	TAC Meeting #1	
3.G	Final Existing and Future Traffic Conditions and Multimodal Transportation and Safety Report	
<b>4</b>	<b>Community Engagement Milestone #1</b>	<b>\$ 17,000</b>
4A	Community Member, Business, and Property Owner Focus Group Meeting #1	
4B	Developer Focus Group Meeting #1	
4C	Rail Stakeholder Group Meeting #1	
4D	Affordable Housing Focus Group #1	
4E	Milestone #1 Community Activities	
4F	Milestone #1 Input Summary	
<b>5</b>	<b>Land Use and Transportation Alternatives</b>	<b>\$ 46,900</b>
5A	Revised Evaluation Methodology Memorandum	
5B	Draft Land Use and Transportation Alternatives Report	
5C	Draft Land Use and Transportation Alternatives Evaluation	

5D	TAC Meeting #2	
5E	Visual Guide to Land Use and Transportation Alternatives	
5F	Final Land Use and Transportation Alternatives Report	
5G	Final Land Use and Transportation Alternatives Evaluation	
<b>6</b>	<b>Community Engagement Milestone #2</b>	<b>\$ 17,000</b>
6A	Community Member, Business, and Property Owner Focus Group Meeting #2	
6B	Milestone #2 Community Engagement Activities	
6C	Team Workshop	
6D	Milestone #2 Input Summary	
<b>7</b>	<b>Land Use and Transportation Recommendations</b>	<b>\$ 66,600</b>
7A	Draft Land Use and Transportation Recommendations Report	
7B	Draft Implementation Measures	
7C	Draft Transportation Planning Rule Memorandum	
7D	TAC Meeting #3	
7E	Final Land Use and Transportation Recommendations Report	
7F	Visual Guide to Land Use and Transportation Recommendations and Implementation Measures	
7G	Final Implementation Measures	
7H	Final Transportation Planning Rule Memorandum	
<b>8</b>	<b>Community Engagement Milestone #3</b>	<b>\$ 13,100</b>
8A	Community Member, Business and Property Owner Focus Group #3	
8B	Milestone #3 Community Engagement Activities	
8C	Outreach and Engagement Synthesis Report	
<b>9</b>	<b>Adoption</b>	<b>\$ 9,700</b>
9A	Adoption Draft Downtown Tigard Plan and Adoption Draft Implementing Measures	
9B	Final Downtown Tigard Plan and Final Implementing Measures	
	<b>TOTAL Non-Contingency</b>	<b>243,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingent</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 243,400</b>

## 1E-20 Clackamas County Walk Bike Clackamas Plan

The Walk Bike Clackamas Plan (“Project”) must update the Clackamas County (“County”) Pedestrian & Bicycle Master Plans resulting in a consolidated plan, which will be an amendment to the Clackamas County 2013 TSP. The Walk Bike Clackamas Plan must provide comprehensive guidance on active transportation investments and policy in order to create a balanced, connected and safe transportation system. The Project purpose is to establish a comprehensive, long-term vision for improving walking and biking opportunities in Clackamas County.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 17,700</b>
1A	Refined Project Schedule	
1B	PMT Conference Call Meetings	
1C	WBAC Charter	
1D	PMT Kickoff Meeting Agenda and Summary	
<b>2</b>	<b>Public Engagement Strategy</b>	<b>\$ 18,800</b>
2A	Facilitate Public Engagement Plan Framework Meeting	
2B	Title VI Assessment Report	
2C	Tech Memo #1: Health and Equity Framework	
2D	Draft Tech Memo #2: County Baseline Health Conditions	
2E	Project Fact Sheet	
2F	Final Tech Memo #2	
<b>3</b>	<b>Existing Conditions Analysis</b>	<b>\$ 36,300</b>
3A	Existing Conditions Maps	
3B	Draft Tech Memo #3: Current Plans Memorandum	
3C	Draft Tech Memo #4: Existing Conditions Analysis	
3D	WBAC Meeting #1: Preparation, Facilitation, and Minutes	
3E	Public Engagement Milestone #1: Community Event(s) and Memo	
3F	Final Tech Memo #3	
3G	Final Tech Memo #4	
<b>4</b>	<b>Goals and Objectives</b>	<b>\$ 35,000</b>
4A	Draft Tech Memo #5: Pedestrian and Bicycle Goals, Objectives, Policies, and Performance Measures	
4B	Draft Tech Memo #6: Pedestrian and Bicycle Supportive Programs	
4C	Tech Memo #7: Slow Streets Network Development	
4D	WBAC Meeting #2: Goals and Performance Measures	
4E	Public Engagement Milestone #2: Virtual Survey and Map and Memo	
4F	Final Tech Memo #5	
4G	Final Tech Memo #6	
<b>5</b>	<b>Needs Assessment</b>	<b>\$ 11,500</b>
5A	Tech Memo #8: Gaps and Deficiencies Analysis	

5B	Agency Partners Workshop	
<b>6</b>	<b>Recommended Walking and Biking Projects</b>	<b>\$ 47,200</b>
6A	Tech Memo #9: Project Prioritization Methodology	
6B	Draft Tech Memo #10: Pedestrian and Bicycle Project Identification	
6C	Draft Tech Memo #11: Pedestrian and Bicycle Priority Project Recommendations	
6D	Project Cost Analysis	
6E	WBAC Meeting #3: Review Gaps and Network Priorities	
6F	Public Engagement Milestone Event #3: Community Event(s) and Memo	
6G	Final Tech Memo #10	
6H	Final Tech Memo #11	
<b>7</b>	<b>Draft Final Plan and Identification of Regulatory Amendments</b>	<b>\$ 45,100</b>
7A	Final Walk Bike Clackamas Plan Table of Contents Comments	
7B	Bicycle and Pedestrian Facility Design Toolkit Update	
7C	Funding and Implementation Strategy	
7D	Preliminary Content Draft Walk Bike Clackamas Plan	
7E	Public Engagement Milestone #4: Community Event(s) and Memo	
7F	WBAC Meeting #4: Wrap up and Review Draft Walk Bike Clackamas Plan and Next Steps	
<b>8</b>	<b>Final Plan Development and Adoption</b>	<b>\$ 10,400</b>
8A	Adoption Draft Walk Bike Clackamas Plan	
8B	Final Walk Bike Clackamas Plan	
	<b>TOTAL Non-Contingency</b>	<b>222,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 222,000</b>
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## 2A-20 Cottage Gove Pedestrian and Bicycle Plan

This Project will develop a Cottage Grove Pedestrian and Bicycle Plan (“CGPBP”) to promote safe, convenient and accessible pedestrian and bicycle circulation within the community. The CGPBP will address concerns over safety, accessibility, connectivity, community health, and economic vitality. The CGPBP will implement Complete Streets designs for public rights-of-way and public facilities as described by the U.S. Department of Transportation at <https://www.transportation.gov/mission/health/complete-streets>. The City of Cottage Grove (“City”) will seek adoption of the CGPBP as a refinement to the Cottage Grove Transportation System Plan (“TSP”), adopted in 2015.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Start</b>	<b>\$ 36,400</b>
1A	Project Management Team Meetings	
1B	Background Documents and Data Completeness Review	
1C	Project Initiation Meeting	
1D	Project Advisory Committee and Interested Parties List review and input	
1E	Project Website	
<b>2</b>	<b>Planning Context</b>	<b>\$ 49,400</b>
2A	Draft Memorandum #1: Goals, Objectives, and Project Prioritization Criteria	
2B	PAC Meeting #1	
2C	Draft Memorandum #2: Existing and Future Conditions	
2D	Presentation Materials #1	
2E	PAC Meeting #2	
2F	Public Event #1	
<b>3</b>	<b>Improvements</b>	<b>\$ 45,700</b>
3A	Draft Memorandum #3: Improvement Options	
3B	Draft Memorandum #4: Funding Options	
3C	Presentation Materials #2	
3D	PAC Meeting #3	
3E	Joint Planning Commission and City Council Work Session #1	
3F	Public Event #2	
<b>4</b>	<b>Plan and Development Code Integration</b>	<b>\$ 13,700</b>
4A	Draft Memorandum #5: Plan and Code Amendments	
4B	PAC Meeting #4	
4C	Revised Memorandum #5	
<b>5</b>	<b>Plan Adoption</b>	<b>\$ 50,200</b>
5A	Draft Cottage Grove Pedestrian and Bicycle Plan	
5B	Presentation Materials for Planning Commission and City Council	
5C	Joint Planning Commission and City Council Work Session #2	
5D	Planning Commission Draft Cottage Grove Pedestrian and Bicycle Plan	



5E	Planning Commission Public Hearing	
5F	Adoption Draft Cottage Grove Pedestrian and Bicycle Plan	
5G	City Council Public Hearing	
5H	Final Cottage Grove Pedestrian and Bicycle Plan	
<b>TOTAL Non-Contingency</b>		<b>195,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C5</b>	<b>Contingency Tasks</b>	<b>\$ 7,100</b>
5I	Additional Revisions to Draft Cottage Grove Pedestrian and Bicycle Plan	
<b>TOTAL Contingency</b>		<b>7,100</b>

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 202,500</b>
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## 2B-20 Florence TSP Update

The Project must prepare an update to the City of Florence (“City”) Transportation System Plan (“TSP”) adopted in 2012. The Updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The Project must address transportation planning needs both within City limits and the Urban Growth Boundary.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 13,000</b>
1A	Kick-off Meeting	
1B	PMT Teleconferences (12)	
1C	Public Involvement and Communications Plan	
1D	Stakeholder Database	
1E	Project Website	
1F	Project Fact Sheet	
1G	Refined Project Schedule	
<b>2</b>	<b>Plans and Policy Review</b>	<b>\$ 13,700</b>
2A	Tech Memo #1: Plans and Policy Framework	
2B	Analysis Methodology and Assumptions Memorandum	
2C	Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria	
<b>3</b>	<b>Transportation System Inventory and Existing Conditions</b>	<b>\$ 45,900</b>
3A	Draft Tech Memo #3: Existing Conditions Inventory and Analysis	
3B	STAC Meeting #1	
3C	Task 3 Publicity	
3D	Open House and Workshop #1	
3E	Final Tech Memos #2 and #3	
<b>4</b>	<b>Future Conditions and Alternatives Development and Analysis</b>	<b>\$ 42,300</b>
4A	Draft Tech Memo #4: Future Land Use and Transportation Conditions	
4B	Draft Tech Memo #5: Alternatives Analysis and Funding Program	
4C	STAC Meeting #2	
4D	Task 4 Publicity	
4E	Open House and Workshop #2	
4F	Final Tech Memos #4 and #5	
<b>5</b>	<b>Identification of Preferred and Cost-Constrained Alternatives</b>	<b>\$ 28,300</b>
5A	Draft Tech Memo #6: Preferred Alternatives	
5B	STAC Meeting #3	
5C	Task 5 Publicity	
5D	Open House and Workshop #3	
5E	Joint Planning Commission and City Council Work Session #1	

5F	Final Tech Memo #6	
<b>6</b>	<b>Draft Updated TSP, Implementing Ordinances and Findings</b>	<b>\$ 30,000</b>
6A	Draft Updated TSP	
6B	Draft Implementing Ordinances	
6C	Draft Findings	
6D	Advertising and Media	
6E	Stakeholder Emails	
6F	STAC Meeting #4	
6G	Adoption Draft Updated TSP, Adoption Draft Implementing Ordinances and Final Findings	
<b>7</b>	<b>Adoption</b>	<b>\$ 11,200</b>
7A	Joint Planning Commission and City Council Work Session #2	
7B	Planning Commission Hearing	
7C	City Council Hearing	
7D	Final Updated TSP and Final Implementing Ordinances	
7E	Public and Stakeholder Involvement and Communication Summary Report	
7F	Title VI Report	
	<b>TOTAL Non-Contingency</b>	<b>184,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 184,400</b>
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## 2C-20 Sweet Home TSP Update and North Sweet Home Area Refinement Plan

This project is to update the City of Sweet Home's ("City") Transportation System Plan ("TSP"), adopted in 2005 (the "Project"). The updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City's planned land uses. The Project will also produce a refinement plan for the North Sweet Home Area ("NSHA") in close coordination with the TSP update. The updated TSP will plan for the transportation network needed to accommodate residential and employment growth.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 20,100</b>
1A	Kick-off Meeting	
1B	Public Involvement Kick-off Meeting	
1C	PMT Teleconferences, up to 30	
1D	Public Involvement and Communications Plan	
1E	Stakeholder Database and Comment Log, review and coordination	
1F	Project Webpage(s)	
1G	Project Overview Video	
1H	Project Fact Sheet	
1I	Refined Project Schedule	
<b>2</b>	<b>Plans and Policy Review</b>	<b>\$ 15,600</b>
2A	Background Documents	
2B	Draft Tech Memo #1: Plans and Policy Framework	
2C	Analysis Methodology and Assumptions Memorandum	
2D	Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria	
2E	Final Tech Memo #1	
2F	Revised Tech Memo #2	
<b>3</b>	<b>Transportation System Inventory and Existing Conditions</b>	<b>\$ 56,800</b>
3A	Draft Tech Memo #3: Existing Conditions Inventory and Analysis	
3B	NSHA Conditions Booklet	
3C	Tech Memo #4: NSHA Economic Analysis	
3D	Combined PAC & TAC Meeting #1	
3E	Task 3 Publicity	
3F	Open House, Workshop, and Online Open House #1	
3G	Final Tech Memos #2 and #3	
<b>4</b>	<b>Future Conditions and Alternatives Development and Analysis</b>	<b>\$ 93,300</b>
4A	Draft Tech Memo #5: Future Systems Conditions	
4B	Draft Tech Memo #6: Alternatives Analysis and Funding Program	
4C	Tech Memo #7: NSHA Economic Redevelopment Case Study	
4D	Draft Tech Memo #8: NSHA Land Use Options and Street Network Configuration Alternatives	

4E	Draft Community Booklet	
4F	Combined PAC & TAC Meeting #2	
4G	Task 4 Publicity	
4H	Open House and Workshop #2	
4I	Final Tech Memos #5, #6, and #8	
<b>5</b>	<b>Identification of Preferred and Cost-Constrained Alternatives</b>	<b>\$ 38,300</b>
5A	Draft Tech Memo #9: Preferred Alternatives	
5B	Draft Tech Memo #10: NSHA Preferred Land Use and Street Network Configuration	
5C	Combined PAC & TAC Meeting #3	
5D	Final Community Booklet	
5E	Joint Planning Commission and City Council Work Session #1	
5F	Final Tech Memos #9 and #10	
<b>6</b>	<b>Draft Updated TSP, Draft NSHA Refinement Plan, Draft Implementing Ordinances and Findings</b>	<b>\$ 51,700</b>
6A	Draft Updated TSP	
6B	Draft Implementing Ordinances	
6C	Draft NSHA Refinement Plan	
6D	Advertising and Media	
6E	Stakeholder Emails	
6F	Joint TAC and PAC Meeting #4	
6G	Adoption Draft Updated TSP, NSHA Refinement Plan, Adoption Draft Implementing Ordinances and Final Findings	
6H	Department of Land Conservation and Development Notice, review and coordination	
<b>7</b>	<b>Adoption</b>	<b>\$ 13,900</b>
7A	Joint Planning Commission and City Council Work Session #2	
7B	Planning Commission Hearing	
7C	City Council Hearing	
7D	Final Updated TSP, Final NSHA Refinement Plan, and Final Implementing Ordinances	
7E	Public and Stakeholder Involvement and Communications Summary Report, review and comment	
7F	Project Information Sheet	
	<b>TOTAL Non-Contingency</b>	<b>289,700</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 289,700</b>
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## 2D-20 LCOG Link Lane Public Transit Development Plan

Link Lane is the Public Transportation Service Provider (“PTSP”) unit of the Lane Council of Governments (“LCOG”). Link Lane originated and is operating to fill a critical public transportation need to connect coastal communities with each other and the Eugene urban area. Link Lane Public Transit Development Plan (“Project”) will develop a Transit Development Plan (“TDP”) to 1) define Link Lane as a PTSP under Oregon law; 2) understand community needs; 3) identify transportation barriers, 4) develop implementation strategies to address identified barriers, and 5) identify funding opportunities consistent with the implementation strategies.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation</b>	<b>\$ 17,400</b>
1A	Project Management Team Meetings	
1B	Background Documents and Summary	
1C	Draft Memorandum #1: Public Involvement / Title VI Engagement Strategy	
1D	Project Initiation Meeting	
<b>2</b>	<b>Planning Context</b>	<b>\$ 20,800</b>
2A	Draft Memorandum #2: Vision, Goals, Objectives and Performance Measures	
2B	PAC Meeting #1	
2C	Revised Memorandum #1	
2D	Draft Memorandum #3: Market Analysis	
2E	PAC Meeting #2	
<b>3</b>	<b>Outreach Effort #1</b>	<b>\$ 19,400</b>
3A	Presentation Materials for Public Events #1	
3B	Outreach Effort #1	
3C	Revised Memorandum #2	
3D	Revised Memorandum #3	
<b>4</b>	<b>Improvement Options</b>	<b>\$ 19,500</b>
4A	Draft Memorandum #4: Peer Provider Analysis and Transit Innovations	
4B	Draft Memorandum #5: Service Options Evaluation	
4C	PAC Meeting #3	
<b>5</b>	<b>Outreach Effort #2</b>	<b>\$ 19,500</b>
5A	Presentation Materials for Outreach Effort #2	
5B	Outreach Effort #2	
5C	Revised Memorandum #4	
5D	Revised Memorandum #5	
<b>6</b>	<b>Alternative Selection</b>	<b>\$ 16,000</b>
6A	Draft Memorandum #6: Alternatives for Transit Services	
6B	PAC Meeting #4	
6C	Revised Memorandum #6	

<b>7</b>	<b>Plan Adoption</b>	<b>\$ 42,200</b>
7A	Draft Link Lane Transit Development Plan	
7B	PAC Meeting #5	
7C	Presentation Materials for Outreach Effort #3	
7D	Outreach Effort #3	
7E	Presentation Material for Adoption-Related Meetings	
7F	LCOG Board Work Session	
7G	Revised Draft Link Lane Transit Development Plan	
7H	LCOG Board Hearing	
7	Final Link Lane Transit Development Plan	
	<b>TOTAL Non-Contingency</b>	<b>154,800</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>8</b>	<b>Contingency Tasks</b>	<b>\$ 9,700</b>
CA	Additional In-Person Meeting	
CB	Additional In-Person Meeting	
CC	Convert Virtual Meeting to In-Person Meeting	\$ 9,700
	<b>TOTAL Contingency</b>	<b>9,700</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 164,500</b>
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### 3A-20 Roseburg Bike Routes Plan

The purpose of City of Roseburg’s (“City”) Bike Routes Plan (“BRP”) (“the Project”) is to provide a plan for implementing a designated bicycle route system throughout City. BRP must identify ways to increase bicycle trips by establishing and mapping designated bicycle routes throughout City and supplementing routes with mapping, route signage, and thermoplastic striping to aid in wayfinding. BRP must also result in tools to address gaps in City’s bicycle network, with the outcome of establishing a better connected, safer, and inviting bicycle route network between existing bike lanes and the Umpqua River Trail, the City’s multi-use path.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation and Stakeholder Involvement</b>	<b>\$ 10,800</b>
1.1	PMT Roster and AC Roster	
1.2	PMT Meeting #1 and Refined Project Schedule	
1.3	AC Meeting #1	
1.4	Study Area Tour	
1.5	Progress Reports	
<b>2</b>	<b>Transportation System Conditions and Alternatives Development</b>	<b>\$ 22,100</b>
2.1	Draft Memo #1: Existing and Future System Conditions	
2.2	Draft Memo #2: Goals and Policies	
2.3	Draft Memo #3: Evaluation Criteria and Alternatives Development	
2.4	PMT Meeting #2	
2.5	AC Meeting #2	
2.6	Updated Memo #1	
2.7	Updated Memo #2	
2.8	Updated Memo #3	
<b>3</b>	<b>Alternatives Refinement</b>	<b>\$ 20,200</b>
3.1	Draft Memo #4: Project Alternatives	
3.2	PMT Meeting #3	
3.3	AC Meeting #3	
3.4	Stakeholder Meeting #1	
3.5	Updated Memo #4	
<b>4</b>	<b>Alternatives Finalized</b>	<b>\$ 31,000</b>
4.1	Draft Memo #5: Final Project Alternatives	
4.2	Draft Memo #6: Mapping and Wayfinding	
4.3	Draft Memo #7: Bicycling Promotion	
4.4	PMT Meeting #5	
4.5	AC Meeting #5	
4.6	Stakeholder Meeting #2	
4.7	Final Memos #5, #6, and #7	



<b>5</b>	<b>Roseburg Bike Routes Plan</b>	<b>\$ 33,000</b>
5.1	Draft BRP Outline	
5.2	PMT Meeting #6	
5.3	Draft BRP	
5.5	PMT Meeting #7	
5.6	AC Meeting #6	
5.7	Adoption Draft BRP	
5.8	Final BRP	
5.9	Adoption Hearings	
	<b>TOTAL Non-Contingency</b>	<b>117,100</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 2,600</b>
C1	In-person Study Area Tour	
	<b>TOTAL Contingency</b>	<b>2,600</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 119,700</b>

### 3B-20 Curry County Public Transportation Service District Transit Development Plan

The purpose of the CCPTSD TDP is to provide strategic guidance to the CCPTSD and Curry County (“County”) for the provision of a sustainable and innovative transit system in a county that serves urban and rural users, over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. The TDP will serve as the basis for the transit element of the Transportation System Plan (“TSP”) of County and other local jurisdictions within the Study Area, defined below.

Section 122 of Keep Oregon Moving (Oregon House Bill 2017) established a new dedicated source of funding for expanding public transportation service in Oregon. The new funding source is called the Statewide Transportation Improvement Fund (“STIF”). STIF funds may be used for public transportation purposes that support the effective planning, deployment, operation, and administration of public transportation programs. Five percent of the funds are awarded to eligible public transportation providers based on a competitive grant process.

A critical step in securing STIF funds is to have a plan that clearly defines the community’s transit needs and identifies future services that meet provider and community goals. CCPTSD and County desire to create a TDP that satisfies those requirements and makes them eligible for discretionary STIF funds in the future.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation and Stakeholder Involvement</b>	<b>\$ 48,650</b>
1.1	Background Information	
1.2	PMT Roster and CCTAC Roster	
1.3	PMT Meeting #1 and Refined Project Schedule	
1.4	CCTAC Meeting #1	
1.5	Study Area Tour	
1.6	Outreach and Coordination Calls (up to 4 @ \$800 per call)	
1.7	Project Website	
1.8	Onboard Survey #1	
1.9	Focus Groups	
1.1	Live Online Outreach Events (up to 2 @ \$1,530 per event)	
1.11	Virtual Outreach Effort #1	
1.12	Operator Survey	
1.13	Bus Stop Audit	
<b>2</b>	<b>Existing Conditions</b>	<b>\$ 31,550</b>
2.1	Draft Memo #1: Existing System Conditions	
2.2	Draft Memo #2: Transit Goals, Policies, and Practices	
2.3	Draft Memo #3: Transit Benchmarks and Monitoring Program	
2.4	PMT Meeting #2	
2.5	CCTAC Meeting #2	
2.6	Updated Memo #1	
2.7	Updated Memo #2	
2.8	Updated Memo #3	

2.9	Project Website Update	
<b>3</b>	<b>Transit Needs and Opportunities</b>	<b>\$ 41,300</b>
3.1	Draft Memo #4: Unmet Transportation Needs	
3.2	Draft Memo #5: Future Service Opportunities	
3.3	Onboard Survey #2	
3.4	Virtual Outreach Effort #2	
3.5	PMT Meeting #3	
3.6	CCTAC Meeting #3	
3.7	Updated Memo #4	
3.8	Updated Memo #5	
3.9	Project Website Update	
<b>4</b>	<b>Evaluation and Prioritization</b>	<b>\$ 12,450</b>
4.1	Draft Memo #6: Financial Assessment	
4.2	PMT Meeting #4	
4.3	CCTAC Meeting #4	
4.4	Updated Memo #6	
4.5	Project Website Update	
<b>5</b>	<b>Roseburg Bike Routes Plan</b>	<b>\$ 34,750</b>
5.1	Draft TDP Outline	
5.2	Draft Coordinated Plan	
5.3	PMT Meeting #5	
5.4	Draft TDP	
5.5	PMT Meeting #6	
5.6	CCTAC Meeting #5	
5.7	Online Open House	
5.8	Adoption Draft TDP	
5.9	Adoption Draft Coordinated Plan	
5.10	Project Website Update	
<b>6</b>	<b>Draft Transit Master Plan</b>	<b>\$ 5,500</b>
6.1	Joint Curry Public Transit Board and Curry County Advisory Board Meeting	
6.2	Board Workshop	
6.3	Final TDP and Final Coordinated Plan	
	<b>TOTAL Non-Contingency</b>	<b>174,200</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 9,800</b>
C1.1	Travel for 1 Staff (1 overnight stay)	
C1.2	Travel for 1 Staff (1 overnight stay)	

C1.3	Travel for 1 Staff (1 overnight stay)	
<b>TOTAL Contingency</b>		<b>9,800</b>

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 184,000</b>
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#### 4A-20 Bend MPO & CET Mobility Hub Feasibility Study and Pilot Project Development

The purpose of the Project is to build on the mobility hub conceptual planning and analysis work recently completed in Cascades East Transit’s (“CET”) 2040 Transit Master Plan (“TMP”), adopted in October 2020, and the City of Bend’s (“City”) Transportation System Plan (“TSP”), adopted in August 2020.

Downtown in North Plains has long struggled with isolation, underutilization, traffic conflicts and lack of connectivity with surrounding neighborhoods. This despite the City of North Plains (“City”) population surging in recent years as an exurban bedroom community, with rapid growth projected to continue long-term. City urgently needs to address downtown challenges so North Plains can become a complete community rather than continuing to be a grocery and pharmacy desert, and dependent upon commercial offerings miles away. The North Plains Downtown Improvement Plan (“NPDIP”), a first-ever plan, will address conflicts among uses, reduce vehicle miles traveled and greenhouse gas emissions through active transportation solutions, produce site-specific development options for vacant parcels, create downtown ‘gateway’ elements, and establish a more cohesive look and feel for the corridor. Action items include land use/code amendments and refinements to City’s Transportation System Plan (“TSP”), adopted in April 2019, to encourage mixed-use development and diverse housing types, multi-modal transport options, and a Main Street framework for economic development.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Initiation and Management</b>	<b>\$ 12,700</b>
1A	Project Document Templates	
1B	PMT Meetings, up to 12	
1C	Refined Project Schedule	
1D	Comments on draft Public Engagement Plan	
<b>2</b>	<b>Best Practices Review</b>	<b>\$ 17,600</b>
2A	Draft Technical Memorandum 1: Best Practices & Toolbox	
2B	TAC Meeting #1 materials, presentation & meeting summary	
2C	Final Technical Memorandum 1: Best Practices & Toolbox	
<b>3</b>	<b>Conduct Market Assessment</b>	<b>\$ 30,500</b>
3A	Draft Technical Memorandum 2: Market Assessment	
3B	TAC Meeting #2 materials, presentation, and meeting summary	
3C	Final Technical Memorandum 2: Market Assessment	
<b>4</b>	<b>Evaluation &amp; Framework</b>	<b>\$ 25,200</b>
4A	Draft Technical Memorandum 3: Evaluation & Framework	
4B	TAC Meeting #3 materials, presentation, and meeting summary	
4C	Final Technical Memorandum 3: Evaluation & Framework	
<b>5</b>	<b>Establish Mobility Hub Types &amp; Features</b>	<b>\$ 29,600</b>
5A	Draft Technical Memorandum 4: Mobility Hub Types & Features	
5B	TAC Meeting #4 Materials, Presentation, meeting summary	
5C	Final Technical Memorandum 4: Mobility Hub Types & Features	
<b>6</b>	<b>Develop Design Guidance &amp; Implementation Strategy</b>	<b>\$ 37,300</b>
6A	Draft Design Guidance & Implementation Strategy and Presentation Summary	

6B	TAC Meeting #5 Materials, Presentation, and meeting summary	
6C	Final Design Guidance & Implementation Strategy,	
<b>7</b>	<b>Mobility Hub Feasibility Study and Pilot Project Development Final Report &amp; Recommendations</b>	<b>\$ 26,900</b>
7A	Draft Final Report	
7B	TAC Meeting #6 Materials, Presentation, and meeting summary	
7C	Final Report	
	<b>TOTAL Non-Contingency</b>	<b>179,800</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 179,800</b>
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**4B-20 Deschutes County Tumalo Community Plan Active Transportation Update; SCVAP Trails Expansion Outreach in NW Deschutes County**

The Project consists of two parts: (1) Tumalo Community Plan Active Transportation Update and (2) Implementation of Livable Strategy 4 (Expanded Trail System) of the Sisters Country Vision Action Plan. Both parts support the growing active transportation needs of Deschutes County (County) residents.

Part 1: Tumalo Community Plan Active Transportation Update, will result in amendments to the active transportation element of the Tumalo Community Plan (TCP), adopted in 2010, as well as the Bicycle/Pedestrian Plan (Section 5.5) of the Deschutes County Transportation System Plan (TSP), adopted in 2012 with an update underway. Both the 2010 TCP and the 2012 TSP are elements of the Deschutes County Comprehensive Plan. The amendments will include either text, goals and policies, and mapping. The amendments will specify goals and policies to benefit active transportation users (including transit riders).

Part 2: Implementation of Livable Strategy 4 (Expanded Trail System) of the Sisters Country Vision Action Plan will implement a portion of Livable Strategy 4 the Sisters Country Vision Action Plan (SCVAP), an existing document produced in 2019 in collaboration with the Central Oregon Intergovernmental Council (COIC), the City of Sisters and County. Livable Strategy 4 identifies four actions needed to meet the community’s desire for expanding the existing trail system. This project focuses on implementation of Action 4.1 (Trails Expansion Outreach), which is: “Conduct community outreach to gain input for trail connections between Sisters and Sisters Country.” The remaining three actions in Livable Strategy 4 are outside the parameters of this project. Action 4.2 focusses on identifying funding sources; 4.3 calls for planning a regional trails system that reached outside of Sisters County; 4.4 identifies a specific design project for the Sisters Tie Trail. Product will be map of potential new trail connections and amendments to the Deschutes County Transportation System Plan.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Start</b>	<b>\$ 8,200</b>
1.1	Refined Project Schedule	
1.2	PMT Conference Calls	
1.3	Advisory Committees (County responsibility)	
1.4	Project Web pages	
<b>2</b>	<b>Project Foundation</b>	<b>\$ 6,200</b>
2.1	Agency Outreach	
2.2	Draft Technical Memorandum #1: Plans, Policy, and Existing Conditions	
2.3	Final Technical Memorandum #1	
<b>3</b>	<b>TCP Active Transportation Update</b>	<b>\$ 25,800</b>
3.1	TCP Active Transportation Update Advisory Committee Meeting #1	
3.2	TCP Active Transportation Update, Public Event #1	
3.3	TCP Active Transportation Update Advisory Committee Meeting #2	
3.4	Draft Concept for TCP Active Transportation Update	
3.5	TCP Active Transportation Update Advisory Committee Meeting #3, agenda, meeting materials, and minutes	
3.6	Refined Concept for TCP Active Transportation Update	
3.7	TCP Active Transportation Update, Public Event #2	
3.8	Final Concept for TCP Active Transportation Update	

3.9	TCP Active Transportation Update Advisory Committee Meeting #4	
<b>4</b>	<b>SCVAP Trails Expansion Outreach</b>	<b>\$ 17,900</b>
4.1	SCVAP Trails Expansion Outreach Advisory Committee Meeting #1	
4.2	SCVAP Trails Expansion Outreach, Public Event	
4.3	SCVAP Trails Expansion Outreach Advisory Committee Meeting #2	
4.4	Draft Concept for SCVAP Trails Expansion Outreach	
4.5	SCVAP Trails Expansion Outreach Advisory Committee Meeting #3	
4.6	Final Concept for SCVAP Trails Expansion Outreach	
<b>5</b>	<b>Adoption</b>	<b>\$ 16,900</b>
5.1	TCP and TSP Amendments	
5.2	Implementation Measures	
5.3	Planning Commission Public Hearing	
5.4	Board of County Commissioners Public Hearing	
5.5	Title VI Report	
5.6	Project Information Sheet	
	<b>TOTAL Non-Contingency</b>	<b>75,000</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 75,000</b>
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## 5A-20 CTUIR TSP Update

The Confederated Tribes of the Umatilla Indian Reservation (“CTUIR”) Transportation System Plan (“TSP”) serves as the CTUIR’s policy guide for future transportation development, laying out both conceptual frameworks for transportation decision making, and concrete implementation priorities. The current CTUIR TSP was adopted in 2001 and has received few updates since then. The TSP Update (“Project”) will evaluate multi-modal transportation changes from the past 20-years to plan for the next 20-years, including new population and transportation growth projections, and community-driven priority-setting.

Project will incorporate changes to the Kayak Public Transit system, the Gateway commercial development hub, the new tribal Mission services hub, and July Grounds community hub. Community members and local road jurisdictions will be consulted extensively about the character of a modern transportation network via digital tools as Covid-19 safety requires, and in-person engagement when possible.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Administration and Public Engagement</b>	<b>\$ 4,400</b>
1.3	PMT Meeting #1 and Refined Project Schedule (Videoconference)	
1.6	Initial Web Page Content	
<b>2</b>	<b>Context and Site Analysis</b>	<b>\$ 38,100</b>
2.2	TSP Existing Inventory Base Maps	
2.3	Preliminary and Revised Transportation Technical Standards Coordination Memorandum	
2.4	Preliminary and Revised Draft TM #2: Context and Site Analysis	
<b>3</b>	<b>Vision and Fact Finding Total</b>	<b>\$ 29,300</b>
3.1	TM #3 Draft Vision Statement and Guiding Principles	
3.2	PMT Meeting #2 and Site Visit	
3.4	TAC Meeting #1	
3.5	Community Workshop #1	
3.8	Final TM #2 and #3	
3.9	PMT Meeting #3 (Videoconference)	
<b>4</b>	<b>Concept Design and Outreach Total</b>	<b>\$ 105,100</b>
4.1	TM #4: Preliminary Concept Design and Transportation Solutions	
4.2	PMT Meeting #4 (Videoconference)	
4.4	TAC Meeting #2	
4.5	Community Workshop #2	
4.6	Online Input #2	
4.7	PMT Meeting #5 (Videoconference)	
4.8	Preliminary and Revised TM #5: Revised Concept Design and Transportation Solutions	
4.9	Freight Stakeholder Packet	
4.10	TAC Meeting #3	

4.11	Transportation Improvements Cost Estimates Memorandum	
<b>5</b>	<b>Prepare and Adopt Updated TSP Total</b>	<b>\$ 39,800</b>
5.1	Draft Updated TSP	
5.2	Draft Comprehensive Plan Policy and Land Development Code Amendments	
5.3	PMT Meeting #6 (Videoconference)	
5.4	Online Input #3	
5.5	PMT Meeting #7 (Videoconference)	
5.7	LPPC PowerPoint Presentation	
5.8	Findings Report and Land Development Code Amendments Recommendation	
5.1	PMT Meeting #8 (Videoconference)	
5.11	Final Updated TSP	
5.12	Final Policy and Land Development Code Provisions	
5.13	BOT Presentation	
	<b>TOTAL Non-Contingency</b>	<b>216,700</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingent</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 216,700</b>
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## 1A-19 Oregon City Updated Comprehensive Plan

The purpose of the Updated Comprehensive Plan (“Project”) is to reflect the City of Oregon City’s (“City”) vision for the next 20 years and implement the vision through goals and policies with which projects and plans must comply. Project will update the land use and transportation components of the 2004 Comprehensive Plan for an equitable vision of the next 20 years and create clear policies for planning, infrastructure, and the community’s future. Thoughtful planning can improve wellbeing by providing nearby goods and services accessible from a variety of safe low-cost transportation methods such as walking, biking, micro transit, and transit and consequently reducing vehicle miles traveled in the City, on adjacent highways, and freeway.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Kickoff</b>	<b>\$ 28,400</b>
1A	Project Coordination Meeting & Refined Project Schedule	
1B	PMT Conference Call Meetings, up to 20	
1C	Comment Tracking Log	
1D	Monthly Project website content updates, up to 10	
1E	Bi-weekly Social media posts and e-blast content and polls, up to 20	
1F	Facebook Live events, up to 4	
1G	Online surveys, up to 6	
1H	Materials for tabling at community events	
<b>2</b>	<b>Community Vision</b>	<b>\$ 20,200</b>
2A	PAT Meetings #1-3	
2B	Draft Community Vision	
2C	PAT Meeting #4	
2D	City and Planning Commission Work Session #1	
2E	Community Vision Forum	
2F	CIC Meeting #1 Meeting Materials	
2G	PAT Meeting #5	
2H	City and Planning Commission Work Session #2	
2I	Final Draft Community Vision for Adoption	
<b>3</b>	<b>Comprehensive Plan Update</b>	<b>\$ 72,950</b>
3A	Guide for Creating a Comprehensive Plan Goals and Policies	
3B	Summary of Existing Comprehensive Plan and Ancillary Documents	
3C	PAT Meeting #6	
3D	Comprehensive Plan Chapter Development Summits	
3E	Comprehensive Plan Chapter Development Summits with Urban Design Elements	
3F	Draft Updated Comprehensive Plan	
3G	PAT Meeting #7	
3H	City and Planning Commission Work Session #3	
3I	Comprehensive Plan Forum	
3J	City Advisory Groups Meeting Materials	
3K	PAT Meeting #8	
3L	City and Planning Commission Work Session #4	
3M	Adoption Draft Updated Comprehensive Plan	

<b>4</b>	<b>Adoption</b>	<b>\$ 12,100</b>
4A	Draft Findings	
4B	Pre-application Conference	
4C	CIC Meeting #3 Meeting Materials	
4D	Application Submittal	
4E	Planning Commission and City Commission Adoption Hearings	
4F	Final Updated Comprehensive Plan	
	<b>TOTAL Non-Contingency</b>	<b>133,650</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>5</b>	<b>Contingency Tasks</b>	<b>\$ 11,750</b>
5A	Comprehensive Plan Chapter Summit	
5B	Public Adoption Hearing	
5C	Meeting	
5D	Travel and time for in-person meetings/events	
	<b>TOTAL Contingency</b>	<b>11,750</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 145,400</b>
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### 1C-19 Portland Parkrose Neighborhood Action Plan

The City of Portland's ("City") Parkrose Neighborhood Action Plan project ("Project") will address a range of transportation and land use issues that affect the Parkrose community's long term safety and stability, including:

- Safe transportation choices on Sandy Boulevard
- Housing stability and tenant displacement prevention
- Access to living wage jobs and small business opportunities
- Public spaces supporting community cohesion

Parkrose Neighborhood Action Plan will address the transportation needs of the Parkrose neighborhood by:

- Identifying actions and investments that could improve active transportation safety and walkability of Sandy Boulevard in the near-term, without requiring a full redesign of the corridor.
- Identifying land use and programmatic/service solutions that reduce the need for Parkrose residents to leave the neighborhood to meet daily needs
- Proposing strategies that increase workforce access to jobs and small business opportunities in the neighborhood, reducing commute trips and distances.

The City intends to pursue adoption of the Parkrose Neighborhood Action Plan. Adopting action may be either City Council resolution or ordinance, depending on whether zoning, code, policy, or plan amendments are needed to support successful implementation.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 5,700</b>
1A	Comments on Refined Project Schedule	
1B	Consultant Schedule	
1C	Consultant Participation at Project Meetings (Up to 13)	
<b>2</b>	<b>Public Engagement</b>	
<b>3</b>	<b>Sandy Boulevard Safety and Accessibility Enhancements</b>	<b>\$ 25,550</b>
3A	Conceptual Designs	
3B	Cost Estimates	
3C	Text and Graphics for Active Transportation Safety Solutions Memorandum	
3D	Traffic Analysis	
3E	Transportation Analysis Memorandum	
<b>4</b>	<b>Housing Needs, Housing Stability and Anti-Displacement</b>	
<b>5</b>	<b>Access to Jobs and Small Business Opportunities</b>	
<b>6</b>	<b>Community Spaces</b>	
<b>7</b>	<b>Parkrose Neighborhood Action Plan</b>	
	<b>TOTAL Non-Contingency</b>	<b>31,250</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 31,250</b>

## 1D-19 TriMet Transit Oriented Development Plan

The purpose of this project is to develop The TriMet Transit Oriented Development Plan (“TOD Plan”), which must advance a Key Strategic Action in the TriMet’s Business Plan (April 2019):

implement strategy for TriMet’s support of Transit-Oriented Development equitable housing and for value capture that supports higher transit demand around existing MAX, DTP, and Frequent Service.

The TOD Plan must establish a framework based on TriMet’s October 2020 Draft TOD Guidelines for managing and investing in TriMet’s portfolio of real estate holdings to increase transit ridership. The TOD Plan must benefit the region by attracting residents, businesses, and development to centers, main streets, and corridors that are accommodating regional growth.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Kickoff</b>	<b>\$ 34,750</b>
1A	Project Kickoff Meeting	
1B	Draft Stakeholder Engagement Guidelines	
1C	Public Information Materials	
1D	Stakeholder Assessments-Round 1	
1E	Revised Stakeholder Engagement Guidelines	
1F	PMT Meetings/Coordination Calls	
<b>2</b>	<b>Identify Stakeholder Goals</b>	<b>\$ 52,900</b>
2A	Identification and Recording of Stakeholder Goals	
2B	Context Mapping	
2C	Draft Evaluation and Implementation Framework	
2D	SAC Meeting #1	
2F	Final Evaluation and Implementation Framework	
<b>3</b>	<b>Typologies and Evaluation</b>	<b>\$ 67,900</b>
3A	Draft Development Typologies	
3B	Preliminary Property Evaluation/Typology Applications	
3C	SAC Meeting #2	
3D	Final Development Typologies	
3E	Final Property Evaluation/Typology Applications	
3F	Stakeholder Assessments-Round 2	
<b>4</b>	<b>Prioritization, Assessment and Design</b>	<b>\$ 8,800</b>
4A	Priority Site Selection	
4B	SAC Meeting #3	
<b>5</b>	<b>Develop and Adopt Plan</b>	<b>\$ 58,800</b>
5A	Plan Outline	
5B	Draft TOD Plan	
5C	TriMet Board Presentation	
5D	Final TOD Plan	
	<b>TOTAL Non-Contingency</b>	<b>\$ 223,150</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	\$ 76,100
C.1	Preliminary Site Design and Financial Feasibility Case Studies	
C.2	Draft Small Parcel Supportive TOD Best Practices	
C.3	Final Site Design and Financial Feasibility Case Studies	
C.4	Final Small Parcel Supportive TOD Best Practices	
C.5	Developer/Marketing Information	
<b>TOTAL Contingency</b>		<b>\$ 76,100</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 299,250</b>
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## 2A-19 Albany East Albany Plan

The East Albany Plan project (“Project”) will refine the City of Albany (“City”) Comprehensive Plan and Transportation System Plan (“TSP”). The Project will update and replace previously adopted neighborhood plans. The Project will increase development densities and the mix of land uses, improve connectivity between uses and improve conditions for walking, cycling, and riding transit. The Project will help the City make more efficient use of existing urban land and transportation infrastructure, plan for related transportation investments, and delay the need for future Urban Growth Boundary expansions.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Direct Expenses</b>
<b>1</b>	<b>Project Initiation</b>	<b>\$ 16,800</b>
1A	Background Information	
1B	Project Initiation Meeting	
1C	Initial Project Outreach Material	
1D	Project Website	
1E	Stakeholder Outreach Meetings and Summary #1	
1F	PAC Meeting #1	
<b>2</b>	<b>Vision and Conditions for East Albany</b>	<b>\$ 28,300</b>
2A	Draft Memorandum #1: Vision and Goals for East Albany	
2B	Draft Existing and Planned Conditions PowerPoint	
2C	Draft Memorandum #2: Market Analysis	
2D	PAC Meeting #2	
2F	Presentation Materials for Joint Planning Commission/Council Work Session #1	
2G	Joint Planning Commission/City Council Work Session #1	
<b>3</b>	<b>Public Event #1</b>	<b>\$ 15,900</b>
3A	Presentation Material for Public Event #1	
3C	Online Public Event #1	
3D	Revised Memorandum #1	
3E	Revised Existing and Planned Conditions PowerPoint	
3F	Revised Memorandum #2	
<b>4</b>	<b>Gap Analysis</b>	<b>\$ 20,800</b>
4A	Draft Memorandum #3: Gap Analysis and Potential Implementation Strategies	
4B	PAC Meeting #3	
<b>5</b>	<b>Plan Development</b>	<b>\$ 57,700</b>
5A	Design Workshop	
5C	Presentation Materials for PAC Meeting #4 and Joint Planning Commission/Council Work Session #2	



5D	PAC Meeting #4	
5F	Joint Planning Commission/City Council Work Session #2	
5H	Revised Memorandum #3	
5I	Draft Memorandum #4: Development Alternatives	
5J	Stakeholder Outreach Meetings and Summary #2	
5K	PAC Meeting #5	
<b>6</b>	<b>Public Event #2</b>	<b>\$ 22,300</b>
6A	Presentation Material for Public Event #2	
6C	Online Public Event #2	
6D	Presentation Materials for Joint Planning Commission/City Council Work Session #3	
6E	Joint Planning Commission/City Council Work Session #3	
6G	Revised Memorandum #5	
<b>7</b>	<b>Plan Implementation</b>	<b>\$ 73,700</b>
7A	Memorandum #5: East Albany Plan Format and Outline	
7B	Draft Memorandum #6: TPR Analysis and TSP Amendments	
7C	Draft Memorandum #7: Infrastructure Needs	
7D	Draft Memorandum #8: Comprehensive Plan Amendments	
7E	Draft Memorandum #9: Zoning Map and Development Code Amendments	
7F	Draft Memorandum #10: Funding and Implementation	
7G	Plan Rendering	
7H	PAC Meeting #6	
7J	Stakeholder Outreach Meetings and Summary #3	
7K	Revised Memorandum #6	
7L	Revised Memorandum #7	
7M	Revised Memorandum #8	
7N	Revised Memorandum #9	
7O	Revised Memorandum #10	
<b>8</b>	<b>Plan Adoption</b>	<b>\$ 24,400</b>
8A	Draft East Albany Plan	
8B	Presentation Material for Joint Planning Commission/City Council Work Session #4	
8C	Joint Planning Commission/City Council Work Session #4	
8E	Revised Draft East Albany Plan	
8F	Presentation Material for Public Hearings	
8G	Planning Commission Public Hearing	

8I	Adoption Draft East Albany Plan	
8J	City Council Public Hearing	
8L	Final East Albany Plan	
<b>TOTAL Non-Contingency</b>		<b>233,300</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 26,600</b>
1.G	Travel for PAC Meeting #1	
2.E	Travel for PAC Meeting #2	
2.H	Travel for Joint PC/CC Work Session #1	
3.B	Public Event #1	
4.C	Travel for PAC Meeting #3	
5.B	Travel for Design Workshop	
5.E	Travel for PAC Meeting #4	
5.G	Travel for Joint PC/CC Work Session #2	
5.L	Travel for PAC Meeting #5	
6.B	Public Event #2	
6.F	Travel for Joint PC/CC Work Session #3	
7.I	Travel for PAC Meeting #6	
8.D	Travel for Joint Planning Commission/City Council Work Session #4	
8.H	Travel for Planning Commission Hearing	
8.K	Travel for City Council Hearing	
<b>TOTAL Contingency</b>		<b>26,600</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 259,900</b>
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## 2B-19 Cannon Beach TSP

The Project will develop the City of Cannon Beach (“City”) Transportation System Plan (“TSP”). The TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The Project must address transportation planning needs within City and the Urban Growth Boundary (“UGB”).

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 11,500</b>
1A	Kick-off Meeting	
1B	PMT Teleconferences (up to 12)	
1C	Public Involvement and Communication Plan	
1D	Project Fact Sheet	
1E	Refined Project Schedule	
<b>2</b>	<b>Plans and Policy Review</b>	<b>\$ 14,600</b>
2A	Tech Memo #1: Plans and Policy Framework	
2B	Analysis Methodology and Assumptions Memorandum	
2C	Draft Tech Memo #2: Goals, Objectives, and Evaluation Criteria	
<b>3</b>	<b>Transportation System Inventory and Existing Conditions</b>	<b>\$ 40,100</b>
3A	Draft Tech Memo #3: Existing Conditions Inventory and Analysis	
3B	PAC Meeting #1, including Agenda, Meeting Minutes, and Supporting Materials	
3C	Task 3 Publicity materials review, comment and translation	
3D	Open House and Workshop #1, including Written Handouts, Sign In Sheet, Comment Form, and Visual Media	
3E	Final Tech Memos #2 and #3	
<b>4</b>	<b>Future Conditions and Alternatives Development and Analysis</b>	<b>\$ 50,900</b>
4A	Draft Tech Memo #4: Future Systems Conditions	
4B	Draft Tech Memo #5: Alternatives Analysis and Funding Program	
4C	PAC Meeting #2 including, Agenda, Meeting Minutes, Supporting Materials	
4D	Task 4 Publicity review, comment and translate	
4E	Open House and Workshop #2, including Written Handouts, Sign In Sheet, Comment Form, and Visual Media	
4F	Final Tech Memos #4 and #5	
<b>5</b>	<b>Identification of Preferred and Cost-Constrained Alternatives</b>	<b>\$ 23,800</b>
5A	Draft Tech Memo #6: Preferred Alternatives	
5B	PAC Meeting #3, including Agenda, Meeting Minutes, and Supporting Materials	
5C	Input on and translation of Task 5 Publicity materials review, comment and translate	
5D	Open House and Workshop #3, including Written Handouts, Sign In Sheet, Comment Form, and Visual Media	
5E	Joint Planning Commission and City Council Work Session #1, including Agenda, Meeting Minutes, Supporting Materials	
5F	Final Tech Memo #6	
<b>6</b>	<b>Draft TSP, Implementing Ordinances and Findings</b>	<b>\$ 30,900</b>
6A	Draft TSP	

6B	Draft Implementing Ordinances	
6C	Draft Findings review and comment	
6D	PAC Meeting #4 Agenda, Meeting Minutes, and Supporting Materials	
6E	Adoption Draft TSP, Adoption Draft Implementing Ordinances, and Final Findings	
<b>7</b>	<b>Adoption</b>	<b>\$ 9,600</b>
7A	Joint Planning Commission and City Council Work Session #2	
7B	Planning Commission Hearing	
7C	City Council Hearing	
7D	Final TSP and Final Implementing Ordinances	
7E	Public and Stakeholder Involvement and Communications Summary Report	
	<b>TOTAL Non-Contingency</b>	<b>181,400</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 181,400</b>
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## 2C-19 Jefferson TSP Update

The City of Jefferson (“City”) Transportation System Plan Update Project (“Project”) will update the City’s Transportation System Plan (“TSP”) adopted in 2001. Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Marion County TSP and the Albany Area Metropolitan Planning Organization (“AAMPO”) Regional Transportation Plan (“RTP”).

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Reconnaissance and Kickoff</b>	<b>\$ 17,000</b>
1A	Gather Background Information	
1B	Project Management Conference Calls, up to 20	
1C	Project Schedule	
1D	Project Kickoff Meeting	
1E	Project Website	
1F	Draft Memorandum #1: Project Goals and Objectives	
1G	PAC Meeting #1	
<b>2</b>	<b>Transportation System Conditions, Deficiencies, and Needs</b>	<b>\$ 34,400</b>
2A	Stakeholder Outreach, up to 6	
2B	Transportation Analysis Methodology and Assumptions Memorandum	
2C	Draft Memorandum #2: Transportation System Conditions, Deficiencies, and Needs	
2D	PAC Meeting #2	
<b>3</b>	<b>Public Event #1</b>	<b>\$ 10,100</b>
3A	Presentation Materials for Public Event #1	
3B	Public Event #1	
3C	Revised Memorandum #1	
3D	Revised Memorandum #2	
<b>4</b>	<b>Transportation System Improvements</b>	<b>\$ 27,400</b>
4A	Draft Memorandum #3: Proposed Transportation System Improvements	
4B	Draft Memorandum #4: Costs and Potential Funding Strategies for Proposed Improvements	
4C	PAC Meeting #3	
4D	Joint Planning Commission and City Council Work Session	
4D	Task 4 Publicity review, comment and translate	
<b>5</b>	<b>Public Event #2</b>	<b>\$ 11,800</b>
5A	Presentation Material for Public Event #2	
5B	Public Event #2	
5C	Revised Memorandum #3	
5D	Revised Memorandum #4	
<b>6</b>	<b>Implementation Measures</b>	<b>\$ 10,100</b>
6A	Draft Memorandum #5: Plan and Development Code Amendments	
6B	PAC Meeting #4	

6C	Revised Memorandum #5	
<b>7</b>	<b>Plan Adoption</b>	<b>\$ 26,900</b>
7A	Draft Jefferson Transportation System Plan	
7B	Planning Commission and City Council Joint Work Session #2	
7C	Planning Commission Draft Jefferson TSP	
7D	Presentation Materials for Planning Commission and City Council Hearings	
7E	Planning Commission Public Hearing	
7F	Adoption Draft Jefferson Transportation System Plan	
7G	City Council Public Hearing	
7H	Final Jefferson Transportation System Plan	
	<b>TOTAL Non-Contingency</b>	<b>137,700</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	<b>\$ -</b>
	<b>TOTAL Contingency</b>	<b>-</b>

<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 137,700</b>
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## 2D-19 Clatsop County Tsunami Evacuation Facilities Improvement Plan

Project will develop a Tsunami Evacuation Facilities Improvement Plan (“TEFIP”) for Clatsop County (“County”) as outlined in “Preparing for a Cascadia Subduction Zone Tsunami: A Land Use Guide for Oregon Coastal Communities” published by The Oregon Department of Land Conservation and Development (DLCD) in 2015 (hereafter, “Tsunami Land Use Guide”). Project outcomes will identify evacuation needs, designate routes, establish system standards, identify needed transportation improvements, and provide implementable policy. Additionally, the Clatsop County TEFIP will identify and prioritize dual-use routes that can both serve as emergency evacuation routes and as year-round transportation facilities, such as off-road bike paths.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Administration and Initiation</b>	<b>\$ 17,100</b>
1A	PMT Meetings-- up to 12	
1B	PAC Roster	
1C	Public Involvement Plan	
1D	Stakeholder Database and Comment Log	
1E	Project Fact Sheet	
1F	Kick-Off Meeting	
1G	Project Website	
1H	Project Overview Video	
<b>2</b>	<b>Project Goals and Objectives</b>	<b>\$ 24,500</b>
2A	Draft TM #1: Goals, Objectives, and Overview	
2B	Draft TM #2: Evaluation Criteria	
2C	Draft TM #3: Existing Conditions	
2D	PAC Meeting #1	
2E	Open House #1	
2F	Final TM #1, #2, #3	
<b>3</b>	<b>Evacuation Routes and Trail Options</b>	<b>\$ 32,600</b>
3A	Draft Tech Memo #4: Analysis of Evacuation Routes and Trail Options	
3B	PAC Meeting #2	
3C	Open House #2	
3D	Final TM #4	
<b>4</b>	<b>Preferred Evacuation Routes and Trail Options</b>	<b>\$ 21,850</b>
4A	Draft Tech Memo #5: Preferred Evacuation Routes and Trails	
4B	PAC Meeting #3	
4C	Open House #3	
4D	Decision Maker Workshop	
4E	Final Tech Memo #5	
<b>5</b>	<b>Clatsop County TEFIP</b>	<b>\$ 17,500</b>
5A	Draft TEFIP	
5B	Draft Implementation Measures	
<b>6</b>	<b>Adoption</b>	<b>\$ 4,750</b>
6A	Joint Recreational Lands Planning Advisory Committee, Planning Commission and County Board Work Session	
6B	Final TEFIP	

6C	Public and Stakeholder Involvement and Communications Summary Report	
<b>TOTAL Non-Contingency</b>		<b>118,300</b>
<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	\$ -
<b>TOTAL Contingency</b>		<b>-</b>
<b>TOTAL Non-Contingency + Contingency</b>		<b>\$ 118,300</b>



### 3A-19 Coos Bay Front Street Blueprint

The City of Coos Bay's Front Street Blueprint must provide a detailed strategy to implement six tasks identified in the 2017 Front Street Action Plan. These six tasks are:

1. Access/Intersection improvements (C4);
2. Circulation/Connectivity improvements (C3);
3. Bike/Pedestrian Safety and Access (C2);
4. A public parking management strategy (B5);
5. Historic Wayfinding (B1); and
6. Public Waterfront improvements (A1).

The Project must align with City Council's 2019-2021 goals and be consistent with the plans, policies and objectives of the 2017 Front Street Action Plan, 2020 Coos Bay Transportation System Plan ("TSP"), and City Comprehensive Plan. The Project must provide plans to develop a cohesive, multi-modal loop through the area that will enhance the economic development potential and safety of the corridor.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 24,200</b>
1A	PMT Meetings	
1B	Working Schedule	
1C	Project Website	
1D	Public Involvement Strategy Memorandum	
1E	Project Kickoff Meeting and Study Area Tour	
1F	Stakeholder Interviews	
<b>2</b>	<b>Inventory and Analyze Conditions</b>	<b>\$ 43,400</b>
2A	Draft Memo #1	
2B	PMT Meeting #1	
2C	Methodology Memorandum	
2D	Draft Memo #2	
2E	Draft Memo #3	
2F	PMT Meeting #2	
<b>3</b>	<b>Public Outreach #1</b>	<b>\$ 12,200</b>
3A	AC Meeting #1	
3B	Press Release and Informational Flyer	
3C	Presentation Materials for Planning Commission Meeting #1	
3D	Planning Commission Meeting #1	
3E	Revised Memo #1	
3F	Revised Memo #2	
3G	Revised Memo #3	
<b>4</b>	<b>Alternative Facility Designs</b>	<b>\$ 10,300</b>
4A	Draft Memo #4	
4B	PMT Meeting #3	
<b>5</b>	<b>Public Outreach #2</b>	<b>\$ 15,900</b>
5A	AC Meeting #2	
5B	Press Release and Informational Flyer	
5C	Presentation Materials for Planning Commission Meeting #2	

5D	Planning Commission Meeting #2	
5E	Revised Memo #4	
<b>6</b>	<b>Preferred Design and Implementable Strategies</b>	<b>\$ 15,700</b>
6A	Draft Memo #5	
6B	PMT Meeting #4	
<b>7</b>	<b>Public Outreach #3</b>	<b>\$ 15,600</b>
7A	AC Meeting #3	
7B	Press Release and Informational Flyer	
7C	Presentation Materials for Planning Commission Meeting #3	
7D	Planning Commission Meeting #3	
7E	Revised Memo #5	
<b>8</b>	<b>Draft Front Street Blueprint</b>	<b>\$ 26,800</b>
8A	Draft Front Street Blueprint	
8B	Draft Implementing Measures	
8C	PMT Meeting #5	
<b>9</b>	<b>Adoption</b>	<b>\$ 17,700</b>
9A	AC Meeting #4	
9B	Press Release and Informational Flyer	
9C	Presentation Materials for Public Hearings	
9D	Planning Commission Public Hearing	
9D	Adoption Draft Front Street Blueprint and Adoption Draft Implementing Measures	
9F	Final Front Street Blueprint and Final Implementation Measures	
	<b>TOTAL Non-Contingency</b>	<b>181,800</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 3,200</b>
C1	Contingent Additional Meeting (up to 2)	
C2	Contingent Public Presentation (up to 2)	
	<b>TOTAL Contingency</b>	<b>3,200</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 185,000</b>
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### 3B-19 UPTD Transit Master Plan

The purpose of the Project is to create a strategic Transit Master Plan (“TMP”) with recommended implementing ordinances and related documents and materials that provide clear and concise direction regarding a transit productivity-based service (i.e. targeted service to increase ridership) for the Umpqua Public Transportation District (“UPTD”).

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Consultant Costs</b>
<b>1</b>	<b>Project Management</b>	<b>\$ 4,200</b>
1.2	Monthly Project Reports (up to 15)	
<b>2</b>	<b>Inventory and Analyze Conditions</b>	<b>\$ 31,650</b>
2.1	Background Information	
2.2a	Refined Project Schedule	
2.2b	PMT Meetings, up to 15	
2.3	STAC Meeting #1	
2.4	Study Area Tour	
2.5	Outreach and Coordination Calls, up to 8	
2.6	Project Website	
2.7	Outreach Effort #1	
2.8	Driver Survey	
<b>3</b>	<b>Existing Conditions</b>	<b>\$ 40,600</b>
3.1	Draft Memo #1: Existing System Conditions	
3.2	Draft Memo #2: Transit Goals, Policies, and Practices	
3.3	Updated PTIP	
3.4	STAC Meeting #2	
3.5	UPTD Board Work Session #1	
3.6	Updated Memo #1	
3.7	Updated Memo #2	
3.8	Final PTIP	
3.9	Post Task 2 Project Website Update	
<b>4</b>	<b>Transit Needs and Opportunities</b>	<b>\$ 40,550</b>
4.1	Draft Memo #3: Transit Benchmarks and Monitoring Program	
4.2	Draft Memo #4: Unmet Transportation Needs	
4.3	Draft Memo #5: Future Service Opportunities	
4.4	Outreach Effort #2	
4.5	STAC Meeting #3	
4.6	Updated Memo #3	
4.7	Updated Memo #4	
4.8	Updated Memo #5	
4.9	Task 3 Project Website Update	
<b>5</b>	<b>Evaluation and Prioritization</b>	<b>\$ 23,450</b>
5.1	Evaluation Matrix and Draft Prioritized Project List	
5.2	Draft Memo #6: Preferred Projects and Financial Assessment	
5.3	STAC Meeting #4	

5.4	Updated Memo #6	
5.5	Task 4 Project Website Update	
<b>6</b>	<b>Draft Transit Master Plan</b>	<b>\$ 22,550</b>
6.1	Draft TMP Outline	
6.2	Draft TMP	
6.3	STAC Meeting #5	
6.4	Comment Period and Q&A Session	
6.5	UPTD Board Work Session #2	
6.6	Adoption Draft TMP	
6.7	Task 5 Project Website Update	
<b>7</b>	<b>Adoption</b>	<b>\$ 4,200</b>
7.1	UPTD Board Adoption Hearing	
7.2	Final TMP	
	<b>TOTAL Non-Contingency</b>	<b>167,200</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C1</b>	<b>Contingency Tasks</b>	<b>\$ 7,800</b>
C1	Additional Memo/Report Revision	
C2	Additional In-Person Meeting	
C3	Additional Virtual Meeting	
	<b>TOTAL Contingency</b>	<b>7,800</b>

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 175,000</b>
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#### 4B-19 Wasco County/MCEDD Transportation Development Plan

The purpose of the Project is to develop a Wasco County Transit Development Plan (“TDP”) for the next 20 years, including:

- 1) a comprehensive outreach process that offers community input on mobility needs and issues;
- 2) an existing conditions report including factors that impact mobility and transit use in Wasco County;
- 3) an operational and capital plan that meets identified needs and gaps; and
- 4) a detailed financial and implementation plan that offers a viable and sustainable blueprint through 2040.

The TDP will serve as the transit element of the Wasco County Transportation System Plan (“TSP”). It may also serve as the TSP transit element for the six incorporated cities within Wasco County. The TDP will provide guidance to cities for their efforts to increase transit use and reduce greenhouse gases.

<b>NON-CONTINGENCY TASKS/DELIVERABLES</b>		<b>Direct Expenses</b>
<b>1</b>	<b>Project Initiation and Existing Conditions</b>	<b>\$ 57,550</b>
1A	Coordination calls	
1B	PMT Meeting #1	
1C	Project Webpage Initial Materials	
1D	Draft Memo #1: Public Involvement Plan	
1E	Draft Memo #2: Existing System	
1F	Questionnaire #1	
1G	Direct Stakeholder Outreach #1	
1H	PTAC Presentation #1	
1I	AC Meeting #1	
1J	Study Area Tour	
1K	Final Memo #1	
1L	Final Memo #2	
<b>2</b>	<b>Transit Supportive Development Strategies</b>	<b>\$ 23,800</b>
2A	Draft Memo #3: Unmet Transit Needs and Transit Supportive Development Strategies	
2B	Draft Memo #4: Evaluation Framework	
2C	PMT Meeting #2	
2D	AC Meeting #2	
2E	Final Memo #3	
2F	Final Memo #4	
2G	Project Webpage Update materials for posting	
<b>3</b>	<b>Envision Future Service Opportunities</b>	<b>\$ 23,300</b>
3A	Draft Memo #5: Future Service Opportunities	
3B	PMT Meeting #3	
3C	AC Meeting #3	
3D	Final Memo #5	
3E	Project Webpage Update materials for posting	
3F	Direct Stakeholder Outreach #2	
<b>4</b>	<b>Transit Goals Practices and Policies</b>	<b>\$ 32,900</b>
4A	PMT Meeting #4	
4B	Draft Memo #6: Updated Goals, Policies, and Practices	

4C	Draft Memo #7: Future Service Design and Supporting Programs	
4D	AC Meeting #4	
4E	Final Memo #6	
4F	Final Memo #7	
4G	Project Webpage Update materials for posting	
<b>5</b>	<b>Draft TDP</b>	<b>\$ 30,600</b>
5A	PMT Meeting #5	
5B	Draft TDP	
5C	AC Meeting #5	
5D	Online Open House	
5E	Local Planning Staff Workshop	
5F	PTAC Presentation #2	
5G	Revised TDP	
5H	Draft Implementing Ordinances	
5I	Project Webpage Update materials for posting	
8C	PMT Meeting #5	
<b>6</b>	<b>Adoption</b>	<b>\$ 5,300</b>
6A	Transportation Administration Board Meeting	
6B	Wasco County Board of Commissioners Meeting	
6C	Final TDP and Final Implementing Ordinances	
6D	Project Webpage Update materials	
	<b>TOTAL Non-Contingency</b>	<b>173,450</b>

<b>CONTINGENCY TASKS/DELIVERABLES</b>		
<b>C</b>	<b>Contingency Tasks</b>	
	<b>TOTAL Contingency</b>	

<b>TOTAL Non-Contingency + Contingency</b>	<b>\$ 173,450</b>
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